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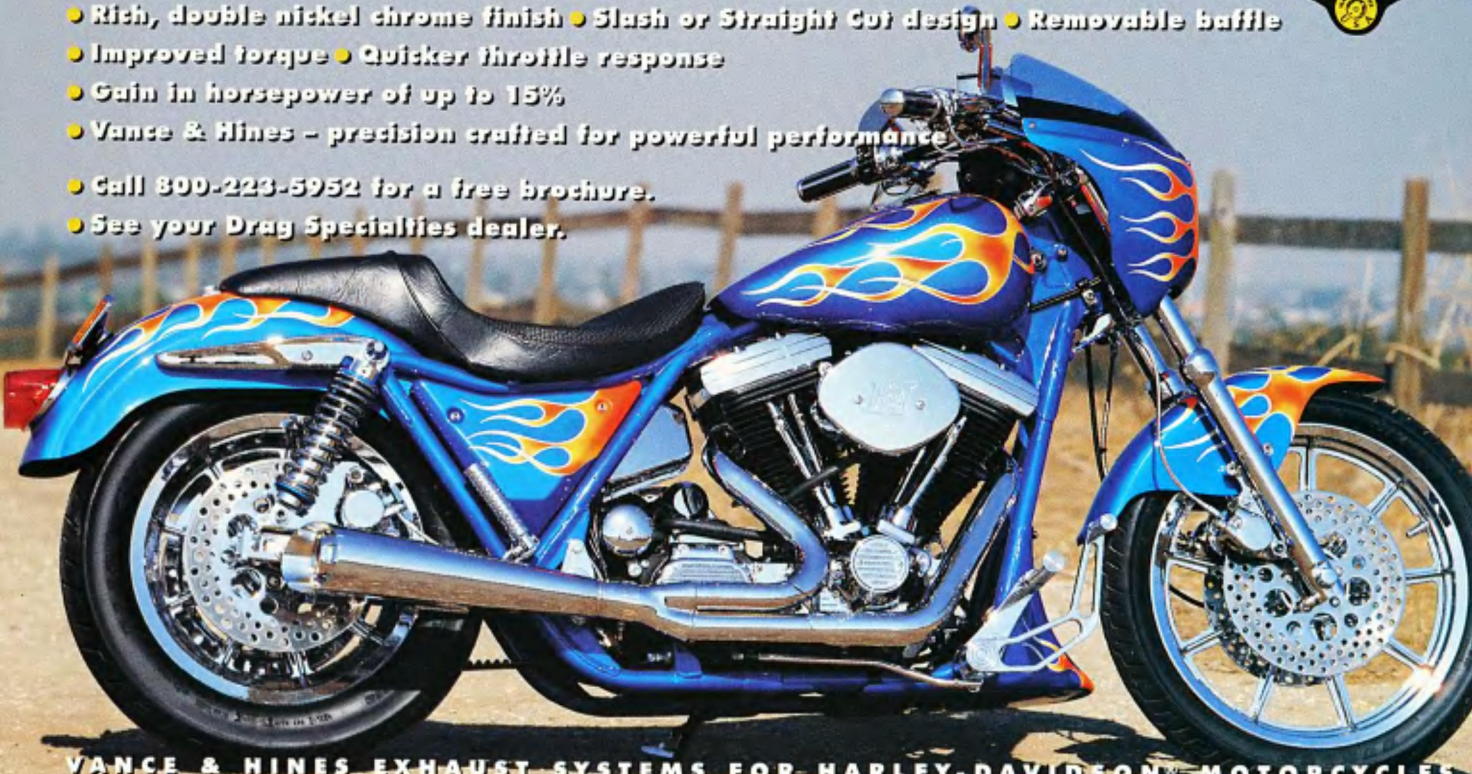


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TAKING IT EASY

This guy's wife had fixed a chicken recipe she'd seen on TV. Not known for her culinary talents, the meal was a gawdawful mess according to her ol' man. In fact, he told her he'd rather eat snake meat than take another bite of her garbage. She was so pissed off that she got her pet snake, brought it to the table, and told him if that's the way he felt, why didn't he just go ahead and eat it. So he did, but he got such excruciating abdominal pains that the dead snake had to be surgically removed from his stomach. (Keep this story in mind when making idle threats.)

We've all heard lots of stories about sue-crazy people. It seems these days you can sue on just about any basis. Well, here's a man who sued himself—and won! Seems he threw a boomerang that flew back and clobbered him in the head. A lawyer advised him he wouldn't win a suit against the boomerang manufacturer—so he went after himself. His homeowners insurance paid off—to the tune of \$300,000.

There's a company called Rats R Us that breeds food for reptiles. Wholesale prices range from 60¢ for the "pinkies" (whatever they are) to \$3 for a jumbo rat. The owner says he is sometimes disturbed by the nature of his business but (to make us all feel better I guess) at times he gives mouth-to-rat resuscitation to keep frail babies alive. Hmrrrrrr.

A man who broke into a woman's bedroom and had sex with her has been cleared of a rape because—now get this—she slept during the whole thing! "The law clearly requires that a woman has to be forced to have sex against her will in order to be raped," wrote the judge in his decision. "Because she was asleep it cannot be shown this act occurred against her will. If she had awakened during the sex act, she might have liked it and said yes." Needless to say, the feminists are beside themselves and are vowing to get that nasty judge off the bench.

This woman strapped her baby into his car seat, got in the car and drove off. So what? She forgot to take the baby in its seat off the top of her car. After lots of cars kept honking at her, she stopped, got out, took the baby off the top of her car, put him inside the car, and went on her way to the market.

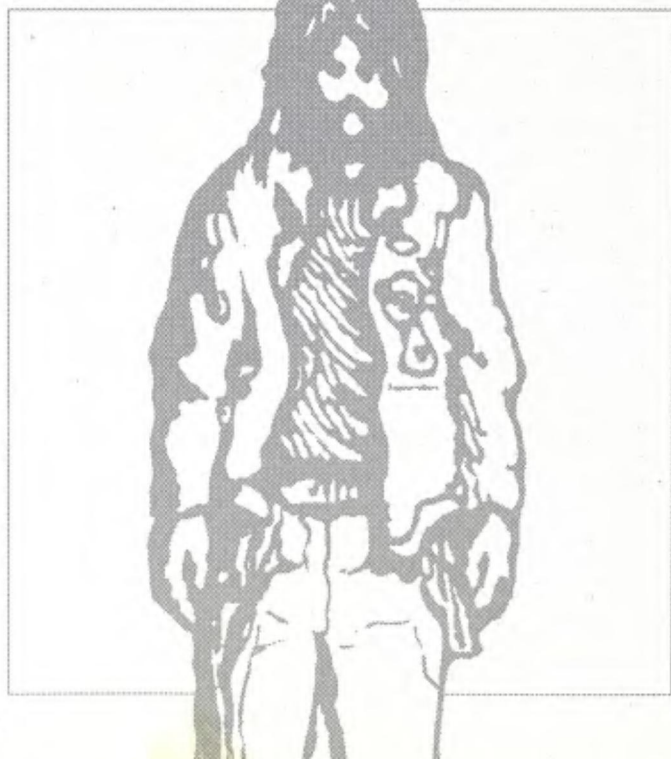
Have you heard of the Darwin awards? It's an annual honor given to the person who did the gene pool the biggest service by killing himself in the most extraordinarily stupid way. Here's the story of this year's nominee: The police came upon a pile of smoldering metal embedded into the side of a cliff above the road at a curve. It took the lab a long time to figure it out—here's what appears to have happened: A guy had somehow gotten ahold of a JATO (Jet Assisted Take Off—actually a solid fuel rocket) unit that is used to give heavy military transport planes an extra "push" for taking off from short airfields. He had driven his Chevy Impala out into the desert and found a long, straight stretch of road. Then he attached the JATO unit to his car, jumped in, got up some speed and fired off the JATO! The facts as best as could be determined are that the operator of the car hit JATO ignition at a distance of approximately 3 miles from the crash site. This was established by the prominent scorched and melted asphalt at the location. The

JATO would have reached maximum thrust within 5 seconds, causing the car to reach speeds well in excess of 350 mph and continuing at full power an additional 20-25 seconds. The driver, soon-to-be-pilot, most likely would have experienced G-forces usually reserved for dog-fighting F-14 jocks under full after-burners, basically causing him to become insignificant for the remainder of the event. But the car remained on the road for about 2.5 miles before the driver applied and completely melted the brakes, blowing the tires and leaving thick rubber marks on the road surface, then becoming airborne for an additional 1.4 miles and impacting the cliff face, leaving a blackened crater 3 feet deep in the rock. Most of the driver's remains were not recoverable. (That must have been one helluva thrill—what a way to go!)

The average human being sheds more than 100 pounds of skin in his lifetime. (I find that hard to believe.)

I think they're carrying this "political correctness" shit just a bit too far. A county Board of Education has decreed that students who earn D's or below will not be called borderline passing or failing, but as emerging. Those earning A's will no longer be praised for excellent work but will be told that they are extending. As for those in between, they will not be described as doing adequate or mediocre work. They are developing. And here's another one: A county board has decided it will no longer use the term hate group to characterize such groups such as the Ku Klux Klan. The Klan and its sidekicks are now officially referred to by the board as unhappy groups. (Oh, come now.)

If you're one of those guys who scarf your meals at an Olympian pace, keep in mind that men who eat slowly make better lovers. That's what they say.



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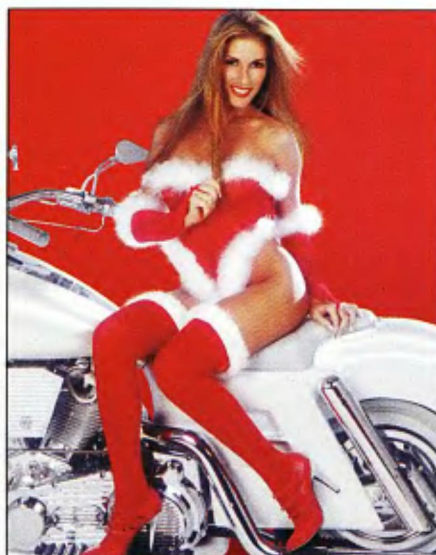
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Easyriders

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 282 • DECEMBER 1996



Cover photo of Christine with Don Tanner's 1995 Dyna Wide Glide by Don Rogers. Special effects imaging by Michele Durant.

FEATURES

Attention To Detail: Craig Cagle keeps it clean, lean, and mean on his rigid Evo10

In Gator Country: John Malik Jr.'s Gator II takes a bite out of the custom world42

Fantasy From Florida: Foot doc Don Tanner's Dyna steps out to the trophy stand56

Champion Pan: Every accessory known to man (in '56) makes an appearance70

Quiet Riot: Wes Furrh is ready for all seasons with his Lefevre-built Fat Boy.....92

Double Duty: Hard-bodied Sportster enjoys a double dip of Salt Lake sweeties142

READERS' RIDES

Jim Miko and his 1994 Softail.....137

James and Christi Whitmire's '93 FXSTC...138

Maria Pulde and her 1993 XL Sportster139

FICTION

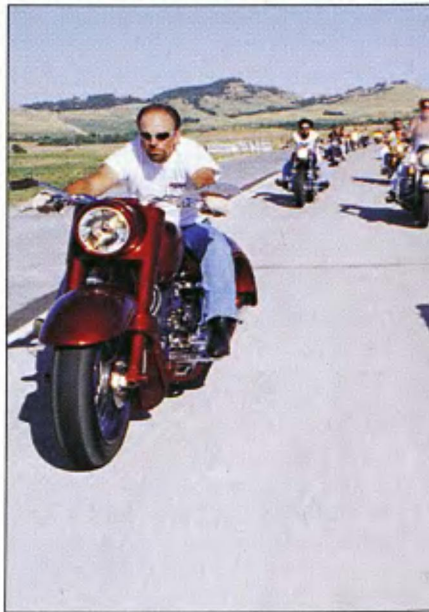
Saint Nick Of Abilene: by Ken Hodgson110



Gator II crawls out of the swamp in Leesburg, Fla., page 42.



Tanks a lot, Don Robertson-built XLH, page 142.



Cuttin' the rug at Sturgis '96. Senator Ben Nighthorse C



Late-night Rodeo action, Wilson, N.C., page 88.



(right) on a Black Hills freedom putt with his pals, page 50.



St. Nick of Abilene: Christmas fiction, page 110.

OFF-THE-WALL

Stranger Than Real: Phantom finds the facts that'll win ya some bar bets40

Bike Show Tour IX: Prepping for the six-stop '96-'97 *Easyniders* Bike Show circuit49

Electra-Glide History: From '49 to present, year-by-year evolution of the Big Twin64

EVENTS

Sturgis '96: Chasing Bandit on the greatest summer run of 'em all50

1996 National Toy Runs: an at your fingertips, state-by-state listing74

Rebel Rev-Up: Wilson, North Carolina, kicks off the *Easyniders* Rodeo season88

SERVICE DEPARTMENT

Geared To Go: Building a stout 5-speed gearbox for your studly Softail120

Thunder Page Security System: keeping the thieves at bay with an alarm124

Drop The Sled: White Brothers finds a better way to drop a dresser127

COLUMNS

Spider3

Short Strokes27

Rip's Run102

DEPARTMENTS

Wordmonger6

Easynews17

Hall Of Fame21

What's Happening24

Passin' Gas28

Tech Letters30

F.I.G.H.T. Update32

Bikers Rights Organizations34

Bros Club News36

In The Wind78

Fox Hunt84

Fox Hunt winner Jennifer92

Parts Box140

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Couldn't Believe His Eyes

I couldn't believe my tired old eyes. On the cover of the July '96 issue was the most superfine Shovel I have ever seen. And then you have no less than four superfine ladies draped across it. This is without a doubt the best cover y'all have ever done! It's nice to see someone doing high-tech things to a Shovelhead. It's different from all the Evo stuff I've been seeing for the last 10 years. What's the deal with the four lovely ladies? All I can say is that this Rick Fairless guy must be living right.

You boys done good on this one. Keep it up!

Lone Wolf
Loose in the Lone Star State

A Solari Fan

I was horribly offended by your treatment of J.J. Solari's *Pussy* article in the September issue. If you were half the men you were 10 years ago, you would have run a full-page photo of a wild and woolly wooget to accompany the article. *Pussy* is as pussy does.

Tom Johnson
Viola, Wisconsin

Wooget?

Man's Best Friend

Gee, what's this? It's the best issue [September 1996] of *Easyriders* I've had my fingers on in months. There were more big, beautiful, bare-breasted babes and bodacious bikes than I see at my favorite biker bar on a good weekend. But what really got me off was J.J. Solari's *Pussy* article. I laughed so hard I fell off the toilet.

Then I had a brainstorm. I took the article to my favorite watering hole and casually struck up a conversation about it with a great-looking babe. Next thing I knew we were at her place and I was getting a guided flashlight tour of her snapper. She showed me 'the tricks of the pussymaster trade. Now I have a permanent picture of perfect pussy in my head all the time and a blonde who follows me everywhere I go.

Whoever said a dog is man's best friend was wrong: a pussy is.

Ranger Rick
Phoenix, Arizona



You Can't Keep 'Em All Happy

Concerning the '78 Shovelhead from Onawa, Iowa, in the "Readers' Rides" section of *Easyriders* July '96, one of the omissions in the article was that the motor and tranny work, i.e., assembly, balancing, polishing, as well as some other stuff, were done by Al's Custom Cycle in Sioux City, Iowa.

Are ya happy now, Al? You got mentioned in this rag so quit your fuckin' sniveling. Also, anyone and everyone who weren't mentioned and who had anything to do with this project, thanks.

Bob Jessen
Onawa, Iowa

Words of Praise

I want to tell you how much I liked your *Ugly Idea* spread (Aug. '96) That Cliff dude really knew how to take an old fatbob and turn it into a show-winning beauty. I'd give my left nut for a scooter like that.

Wizzard
Kansas City, Missouri

A Correction

Somewhere between greasy fingers and printer's ink, a wrong number crept into the sequence we've been publishing for Thompson's Engine Services, a leading builder of Harley-Davidson engines and supplier of high-performance parts. Thompson's correct number is (617) 326-8380.

Shit-Filled Mailbox

Come the end of July and the first of August my mailbox is crammed with shit from every outfit in the country telling me about their back-to-school sales. I have to wade through all this stuff to find the only reason I even bother with a mailbox—my copy of *Easyriders*. Whaddaya know, a back-to-school ad on the cover! Gimme a break, man. Can you spell SELLOUT?

G-Man
Possum Kingdom, Texas

Don't ya want your rugrat going to school in style?

Opinionated

In response to the letter by C. Carmichael-Mathias of Swansea, Mass. (Aug. '96), this, my friends, is a perfect example of why the runs we knew of yesterday are exactly that—things of the past. The "new world bikers" have decided they need to belong to and fit in with a group of people they know nothing about. They've decided Sturgis (to mention one of the few) is more of a vacation spot than a motorcycle run. People like this are the reason law enforcement agencies have started to crack down on things they never used to bother us about. People take their kids to Sturgis and don't want them to see public displays of nudity so they complain; thus, the cops have to start enforcing the laws.

This is only one small example of what's taking place in our lifestyle. If people want to spend time with their kids, that's great—people *should* spend more time with their kids. My only problem with this is: *don't do it on a motorcycle run!* They never would have thought of doing this six or seven years ago—why start now?

Opinionated
St. Louis, Missouri

Thanks

Your rag is always next to my easy chair, and when shit happens and things ain't right, I thumb through my favorite (mostly the tits) stuff. We are talking tranquilizing effects here so keep it up 'cause it keeps me up.

Rod Barfknecht, Sr.
St. Francis, Minnesota



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Words From A Long-Time Reader

Since the early '70s I've been sending photos of the latest updates to my bike (latest version finished last month enclosed) and, as a tradition, you've been using them to wrap fish or as office spitballs. Oh, well, just thought I'd keep up the habit. Bought the bike new and it's been to Sturgis, Daytona, Mardi Gras, Mexico, Grant's Pass, etc., many times each. The original speedo broke with 999,000 (probably not so accurate with a 26-tooth sprocket) in the odometer and that was a few years ago.

By the way, I used to be a regular at D&D on San Fernando Road with my old rigid Shovel and my '65 Pan. I spent all my "hard-earned" there more than once back when you could buy a hydraulic lifter for \$1. I remember the "Bone-Shaker" in the window and a couple of the people from then—big, friendly guy named Armond I remember, right? I even remember the counter with Teresi behind it, I think. I'm getting forgetful in my old age—seems 35 years in the saddle have toasted the brain cells a bit.

Mike Novoa
Quartz Hill, California

An Evel Knievel Fan Sounds Off

This letter is directed to the limp-dicked communist faggot who put down Evel Knievel (April's *Taking It Easy* column).

First off, Evel has balls. To take a heavy bike with poor suspension and even think about doing what he did takes balls.

Second, the man never "chickened out" on anything. On his attempt to jump the Snake River Canyon in a two-wheeled rocket cycle, his chute opened up on the takeoff ramp (which slowed him down and pulled him into the canyon.)

Third, Evel Knievel was, is, and will forever be an "American hero." I'm 35 and have been a fan of his for at least 25 years. My children know who he is and what he has done. We like seeing him in the pizza commercials and follow what his son, Robbie, is doing.

Fourth, and final, since when has it been illegal to own firearms in this country? This country was built on firearms. And why was he pulled over? Maybe a pink-pantied Jap bike rider was pissed because he wasn't Evel Knievel.

Howard Openo
Kalkaska, Michigan

How much did the lid-lovin' Evel pay ya?

Blown Away

I was blown away by Clay Dog's review of *Metal Leather Flesh: Head Out On The Highway* (Aug. '96). After oooing and aaawing over the pics, I savored the article slowly only to discover that there was NO FUCKING CLUE about how to get my hands on a copy of this awesome book. You guys got me all hot over it, then left me high and dry. I'm willing to forgive you if you'll let me know how to get one.

Kickstand Kerry
Beverly, Massachusetts

You can reach the author, Steve Mykolyn, at 489 Queen St. East, Toronto, Ontario, Canada M5A-1V1

He's No Dork

To Ken Hodgson:

I read your fiction *Family Tradition* in the July '96 issue of *Easyriders*. On page 115 of the story you implied that any man named Wesley must be a dork. I'm no literary critic, but I felt obligated to respond to your cute little bedtime story.

Fuck you! My name is Wesley. I'm damned fuckin' proud of it, and I don't even come close to being a fuckin' dork. I don't appreciate your slander, and I'm sure I'm not alone. I'm certain that in this sue-happy world, there's an attorney named Wesley who'd like to know what your fuckin' problem is.

Wes Sims
Florida

P.S. Why do you suppose a little dorky-ass dickless doll made for Barbie to dominate was given the name, Ken?

Jeez, Wesley, you'd have to be a dork to get this worked up over a fiction piece.

An Endless Fiesta

Some bros and I are planning a South of the Border run in February '98 from the Port of Lemon, Costa Rica, to Panama City, Panama. Our intentions are to transport the scooters from Miami, Florida, to Costa Rica by freighter.

Any info anyone could provide us as to biker happenings, motorcycle clubs, accommodations, bike shops, places to avoid, and most of all, where some good fiestas may be happening along the way would be much appreciated.

J. Wojtecki
801 Butler Pike
Mercer, PA 16137

A Good Deed

When I finish reading my *Easyriders* magazine, I drop it off at the VA Hospital library for them to use on their patient reading carts.

Ranger Andy
Cut and Shoot, Texas

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

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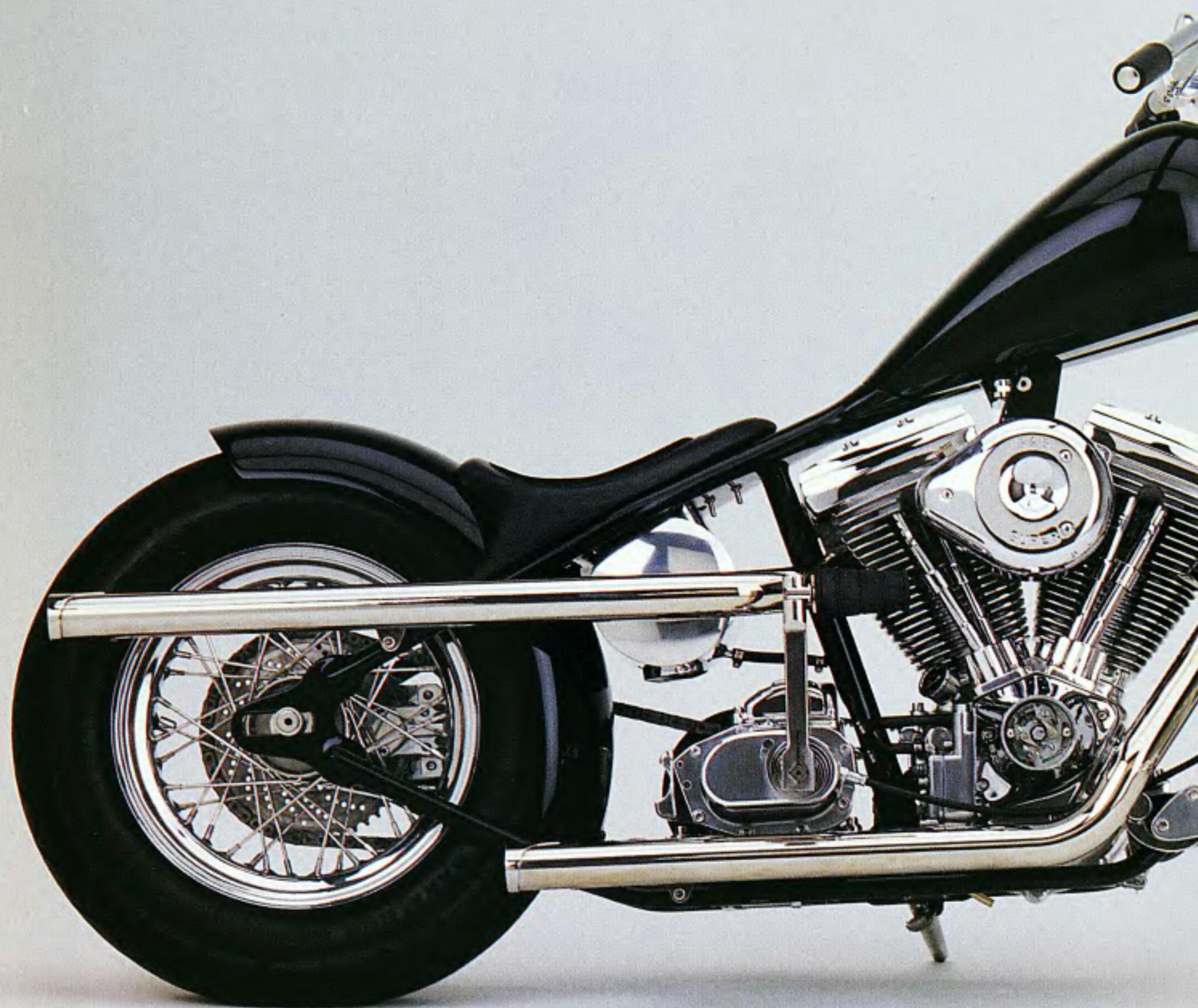
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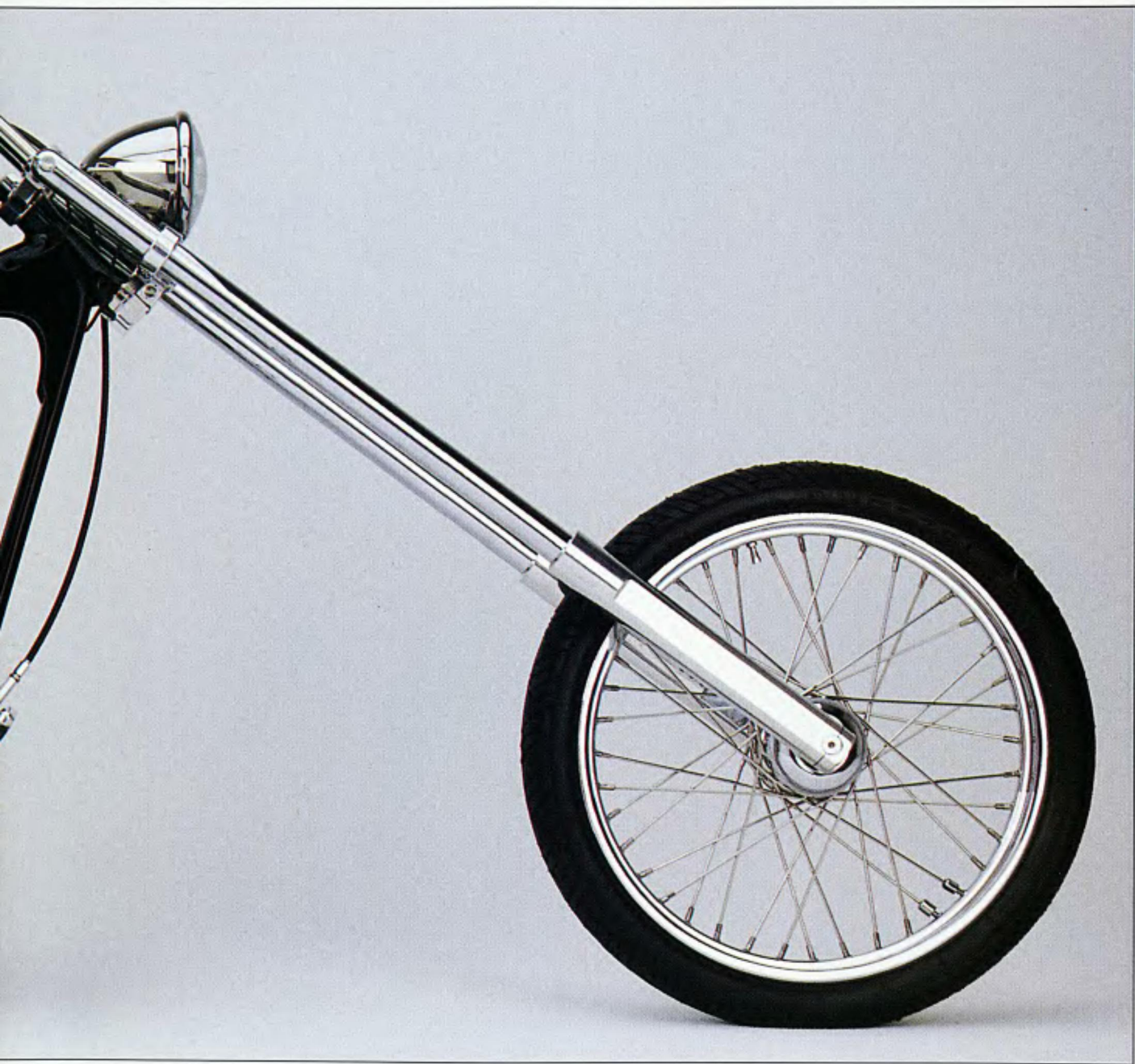
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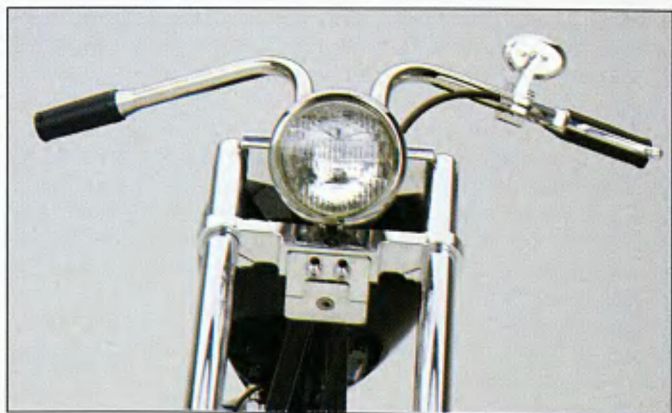
HIS STYLE IS CLEAN

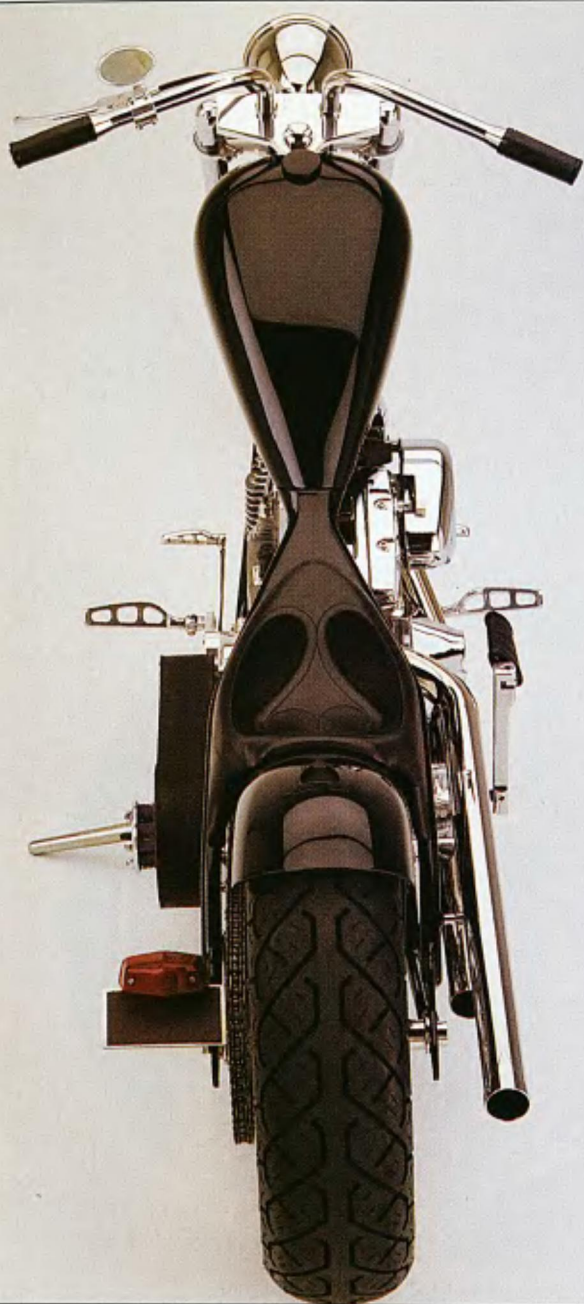


In today's world of motorcycle builders we seem to get wrapped up in styles, and it doesn't matter which ones. Tail draggers, full-fendered, full-bodied, it's like all new bikes are variations of one style or another. Luckily for us, every once in a while a scooter comes along that is a celebration of being just plain clean. That is what Craig Cagle, with the expert help of Mike Maldonado, has created.

This hardtail is valued at priceless, and we think you'd agree. After two and a half years of custom fabricating, polishing and flat out inventing, Craig finally finished it, just in time to earn first place in the Judged Class at the *Easyriders* Bike Show in Anaheim, California.

The Paughco frame was stretched an additional five inches to accommodate Craig's six-foot-three frame, and the neck was raked, I'm guessing, 56 degrees. This allowed an →

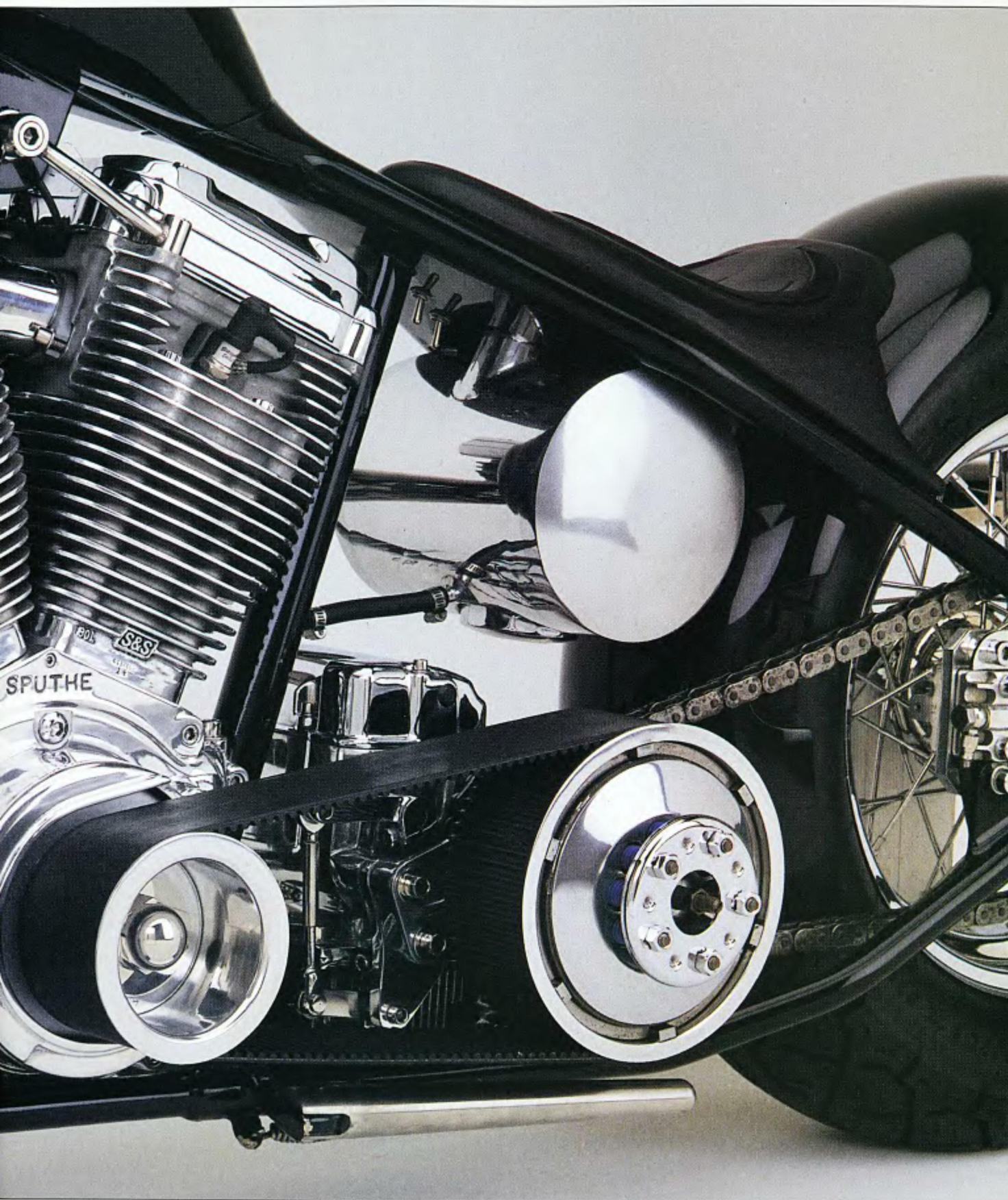


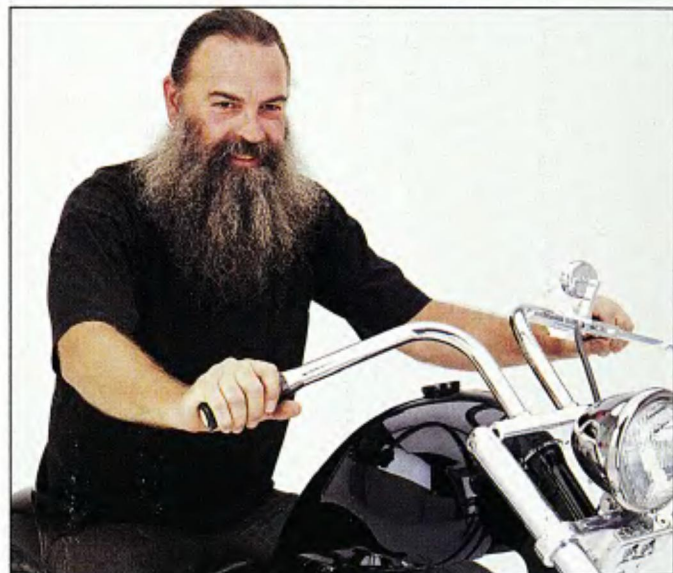


adjustable set of Kennedys triple trees and the Tolle 18-inch-over tubes, which, as you can see, definitely puts the front wheel out there. S&S provided the lower end for the Sputhe-cased power plant, that's topped off with Patrick Racing heads. The owner-built aluminum oil tank, kicker, and the remainder of the polishing and chrome work was handled by Sihilling and the paint was laid down by Mike Maldonado. The trans was offset to accommodate the 200-15 Metzeler rear tire, which also required a hand-laid fiberglass fender, and filled with Andrews gears, while Primo Rivera handled the chore of getting the power back there.

Descriptions like "super clean" and "attention to detail" are often overused when people write these features, but with Craig's scooter they apply. If you want a lesson in bike building, take a look and see if you can find the spark plug →







wires, other than on the plugs, or see if you can locate the shift linkage, throttle cable, or electrical controls. Pretty cool stuff, Craig. As long as scoots like this are being built, "styles" will never take over.

—Oz



1ST PLACE: JUDGED CLASS

Easyriders Bike Show Tour, Anaheim, California, January 6, 1996
Owner is eligible to compete in the \$35,000 Invitational Show, Columbus, Ohio, Feb. 1997

Owner: Craig Cagle
City: South Laguna, California
General
Fabrication: owner/Mike Maldonado
Year and make: 1996 Harley-Davidson
Model: hardtail
Value: priceless
Assembly: owner
Chroming: Shilling Polishing
Engine
Year and model: 1996 Evo
Rebuilder: H-D
Ignition: Dyna S
Displacement: 93 cubic inches
Lower end: S&S
Pistons: S&S

Cases: Sputhe
Heads: STD
Cam: Sifton
Carb(s): S&S Super G
Pipes: Rod Sexton
Modifications: balancing by Patrick
Racing, S&S air cleaner, JIMS lifters
Transmission
Year: 1996
Modifications: Andrews gears, Primo
eng. & trans sprocket, Tolle wheel sprocket
Paint
Molding: Mike Maldonado
Painter: Mike Maldonado
Color/type: black/urethane
Special paint: none

Frame
Builder: owner
Type: modified Paughco
Modifications: 56-degree rake,
5-inch stretch

Accessories
Bars: custom, owner
Fender(s): custom, fiberglass
Headlight: Paughco, cheap!
Taillight: old-style rectangular, H-D
Pegs: Performance Machine
Gas tank: custom 3-gallon, owner
Oil tank: aluminum tubing, owner
Oil system: custom, owner
Seat: Lars
Mirrors: billet

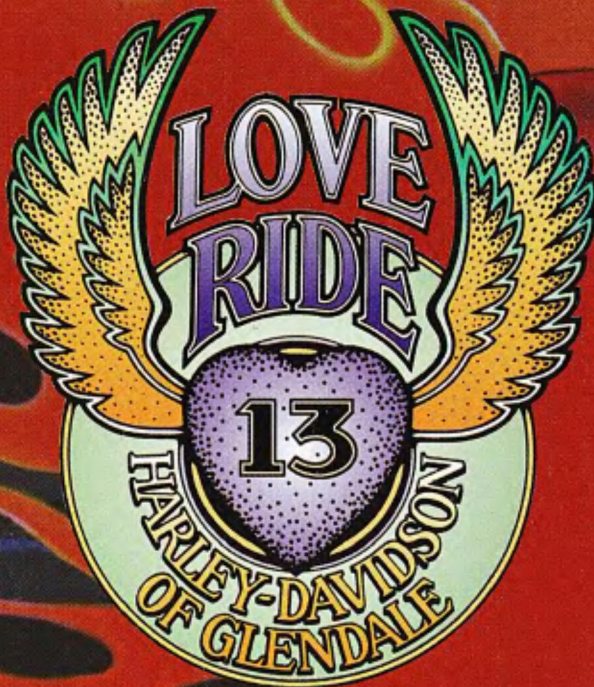
Grips: H-D
Forks
Type: Tolle, adjustable wide glide
Modifications: 18 inches over
Wheels
Front
Type: Wheel Works
Size: 21-inch
Tire: Metzeler
Brake: none
Rear
Type: Wheel Works
Size: 15-inch
Tire: 200-15 Metzeler
Brake: Tolle
Photos: John Wycoff

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EASYNEWS

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

NUTS 'N' BOLTS

BIKERS NEWS & VIEWS

HMOs Can't Discriminate

On August 21, the "Health Insurance Portability and Accountability Act of 1996" became law. P.L. 104-191 contains language that will, after June 30, 1997, prohibit employer-provided health care plans from denying benefits to motorcyclists.

Wayne Curtin, VP of Government Relations for the Motorcycle Riders Foundation (MRF) said, "This legislative success is the result of years of hard work by many motorcyclists, MRF members, the AMA, and state bikers' rights organizations." Now that the legislation has become law, federal regulations to administer the law will need to be developed before PL 104-191's effective date of June 30, 1997. The proposed regulations will be published in the *Federal Register*. Then there will be a comment period for the public to respond, and suggest different language, if necessary, before final regulations are issued.

"It will be motorcyclists' responsibility to ensure that the final regulations include requirements that reflect the legislation's intent to prohibit discrimination against motorcyclists in health care insurance," said Curtin. In addition, the AMA is initiating a program to educate the business community about the requirements of this legislation, and to assist them in complying with P.L. 104-191. —MRF

Bad Advice In Jersey

Should you be injured on your motorcycle, traumatically or otherwise, and are taken to the Medical Center at Princeton Emergency Dept., 253 Witherspoon St., Princeton, NJ 08540, you'll be presented with a four-page fact sheet titled: "General Information on Motor Vehicle Accidents."

This so-called fact sheet purports to give you an overview and a prognosis report on recovery, treatment, etc., from motor vehicle accidents, and then lists various steps you can take to alleviate



ICMS Chairman Bob Brumpton speaks at rally.

Idaho Awareness Rally

The Idaho Coalition for Motorcycle Safety (ICMS) held its 11th Annual Awareness Rally on May 4, 1996, but this year, it was a bit different. Idaho's Department of Education approached the ICMS and asked to be included in the event to kick off its motorcycle safety training program called "STAR" (Skills Training Advantage for Riders), that begins this year. The ICMS was more than happy to let them join in; after all, how often does a state government agency ask to be part of a riding event?

your problem and maintain your treatments. On page 1, item number 4 under Instructions, states: 4) "If you ride a motorcycle, always wear a helmet when you ride, and try to wear protective clothing like a leather jacket. Better yet, sell your motorcycle and buy a car."

Whatever the motivation, we do not feel this wording or advice is appropriate. This form is also used at numerous other medical facilities. Even if their intentions are good, the advice is derogatory and meaningless. Perhaps, this same sheet of instructions should

Motorcyclists started gathering at Meridian Park at 10:30 a.m. By 1 p.m., the park was packed and our police escort stopped traffic and led us down to the interstate as we snaked our way to the Statehouse in downtown Boise.

As the ICMS' Chairman, I thanked my fellow bikers for making this the biggest Awareness Rally we've had to date, with more than 1,000 riders in attendance. I also spoke of sharing the road and the hope that car drivers will do the same. Dr. Ann Fox, head of the Dept. of Education for Idaho, read a proclamation from Governor Phil Batt. She then read off the names of all the other cities that had awarded the ICMS their proclamation naming May as Motorcycle Awareness Month and recognizing the positive effect motorcycling has on the state. Dr. Fox then introduced Ron Shepard, who is in charge of Idaho's rider program, and he spoke of the positive benefits of a training program and backed it up with some impressive statistics.

When the speeches were over, the Christian Motorcycle Association put on a great barbecue at a local park. Overall, it was a great day—sunshine, bikers, and a barbecue. It doesn't get any better.

—Bob Brumpton, Chairman, ICMS

also state, "If you're 72 and losing touch, stay at home. Better yet, don't drive." or, "If you were skiing with the Governor and fell down, get a new hobby." or, "If your watercraft fell over on you and banged your head, take up card playing." or, "If you fell off a chair at home, reaching for something in the cupboard, hire a maid."

Perhaps a deluge of letters to them, at the address mentioned, would get the point across.

—Gary Introne
United ABATE of New Jersey

AN ATROCITY IN TENNESSEE

COPS HOLD UP FUNERAL

On July 19, 1996, the Tennessee Highway Patrol (THP) came down hard on some 64 bikers (mostly CMT/ABATE members) participating in a funeral procession for fellow member, Horton Swift, who was a proud freedom fighter and founder of CMT/ABATE's Upper Cumberland Charter.

So, what horrific crime were these bikers guilty of, that required the assistance of 12 additional THP cars, as backup? They were riding helmetless, in an escorted funeral procession, to show respect for their fallen brother.

The distance from the funeral home to the cemetery was less than six miles. The roadblock, which the THP is now conveniently claiming had been previously scheduled, was about three miles from the funeral home. The group was being led by a Jackson County deputy in an official car, who, when coming upon the roadblock, was ordered to pull over with the motorcycle riders. Without so much as a warning to put on their

helmets or be cited, the THP began writing tickets. However, in their overzealous haste to ensure that everyone was ticketed, they also cited Horton Swift, the deceased! As that ticket was handed to Horton's

**IN THEIR OVERZEALOUS
HASTE TO ENSURE
THAT EVERYONE WAS
TICKETED, THEY ALSO
CITED HORTON SWIFT,
THE DECEASED!**

son, Michael, the officer told him he was sorry to hear about his dad's demise. After all was said and done, the THP delayed the entire funeral procession for three hours, leaving the motorcyclists by the side of the road in sweltering 95 degree heat and humidity, without water or

restroom facilities. You wouldn't treat a dog like that and expect to get away with it!

This is nothing less than an authoritarian rape of bikers at a very vulnerable time. Yeah, let's get them and their money for doing nothing more than showing respect for a fallen brother, by not wearing helmets. Yet these same bikers' tax dollars pay the salaries of the very ones who perpetrated this outrage. Can anyone in good conscience really believe that the above behavior was necessary? How in God's name can these officers walk down the street, hold their heads high and look their wives or children in the eye? How would they feel if one of their family members were treated this way?

This grave injustice, served at the hands of the THP, is nothing less than an absolute disgrace to the fine state of Tennessee and its citizens. Their actions cannot, and will not, be tolerated!

—Twigg

RHODE ISLAND REPORT

RIMA'S LEGISLATIVE UPDATE

Members of the Rhode Island Motorcycle Association (RIMA) have called, talked to, and written to representatives throughout the state and have spent countless hours at the statehouse, sifting through thousands of bills introduced this year, to insure that legislation affecting all motorcyclists in Rhode Island is closely monitored.

We are currently watching these bills: 96-S-2062, proclaiming May as Motorcycle Safety and Awareness Month, has not been heard in committee, yet; 96-H-8483, which allows for a trade-in deduction for sales tax; and 96-S-2405, a moped bill for Block Island, which has a provision to require renters of mopeds, motorized bicycles, and motorized tricycles to supply helmets. I consider this a trick one, because it's entirely possible for, at the last minute, without warning or introduction, one of our adversaries to slip in an unfavorable amendment.

Senator Bill Enos, whose fundraiser is always fun to attend, pulled me aside to say "thank you" to all his



RIMA board members with Senator Bill Enos (front and center with sunglasses).

friends at RIMA for coming out in force to show our support for him. Hooray to Bill for his help, understanding, direction, and support in helping us attain our goals.

Although the time for the introduc-

tion of new bills is behind us, we still have to watch out that the bills that concern us, and our lifestyle, are not pushed through.

—Rudy Drolet
RIMA Legislative Coordinator

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MORE PROOF THAT HELMETS KILL



In our quest to learn all we can about the effectiveness of helmets, we've come across the terms "Hangman's Noose Analogy," and "Basal Skull Fracture." The cause of this type of injury is the retention system of the helmet exerting extreme pressure on the head/neck complex and acting much like a hangman's noose by breaking the neck, or causing a fracture at the base of the skull.

A May 20, 1996, AP news release reported on the tragic death of Indy 500 driver Scott Brayton, whose autopsy showed that the Indianapolis 500 pole-winner died of a basal skull fracture. (Remember, these drivers wear the supposedly superior full-face helmets.)

Speedway Medical Director Dr. Henry Bock said Brayton was killed during practice, but did not elaborate on the injury.

Brayton, 37, who had started 14 previous Indy 500s and captured the pole position in 1995 and 1996, died 30 minutes after his crash. Clearly, the full-face helmet and restraint system did not prevent this fatality. In fact, given the information we have about helmet design and chin strap problems, it's very likely that the cause of death was the helmet itself.

K. Peter Krantz, Department of Forensic Medicine at the University of Lund, Sweden, noted that ring fractures of the base of the skull were present in 21 out of 132 cases of motorcyclists whom he studied. Seventeen of these riders were wearing a helmet. Three riders suffering ring fractures of the base of the skull, and two riders who suffered disruption of the junction of the head and neck, did not show any sign of head impact, except for minor abrasions from the chin strap. These injuries are due to the result of a centripetal movement, owing to decreased velocity of the body in relation to the head.

The Brayton death makes the fifth such race-related fatality we attribute to helmets. The apparent lack of details about the autopsy results seems to indicate that nobody is willing to place the cause of Scott's injury and ultimate death where it belongs—on the helmet. Of course, this would be an obvious contradiction of everything NHTSA, and others, are saying. Their contention is that helmets are safety devices, and no evidence exists that they cause cervical spine or basal skull injury. Who is fooling whom?

—Tony "Pan" Sanfelippo

HALL OF FAME

TODD VANDERMYDE, PAULI LAGERSTROM

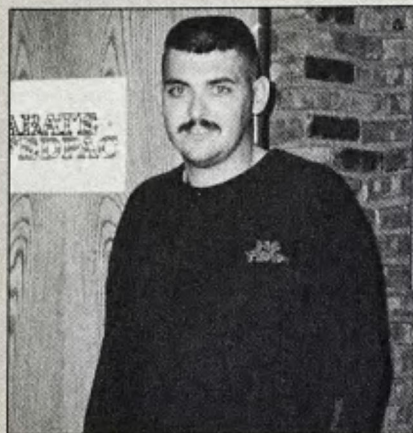


Photo: Janet Prigler

Todd Vandermyde, ABATE of Ill. Legislative Coordinator

As with any organization, it's only as strong as its membership. ABATE of Illinois is no exception. However, one exception is Todd Vandermyde, our Legislative Coordinator. I am sure that if it weren't for him, Illinois would most likely have a helmet law. Now, I'm not taking away from the other members, and he'd be the first to give credit to

the membership, but Todd's the type of person who gets things done. You choose a target, aim, and let him go for it. He has a way of getting what he wants from legislators, be it defeating helmet laws or getting legislation passed such as our "Eye Protection" law, to name a few. If all state MRO's had a Todd, there would be no helmet laws and no political interference as we continue to ride free down the highway.

By the same token, Pauli Lagerstrom is our "Superwoman" for ABATE of Illinois and is the one person who keeps track of everyone within the membership. Not only does Pauli handle the state office, she's also responsible for the mailings, works on the newsletter, prints flyers, keeps tabs on all the state officers, fields complaints and questions on a daily basis, and has helped me to no end on the State Rendezvous. Pauli's also one of the original members of ABATE of Illinois.



Photo: Ed Pekarovich

ABATE Superwoman Pauli Lagerstrom (far right).

The bottom line is, this is my humble way of saying thanks to Todd Vandermyde and Pauli Lagerstrom for their undying dedication and just being there. I know you two are not in this for the glory, so it must be the sheer love of freedom. Thanks again.

—Ed Pekarovich

Activities Director, ABATE of Illinois

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ROAD TUNES LIVIN' WHAT THEY'RE SINGIN'

Yes, Virginia, there were other motors before the Evo, and there were other ways to listen to music before CDs. I own about a million vinyl antiques called "phonograph records"—round relics that are packed with history. One in particular, reached out and grabbed me recently, re-enforcing my awareness that the biker lifestyle and the punch, power, and free expression of good music are so inseparable.

The old LP that demanded my attention was the movie soundtrack to the "outlaw biker" epic, *C.C. and Company*. In this case, it wasn't just the tunes that struck me, it was the photo on the album jacket. What's your most memorable picture-image of the scooter way of life? Dave Mann's Ghostbuster? Fonda and Hopper cruisin' down the highway? The 60's black-and-white news shots of Mother Miles' funeral procession? Well, you haven't seen the *C.C. and Company* cover pic.

Reclining on a cool-looking chopper is Broadway Joe Namath, comfortably

tucked below the lusty, busty curvature of Ann-Margret. A picture like this requires serious pondering.

My concentration was interrupted by the mailman. There among the day's assortment of bills and parts-house ads was a brochure for an upcoming concert series that featured (I kid you not) Engelbert Humperdinck on a Fat Boy!

All of this sensory input was almost too much to handle until I thought about it. What the hell, I figured. Music is an emotional shotgun, a blast of good times and expression. So is a scooter. The hundreds of album jackets, disc covers, and other music-related art that focuses on 2-wheeled American steel are designed to mean something powerful. The images imply that the music inside has some balls, some soul ... that it's honest ... that it should get the adrenaline goin' or calm the day's aggravations—just like a bike does. Whether or not the image is being used as just another marketing gimmick is what's important.

The truth is usually real evident. It's hard to bluff in the biker community.

Here's to musicians like Willie Nelson, Smokin' Joe Kubek, Alan Jackson, Mike Morgan, and others who have used Harleys, not as decorations but as true representations of the music they make, and the lives they lead.

In the case of Mr. Humperdinck, I'm gonna reserve judgment for now. But, Engelbert, anytime you're in the area, stop by for a putt. The beer's on me.

With the gift-giving season upon us, there's some great discs out that'll be perfect to mix in Santa's bag alongside the billet and leather. Two excellent CDs of pure biker-bar-blues are *Telegraph Road* by Sonny Moorman & The Dogs, and *Blues Is My Religion* by Eric Culberson & The Erok Band. The "harp" and soul of the J. Geils Band is back. *Little Car Blues* by Magic Dick and J. Geils carries on the tradition of the bad boys from Boston. And pick up *Looky Here!* by Mike Morgan & The Crawl.

—Bill Hayes

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LOVE RIDE 13



Love Ride 13 takes place on Sunday, November 10, 1996, and, as always, benefits the Muscular Dystrophy Association (MDA). It's the largest motorcycle fund-raising event in the world, having raised more than \$7 million for the MDA in the past 12 years.

The last three Love Rides have each raised over \$1 million. Up to 25,000 motorcyclists are expected at Love Ride 13 on November 10 for the 50-mile ride from Glendale Harley-Davidson to a rock concert, barbecue, and trade show at Castaic Lake. Love Ride 13's Grand Marshal will be Jay Leno. Negotiations for the Love Ride 13 concert lineup were still in progress at press time. However, founder and chairman, Oliver Shokouh, promises one of the best concerts of any bike event in the country.

For the fourth consecutive year, a commemorative Love Ride poster was designed by legendary artist Stanley Mouse, pioneer of the psychedelic rock concert posters of the '60s and creator of the Grateful Dead's skull and roses symbol. Mouse will have a booth at the Love Ride trade show, where he will be selling signed copies of the poster, benefiting the MDA.

To receive a registration packet by mail, free of charge, call the MDA at (818) 986-1793. You can also call the 24-hour Love Ride hotline at (818) 583-4321 for updated info on pre-Love Ride activities, concert news, and parking. Glendale H-D is located at 3717 San Fernando Rd. in Glendale, between Brand Blvd. and Los Feliz Blvd. Call them direct at (818) 246-5618.

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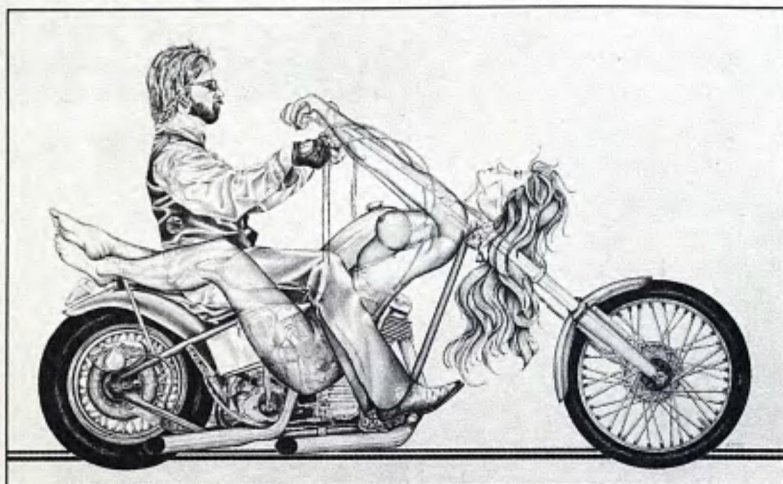


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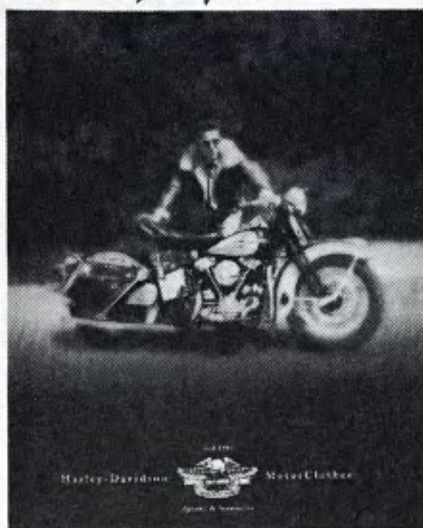
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WHAT'S HAPPENING

CALIFORNIA

Love Ride 13
Date: November 10
Place: H-D of Glendale

Veterans Parade
Date: November 11
Place: Division 2 MMA
Info: (916) 442-4727

Big Dog's Manna Food Run
Date: November 24
Place: Thousand Oaks
Info: (805) 494-3287

COLORADO

Veterans Memorial Run
Date: November 10
Place: Colorado Springs
Info: (719) 391-8929

FLORIDA

ABATE West Coast Rodeo
Date: November 15-17
Place: Sarasota
Info: (407) 668-5006

Turkey Shoot/Kissimmee ABATE
Osceola Chapter
Date: November 22-24
Info: (407) 668-5006

GEORGIA

ABATE of Ga. Dist. 6 Pool Tournament
Date: November 23
Place: Fayetteville
Info: (404) 294-8900

ILLINOIS

Candlelight Bowling
Date: November 23
Place: Strike'n'Spare in Lockport.
Info: Mike (708) 422-1165

INDIANA

Lingerie Party/Region 13 ABATE
Date: November 9
Info: (812) 366-6067

Swap Meet
Date: November 24
Place: Bloomington Nat'l Guard Armory
Info: (812) 829-4271 Region 6 ABATE

LOUISIANA

Charity Kid's Run
Date: December 7
Info: (800) 393-5966

NEW MEXICO

Food Run/ABATE Tularosa Basin Chapter
Date: November 17
Info: (505) 434-8747

Food Run & Burger Burn/
ABATE Albuquerque Chapter
Date: November 17
Info: (505) 281-6412

Harvest Run & Bike Rodeo/
ABATE Tres Rios Chapter
Date: November 23
Place: Info: (505) 632-8312

NORTH CAROLINA

Annual Fall Bike Show & Swap Meet
Date: November 9-10
Place: Charlotte CBA Chapter
Info: (704) 399-3990

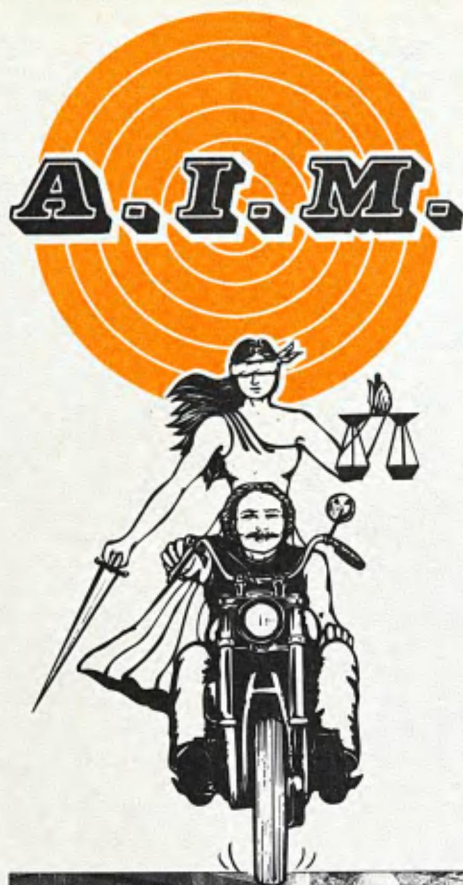
WEST VIRGINIA

Venison Roast/Kanawha Valley ABATE
Date: December 1
Info: (304) 744-6195

WISCONSIN

M/C Parts Extravaganza
Date: November 10
Place: Milwaukee
Info: (319) 462-6011

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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EURO NEWS



Motorcycle air bags were promoted at the Enhanced Safety of Vehicles Conference in Melbourne, Australia, on May 13-17. Dr. Brian Chinn of the Transport Research Laboratory (TRL) presented his latest round of ideas at a special session on motorcycle safety. However, among other factors of concern, motorcycle industry research shows that air bag use on bikes can actually break a rider's neck.

The UK-based TRL became famous among motorcyclists, when Dr. Chinn's compulsory leg protector proposals were defeated amid accusations of "scientific fraud" by a former colleague. Adding insult to injury, there was a protest of some 25,000 strong in Hyde Park (London), leading to the removal of Peter Bottomley as Transport Minister, following a successful 117,000 signature petition drive appropriately dubbed, Bottomley Out.

Simon Milward, of the Federation of European Motorcyclists (FEM), who went to Australia for the conference, said, "Rider safety is only assured by addressing accident causes, not consequences. The TRL has squandered countless pounds of taxpayers' money on researching "bogus" secondary rider protection devices that have not produced any credible results. Money should be spent on realistic road safety initiatives, like education. Another worrisome thing is that there are already proposals for air bag standards in European law." Milward joined up with the Motorcycle Riders Association of Australia which plans to put Dr. Chinn's shadowy past in the public eye.

In other FEM news, FEM has moved to a different location, including new phone/fax numbers. New address: FEM, Rue des Champs 62, 1040 Brussels, Belgium; tel: +32 2 736 9047; Fax: +32 2 736 9401.

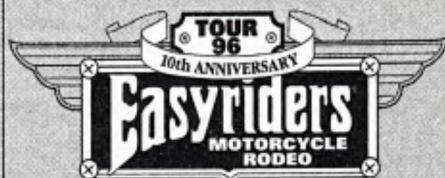


SHORT STROKES SHIFT GEARS FAST

Men marry women hoping they'll never change; women marry men hoping they can change them. Ain't it the truth. While laying down 1,960 miles on Highway 191, rolling north through Wyoming, then to Sturgis I got to thinkin'. A Hamster brother and author of books such as *Sniper* and *Close Quarters Combat*, Mark Lonsdale, cranked out 90 mph on my left along the Continental Divide while Myron Larrabee, owner of our Scottsdale store and two Worlds Gyms in the Phoenix area rode tight between us. Each evening, after 400 miles, we celebrated the open road, the adventure and the freedom. It takes years to learn, but we were in the midst of a crash course. The real pump to life is what we experience, what we create, and what we share with friends. I've been fortunate this year—I sailed through the Panama Canal with Bob Bitchen, the founder of *Biker* and *Tattoo* magazines; fished for salmon off Quadra Island; rode to Sturgis, wrote a book, and am finishing another; and built a new bike (with the help of experts). So before you let a woman trap you, and try to change you, or you buy another responsibility, feel the flame, see the world, touch some good souls and you'll find the true meaning of life for a man—so sayeth the Bandit. Now let's get to the news: **An HIV-positive man** in Columbus, Ohio, who wanted to get a tattoo, was turned down by the artist. The patron filed a complaint, even though his last tat took six months to heal. The court found that the artist was discriminating against the man due to his illness... **Watch out, Kodak has developed** a new, high-resolution, shuttered digital camera for taking pictures of traffic offenders. What a bummer. Can American bikers buy Fuji film?... **Hang on for this...** Two British bobbies were zapping motorists with their radar guns. All of a sudden their guns shut down, then began to read 300 mph. Just then, an RAF (Royal Air Force) Harrier jet skimmed the countryside just over their bobby beanies. Upset, the cops proceeded to complain, only to find that the Harrier target-seeker system had locked onto enemy radar that triggered an automatic retaliatory air-to-surface

missile—fortunately the plane was unarmed... **From the not-so-fuckin' funny department**, a San Diego cop struck and killed a jaywalker in his patrol car. He was doing over 50 in a 40-mph zone. His sergeant argued that the officer did not violate any traffic laws—even the speed limit. "All motorists are permitted to exceed limits on city streets up to 55 mph if road conditions are safe," said the sergeant. So as long as you safely run someone down, it's cool... **In L.A., next to one of the busiest freeways**, *Buzz* magazine put up a billboard advertising a topless traffic school. The DMV didn't think the spoof was a gas... **Another advertising problem** cropped up recently when John Leonard sued Pepsi for the Harrier fighter jet pictured in a Pepsi promotional TV ad. As a joke, Pepsi offered the \$70 million fighter jet for 7 million Pepsi points or to someone who drank 16,800,000 cans of Pepsi. John put together 15 points plus a check for \$700,000 for the remaining points (at 10¢ a point). So he wants his jet... **The Man busted the Cannabis Buyers' Club**, which has sold marijuana to the seriously ill since it was founded in 1991. The club, which is operated from a storefront on San Francisco's busy Market Street, boasts 11,000 members. It was recently featured on a major news program, which most likely intensified the heat... **Listen, as the sun rises in the morning** and your pipes sound tighter and crisper than ever, remember that life is sweet and fleeting. Shift gears fast, for the highway you ride today may be condos tomorrow, the sleek custom you throw your leg over may be outlawed next month, the whiskey you drink may be banned, and the redhead you meet—well, who knows who she's married to. Sturgis '96 was the best ever and predominately due to the people I shared the experience with. You know who you are—from Thermopolis, Wyoming, to the first-ever Motor Company-sponsored Harley-Davidson Tattoo Competition, to the Hamsters we met up with in Casper, to Laura behind too many 'beers—thank you. Ride forever and Merry Fuckin' Christmas. —Bandit

RODEO NEWS



Easyriders would like to spotlight some of the sponsors of our '96 Rodeo Tour:

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Next month, we'll profile the remainder of our loyal 1996 Tour sponsors.

PASSING GAS



"That's the really cheap margarine you made me buy. It's called 'I Can't Believe It's Not Shit.'"

Two rugrats were racing down the street in a go-cart being pulled by an exhausted, limping dog. A cop, seeing this obvious display of animal cruelty, stopped them and reprimanded them sternly, "Kids, this is a heartless and coldblooded way to have your fun, and I don't want to see any more of it, understand?"

The cop bent down and untied the rope from around the grateful dog's neck. Then he noticed another rope, tied to the dog's swollen balls, and he untied that too.

"Aw, shit," said one rugrat to the other. "There goes high gear!"
The James Gang
Iowa Park, Texas

What do you get if you put 50 Congressmen and 50 lesbians in the same room?

A hundred people who don't do dick.

Fat Boy
Rockies

A biker in a leather jacket was stopped on the sidewalk by an irate bitch. "Do you know a cow was murdered to make that jacket?!" she screamed at him.

"Yeah, but I didn't know there were any witnesses," snarled the bro. "Now I'm gonna have to kill you too."

DeeCee
Washington, D.C.

Miraculous Mutha was sitting in the bar, wearing a very skimpy tube top, which was unfortunate because she's never shaved under her arms in her entire life. As a result, when she raised her arm every 20 minutes to flag the bartender for another drink, she'd flash her thick, black, hairy armpit bush at everyone in the joint.

This went on all night, and right before closing time, one drunk old bro at the end of the bar said to the barkeep, "Hey, listen—I wanna buy that ballerina over there a drink."

"Ballerina?" said the bartender. "She ain't no damn ballerina. Whatdafuck makes ya think that fat broad's a ballerina?"

The bro said, "Hey, any chick that can lift her leg that high has to be a ballerina!"

Rebecca
Sunnybrook Farms

What's the biggest difference between death and taxes?

Death doesn't get worse every time Congress convenes.
Ray Baruna
Club Fed

What does a biker call his nude-photo collection of past conquests?

Memora-labia.
Shark
Circling



"Dammit, Chaser, you don't sniff drugs for Customs anymore—you're a Seeing Eye dog, now!"

What's the first thing your wife does after you screw her?
Moves.

Puffin McMuffin
Mayberry-RFD

Didja hear about the dyslexic dog? It sits on your face and licks your lap!

High Climber
Euclid, Ohio

Why do scooter tramps really go for chicks with big noses?
Easy pickings.

The Midget
Staying Strong

What do you call a bad speech by President Clinton?
An encore.

Risky
Taking Chances



"It's a good thing I came home early—there's a naked pervert with a hard-on hiding under the bed!"



"Mark my words, Louise. He's going to come over here and make some smartass, sexist remark about women drivers."

One way to tell that you're really too busy: you have to piss in the sink while you brush your teeth ... and you're a chick.

El Vee
El Lay

What depreciates the value of a new Honda more than anything else?

A neighbor buying a Harley.
Al Troxler
Greensboro, N.C.

Did you hear about the doctor who stopped gouging his patients and double-billing Medicare on the same day?

It was a beautiful funeral.
Dago
Redrum, Inc.

A surefire way to tell what your marriage has in store for you: as she's being led down the aisle, your new bride stops halfway to the altar and asks someone for an aspirin.

Virge
At the Bar

Why are all dumb-blondie jokes one-liners?

So men can understand them.
Leo
Potosi, Mo.

Fact worth noting: Eve was the only woman who ever took a bro's side.

BRS
USA

Then there was the biker known only as "Filet"—he had practically no bone.

Inspector Gadget
Houston, Texas



"Pardon me ... is this tit taken?"



"You're a mean drunk, Henry."

By the time Bull rode into Sturgis, every motel room in town was taken. "You've gotta have a room somewhere," he pleaded to the desk clerk. "Or even just a bed—I'm dog-tired and need some sleep, bad."

"Well, I do have a double room with only one occupant," said the desk clerk, "and he might be glad to split the cost. But to tell you the truth, he snores so loudly that the guests in all the adjoining rooms have been complaining, so I'm not sure it'd be worth it to you."

"No problem," Bull assured him. "I'll take it."

The next morning, Bull came down to breakfast, bright-eyed and bushy-tailed. "So, how'd you sleep?" asked the desk clerk.

"Never better."

The clerk was impressed. "No problem with the other guy snoring, then?"

"Nope," replied Bull. "I shut him up in no time."

"How'd you manage that?"

"He was already in bed, snoring to beat the band, when I came in the room," said Bull. "So I went over, gave him a kiss on the cheek, said, 'Goodnight, beautiful,' and he sat up all night watchin' me."

Sprockethead
Wrenching

Mad Mike was camped out in the mountains when the clouds overhead suddenly parted and God appeared to him.

"God," said Mad Mike, "I've always wanted to know—what is time like for you?"

"A hundred years to you," said God, "is like one second to me."

"And God," said Mad Mike, "what is money like to you?"

"A million dollars is like one penny to me," said God.

Mad Mike thought that over and finally asked, "God, would you give me a penny?"

"In a second," said God.

Cowboy
Gotebo, Okla.



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.

TALKING TECH

KEEP YOUR BEARINGS

I have a '78 1/2 FX, and among other things in my maintenance routine, I'm wondering about the bearings, specifically the wheel, neck and swingarm bearings. What's the schedule for maintenance, repacking, and eventual replacement? I'd like to stay on top of these things as I am still learning the ropes with my scooter.

Grant Black
Klamath Falls, Oregon

One of the most overlooked areas of basic maintenance is the bearings. Check your wheel bearings every 5,000 miles whether or not you're changing the tire. The wheel bearings should be inspected, repacked, and have their seals replaced. This is cheap, simple maintenance that can prevent those nasty seized wheel bearings that can dump your ass right on the pavement. The steering head, or neck bearings, should be checked approximately every 20,000 miles. This will necessitate pulling the front end, but these bearings deserve the same attention as the wheel bearings, especially when the front end starts to feel ratchety in the turns. Check the swingarm bearings with the same regularity given to the neck bearings. Worn-out swingarm bearings will greatly affect your ride, the bike's stability, and wear and tear to the swingarm, itself. So give your bearings a second thought.

WOBBLE WOES

Is there anything I can do to fix the menace of a high-speed wobble? My scooter has a quick throttle, but this wobble has me worried. I've taken the bike to a couple of the local shops, but everyone has a different answer. It's driving me crazy, and for now the money's tight also, so I need more direction.

Bryan Dickerson
Virginia Beach, Virginia

Your woes are similar to another letter in this column, so you can both pick up some info here. What I didn't tell the other guy about checking bearings is that he could end up with your problem. Now, since you weren't too specific as to the model of bike you ride, I'll give you the list. Almost all of these procedures can be handled in your garage, so your budget won't be blown, paying to have

the problem chased, then left strapped when it comes time to repair it. Start out with the tire. Check that it is a good, modern tire (not an old beater from the rafters of someone's garage) with a good centerline. Then, check the front rim for being bent or out-of-true. Next, you could check the neck bearings for wear and proper assembly (pre-load and such) and the endplay of the wheel bearings. Endplay can be checked on or off the bike. If any of these suggestions fails to stop the vibe, move toward the rear of the bike and check the swingarm bearings (if applicable), because bad ones can cause wobble. And remember, just because the wobble's in the front, doesn't mean that's where it is coming from. The swingarm bearings are commonly overlooked and are abused by battery acid from the battery drain tube, by wear and tear, by neglect, and so on. Check your rear tire and wheel bearings also. If your ride was purchased used, you'll want to have the frame and swingarm checked for being bent. Hopefully, that isn't your problem, but if the wobble persists, have the frame and swingarm checked out.

BUMMER BRAKES

Help! My ride suffers from an incredibly annoying problem: squeaky brakes. I've had my share of breakdowns in the past, but dammit, these squeaks are driving me nuts! I've tried new pads, but that only cures the problem for a little while. I'm at my wits' end.

Dale Barnes
Ft Lauderdale, Florida

Nothing can ruin your feeling of pride as you're cruising the boulevard on your righteous putt more than the annoying sounds of squealing brakes. Brake dust is the leading cause of squealing brakes, so when you're changing the pads, clean everything. There's plenty of cleaners on the market, such as Brakleen etc., so pop for a can and do the job right. Also, when replacing the pads, chamfer the leading edges and check to see if the pads are correctly floating inside the caliper. If not, they can vibrate fast enough to cause squealing. To avoid this, use a disc brake quiet spray which gets applied to the back of the pads. It's actually a rubber coating, and once dry,

the pads can go back in without the squeak damn near every time. Permatex and Solder Seal make versions of this product and it really works.

OILS NOT WELL

Although my 1992 Dyna is pretty much stock for now, I have definite plans for tricking it out this winter. What I have in mind will begin with the engine, but before I tear into it, there's a problem I need to cure first. There is an excessive amount of oil in the rear head. I was told that the 1992 Dynas were actually pre-production 1993 engines that vent internally through the heads. First my pipes carboned up, so I had the dealer tune it up. Still the pipes carboned up. Then oil started seeping out of the breather box. My dealer's answer to this was to Loctite the rear air cleaner base mounting bolt, but he couldn't say why the oil was coming from there in the first place. I've even had the base gaskets replaced, but although the dealer says everything's fine, I'm still using a quart every 750 to 1500 miles. What gives?

Rotten Rob
Minneapolis, Minnesota

I've seen this happen before on a buddy's 1992 Dyna, and I agree, it's a pain. The smoking is caused by defective valve guide seals. Your dealer should also have the threaded steel bushings to reduce the air filter mounting bolts from 1/2-inch to 5/16-inch thread size. With these bushings, and the 5/16-inch studs threaded in place sealed with silicone, the leak around the air cleaner backing plate will stop. Unfortunately for 1993 and up Dynas, this can't be done. The next thing to change is the back of the crankcase vent pipe (the one that goes to the carburetor). The hose should be run out the back somewhere, like on the early '70s models that used the breather hose to oil the rear chain. Just let it hang down a bit and you'll be ok. When you disconnect this hose from the air cleaner, it will be necessary to richen the carburetor's idle mixture slightly.

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



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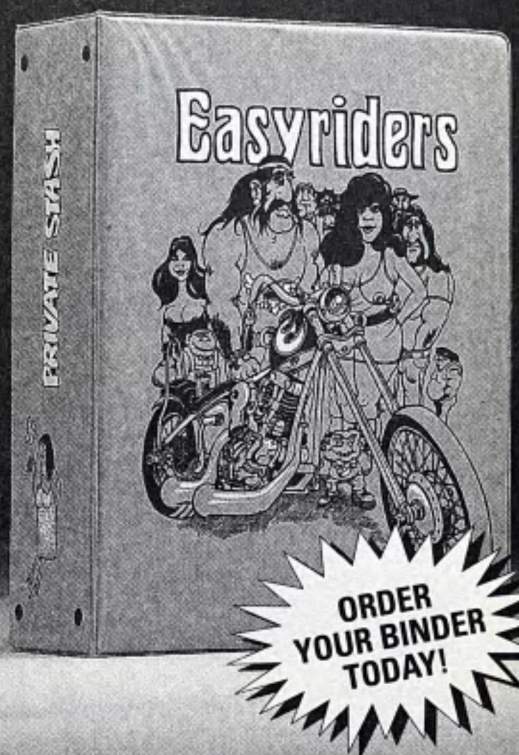
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F.I.G.H.T.® UPDATE

The Verdict's In Bikers-2, State-0

Friday, August 11, 1996, is a day that should go down in biker history. That's the day the second highest court in the United States agreed with *Easyriders*. The 9th U.S. Circuit Court of Appeals found that the California Highway Patrol (CHP) had a policy of violating motorcyclists' Fourth Amendment rights and upheld the Federal District Court's permanent injunction with respect to issuing citations for improper helmets.

In a unanimous opinion, the 9th Circuit narrowed the injunction to allow for "minimally intrusive inspections." In other words, you can be pulled over to find out if you have "actual knowledge" that the NHTSA (National Highway Transportation Safety Administration) issued a "Certificate of Noncompliance," a recall, or notice, that your helmet failed testing at an independent laboratory. Tough to prove? We think so! We will be asking the court what the term "minimally intrusive" means, because if the stop continues for an "extended period of time" they have to let you go or read you your Miranda rights. This is a great victory, especially coming from a court that was obviously pro-helmet law and was trying to find any way it could to throw out the injunction.

While making the decision it did, the court had to also address our other arguments, and in doing so gave us a couple of jewels we were not expecting. First, they made it plain that the injunction covered *all* motorcyclists in California, and since this court covers the western United States, the decision could be cited in other jurisdictions where this kind of abuse is taking place. The other pearl is a road map, of sorts, drawn by the court, whether on purpose or by accident, to justify the dismissal of the constitutional challenge issue. By outlining the reasoning they used for not ruling on our constitutional argument, the judges, in effect, told us exactly the necessary steps—in their opinion—we need to take to prove the law unconstitutional. And since they will most probably be the reviewing panel, it should work. All it will take is time—and that's the one thing we have a lot of.

The heart of the problem is an ambiguous law. The California law, as in most states, relies on FMVSS 218, a Federal Safety Standard that applies to manufacturers. The California Court of Appeals, in *Buhl vs. Hannigan*, ruled that it was "absurd" to require the consumer and the police to understand the fabrication requirements of the law and held that only the DOT (Department of Transportation) sticker could be used as a standard if the law was to be constitutional. The next California Appellate Court to visit the law imposed new requirements, adding the element of "actual knowledge," which made the law even more ambiguous. In fact, during the 9th Circuit's oral argument, Judge Trott properly identified the main problem as being "with the California law." They sidestepped ruling on the issue by using a technicality called "standing." The judges ruled that none of our plaintiffs were ticketed after the ruling that required "actual knowledge," and, therefore, we were without the proper "standing" to address the issue. The problems created by this law will be with us as long as the statute stands. We will keep working and fighting as long as it takes to return freedom to our brothers and sisters in the wind.

The F.I.G.H.T.® goes on, not just in California, but across the country. In Washington state, Ed Alden is waiting on a decision from the Appellate Court on the lower court's finding of the Washington state helmet law's unconstitutionality. On the sunshine coast of Florida, Ron Smith is waiting for his District court to rule on his unconstitutional judgment. So, as you can see, it's just, as we say, a matter of time. Unjust laws have no place in a free society, and if good people keep the pressure up, those laws are bound to fall.

Remember, we will win this battle. But after that, the only thing that will keep bad laws off the books in the future is a politically strong biker presence in all of the state legislatures. So register and vote, and encourage all those around you to do the same. Pay attention to what's happening and stay free.

—Oz

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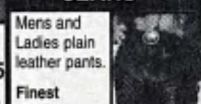


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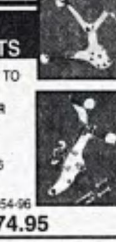
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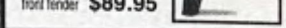
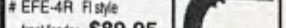
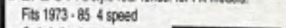
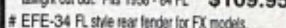
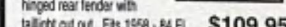
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BROS CLUB NEWS

Ramblin' On Speed Cruises The U.S.

I've been doing a lot of riding since my last column. I went home (California) after the *Easyriders* Middletown (New York) Rodeo for a week, where I attended The Beach Ride in Ventura. The Beach Ride was great and it gets better every year. As usual, the weather was only slightly less than perfect.

I flew back to Capitol *Easyriders* in Maryland, where I picked up my bike and attended their Bros Club ride through the countryside. We rode 65 miles and stopped at the Saloon in Glen Burnie, where I ate my first original Maryland crab cake—it was tasty! From there, we rode to Daniel's Bar which sits about 12 feet from the road so you can park right in front of your barstool.

After that weekend Bros Club ride, I set out for the *Easyriders* Rodeo in Prospect, Pa. On the way I rode through some rain, but it stopped after barely spitting on me. On Saturday morning I rode to Rask Cycle in Evans City to join 25 riders in a ride through the countryside on the way to the Rodeo. We took some beautiful back roads to get there and even putted through a covered bridge. As usual, the Prospect Rodeo was tons of fun and proved to be an enormous success. All the Bros Club members I talked to seemed to be enjoying it.

From the Prospect Rodeo, I rode as far as Akron, Ohio, with fellow Bros Club member and *Easyriders* Video cameraman Micky Halper, where we split up, with me heading on into Cleveland to visit *Easyriders* of Cleveland. Lori was there to greet me, and we went upstairs and had lunch in the store's cafe. We talked about putting together a ride, but because nearly all their customers were going to Sturgis, we decided to postpone it for another time, and I decided to head out for the next *Easyriders* Rodeo in Memphis, Tennessee.

I stopped in at *Easyriders* of Memphis to meet the new owners, Bill and Tim, and found out that they were planning a benefit run to the Rodeo for customer Gene Hale. Gene had been out



This bunch of rowdies is the Bros Club group from Rask Cycle in Evans City, Pennsylvania, at the Prospect, Pa., *Easyriders* Rodeo.



New member Bill Schaub, with wife, Clara, at the *Easyriders* Columbus Bike Show Bros Club booth.

riding his bike one evening, and was shot by an unknown assailant who is still at large. Gene is now confined to a wheelchair, but he was telling me that he is already planning to build a trike so that he can get back in the wind. We could all take a lesson from Gene on how to not let obstacles get us down—he has a great attitude.

We had between 100 to 150 bikes on the ride (nobody really bothered to



Newest Bros Club member of Capitol *Easyriders*, Mary Beth Dwyer, gets the "Special of the Day."

count, as we were all having too much fun). Bill and Tim went the extra mile and hired two motorcycle escorts. In addition, they posted road guards so we didn't have to stop at traffic lights as we were riding through Memphis.

The weather was again nice (although it was a little too hot for my blood, but it beats cold rain).

I left Memphis and decided to ride all back roads to Columbus, Ohio,



Here is the hard-ridin', good-timin' Bros Club group from the Gaithersburg, Maryland, Capitol *Easyriders* franchise at our first stop on the Bros Club ride we took in July.

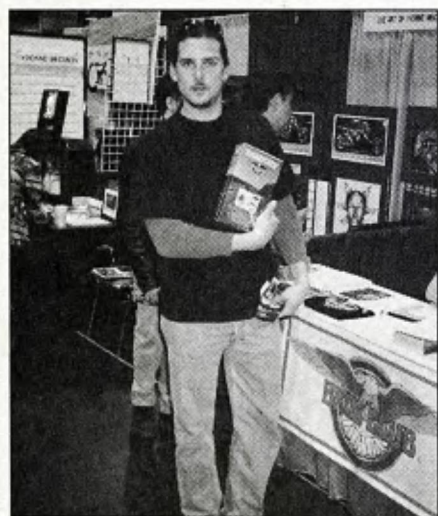


Photo: Cave Dave

New member Robert Redner from Montrose, Calif., at the Anaheim Bike Show. He rides a 1992 Softail.



That's right, Mark. Just stand right there and we'll take your picture, Columbus, Ohio, Bike Show.

street rods, muscle cars, street vendors, and Elvis impersonators. It was action packed! Friday night kicked off with a showing of the James Dean movie *Rebel Without A Cause* on the lawn by the stage; Sunday's highlight was an Elvis impersonator show including the winner of last year's Elvis show, who rode a white Harley onto the stage (supplied to him by the *Easyriders* store). It was a good time. Check it out next



Here's our newest Bros Club member, Mary Beth, again, getting her membership while I was at the store.



Tim, Gene Hale, and Bill (l to r) at the Memphis franchise before the benefit ride to the Rodeo for Gene.

year, if you're in the area.

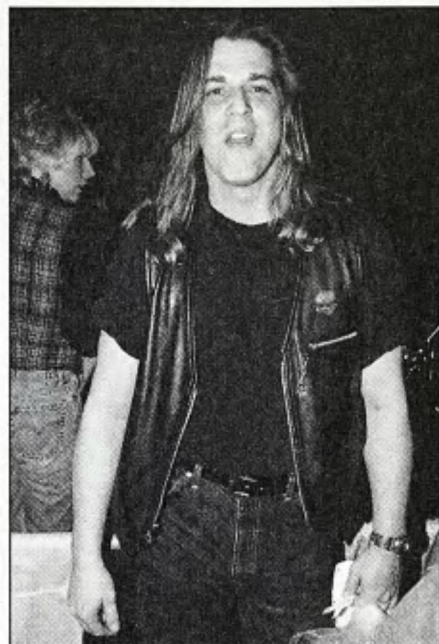
From there, I pointed my Dresser north, and headed up to the Detroit area where I met the people at the *Easyriders* of Detroit store in Mount Clemens. For the next three nights, we did up the town before attending the *Easyriders* Rodeo in Fowlerville.

On the Saturday morning before the Rodeo, about 70 bikers met at the franchise and walked across the

BROS CLUB NEWS



Three of our Bros Club members with Tom Starker (second from left) of the *Easyriders* of Columbus, Ohio, franchise. Left to right: Mark Weiher, Tom, Kenny, and Dale Weinhurt from Grove City, Ohio.



"Migo" Farraday of Delaware, told us he got his Bros Club membership just in time to use it on a breakdown.



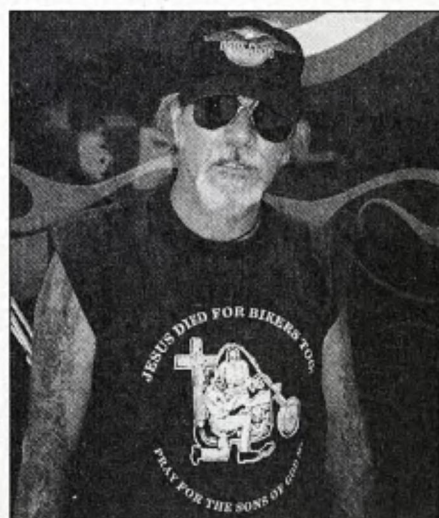
Doug Enger (middle) from Southfield, Michigan, at the Columbus Bike Show. The other two guys didn't buy a membership, so I'm not gonna tell you their names.

street to The Main Street Tavern, which is the bar owned by *Easyriders* of Detroit, and had a breakfast of hot cakes, sausage, and Bloody Marys, provided by *Easyriders* of Detroit. After we grubbed up, we rode the 74 miles to Fowlerville to enjoy the Rodeo, where we started eating all over again.

All of the *Easyriders* franchise owners are in it for the long haul and are interested in doing as much as possi-

ble for their customers, by listening to their suggestions and comments. Get involved with them and let them know what it is you would like to see from them. And if they don't have a Bros Club Chapter set up, ask them why not. Send me a letter and I will work on them, too.

I would like to welcome *Easyriders* of New Orleans and *Easyriders* of Detroit as our newest Bros Club



This is "Road Dog," a second-year Bros Clubber, after finishing work at the *Easyriders* Rodeo in Pa.

Chapters; contact Gina Fairburn at the New Orleans franchise (504) 887-6968 and "Roach" in Detroit at (810) 783-7300 for more details.

Keep in touch. You can contact me on-line at BrosClub1@aol.com or write to me in care of *Easyriders*/Bros Club, P.O. Box 3000, Agoura Hills, CA 91376-3000. Keep those pictures and letters coming.

—Gregg Daniel

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BROS CLUB

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STRANGER THAN REAL

GOOD SHIT TO KNOW!



All right, let's say you're in your favorite waterin' hole, tossin' back a few dozen frothy brews and jawin' with a dirty-legged hardbelly. You've tried everything to impress her, like recitin' the Harley Panhead Service Manual backwards, makin' your Tasmanian Devil tattoo do the hootchy-kootchy, and even broke out your Clint Eastwood Dirty Harry impression including that knee-slap-pin' punchline, "Go ahead ... suck my dick." Sheeeeet! You ponder in yer fuzzy mind: Whatdafuck do I do to score with this pulsatin' hunk o' woman? After all, your best routines leave her cold as a mackerel.

Well don't sweat it bros, your ol' pal Phantom has the guaranteed answer. The next time you find yourself in this situation, just whip out this here issue of *Easyriders* and read off a few of these sure-fire irrelevant facts. If you really want to impress your bro or that shapely darlin' at the end of the bar, I suggest that you memorize them (that's when you record 'em in your memory for later). Then again, if you're like me, the memory is about burnt out. Shit, just read 'em.

Supposedly some high muckity-muck brain at UCLA researched all this crap for accuracy. But just figure it this way, even if this is 100-percent horse pucky, it's still fun to ponder. Besides, the hardbelly won't know truth from dirty knickers, anyway. You might be amazed at how many of these you or your bro have heard about through the grapevine. So, sit back, pop a coldy, and enjoy these amazing and amusing irrelevant facts.

—Phantom

- The oldest known goldfish lived to 41 years of age. Its name was Fred.

- There is a town in Newfoundland, Canada, called Dildo. (That's funny, I have an ex ol' lady with the same name.)

- Kotex was first manufactured as bandages, during World War I.

- Einstein couldn't speak fluently when he was nine. His parents thought he might be retarded. (There's hope for me yet!)

- In 1983, a Japanese artist made a copy of the Mona Lisa completely out of toast. (They do love to copy stuff, don't they?)

- In 1984, a Canadian farmer began renting ad space on his cows.

- An average person laughs about 15 times a day. (At *Easyriders*, we laugh about 15 times an hour.)

- The average person is about a quarter of an inch taller at night. (Shit, Bandit's probably a full inch taller.)

- The condom—made originally of linen—was invented in the early 1500s. (Yeah, it was called a hanky.)

- The first-known contraceptive was crocodile dung, used by the Egyptians in 2000 B.C. (Gawddamn, Cleopatra, you is ripe tonight!)

- America's first nudist organization was founded in 1929, by three men. (By any chance, were their names Joe, Mil and Lou?)

- A Saudi Arabian woman can get a divorce if her husband doesn't give her coffee. (Yeah, but can he give her shit?)

- The Neanderthal's brain was bigger than yours is. (So, if some bitch calls you a Neanderthal—thank her.)

- Lightning strikes the earth about 100 times every second. (But it only needs to strike yer ass once!)

- The average bank teller loses about \$250 every year. (And it's all my money!)

- Every person has a unique tongue print. (Hmmm. Tell that babe in the tight jeans you need to further test this theory.)

- Women's hearts beat faster than men's. (Yeah! Cuz they're pissed off all the time.)

- Only 55 percent of all Americans know that the sun is a star. (Probably the same people who ride rockets.)

- Most American car horns honk in the key of F. (Right, and I fart in the key of G.)

- About 70 percent of Americans who go to college do it just to make more money. (The rest are just avoiding reality for four more years.)

- Sigmund Freud had a morbid fear of ferns. (See? Never trust shrinks—they're all weird fuckers.)

- Most lipstick contains fish scales. (And so do most panties.)

- Hypnotism is banned by public schools in San Diego.

- The three best-known Western names in China are: Jesus Christ, Richard Nixon, and Elvis Presley. (What, no Willie G.?)

- Twenty-seven percent of U.S. male college students believe life is a "a meaningless existential hell." (Course, none of 'em ride.)

- Thomas Edison was afraid of the dark.

- *Kemo Sabe* means "soggy shrub" in Navajo. (Ya gotta love this shit.)

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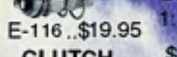
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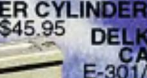
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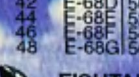
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The road signs read "Gator Crossing," no joke. I thought I saw my ex slitherin' across the highway, but, fortunately, it was just an alligator (a better-looking, much sweeter-dispositioned lizard).

John Malik Jr. of Gator Harley-Davidson in Leesburg, Florida, builder of this eye-catching bike (appropriately named Gator II), says that's a fairly common sight around those parts. He owns the shop with his dad John Sr., mom Arlene, brother Steve, and sister Janice.

Leesburg's about 40 miles from Daytona, deep in the lush Ocala National Forest. Quiet and serene, the Ocala's got some nice camping areas, but the natives are pretty crabby. Sleep close by your ride, and be prepared to abandon camp real quick (gators think we taste like chicken).

Besides its cantankerous wildlife, the Leesburg-Daytona area is famous for the great highways that attract motorcyclists from all over the world. Straight, wide, and smooth—they beg to be ridden hard and fast, and the riding season is 365 days long. One typically warm evening at closing time, John and his brother made it home from downtown Daytona in less than 40 minutes, native road warriors, not withstanding. They've got a rep for turning out some righteously fast iron.

Fast in the shop, too. John and Skip Lipsky (Gator H-D's Topgun Wrench) built Gator II from the ground up, specially fabricated parts and all, in just four months. When the Malik family bought their shop, just three years ago, it had only 1500 square feet. As the demand for their fine road bikes grew, so did the →

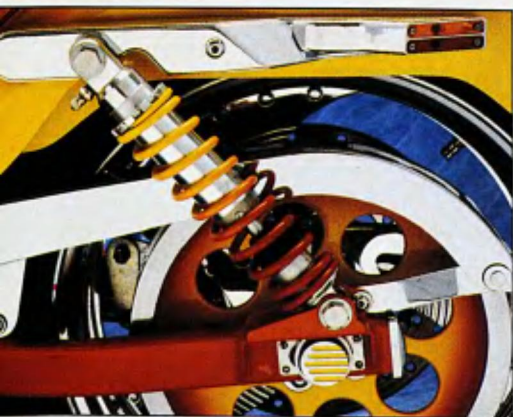


FLORIDA FAMILY NAMES SHOP AFTER STATE MASCOT

IN GATOR COUNTRY







facilities. It's now a whopping 14,000 square feet, and fully equipped to design and build your heart's wildest desire.

In March 1995 they entered Gator II in the Rat's Hole Show in Daytona, their first. Against a field of 75 super customs by the top bike builders in the country, they took 17th (many of the other entries in that show have also been featured in *Easyriders*).

Their first custom, Gator I, was out there, too. Alligator green, it sported Arlen Ness Taildragger fenders and had a gator painted on the tank (what else?).

Not that the big lizards are worried any. They still cross the road whenever they damn well feel like it. John says that every so often traffic has to stop to let them pass. One time, an exceptionally big boy meandered majestically across the front of their favorite watering hole, The Broken Spoke. They waited patiently on their scoots, keeping a close eye on those deadly choppers and their tender tootsies. Afterwards, over a few cold ones, they knew they had found the right name for their new shop.

—Glider



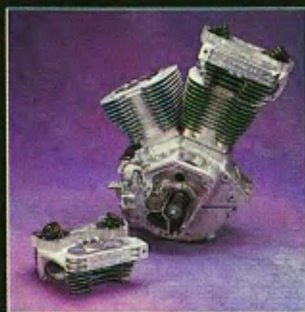
Owner:.....Gator Harley-Davidson
City:.....Leesburg, Florida
General
Fabrication:.....Gator H-D
Year and make:.....1994 Harley-Davidson
Model:.....Gator II
Value:.....\$35,000
Assembly:.....John and Skip
Chroming:.....Atlantic Coast Chrome
Engine
Year and model:.....1994 Evo
Rebuilder:.....Gator H-D
Ignition:.....Dyna 2000
Displacement:.....80 cubic inches
Lower end:.....H-D
Pistons:.....Hemi Design

Cases:.....H-D
Heads:.....Hemi Design
Cam:.....Andrews 59
Carb(s):.....42 Mikuni
Pipes:.....Drag Specialties
Modifications:.....Hemi Design lifters,
 Kuryakyn air cleaner
Transmission
Year:.....1994
Modifications:.....none
Paint
Painter:.....Chris Cruz
Color/type:.....LOUD/lacquer
Special paint:.....powdercoating
Frame
Year:.....1994

Builder:.....Kenny Boyce
Type:.....Pro Street
Modifications:.....35-degree rake
Accessories
Bars:.....drag
Fender(s):.....Kenny Boyce
Headlight:.....CCI
Taillight:.....Arlen Ness
Speedo:.....CCI
Pegs:.....Arlen Ness
Electrics:.....Skip Lipsky
Gas tank:.....CCI
Oil tank:.....CCI
Seat:.....Randy Crouch
Mirrors:.....Ness
Grips:.....Ness

Forks
Type:.....41mm
Builder:.....H-D
Modifications:.....Ness trees
Wheels
Front
Type:.....H-D
Size:.....19-inch
Tire:.....Dunlop
Brake:.....Performance Machine
Rear
Type:.....H-D
Size:.....180
Tire:.....Dunlop
Brake:.....Performance Machine
Photos:.....Don Rogers

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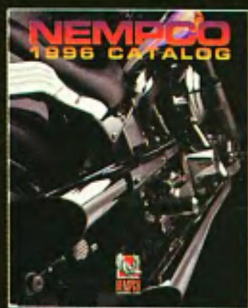
StyleGlide Chopper Frame: 41-0495
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EASYRIDERS BIKE SHOW TOUR IX

TWICE THE
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AND OVER
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CASH AND
PRIZES!

Taking home the winnin' trophy from an *Easyriders* Bike Show means something. This is the big league, with the brightest and best in all of biking on display at the toughest bike competitions in the country. And now it's bigger and better than ever before, because for 1997 the number of shows has doubled!

You got it! New Regional competitions in Valley Forge, Pennsylvania, Chicago, Illinois, and Detroit's famed Cobo Hall bring the Show Tour total to six events, including the existing tour stops in Charlotte, North Carolina, and Anaheim, California, all leading up to the \$35,000 *Easyriders* Invitational finale—the National at Columbus. Last year's attendance at this "Big One" topped 16,500!

For entrants, builders, hopefuls, and dreamers twice the number of shows now means double the chances of snaggin' a win, and for spectators, browsers, tire kickers, gawkers, party seekers, idea snatchers, and anyone else looking for a two-wheel fun fix during the cold winter months, the three new *Easyriders* Bike Shows are gonna scratch that itch and then some! No question, for eight years running these shows have been a major gathering of the tribes, with entries running from the funky to the fabulous and coming in from all four corners of the country. And that's just the bikes!

You wanna talk biker party? High-decibel, high-energy rock 'n' roll do it for ya? How about some *Easyriders* Calendar Girl contests? What about the fabled *Easyriders* fashion shows, with the foxiest babes in all of bikerdom bringing the *Easyriders* accessories catalog to life? Any of that interest ya? It's all part of the deal, twice the part, in fact, now that the shows have been doubled. At some of the Tour stops the snow might be flyin' outside, but inside those doors it's sizzlin'!

And if parts shopping is your mid-winter thing, and there's every reason to think it should be—down time and all, the Manufacturer's Row sections of the Bike Shows will keep you hopping between

all that's new, and all you need, and probably have you reaching for that plastic more times than the ol' lady should know about!

Easyriders 1997 Bike Show Tour IX is gonna kick ass! With six stops on the calendar there's bound to be a Show somewhere near you. Don't miss it. Guaranteed, and you heard it right here, you're gonna get the story from some of your bros who did catch the action, and you're gonna do more than kick yourself. On top of some of the largest cash prizes in the country, topping \$35,000 at the granddaddy in Columbus, winners will receive more than \$66,000 in contingency prizes from sponsors such as: Custom Chrome, Drag Specialties, L.A. Custom Classics, Legends USA, Milwaukee Iron, NEMPCO, Performance Machine, and RunRider.

Check out the schedule, mark the dates, and make your plans. *Do it!*

—J.K.

EASYRIDERS BIKE SHOW TOUR IX

DECEMBER 1996 - FEBRUARY 1997

DECEMBER 7, 1996

Charlotte, North Carolina—Regional
Charlotte Convention Center

DECEMBER 14, 1996

Valley Forge, Pennsylvania—Regional
Valley Forge Convention Center

JANUARY 4, 1997

Anaheim, California—Regional
Anaheim Convention Center

JANUARY 25, 1997

Chicago, Illinois—Regional
Navy Pier Convention Center

FEBRUARY 8, 1997

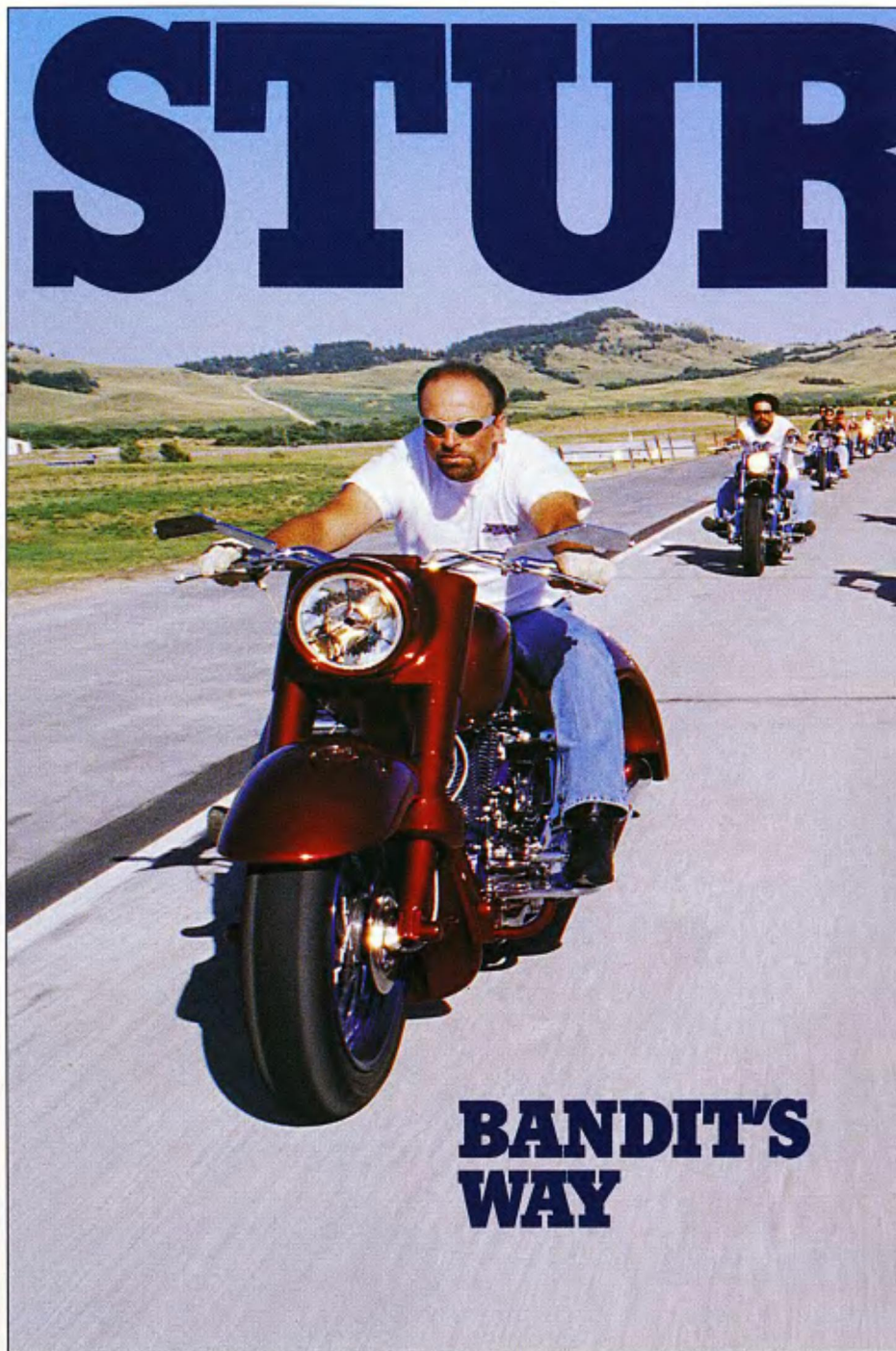
Detroit, Michigan—Regional
Cobo Convention Center

FEBRUARY 15-17, 1997

Columbus, Ohio—National Invitational
Veterans Memorial Exhibition Hall



Photo: Billy Tinnay



As we downshifted approaching Main Street, my first thought was, "What a fuckin' zoo!" Stretched before us was a sea of humanity, and we were now in the thick of it. There were hundreds of riders crawling along in first gear, others jammed shoulder to shoulder on parked bikes, thousands trying to shuffle along on already over-crowded sidewalks—all packed into the four of five blocks of downtown Sturgis, South Dakota, and still more arriving every minute. Not being one who likes crowds to begin with, I cringed at the thought of the next eight days of this excessive noise, hot sun, sweat, dirt, dust, crappy food, long nights and hung-over mornings. Not to

mention altogether too many cops, most totally devoid of a sense of humor. At least our kind of humor.

My mind, in a feeble attempt to escape this insanity, flashed back to the past week of just the three of us riding fast and tight on deserted open roads through some of the most spectacular scenery that Arizona, Utah, and Wyoming had to offer. Images of Sedona, the Grand Canyon, the Painted Desert, Hole in the Rock, Moab, Flaming Gorge, and Wind River Gorge were still fresh in my mind's eye. God, how I love America!

It had all begun two weeks before when Bandit called with our plans for

Sturgis (there was no room for negotiation). Bandit had a new '95 bagger (FLHT) that had been stretched, raked, slammed and custom painted, and "fuck it, we're going to Sturgis and taking the scenic route," I was told. I was also informed that my usual two-day 1,400-mile banzai run to South Dakota was out of the question. After a 4 a.m. departure from L.A. and a fast run to Sedona, we were to hook up with Myron Larrabee, owner of the *Easyriders* franchise in Scottsdale, Arizona, and take a leisurely seven days to ride the planned 1,900 miles to Sturgis.

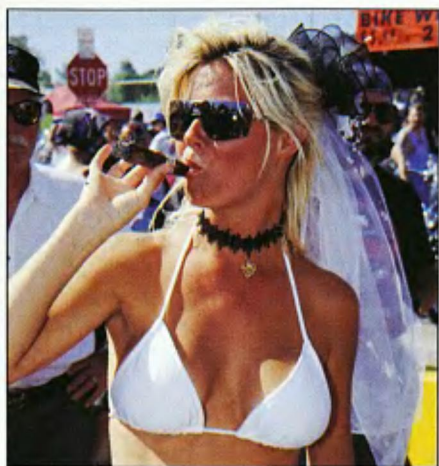
All I can say about the ride was that it went well but I have been sworn to

GIS 1996



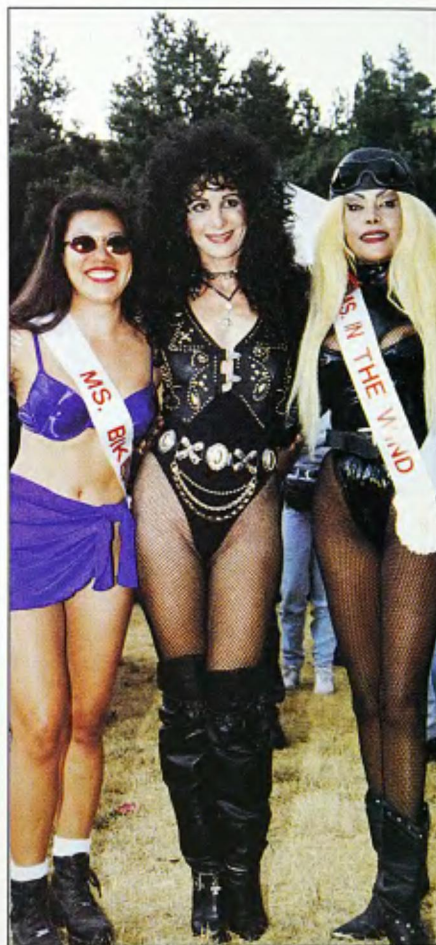
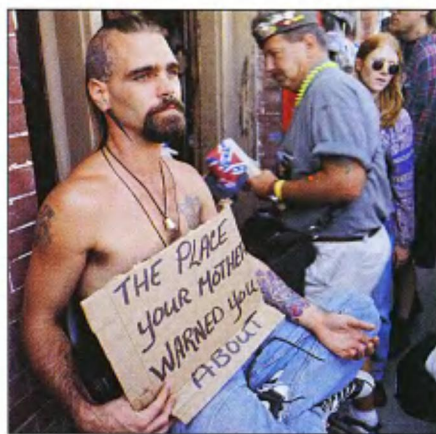
secrecy on the details ('cause their ol' ladies may read this). However, in Casper, Wyoming, we did hook up with Arlen Ness, Barry Cooney, Gary Bang and their crew of about 25 other Hamsters riding through town (yeah, you got it right—Hamsters riding all the way from California, and on full-custom bikes). From there we bar-hopped and dodged thunderstorms all the way to Lusk, Wyo., where we partied on mudslides for our last night before the final blast up to Sturgis.

As we got closer to Sturgis, we seemed to ride slower, trying to prolong the sheer enjoyment of the open road. To further delay the inevitable, we pulled



off I-90 in Sundance and headed straight for the Dime Horseshoe Bar, home of Burn-Out Wednesday. Hell, it was already past noon, just, and those Bloody Marys went down without touching the sides.

The high rpm of a V-twin, a cloud of white smoke and the smell of a righteous burnout brought me back to the present. Thousands of bikers were all doing what we were doing—looking for a parking space. First stop was the new *Easyriders* store on Main Street, so we pulled around back and parked right by the cafe that is attached to the back of the shop. Bandit immediately declared the cafe our reserved →



parking for the week, and he can do that since he's the HMFIC (Head Mutha Fucker In Charge).

Sunday morning, too fuckin' early, we were invited to ride to the heads—no, not the bathrooms, dipshit, the Presidents' heads at Mt. Rushmore. But since we had done that every other year, we blew it off this time and, after a substantial breakfast in Spearfish, headed into town to do the rounds of the dealers and manufacturers who were set up at the Community Center on Lazelle Street.

By five, we were back in Spearfish for a bash thrown by Arlen Ness to celebrate his first 25 years in business.

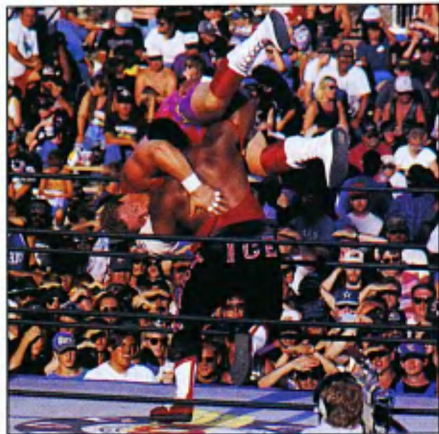
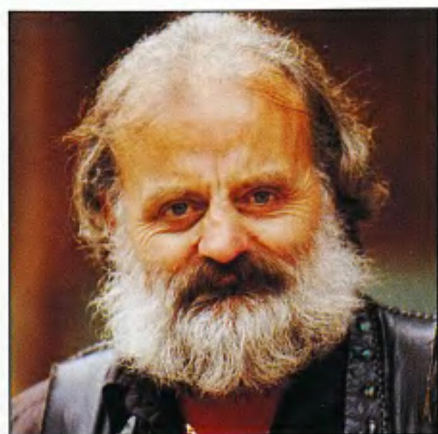
Along with free food and booze, Arlen had some of his latest creations there, as well as the custom baggers he and his crew had ridden all the way from California. There is no question—he is the king when it comes to custom bike work.

After parking our bikes at the motel (Spearfish cops have no sense of humor, either), the rest of that night was spent drinking and shooting pool at the two local watering holes, the Silver Dollar and the B&B. Oh, and we did rescue one young damsel, the girlfriend of one of the Hamsters who, while smashed out of her gourd, had strayed into the wrong bar.

Monday: I hate Monday mornings at

the best of times but this one really sucked. Bandit, Myron (a former Mr. Arizona), and Jim Brenner, another buddy and iron pumping fool, dragged me to the gym at seven-fuckin'-thirty a.m. for a kick-ass workout. They said I would feel better for it. Well, the only thing that made me feel better was the strong coffee, pancakes, and egg whites afterward.

From there we rode down to Deadwood, one of the most historic towns in the region, and checked out the Stockade, our traditional watering hole in that town. After a fast blast back to Spearfish on the new highway that runs from Deadwood to the I-90



it was another night of drinking at the Silver Dollar and the B&B—except Bandit was now playing it real cool since his ol' lady had just flown in. Hell, at least he got some that night, which was a helluva lot more than the rest of us could say.

Any hope of sleeping in on Tuesday morning was shot all to hell when Bandit decided he wanted to go power-walking—so there I was, in a pair of heavy-ass Red Wing boots and an old tank-top, trying to keep up with Bandit's long-legged gait. After an hour of that silly shit, he relented and it was time for those egg whites and pancakes. (Three of us each scarfing six

egg whites every morning is a lot of eggs. The cook is probably still wondering what to do with all those yokes.)

By 11, we were happy to be back in the saddle and riding west into Wyoming on Hwy. 24 headed for the Ham & Jam in Hulett. Yeah, I know smart-ass, the Ham & Jam is on Wednesday—well, it has become so popular that they are now doing it Tuesday, Wednesday, and Thursday to accommodate the hordes of starving heathens who annually descend on their small town.

After food and a few beers, we continued west on 24 past Devil's Tower then cut south back down to Sundance

for some serious socializing at the Dime Horseshoe Bar. But before we could get a good buzz going, it was time to get back to Sturgis for Bandit's scheduled book signing at *Easyriders* of Sturgis. Yeah, no shit, if any of you actually read this rag instead of just ogling the tits and bikes, you would know that Bandit has his first book out—*Prize Possession*, which is about a bro who gets his bike ripped off, loses his job, and gets fucked over by his ol' lady. You can guess which is the prize possession. This is, in fact, the first in a series of biker fiction by Bandit, so stay tuned because he has just about finished book number two. →



The book signing went well, after we intimidated a bunch of tourists into buying books even though we didn't have the right setup for a professional book signing. That would be remedied the next day. Afterward, we headed over to the Veteran's Club for dinner—all you can eat for seven bucks and the drinks are real reasonable, too. Main Street was really humming by now with wild bikes, crazy women and the ever-watchful law.

On Wednesday morning, not too early, we took Highway 90 east to Rapid City for the Harley-Davidson Exhibit and Show at the Civic Center. After checking in at the Media Relations

Office, and while Bandit pressed the flesh with the execs from Milwaukee, Doc and I scored a couple of all-access press passes and hit the exhibit hall to check out H-D's new line of products and bikes for '97. It was one of those stinking hot days, so we didn't spend too much time at the outdoor H-D Ride-In bike show and just hammered it back to Main Street for Bandit to do another book signing at the *Easyriders* store—but this time we had it tricked: tables, posters, signs, the works. Everyone wanted to meet Bandit, see his new tattoo, and get a book signed. We sold a bunch more books and only had to intimidate a few foreigners to do

it. Hell, when a dude who can't even read or speak English buys a book, you know it must be good—or he'd do anything to get out of the store alive.

That night we had a great dinner with Pat and Brook Kennedy at the Bay Leaf. If you don't know Kennedys Custom Motorcycles out of Tombstone, Ariz., you should. Pat builds some of the best choppers in the U.S., and Brook laces up those unbelievable 80-, 120-, and 160-spoke wheels the Kennedys have become famous for.

Thursday morning: They did it again. At O-dark-thirty, the evil trio dragged me to the gym again to do a "full-body workout," but by noon we were at the



Photos: Michael Lichter



Hamster lodge for a great steak lunch. At two o'clock everyone fired up for the annual Hamsters Ride-In bike show. About 150 yellow shirts on some of the finest custom bikes in the country made the run from Spearfish to the Community Center bike show on Lazelle.

At five, Bandit and I headed over to Motel 8 for Harley-Davidson's First Annual Tattoo Show. There were four classes: Best Black & White, Most Unusual, Best Portrait, and Best Use of the Harley-Davidson Logo. The number of entrants wasn't that great, but some of the ink was quite remarkable. Hopefully, next year H-D will get it better organized.

At eight that night, while getting cleaned up for dinner, I got a call from Bandit's ol' lady saying that they were headed to Deadwood to get a bad little Hamster out of jail. Seems some over-zealous cop was being a real prick about a minor traffic infraction and didn't appreciate having his draconian attitude challenged. By 10, he was sprung and we were all having dinner and laughing about it at Bell's Restaurant.

Friday was the Rat's Hole Custom Bike Show where a little honey, Miss Daytona, immediately took it upon herself to make sure that we had everything we needed. After that, it was time

to turn our backs on Sturgis for another year and head back to L.A.

So why do we ride there every year? Just because it's Sturgis? Because we can? To get another T-shirt? It sure as hell isn't to get laid, for the fine-dining, or the tranquillity of the Black Hills. It's probably for no other reason than Sturgis is Sturgis, and there is nothing else like it on Earth. The Black Hills make for some excellent riding and the whole region gets behind the Harley experience. Catholics go to Rome, Jews to Jerusalem, and Muslims to Mecca ... well, Bikers go to Sturgis. Be there in '97.

—Frogman



AND NOW, FOR SOMETHING COMPLETELY DIFFERENT...

FANTASY FROM FLORIDA

When Florida foot doctor Don Tanner decided to turn his new Dyna Wide Glide into the surreal scooter shown here, he knew there was only one man for the job: Lonnie Cantrell, owner of Savage Cycle Works in Pompano Beach. After all, the shop's motto is, "We build works of art that really work." Although he opened for business a scant three years ago, Lonnie's prize-winning custom creations have already earned him a place among the nation's most innovative bike builders.

"At first, I told Don I didn't really want to build the motorcycle," says Lonnie. "The project involved a lot of extremely complicated fabrication and intricate machining—to say nothing of solving unforeseen problems that

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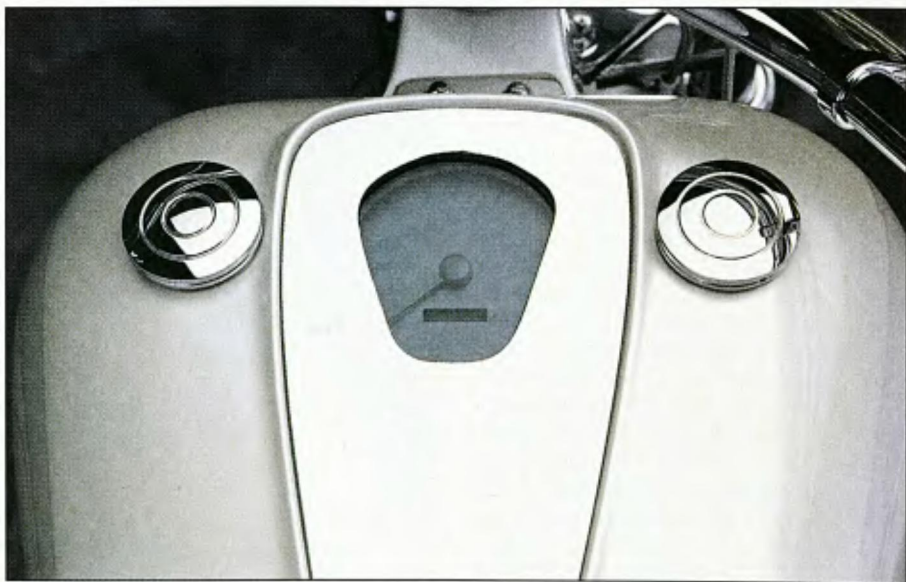
always accompany such an ambitious undertaking. But I couldn't say no, since the bike would be altogether different from anything we'd ever built."

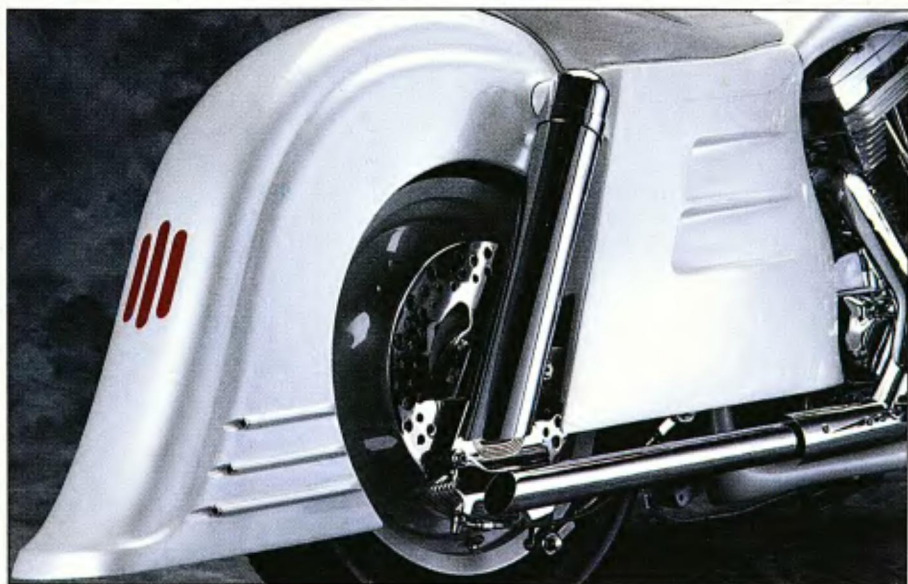
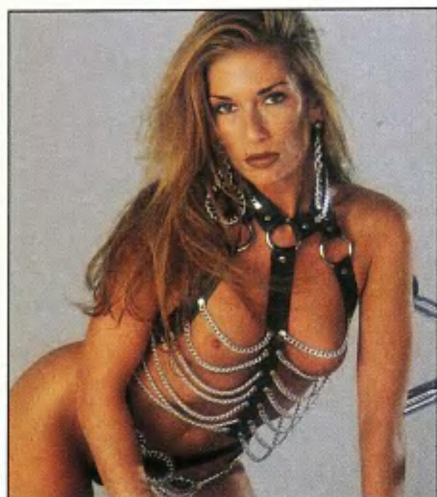
Lonnie's assessment of the job's complexity was, if anything, conservative. When finished, he had devoted more than 500 hours to the project and altered virtually every component on the original Harley. A detailed discussion—or even a full listing—of all these changes exceeds the space allocated for this feature. But a random look at some of the motorcycle's myriad modifications will, perhaps, provide some idea of the ingenuity, creativity, and hard work required to produce this consummate custom.

The distinctive side panels are



hand-formed sheet metal, concealing not only the bike's battery and electronics, but also a pair of maxi-blast air horns worthy of a Mack truck. To maintain the scooter's trim profile, Lonnie substituted a mid glide front end and a narrow wheel for the bike's original equipment. This effect was further enhanced by manufacturing new triple trees and refabricating the lower legs. Creating the one-piece handlebars required first removing 3.5 inches of metal, then welding on the risers from a set of Ness bars. The addition of specially fabricated panels, front and back, hide the wiring. The taillights consist of LEDs within the three chevrons on either side of the rear fender. And by the way, four Dyna Wide Glide fenders were used to fabricate the two used on the bike. →





From the fan-shaped custom dash, the parallel cuts of the side panels, shock tubes, and exhaust pipes, to the seat inlaid with baby ostrich, this is a motorcycle like no other, as confirmed by its award-winning appearances at both the Charlotte, North Carolina, as well as the Columbus, Ohio, *Easyriders* Bike Shows.

But don't kid yourself. The story of a motorcycle this special can't be summed up on a tech chart or by listing its unique features, because they show only the facts—not the heart. As Lonnie says, "For me, there's a lot of what I call 'love hours' involved in creating a custom motorcycle like this—time spent not because you're being paid, but because you love what you do."

—Bored Dan Stroked



Owner:Don Tanner
City:Parkland, Florida
General
 Year and make:1995 Harley-Davidson
 Model:Dyna Wide Glide
 Value:\$50,000
 Assembly:Savage Cycle Works
 Chroming:Atlantic Coast Plating
Engine
 Year and model:1995 Evo
 Rebuilder:Savage Cycle/Sachs Racing
 Ignition:Dyna
 Displacement:80 cubic inches
 Lower end:stock
 Pistons:H-D
 Cases:stock

Heads:Sachs Racing Engines
Cam:Crane
Carb(s):S&S
Pipes:Savage Cycle Works
Modifications:SCW air cleaner
Transmission
 Year:1995
Modifications:none
Paint
 Molding:Savage Cycle Works
 Painter:Savage Cycle Works
 Color/type:silver, white, pearl/urethane
 Special paint:House of Kolor
Frame
 Year:1995
 Builder:H-D

Type:Dyna Wide Glide
Modifications:raked 41 degrees
 (but still has fork locks)
Accessories
 Bars:SCW/White Bros.
 Fenders:Savage Cycle Works
 Headlight:Savage Cycle Works
 Taillight:Savage Cycle Works
 Pegs:Billet Concepts
 Electrics:H-D, 12-volt
 Gas tank:Dyna
 Oil tank:stock
 Primary cover:Ness
 Seat:Creative Auto Trim
 Mirrors:JayBrake
 Grips:Billet Concepts

Forks
 Type:Dyna
Modifications:mid glide front end,
 modified lower legs
Wheels
Front
 Type:H-D
 Size:21-inch
 Tire:Dunlop
 Brake:RevTech calipers and rotors
Rear
 Type:H-D
 Size:16-inch
 Tire:Dunlop
 Brake:RevTech calipers and rotors
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ELECTRA-GLIDE HISTORY



1953 Panhead

The Electra-Glide's roots run deep. The model name dates back to the late 1940s when the first Harley-Davidson Glide model was introduced. It was a 1949 Panhead with a new hydraulic front fork which replaced the old style springer fork dating back to 1906. The model name Hydra-Glide was born out of the new hydraulic fork application. The Hydra-Glide with the new front fork on a rigid frame evolved into the Duo-Glide for 1958 ... Well, check out each major year's changes for yourself.

1949

Accompanying the new Panhead E- and F-series engine, new forks, frame, and fenders are of contemporary



1952 Panhead

design. This is the first year of the Hydra-Glide front fork assembly on the OHV model. The lower fork legs are painted black on all models for this year model only. Hydraulic forks first tried on a short lived experimental XA war model are reintroduced on the '49 Panhead. The timeless style, utility, and popularity of the new fork is proven by its continual use on Big Twins for the next 48 years. The front brake assembly is totally redesigned. A new, larger sealed ray headlight is offered on OHV models and two chrome parking lamps are attached to the upper fork tube covers. The frame is modified with dog-legged front down tubes instead of the traditional straight legs used on the Knucklehead.



1962 Duo-Glide Panhead

The frame redesign accommodates the slightly taller Pan engine in its cradle. The 2-piece valanced springer rigid fenders, used since 1934, are abandoned in favor of a pair of smooth-sided mudguards with a rocket ship look. An unusual stainless steel cover shaped in the form of the fishtail muffler is attached over the muffler in 1949 only. The 5-piece fork trim covers, the primary chain inspection cover and the clutch derby cover are all polished stainless steel.

1950

"Smooth as flying" is how the Hydra-Glide forks were described in period sales literature. It's the first year for the "Trial-A-Way" Hydra-Glide adjustable

forks. The fork lower legs are polished on the touring Big Twins from this time forward. A boast of 10-percent increase in horsepower with design change and increase in size of the intake ports. The carburetor is updated with an improved Linkert M-74B. Gas lines are rubber-mounted. An adjustable trail feature is introduced on the Hydra-Glide forks to improve handling on sidecar and package truck application. A handlebar riser link, introduced in late '49, is first illustrated in advertising on the 1950 OHV model.

1952

A new footshift with hand clutch is optional at no extra cost for the first time. A new clutch booster is intro-

duced on the hand clutch models to lessen the hand lever pressure required to disengage the clutch. The booster is nicknamed the "mousetrap." An easily accessible, removable screen trap is installed under a round cap in the late '52 engine case in the valve lifter oil line.

1953

A revolutionary engine offering is the new rotating exhaust valves with caps and an improved hydraulic valve lifter installed inside the tappet body. The 61 cubic inch OHV Panhead is dropped from the engine lineup. An improved speedometer dial reads 1-2-3-4 instead of 10-20-30-40 as it had earlier. The '53 is still supplied with either footshift or →



1958 FLH Panhead owned by Douglas Stein, Los Angeles, Calif. Photo: Raiko Hartman

hand shift. The engine cylinder return oil is drained onto the cylinder wall below the piston skirt when it is in the top position. The lower oil scraper ring is now made of flexible and malleable heat-treated steel. 1953 and early-'54 only find the oil pump fitted with new guided, ball-ended check and relief valves with 3-cornered shanks. The Deluxe Solo group offers a new in-line external oil filter.

1954

Harley-Davidson's 50-Year Anniversary is celebrated with the Golden Anniversary Model. An immediately obvious addition is the beautiful 50th Anniversary golden-colored medallion gracing the top of the front fender.

New worm and pinion gears no longer have splines but are straight and taper fit and keyed to the shaft. No noise emanates from this absolutely tight fit. On the gear shifter lever shaft and in the end of the gear shifter foot lever the earlier style serrations are dropped in favor of a smooth contact surface with a reinforced foot lever pinched with a 5/16th bolt and nut. A new gear shifter heel lever is offered as an accessory. This is the first year for a retrofit Big Twin compensating sprocket that will interchange back to models from 1936. A new oil pressure switch is installed on the engine. The faster action throttle is a result of the new handlebar spiral first pioneered on the KH model. Piston type valves replace the obsolete type in the by-pass regulating position in the oil pump. 1954 marks the last year for the classic tombstone taillight.

1958

The major change for 1958 was the introduction of the new swinging arm

rear suspension employing a hydraulic shock absorber on each side of the rear frame. A new low profile frame is designed for the rear suspension. Enhancement of the rear brake is the new hydraulic rear brake unit on the touring Big Twins. Round lucite gas tank emblems carried over from 1957 sport a new color scheme of gold, silver and black. The fins on the cylinder heads have been increased 1/2-inch to a full inch to provide for cooler operating engine temperatures. The pinion gear main bearing and shaft have been increased 1/4-inch. The bearing consists of two retainers with 14 1/2-inch-long rollers (instead of one retainer with 13 3/8-inch rollers). A new exhaust guide on FL and FLH models is made of special alloy steel replacing the previous bronze guides.

1965

This was a landmark year for new features on the first Electra-Glide Big Twin Panhead model. The electrics were upgraded to a 12-volt system to spin the new Delco electric starter motor for which the model was named. The rear section of the frame, behind the seat post, was heightened to accept a square oil tank and taller 12-volt battery. The tin primary chain cover set was dropped in favor of stronger aluminum inner and outer covers with a beefed-up transmission case to more solidly mount the transmission and engine together. A new chain adjuster was put inside the primary chain case and used a hard plastic shoe to tension the primary chain. The transmission was no longer moved to the rear, as it was in the past, to tension the primary chain. The factory had trouble with the electric starter system when first introduced on their 1964 Servi-car models,

so it's possible the kickstarter was retained on the Electra-Glide for a few years—just in case.

1966

The Motor Company introduced a new top engine design which became known as the Shovelhead. This design saw service through the AMF Harley years until its own replacement by the Evolution engine design in 1985. A gravity-fed Tillotson carburetor was introduced retaining the Linkert round-style air cleaner. By midyear, the Delco starter was replaced with a Prestolite unit which saw service through 1982.

1967

This marked the last year of the clutch booster, known in the vernacular as a "mousetrap," which had been in use from 1952. Star hub wheels with caged roller bearings, in use since 1936, were replaced by new front and rear wheels, having permanently lubricated and sealed, retainer-type ball bearings. For the first time, the brake drums were fitted with the same bearings as the hubs. A new single-point centrifugal advance ignition circuit breaker was introduced and used through 1969.

1969

This was the last year for the 12-volt generator/regulator electrical system. The old-style engine lower end, with the hook on the front for generator mounting, was discontinued at the end of this model year. This was the last model year for the vertically mounted ignition circuit breaker and auxiliary kickstarter on the transmission.

1970

The Harley-Davidson Motor Company business was bought from the family shareholders by the American Machine and Foundry (AMF) Corporation. A new "cone" motor engine design, retaining the Shovelhead top end, with a new 12-volt alternator and relay/rectifier charging system, was introduced. The points and condenser were mounted on a centrifugal advance ignition timer, driven directly by the camshaft and was used through 1978. The ignition timer was located in the outboard end of the cone gear cover. Electric starting only was featured from this time onward, with no kickstarter even offered. In 1971, a new 36 mm Bendix carburetor was adopted and used through 1972.

1972

A new single disc front brake was introduced, utilizing the old rear drum brake, until midyear when a new rear single disc brake was employed. The new rear

disc brake was adapted to the drum brake wheel by use of spacer adapters. The front drum brake was interchangeable from 1949 to 1966, and from 1967 to 1972. The same rear drum brake setup was used from 1967 through 1972. This would be the last year of interchangeable wheels with sealed ball bearing hubs which were used from 1967 to 1972.

1975

A new silver finish cast alloy rear wheel assembly was introduced. A new high-performance Electron throttle slide carburetor without an accelerator pump was offered as an option through 1978 on the 3 1/2-gallon gas tank models, but it was never known to have been put on production models. In 1976, a Keihin carburetor replaced the Bendix, and was used until early 1978.

1977

Black-painted engine crankcases were introduced, and a new black finish alloy rear wheel was offered.

1978

This was the last year for the famous 74 cubic inch (1200cc) engine displacement, which had been first introduced over a half a century earlier, in 1921. The "74-cubic-inch Hog" became associated with Harleys, when Ray Weishaar, a Harley-Davidson factory rider and member of their famed Wrecking Crew, would bring a baby pig dressed in a Harley vest as a mascot to the races in the teens and '20s. Fortunately, the term "Hog" was not lost with the passing of the 74 cubic inch model. This was the last year for the mechanical points/condenser ignition system with the advent and intro-



1960 Panhead FLH owned by Robert Shade, Pasadena, Md. Photo: Michael Lichter

duction of the electronic ignition system, midyear.

1979

A new 80 cubic inch engine was offered for the first time since 1948. A rear wheel belt drive (126T) was offered on the FLH and Classic models. A new one-piece 5-gallon saddle gas tank featuring a wide flat top was introduced. A new electronic ignition system with a sensor module was adopted. The oil tank was streamlined, making obsolete the old-style square box shape, allowing for a more neat fit on the side of the frame, under the seat. Late in 1979, a newly designed 4-speed transmission case and shifter top were introduced. The shifter top mechanism appeared similar to a Sportster shifting mechanism, turned horizontal, and suspended in the transmission top. This was the

last year for the traditional 4-speed ratchet top foot shifter transmission, which had been in use since 1952.

1980

The engine received a new rubber-mounting system, and a newly designed 5-speed transmission was introduced. Both are still in use, to the present. The engine primary drive to the clutch and the transmission to rear wheel were both chain driven. The Shovelhead engine heads were redesigned for more power. The intake was changed from the rubber band stepped mount to a flush mounted band intake connection between the smooth head flange and intake manifold. The old-style rubber band manifold had been in use since its introduction on 1955 Pans.

1981

Harley-Davidson was bought back from AMF by a group of its top motorcycle division executives, with an eye to the future. The AMF/Harley reputation for high-quality motorcycle products had slipped in the 1970s. While AMF/Harley was introducing new designs and expanding production facilities, teething problems and faults in the motorcycles may not have been corrected as quickly as they should have been. However, they kept the Motor Company going when there were no other takers and for that alone, they deserve a pat on the back. Headed by Vaughn Beals and Willie G. Davidson, the new Motor Company was launched with renewed vigor and a determination to put Harley-Davidson back on the map. Hardcore Harley enthusiasts, who had remained loyal to the marque through the AMF years, immediately rallied behind the new Motor Company. →



1961 FL Duo Glide Panhead owned by Ron Lopez Sr., Whittier, Calif. Photo: John Wycoff



1963 Duo-Glide FL Panhead owned by Carl and Sylvia Berry, Evans, Ga. Photo: Bill Ellis

This was the first year the FLH Heritage model was offered. An optional dual headlamp windscreen fairing also became available.

1982

A new front hand brake and master cylinder on the handlebar was adopted. This was the last year of the old-style Prestolite starter assembly used since its introduction in mid-1966. A new-style Hitachi starter was introduced in 1973 on some models, and beginning this year, was used on all Big Twins through 1988.

1983

First year of the Evolution-design engine is offered concurrently with the Shovel. A single headlamp aluminum nacelle was reintroduced, similar to the large nacelle used from 1960 onward.

1984

This was the first year for the new dual disc front brake, and the last year for the Shovelhead engine and the four-speed transmission. The Evolution engine was employed exclusively from 1984 to the present. A new dual front down tube, welded and stamped, steel box section frame made obsolete the old round tubing frame with forged castings, used since its inception in 1936. An all-new hydraulic front fork with air pressure control was introduced with the front safety guard utilized as a pressurized air accumulator. Also, an all-new V-Fire Two Electronic ignition system was introduced with a new rev limiter to protect the engine from destructive overrevving.

1988

A special 85th Anniversary model was introduced to celebrate the Motor Co.'s

success since the founding by the Harley and Davidson families in 1903.

1989

The all-new Ultra Classic Electra-Glide model is introduced for the first time. A more rounded side-view style, bulbous front, one-piece saddle gas tank supercedes a teardrop-style gas tank. It had an old style '60s dash cover/console with a round hinged door over the filler cap, which is still in use. A new cruise control was introduced for the FLTC-U and the FLHTC-U models. An all-new electric starter motor was introduced incorporating the solenoid into the lower starter motor body to rigidize the unit and is currently still in use.

1995

The FLHTC-I Ultra Classic Electra-Glide, 30th Anniversary Edition with special graphics, is introduced in celebration of the anniversary with a limited production run of 2,000 units offered. The production run did not begin until January, '95. A first on the FLHTC-I, is the all-new Weber sequential port fuel injection. "I" stands for fuel injection.

There may be some errors as a result of my interpretation of the Harley-Davidson parts catalogs' supersedure process and our foggy memories. For that I apologize. I would like to specifically thank Dr. Martin Rosenblum, Harley-Davidson Motor Company Historian; Bob Swift, Parts & Accessories Manager; and Don Quaranto, Service Manager at Ventura (California) H-D, for their generous help and assistance in making this article possible.

—M.F. Egan



1948 Panhead FL owned by Vic King, Reseda, Calif. Photo: Raiko Hartman (More Panhead history coming soon.)

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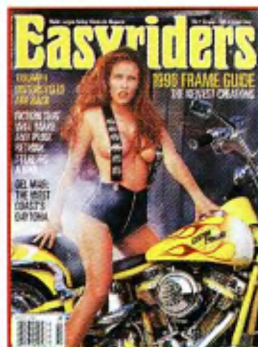
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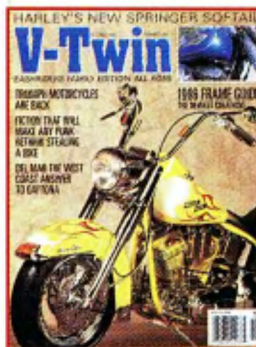
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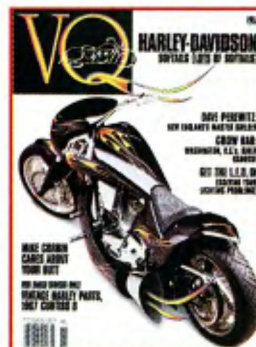
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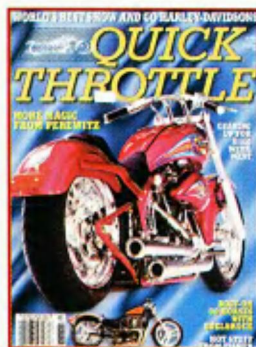
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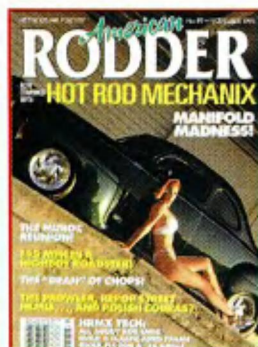
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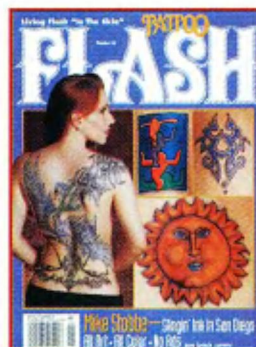
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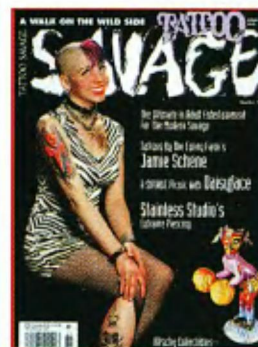
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CHAMPION PAN

It took *how* long to restore the Harley? Just a few months short of 10 years. But remember, that period included chasing down original replacement parts from all over the continent and the time-devouring meticulous workmanship that went into rebuilding an original, but sadly rundown machine.

Bought originally (in 1956) from a new dealership in Chillicothe, Ohio, as a

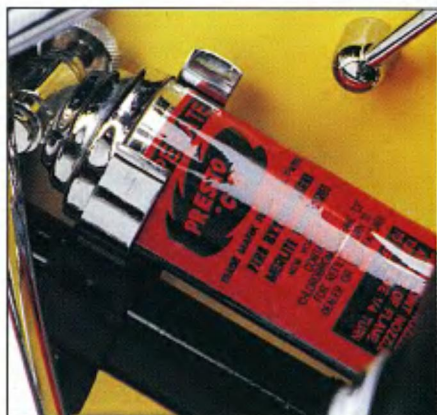
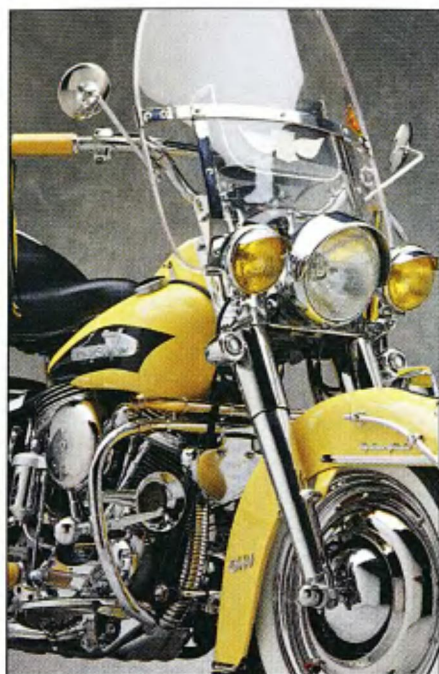
parade bike with sidecar, it was ridden daily until 1962 when the owner, disgruntled over a traffic ticket, parked the Pan in his back lot. It sat outside, unused and unattended, for the next 24 years. Winter snowstorms, spring rain, and hot, humid summers took a devastating toll on the once pristine machine. It was not for sale, for any amount of money, and all who inquired were unceremoniously turned

away until a dealer obtained it in 1986 by trading a mint condition 1978 Shovelhead dresser straight across, for the derelict old bike. Bill Huykman had had his eye on the Pan for years and immediately acquired it from the dealer.

Not satisfied with a simple restoration, Bill wanted his fully dressed Champion yellow FLH to be equipped with every factory accessory available in 1956. Starting with a genuine factory accessory catalog, a long list of items to be used soon developed. What at first seemed to be a fairly straightforward quest, turned into a decade-long crusade →

that would cover a large amount of geography to turn up the elusive accessories. Bill promised himself that, no matter how great the temptation might be, he would not fire up the machine until he had every accessory item on his list. What appears to be a two-piece front wheel hubcap is actually a very rare accessory, christened by Harley as the "Ring of Fire." The hubcap kit incorporates five lights on each side of the rim and has a dazzling night effect. One half of the kit turned up locally, but it took five years and a lucky trip to a Daytona Beach Bike Week swap meet to find the other side. The kit is so difficult to install, if you have a flat you may as well throw the wheel away. It's probably why they are so rare.

Bill's advice to others is that perseverance pays off, eventually. Some parts took three trips to the chrome platers before they were done right.



Never slowed by adversity, Bill kept the Pan in his living room as he reassembled it. Every Christmas, it was lovingly decorated in place of a tree. When asked if his bike is done in the Baroque style, he answers, "Yes," as in B-R-O-K-E. However, the rewards have been sweet, eight first place trophies at eight different shows.

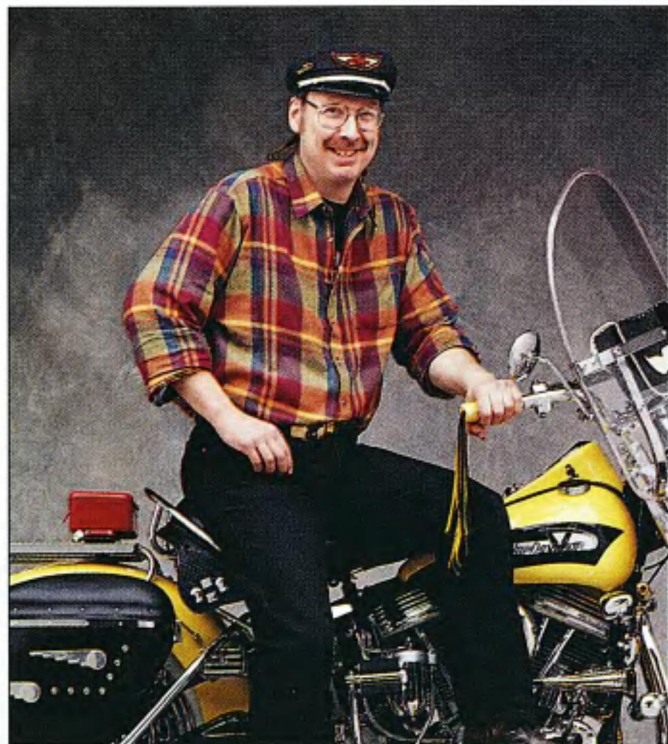
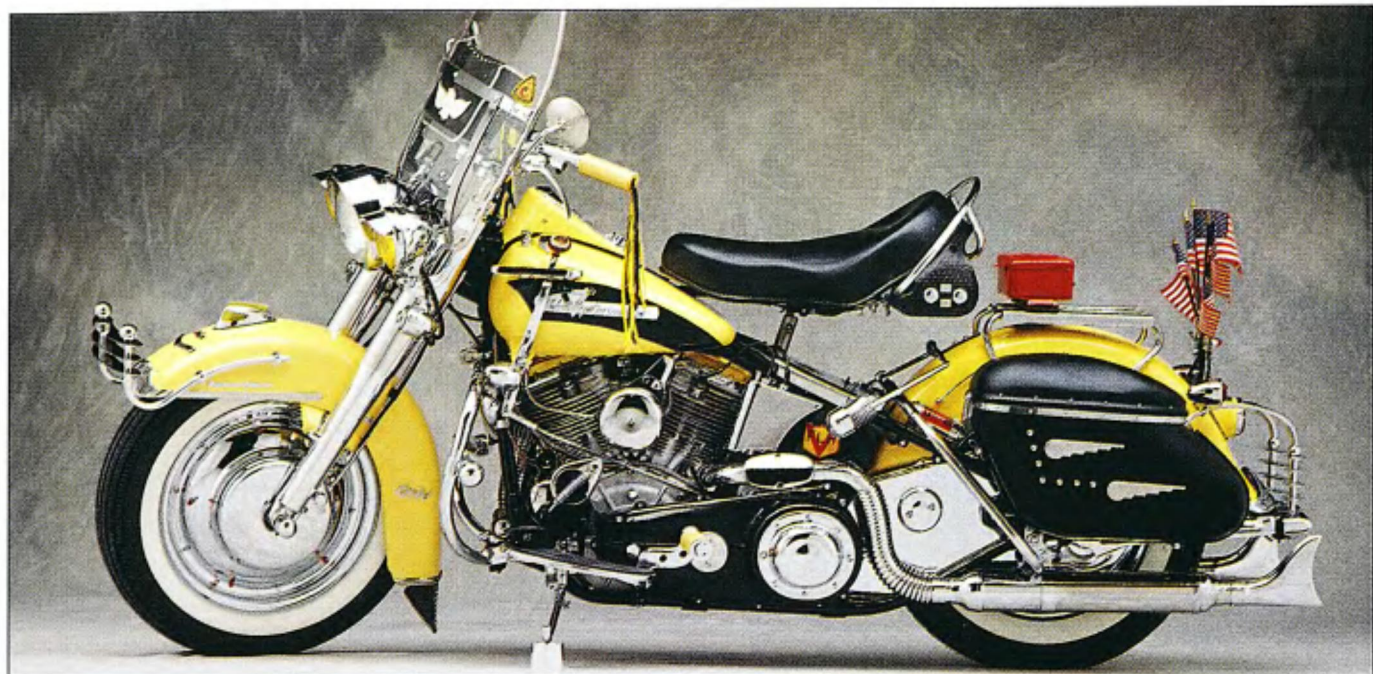
—M.F. Egan



1ST PLACE: JUDGED CLASS

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





Owner:.....Bill Huykman
City:.....Newark, Ohio
General
Fabrication:.....Harley-Davidson
Year and make:.....1956 H-D
Model:.....FLH (one of 224)
Value:.....\$30,000
Assembly:.....owner
Chroming:.....Brown's Plating
Engine
Year and model:.....1956 FLH 1200
Rebuilder:.....Tom Reiser
Ignition:.....battery and points
Displacement:.....1200cc
Lower end:.....stock
Pistons:.....H-D

Cases:factory
Heads:stock
Cam:H-D
Carb(s):Linkert M-74B
Pipes:stock
Modifications:none
Transmission
Year:1956
Shifting:hand
Modifications:cleaned up
Paint
Molding:none
Painter:owner
Color:Champion Yellow, black/
basecoat, clearcoat
Special paint:original color

Frame	
Year.....	1956
Type.....	straightleg rigid
Accessories	
Bars.....	H-D buckhorn
Fender(s).....	stock full-fendered
Headlight.....	H-D
Taillight.....	stock
Speedo.....	original
Pegs.....	footboards
Electrics.....	6-volt
Gas tank.....	stock, 3.5-gallon
Oil tank.....	H-D
Oil system.....	stock, dry sump
Seat.....	Super Deluxe Buddy
Mirrors.....	H-D

Grips:.....fringed
Forks
 Type:.....Hydra-Glide
 Modifications:.....polished lower sliders
Wheels
Front
 Type:.....H-D
 Size:.....16-inch
 Tire:.....Coker
 Brake:.....H-D, mechanical
Rear
 Type:.....H-D
 Size:.....16-inch
 Tire:.....Coker
 Brake:.....H-D, mechanical
Photos:.....Michael Lichter

1996 NATIONAL TOY RUN GUIDE

The brotherhood doesn't get any better than during the holiday season. Just ask any needy kid who's ever received a gift from a biker on a toy run. Maybe this year, you can ask one yourself. We've rounded up a listing of runs around the country, designed to bring holiday cheer to those who greatly appreciate it. There'll be plenty more that'll spring up by the time this ink hits the stands, so keep your eyes peeled at local bike shops or contact your local MRO. Meanwhile, check out the following runs and get ready to saddle up. It's a ride you won't wanna miss.

Alabama

Sponsor/Run: JR's Antique Harley & Classics/Vietnam Vets MC Toy Run
Date/Time: unknown at press time
Location: Beeland Park, Greenville
Donation: food, clothes, toys, cash
Info: (334) 382-2547

Arizona

Sponsor/Run: ABATE of Cochise County/Toy Run
Date/Time: Dec. 1, noon
Location: I-10 & St. Rt. 90, Tombstone
Donation: unwrapped new toy
Info: Gary (520) 458-8967

Sponsor/Run: Easyriders of Scottsdale/Toy Run
Date/Time: Dec. 8, 10:30 a.m. **Location:** Easyriders of Scottsdale, 3748 N. Scottsdale Rd.
Donation: \$10 and/or new toy
Activities: food & entertainment at store
Info: (602) 947-4423

Arkansas

Sponsor/Run: ABATE District 1/Toys for Tots Motorcycle Parade
Date: Dec. 7
Location: Begins at Rodney's Cycle House, Little Rock

California

Sponsor/Run: ABATE Local 16 Santa Barbara/Toys For Tots Run & Rally
Date/Time: Dec. 1, 9 a.m.-10:30 a.m.
Location: Santa Claus Lane, Hwy 101
Donation: entrance fee, new toy
Info: Jim Garrett (805) 965-0251

Sponsor/Run: San Luis Obispo County 16th Annual Toy Run
Date/Time: Dec. 1, 11:30 a.m. roll out
Location: Avila Bch. to Santa Margarita
Donation: toy(s)
Activities: party at Pozo Saloon
Info: (805) 466-8779; (805) 925-5629

Sponsor/Run: ABATE of Calif. Locals 3, 13 & 42/Ventura County Toy Run
Date/Time: Dec. 8, 9 a.m. sign-in **Location:** 1544 Morse Ave., Ventura
Donation: toy(s)
Activities: breakfast
Info: C.W. (805) 494-3287

Sponsor/Run: Santa Clarita Valley Motorcycle Center/Two Broke Tramps, Sundowners AVMC/3rd Annual Big Faith "Bikers Insuring Gifts For All In Need Through Holidays" Run
Date/Time: Dec. 1, noon
Location: Ride from SCVMC, 12234 Pearlblossom Hwy. to Grace Resource Center, Lancaster
Donation: toys and things for the needy
Info: Al (805) 944-6575

Sponsor/Run: ABATE Local 19/Toy Run
Date/Time: Dec. 8, 10 a.m.-3 p.m.
Location: Ontario Elks Lodge, Ontario
Donation: \$5 plus new, unwrapped toy
Info: (909) 985-4095; (909) 986-3603

Sponsor/Run: Division 5 MMA/Toy Run
Date: Dec. 8
Info: (916) 442-4727

Sponsor/Run: MMA/Sacramento Toy Run
Date: Dec. 15
Info: (916) 442-4727

Sponsor/Run: MMA/Toy Run in Turlock
Date: Dec. 22
Info: (916) 442-4727

Sponsor/Run: ABATE Local 28/4th Annual Lake County Toy Run
Date/Time: Dec. 8, 10 a.m.
Donation: one educational toy
Info: (707) 274-3343

Sponsor/Run: ABATE Local 53/ Owens Valley 3rd Annual Toy Run
Date/Time: Dec. 14, 10:30 a.m.
Location: Kmart, Bishop
Donation: toy(s)
Info: Adele (619) 872-4455 or Dave's Auto Parts (619) 876-5586

Sponsor/Run: ABATE Local 36/Toy Run
Date/Time: Dec. 1, sign-in 9-10:30 a.m.
Location: Palm Desert Car Park
Donation: \$10 and one unwrapped toy
Activities: poker hand
Info: (619) 329-1448

Colorado

Sponsor/Run: ABATE Dist. 11/Toy Run
Date/Time: Dec. 21, 8 a.m.-2 p.m.
Location: VFW Hall, south of Buena Vista
Donation: \$5 plus toy or nonperishable food item
Info: Tim (719) 395-8733

Delaware

Sponsor/Run: Bobby Hall Mem. Toy Run
Date: Nov. 2
Location: Banning Park, Newcastle
Info: Ski (302) 378-3701

Florida

Sponsor/Run: S. Fla. MCs & Organizations/Christmas Toys In The Sun Run
Date/Time: Dec. 8, 10 a.m.
Location: Pompano Harness Track
Donation: toy(s)
Activities: raffle for a Fat Boy
Info: "Miami Mike" (305) 947-7800

Sponsor/Run: Lightning Alley Chapter/Toy Run
Date/Time: unknown at press time
Location: Sunrise & Ramoan
Donation: toy(s) or cash donation
Activities: food, 50/50, raffle
Info: Lana (407) 678-6340

Sponsor/Run: ABATE of Brevard County/15th Annual Toy Run
Date/Time: Dec. 1, sign-in 8:30-noon
Location: St. Rte. 520, Merritt Island
Donation: new toy or stuffed animal
Info: (407) 452-3377; (407) 453-8361

Georgia

Sponsor/Run: ABATE of Georgia District 7/Toy Run
Date: Nov. 30
Location: Macon
Info: (404) 294-8900

Sponsor/Run: ABATE of Georgia District 11/Toy Run
Date: Dec. 7
Location: Savannah
Info: (404) 294-8900

Sponsor/Run: ABATE of Georgia District 13/Toy Run
Date: Dec. 7
Location: Tifton
Info: (404) 294-8900

Sponsor/Run: ABATE of Georgia District 8/Toy Run
Date: Dec. 14
Location: Augusta
Info: (404) 294-8900

Sponsor/Run: ABATE of Georgia District 15/Toy Run
Date: Dec. 14
Location: Brunswick
Info: (404) 294-8900

Illinois

Sponsor/Run: Toys For Tots Bike Parade
Date/Time: Dec. 1, sign-in 9-10 a.m.
Location: 87th and Western, Chicago
Donation: toy(s)
Info: (312) 866-TOYS

Sponsor/Run: ABATE Central Illinois Chapter/Polar Bear Toy Run
Date: Nov. 23
Info: (800) 872-2283

Indiana

Sponsor/Run: ABATE of Tippecanoe County/Toy Run
Date/Time: Dec. 1, sign-in 10 a.m.-noon
Location: Chauncy Hill Mill, W. Lafayette
Donation: new toy of at least \$5 value
Info: Chuck (317) 474-9489

Sponsor/Run: Reg. 2 ABATE/Toys for Tots
Date: Nov. 30
Location: Elks Lodge, Valparaiso
Info: (219) 322-6286

Sponsor/Run: Region 4 ABATE/Toys for Tots Run & Party
Date: Dec. 1
Location: American Legion Post #492, West Lafayette
Info: (317) 742-5517

Sponsor/Run: Region 5 ABATE/Toys for Tots Run
Date: Dec. 7
Info: (317) 836-4690

Sponsor/Run: Reg. 4 ABATE/Toy Run
Date: Dec. 8

Location: AMVets Post 91, Monticello
Info: (317) 563-3260

Kentucky

Sponsor/Run: KMA/KBA Bardstown Chapter Toy Run
Date: Nov. 23
Info: (502) 969-8783

Sponsor/Run: KMA/KBA Louisville District/Toys for Tots Run
Date: Nov. 30
Info: (502) 969-8783

Sponsor/Run: KMA/KBA Dist. 4/Toy Run
Date: Dec. 7
Info: (502) 969-8783

Louisiana

Sponsor/Run: ABATE Cajun Chapter/Toys for Tots Run
Date: Dec. 21
Info: (800) 393-5966

Sponsor/Run: ABATE River Parished Chapter/State Toy Run
Date: Dec. 21
Location: West Wergo/Harahan
Info: (800) 472-2283

Michigan

Sponsor/Run: ABATE Region 8/Toys for Tots Run
Date: Nov. 2
Info: (313) 421-4367

Missouri

Sponsor/Run: FORR Local 4/16th Annual Toys For Kids Ride
Date/Time: Oct. 19, sign-in noon-2 p.m.
Location: Crossroads Mall, Columbus
Donation: can of food, one new toy
Info: Donnie (573) 886-9894

Sponsor/Run: FORR Local 13/Toy Run
Date: Nov. 2
Donation: new toy and a can of food
Info: Greg (800) 448-3677

Sponsor/Run: FORR Local 10/Toy Run
Date/Time: Oct. 26, sign-in 1-2 p.m.



Location: Jefferson City
Donation: toy(s)
Info: Kelinda (573) 761-3992

New Mexico

Sponsor/Run: ABATE East Plain
Chapter/Toy Run
Date: Dec. 7
Info: (505) 769-0920

Sponsor/Run: ABATE Tularosa Basin
Chapter/Toy Run
Date: Dec. 8
Info: (505) 434-8747

Sponsor/Run: ABATE Tres Rios
Chapter/Toy Run
Date/Time: December 14
Info: (505) 632-8312

Sponsor/Run: ABATE Mesilla Valley
Chapter/Toy Run
Date: Dec. 22
Info: (505) 525-8349

Nevada

Sponsor/Run: Ironcrossmen MC/
Toy Run In Las Vegas
Date: Dec. 1
Info: (702) 438-4191

North Carolina

Sponsor/Run: Randolph County CBA/
Toy Run to Mills Children's Home
Date/Time: Dec. 1, sign-up at noon
Location: Randolph Mall, Asheboro
Donation: gifts for teens, cash donations
Info: (910) 697-9387; (910) 629-3895

Sponsor/Run: Charlotte CBA/Toys for Tots
Date: December 7
Info: (704) 399-3990

Ohio

Sponsor/Run: ABATE of Ohio Reg. 9/
Toys For Tots Run
Date/Time: Nov. 9, sign-in 10 a.m.-noon
Location: Grove & Hamilton, S of Rt. 70
Donation: one new toy
Activities: party after the run
Info: Drew (614) 834-1874

Oklahoma

Sponsor/Run: ABATE of Oklahoma/
Lakes Area Toy Run
Date: Nov. 24
Donation: toy(s)
Info: (918) 832-0391

Sponsor/Run: ABATE of Oklahoma/
Muskogee Toys For Tots Run
Date: Nov. 25
Donation: toy(s)
Info: (918) 832-0391

Sponsor/Run: ABATE of Oklahoma/NW
69 Toy Run
Date: Dec. 8
Donation: toy(s)
Info: (918) 832-0391

Sponsor/Run: ABATE of Okla./Toy Run
Date/Time: Dec. 8, 1 p.m.
Location: 61st St. & Riverside, Tulsa
Donation: toy(s)
Info: (918) 832-0391

Sponsor/Run: ABATE of Oklahoma/
OKC Jesus House Toy Run
Date: Dec. 15
Donation: toy(s)
Info: (918) 832-0391

Oregon

Sponsor/Run: Washington County
ABATE/Toy Run
Date: Nov. 16
Info: (503) 285-4329

Sponsor/Run: Portland Chapters
ABATE/Shriner's Toy Run
Date: Dec. 7
Info: (503) 285-4329

Pennsylvania

Sponsor/Run: ABATE/WYSP 16th Annual
Delaware Valley Toy Run
Date/Time: Nov. 9, sign-in 9 a.m.-1 p.m.
Location: Veterans Stadium
Donation: toy(s)
Info: Bob Avicoli (610) 668-9460

South Carolina

Sponsor/Run: ABATE of S.C./Low
Country Chapter Toy Run
Date/Time: Dec. 1, noon
Location: Blue Parrot Cafe, N. Charleston
Donation: new toy, \$5 donation
Activities: party following run
Info: Wiggy (803) 747-6604

Sponsor/Run: Confederates MC,
Anderson Independent/Jack Hurley's
Toys For Tots Parade
Date/Time: Dec. 1, 2 p.m.
Location: Anderson
Donation: toy for child under 10
Activities: door prizes, raffles
Info: Lonnie (864) 225-1828

Sponsor/Run: ABATE of Sumter
County/Croswell Children's Home Run
Date/Time: Dec. 14, noon sign-in
Donation: toy(s) or \$5
Info: (803) 353-0322; (803) 494-3185

Sponsor/Run: ABATE of York Co./Toy Run
Date/Time: Dec. 7, 1 p.m.
Location: Leo's, Main St., Rock Hill
Donation: \$10 or a toy

Activities: Turkey Bog at the Crow Bar
Info: Tom (803) 329-2370

Utah

Sponsor/Run: ABATE Dixie Chap./Toy Run
Date: Dec. 7
Info: (801) 825-9315

Virginia

Sponsor/Run: ABATE of Va., Lynchburg
Chapter, Blue Ridge H.O.G./Toy Run
Date/Time: Dec. 1, sign-up at noon
Location: Candler Mountain Rd.
Donation: toy(s)
Info: (703) 787-9036

Washington

Sponsor/Run: ABATE Tacoma Co./Toy Run
Date: Dec. 14
Donation: toy(s)
Info: Lyle (206) 841-3891

Sponsor/Run: ABATE of Wash./ Olympia
Toy Run
Date/Time: Dec. 7, 1 p.m.
Location: Trails Inn Restaurant, Tumwater
Donation: \$5 or toy
Info: (360) 736-0527



Photos: Pat Randle and W.T. Harrington

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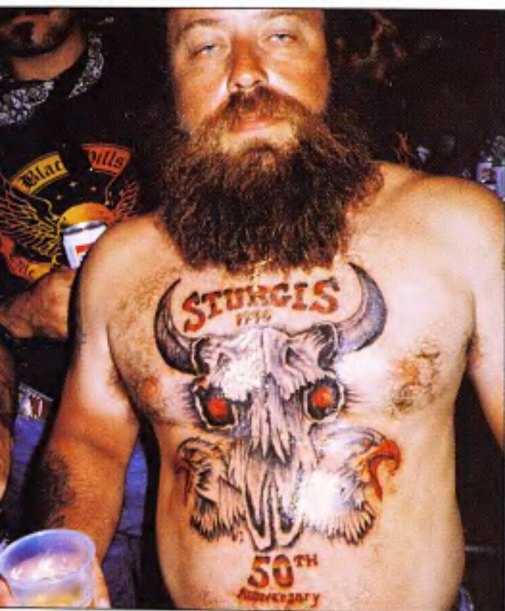
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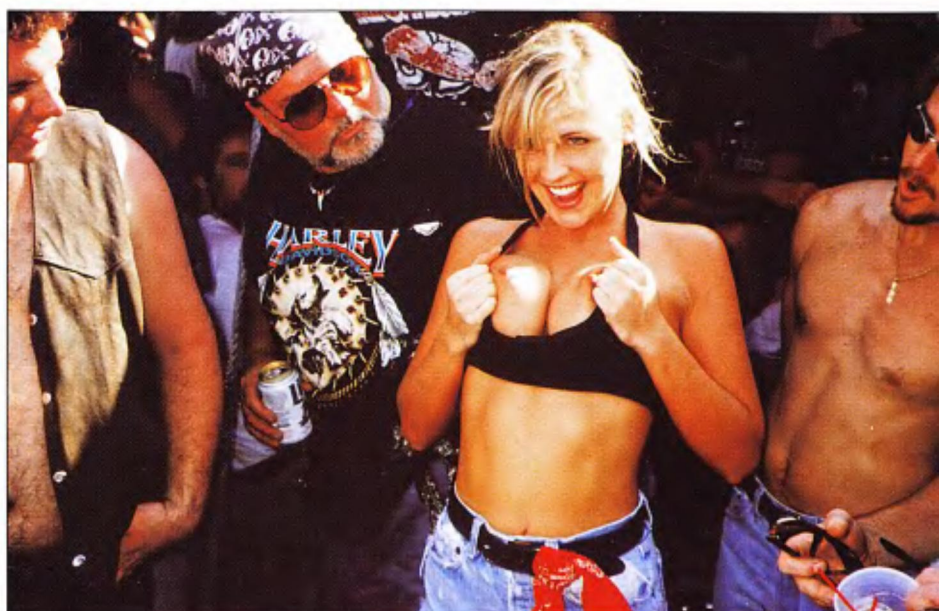
David M. Hall



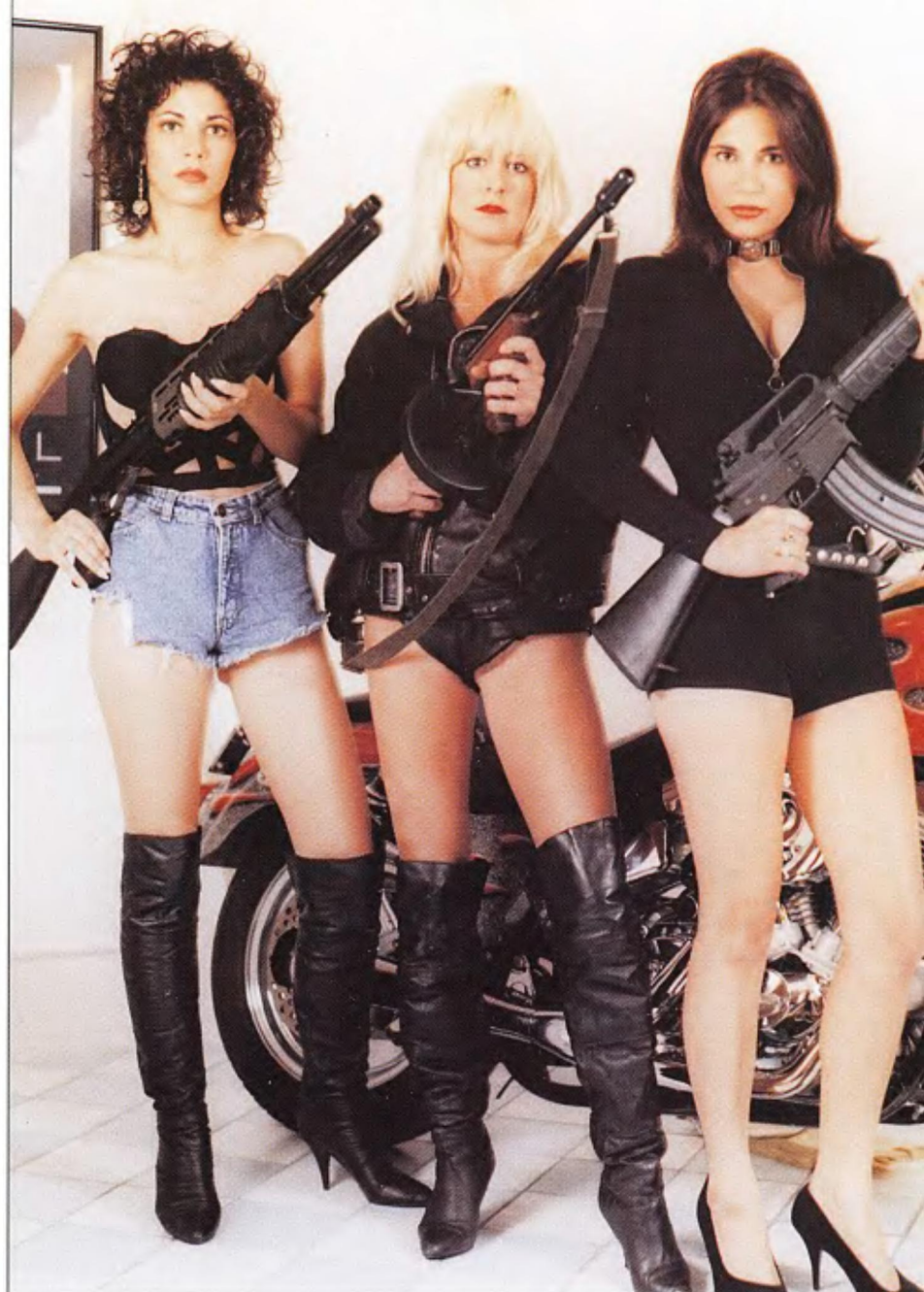
—Ron Inselman, Run to the Wall '96



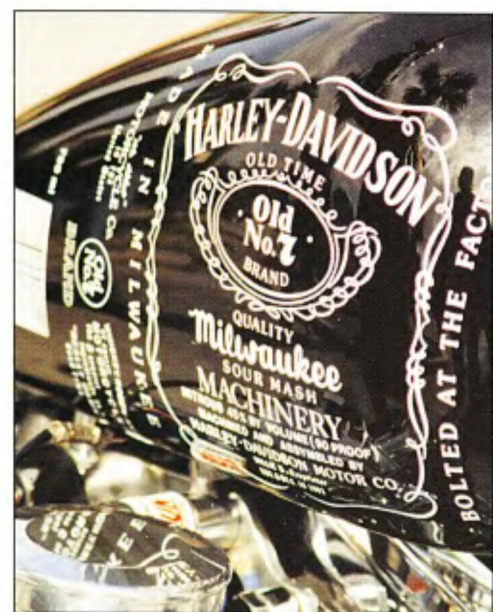
—B. Meyer, Fairmont, Minn.



—Jim Redmond, Wixom, Mich.



—J.J. Garcia, Watauga, Texas



—Louis Camerota, Daytona Bike Week '96



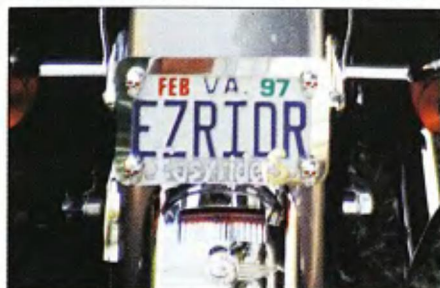
—Bärbel Lutz, Ludwigshafen, Germany



—Fast Ed, Mariposa, Calif.



—Wayne Durosko, Operation Joint Venture, Tuzla, Bosnia



—Phil Saah, Warrenton, Va.



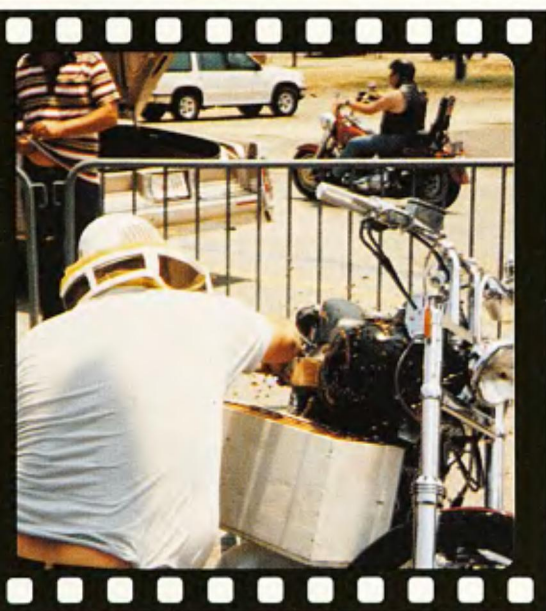
—Chuck Decker, Wild Life Photography, Ocala, Fla.



—Dale Hjelseth, Southern Black Hills, S.D.



—Lee Clemens, Departure Bike Works, Richmond, Va., and the Evolution "Bee Bike" of Ed Staton, with special body-saving beekeeper at the 1996 Virginia State H.O.G. party



—Jeff Seymour, Daytona Bike Week '96



—Van Newman, Daytona Bike Week '96



—Richard Wagner, Glendale, Calif.



—Highway Man, Seattle, Wash.

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, 6 x 7, or 4 x 5). 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 \$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 picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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ATJ282

FOX HUNT

JULY WINNER

It was time for our traditional Christmas in August boil-a-rama sweatbath, where we gear up for the four-months-away holiday season. This is where some poor unsuspecting lass gets bundled up in a Santa suit and puts on a winter jolly-folly act while the studio thermometer sizzles the mercury at over 100 degrees. It's not like we're evil or anything, it's just the schedule. But wouldn't ya know, this year we got a gal from Florida, who couldn't get enough heat. L.A. was sweltering the week Jennifer, your winner from Plantation, Fla., arrived, and before I could apologize for the swamp, she was complaining about it being too cold. Jen, who loves the feeling of fast riding, blew into town with two girlfriends and the trio tore up L.A.'s party spots for three nights, meeting Mickey Rourke and Vince Neal along the way. Jennifer, a secretary for a paint company, had the most fun while doing her shoot, but otherwise enjoys jet skiing, dancing, working out, and reading Danielle Steele novels. The petite (size 1) pet would like to open a clothing store for shrimps. See how she fits on Wes Furh's Evo on page 92.

—Loudmouth



My first ride on a Harley? Well, if a picture is worth a thousand words this one says it all!

Darcey, Colorado—#1201



On that first putt the quick throttle and a long hard thrust left me yearning for more.

Marla, Maryland—#1202



On a Christmas toy run, the temp was -20 and I wore a lot of leather. The crisp air and the sound of thousands of Harleys was very arousing.
Jennifer, Oklahoma—#1203



The thing that stands out in my mind the most about my first ride on a Harley-Davidson is third gear.
Tammy, Illinois—#1204



I was 18 and full of rebellion. Ohio's early spring air stung my face. The rush was so intense that now I ride every chance I get.
Laura, Ohio—#1205



It was on the back of a '94 Heritage. The power and vibration between my legs was very exciting! I fell in love that day in more ways than one.
Julie, Missouri—#1206

FOX HUNT

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

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

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

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

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

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

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

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

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

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

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

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #282 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue, you can begin sending in your votes beginning November 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 November 30, 1996. We will print the winner in the April 1997 issue.



Here she is, bros, the August 1996 winner in our monthly Fox Hunt, Pamela, #801, from Barrington, Illinois. See more of her next issue.

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

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

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

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

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

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

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

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

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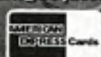
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REBEL



REV-UP

Stars And Bars Greet Rodeo Bros In North Carolina Opener

The opening weekend of the 10th *Easyriders* Rodeo tour got off to a smashing and sweltering start in Wilson, North Carolina, June 28-30.

The last time we had seen the Rodeo group, there was plenty of joy in mudville. It was the last event of the '95 season, the Grand Nationals in Costa Mesa, California, and the Poisson brothers, Michael and Matt from Flint, Michigan, were dousing everybody within range with champagne and creating a mudhole as they celebrated Mike's winning of the championship and Matt's second place finish. The joy (relief?) from the other competitors may have come not so

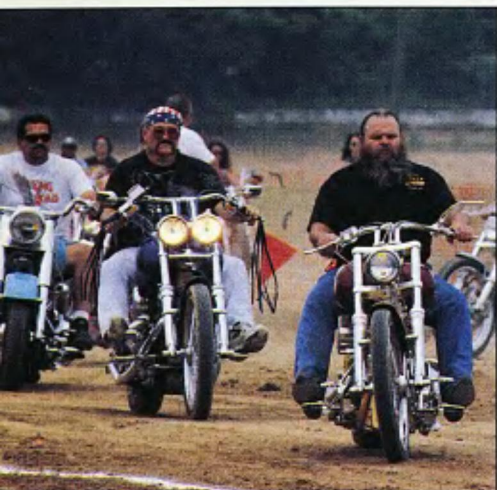
much from the brothers' tandem victory as for the closure of the long season. One thing's for certain, while the rodeo riders respect each other's talent, they each feel that with just a little luck here or there, that championship buckle, money, and subsequent fame could be theirs.

So it was in Wilson, where Yankees from the North like Robert Tabor, Bob Hanna, Mike Poisson (riding and representing the family on his own after Matt suffered a broken back in an off-season dirt bike wreck), Gary Freel, and Ivan Eaton, came to the South to challenge local Rebels like the ageless and →

magnificent Rodeo Ray Tewksbury, his bride Kari Sioux, Tom Schenck from Mt. Ulla, N.C., and Dano Miller outta Greensboro, among others.

Right off the bat, before the show began, Southern trouble befell former champ Freel whose big-inch puller bike blew up during testing at R&R Cycles in Tampa. Not exactly the way Gary wanted to start the season. But that's racing.

Meanwhile, at the fairgrounds track, spectators were being entertained with bike and tattoo shows, a super band, The Dice Band, who got the joint jumpin' Friday and Saturday nights, priming the SRO crowd for an



incredible Trophy Girl contest, eventually won by blond fox, Jodi. A new addition to the Rodeo show was unveiled, a dyno shootout, sponsored by Bartels' H-D all the way from Marina Del Rey, California. They are on the road with their horsepower machinery for the season, and lots of bros have had a good time checking what kind of real power their machines are making.

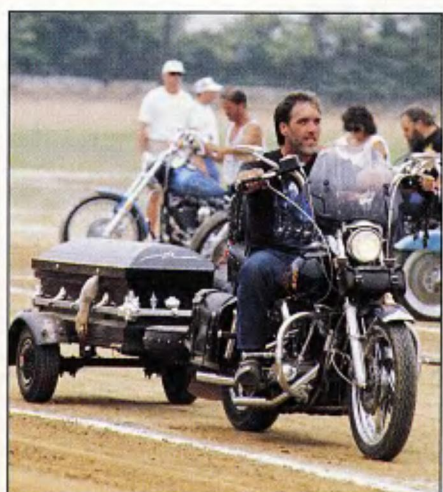
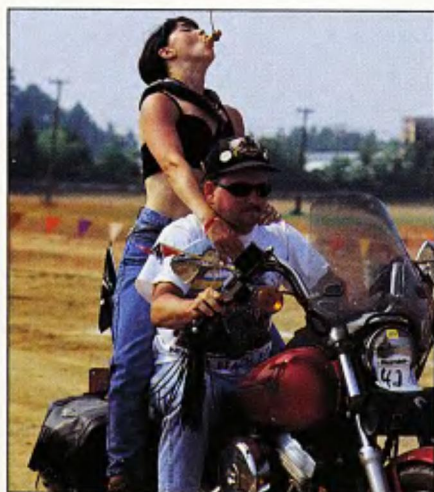
It was the second time around for the Rodeo in Wilson, and local businesses made everyone feel honored with "Welcome Back Easyriders" banners all

around town. Saturday, we were favored with a visit from Wilson Mayor Bruce Rose, who came out to enjoy the festivities.

By Sunday morning's finals, the crowd was pumped and responsive to the action. The competitors take every run serious, but especially the first one, as they know how important it is to get out of the gate with a full head of steam. As Field Announcer Larry Tomei says, "They're the balls! I hate to be away [from the Rodeo] for even a few days—it's like family out there. The energy is so high, and after a long

winter of waiting, it's great to be back, and I'm sure the riders feel the same. We miss Matt Poisson, but it'll probably teach him a lesson to stay off those riceburners in the dirt." Ouch.

When Field Starter Al Bulling dropped the flag for the start of the 1,000-pound Fuel Sled run, you could feel the excitement bubbling over. Robert Tabor took it, and the 700 points that went with it, along with the Trike Gas pull, Keg Derby, and Barrel Race to earn himself opening day Top Cowboy honors and an additional 400



Photos: Billy Timney

points. Michael Poisson served notice that he's still strong with a first in the Trike Fuel class and its 1,000-point reward, barely edging out a tough cookie, Kari Sioux Tewksbury, who woman-handled her monster Harley to a 600-point second place.

The Team Points battle was begun as one that promises to not be decided till the Nationals as Bob Hanna and Wendy Dupell went neck and neck (or is that throat to throat?), with Robert Tabor and Tonia Church, Ivan Eaton and Lori Gunia (solo again, fellas), and

new riders Brian and Teri Montgomery, from Suffolk, Virginia.

While Wilson was the first event of the season, as we hit the deadline for this issue, the *Easyriders* Rodeo tour is now at the halfway point of the season, having slugged it out in six states, and over tens of thousands of miles. Following are the most up-to-date standings, along with the Wilson winners list.

Ride easy, and we'll check ya at the track.

—Rodeomouth

EASYRIDERS RODEO WILSON, N.C., JUNE 28-30, 1996

SLOW RACE

1. Tom Schenck, Mt. Ulla, N.C. 200 pts.
2. Bob Hanna, Claymont, Del. 150 pts.
3. Robert Tabor, Canton, Ohio 100 pts.
4. Ivan Eaton, Seabrook, N.H. 50 pts.

WIENIE BITE

1. Ivan Eaton, Seabrook, N.H. 100 pts.
- Lori Gunia, Sheridan, Mich. 100 pts.
2. Robert Tabor, Canton, Ohio 75 pts.
- Tonia Church 75 pts.
3. Brian Montgomery, Suffolk, Va. 50 pts.
- Teri Montgomery 50 pts.
4. Bob Hanna, Claymont, Del. 25 pts.
- Wendy Dupell 25 pts.

POTATO HAYSTACK

1. Robert Tabor, Canton, Ohio 100 pts.
- Tonia Church 100 pts.
2. Ray Tewksbury, USA 75 pts.
- Kari Sioux Tewksbury 75 pts.
3. Brian Montgomery, Suffolk, Va. 50 pts.
- Teri Montgomery 50 pts.
4. Ivan Eaton, Seabrook, N.H. 25 pts.
- Lori Gunia, Sheridan, Mich. 25 pts.

KEG DERBY

1. Robert Tabor, Canton, Ohio 200 pts.
2. Ivan Eaton, Seabrook, N.H. 150 pts.
3. Bob Hanna, Claymont, Del. 100 pts.
4. Tom Lavigue, Newport, Va. 50 pts.

BARREL RACE

1. Robert Tabor, Canton, Ohio 200 pts.
2. Bob Hanna, Claymont, Del. 150 pts.
3. Tom Schenck, Mt. Ulla, N.C. 100 pts.
4. Ivan Eaton, Seabrook, N.H. 50 pts.

1,000-LB. FUEL SLED

1. Robert Tabor, Canton, Ohio 700 pts.
2. Ivan Eaton, Seabrook, N.H. 400 pts.
3. Michael Poisson, Flint, Mich. 300 pts.
4. Don Seabolt, Greenville, Mich. 150 pts.

TRIKE GAS CLASS

1. Robert Tabor, Canton, Ohio 700 pts.
2. Mike Meyers, Ionia, Mich. 400 pts.
3. Norm Greenleaf, Taylor, Mich. 300 pts.
4. Vern Demerest, Greenville, Mich. 150 pts.

TRIKE FUEL CLASS

1. Michael Poisson, Flint, Mich. 1000 pts.
2. Kari Sioux Tewksbury, USA 600 pts.
3. Bob Hanna, Claymont, Del. 400 pts.
4. Larry Panks, Ionia, Mich. 200 pts.

TIRE RIDE

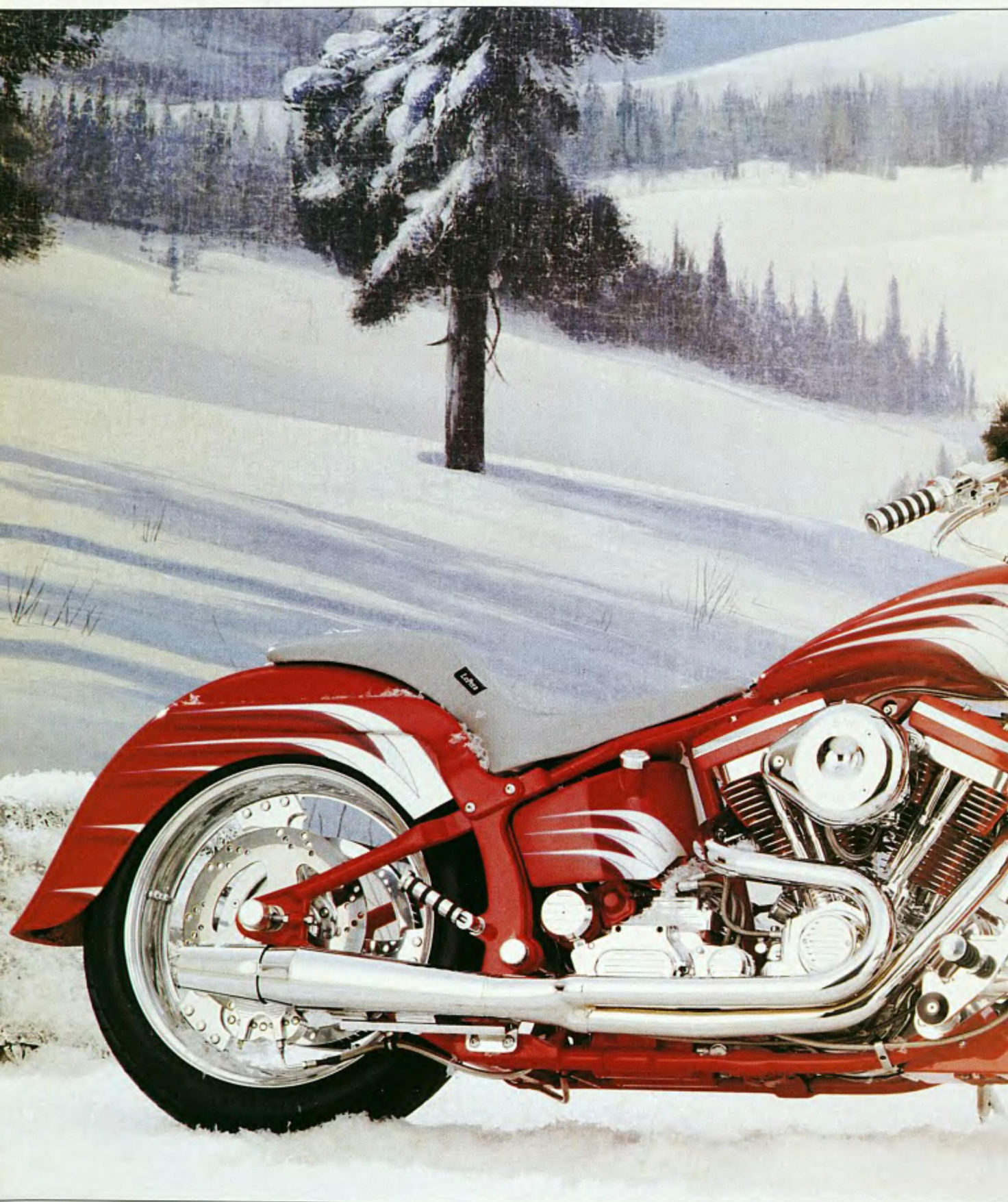
1. Bob Hanna, Claymont, Del. 150 pts.
- Wendy Dupell 150 pts.
2. Robert Tabor, Canton, Ohio 100 pts.
- Tonia Church 100 pts.
3. Ivan Eaton, Seabrook, N.H. 50 pts.
- Lori Gunia, Sheridan, Mich. 50 pts.

TOP COWBOY

- Robert Tabor, Canton, Ohio 400 pts.

TOP 10 EASYRIDERS RODEO RIDERS (AS OF 8/31)

1. Michael Poisson, Flint, Mich. 8,600
2. Robert Tabor, Canton, Ohio 8,275
3. Bob Hanna, Claymont, Del. 6,450
4. Gary Freel, Ames, Iowa 4,625
5. Don Seabolt, Greenville, Mich. 3,075
6. Ivan Eaton, Seabrook, N.H. 2,875
7. Mike Myers, Ionia, Mich. 2,250
8. Scott Stewart, Webster, Mass. 1,975
9. Wendy Dupell, Claymont, Del. 1,500
10. Tom Schenck, Mt. Ulla, N.C. 1,300





QUIET RIOT



THINK YA CAN CHANGE
IT JUST A LITTLE BIT?
THINK AGAIN ...

Man, I wish somebody'd give me a rebuilt Pan motor for every time I've heard this one. Hell, we all know the story, and anyone who's been around customs for a while has probably lived it more than once, too. Here's the drill: Ya get a bike, maybe even a brand-new one, and figure you'll throw just a couple grand at it, change things around a little, make it better than ya found it, be happy, and call the deal done. Only it rarely works out that way. Once you get into the build, all those "why nots?" and "while I'm at it's" start mounting up, and at the end you're dealin' with a custom that's way more involved than anything →

you had planned at the start. Wandering through a few bike shows during the process doesn't help streamline the job either, what with your head snapping left and right and eyes popping at all the tricks on display at those extravaganzas. Anyway, to get back on track here, all of this is exactly what happened to Wes Furrh when he set out to "clean up" his '92.

"Yeah, it didn't take long to figure out that we had to go full-custom, or nothing at all," Wes says. And Wes, along with his bro and number one wrench-partner Bruce LeFevre, picked right up



on the Ness-style, stretched-tank build. Needless to say, the two of them, out in the garage for eight solid months of nights and weekends, ended up doing more than a quickie clean-up. A from-the-frame-revamp is more like it, and if they'd have asked me at the beginning I could have told 'em that this is the way it would work out. It always does, when you give a damn. And Wes and Bruce—with solid backgrounds in racing and hot rods—definitely give a damn.

The aftermarket, particularly the Ness-market, made things a little easier for the guys, but Bruce still fab'd up a fair share of the one-offs here. Bruce laid down the custom-mix Deltron and curved scallops, too. But don't get the idea that this was a one-sided deal; this is Wes' ride, and he ram-rodged the whole project, from the Carl's Speed Shop motor to the R.C. Components wheels. Good builds are usually the result of teamwork. →







Speakin' of which, it seems that Wes and Bruce are in demand lately. The Harley faithful, after seeing Bruce's ideas, are beatin' a path to his garage door. "He's worked on ten bikes so far," Wes says. "Who knows, it just might turn into something."

The Santa's helper with Wes' ride, is definitely a tasty *something*. She's our Fox, Jennifer, from Florida. —Joe Kress



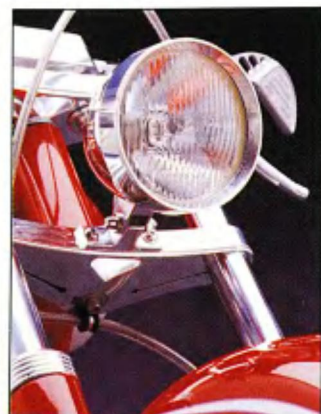
1ST PLACE: PREVIEW CLASS

Easyriders Bike Show Tour

Anaheim, California, January 6, 1996

Owner is eligible to compete in the \$35,000 Invitational Show, Columbus, Ohio, Feb. 1997





Owner: Wes Furrh
City: Bakersfield, California
General
Fabrication: owner/Bruce LeFevre
Year and make: 1992 Harley-Davidson
Model: Fat Boy
Value: ya gotta ask?
Assembly: owner/Bruce LeFevre
Chroming: A.C. Plating
Engine
Year and model: 1992 Evo
Rebuilder: Carl's Speed Shop
Ignition: Dyna S
Displacement: 80 cubic inches
Lower end: H-D
Pistons: Wiseco

Cases: H-D
Heads: Carl's Speed Shop
Cam: Carl's Speed Shop
Carb(s): S&S Super E
Pipes: Thunder-Headers
Modifications: defined and powder-coated heads & barrels, S&S air cleaner
Transmission
Year: 1992
Modifications: R.C. Comp. wheel sprocket
Paint
Painter: Bruce LeFevre
Color/type: red, white/Deltron custom mix
Special paint: curved scallops
Frame
Builder: H-D

Type: Softail
Modifications: 35-degree rake, 2-inch stretch

Accessories

Bars: Chrome Specialties
Fender(s): CCI/Bruce LeFevre
Headlight: HeadWinds
Taillight: Ness
Speedo: none
Electrics: H-D, 12-volt
Pegs: JayBrake
Gas tank: Ness, 2-inch stretch
Oil tank: Bruce LeFevre, stretched
Seat: Le Pera
Mirrors: Ness
Grips: Ness

Forks

Builder: H-D
Modifications: 1 1/4-inch longer tubes, painted legs

Wheels

Front

Type: R.C. Components
Size: 18-inch
Tire: Metzeler 130
Brake: JayBrake

Rear

Type: R.C. Components
Size: 18-inch
Tire: Metzeler 150
Brake: JayBrake

Photos: Raiko Hartman, Mike Lichter

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The holiday season toy run, a two-wheel tradition as old and as revered as

high bars and loud pipes, is and always has been a big part of that "doing good." Making the holidays a little nicer for the less fortunate or hospital-bound kids is the right thing to do. Biker toy runs get it done. These give-till-it-feels-good rolling parties happen all over the place, and they're about ready to start up for this season. We all know what to do. Let's do it.

Check out our toy run guide on page 74 to locate the run nearest you. —JK



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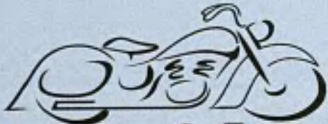


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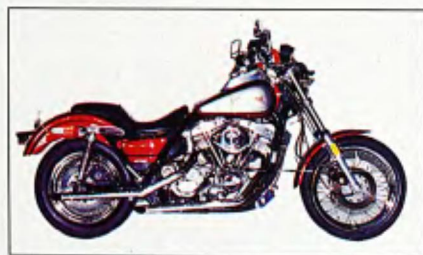


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HARLEY-DAVIDSON

Stock #: UM115 Model: FLHS Mileage: 4400 Features: Babied, mint condition



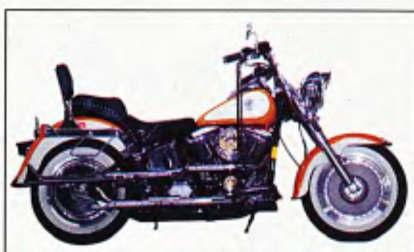
1995 HARLEY-DAVIDSON

Stock #: UM146 Model: Road King Engine: 80ci Evo Mileage: 3100



1994 HARLEY-DAVIDSON

Stock #: UM110 Model: FXDL Engine: 80ci Color: Teal and silver



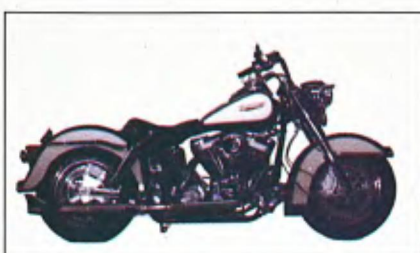
1991 HARLEY-DAVIDSON

Stock #: UM136 Model: FLSTF Engine: 80 ci. Features: Custom dash, lever covers and custom pipes.



1996 BIG DOG

Stock #: BV02 Model: Vintage Engine: 80 ci. 75 HP Color: Black Features: Authentic Nostalgic look; rubber mounted engine



1996 BIG DOG

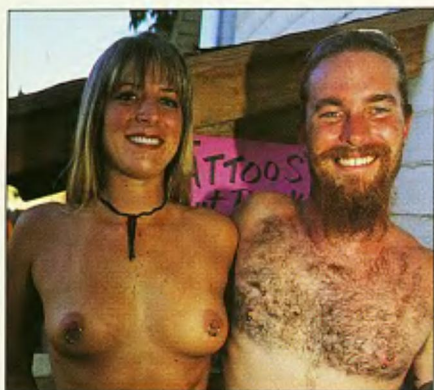
Stock #: BV03 Model: Vintage Engine: 80ci/1340cc 75 HP Color: Green and cream Features: Swing-arm frame. Rubber mount engine.

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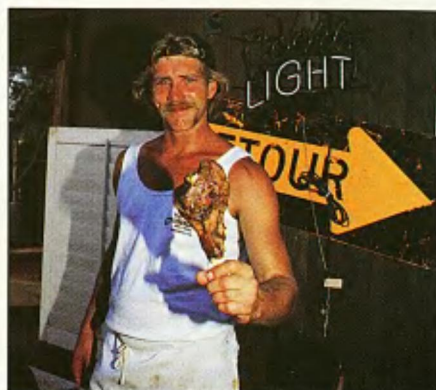
RIP'S RUN



She got those titties pierced.



Summit Band on stage at The Crossroads.



Nice drumstick, Cookie.



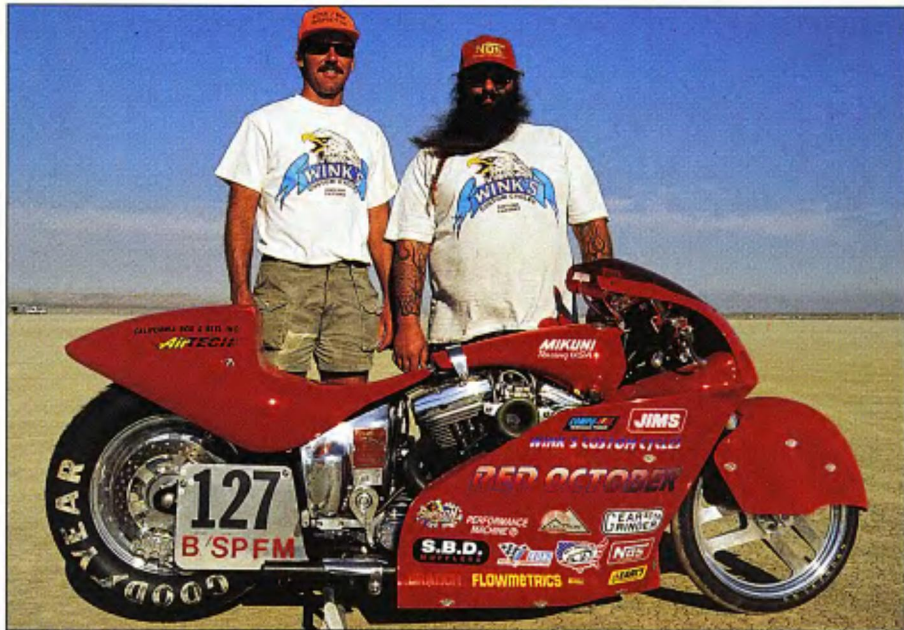
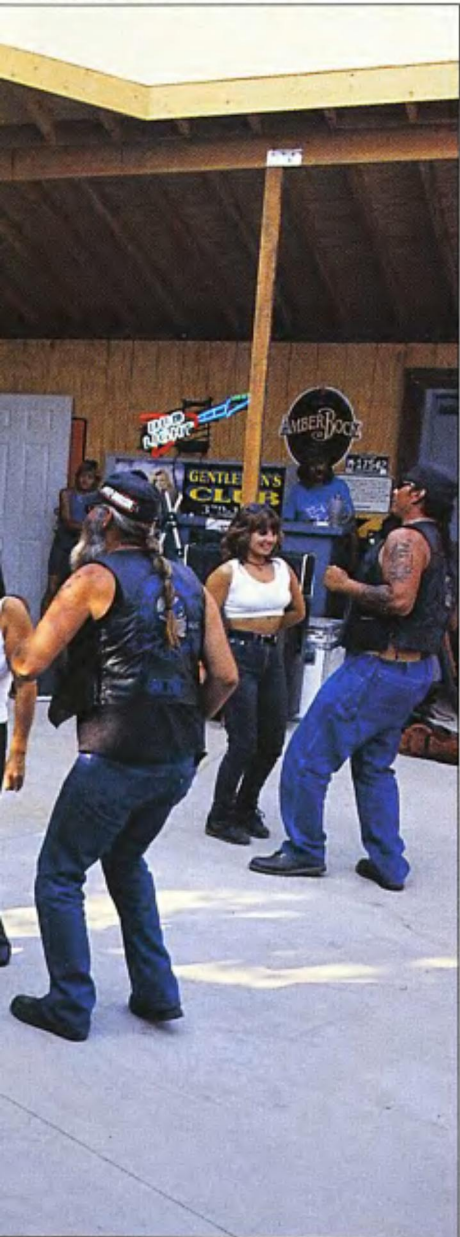
Getting down with the sounds.



The Crossroads, house of rock.

CROSSROADS

This Month, Rip
Checks In
On The Action
Close To Home



Wink Eller and Keith McKibben with the world's fastest 80-cubic-inch motorcycle.



Howdy, well here we go again—except this time it's from practically down the street. That is, I'm featuring a local watering hole called The Crossroads.

It's located just off the I-10 freeway in Yucaipa, California. The turnoff is Live Oak Canyon. It's on the north side of the freeway going east on Dunlap Blvd., across the street from the Cedar Mill Restaurant. On the weekends, you'll find lots of putts in the parking lot. Many folks stop by for a pit stop to kick back either coming from, or going to, Palm Springs. It's an easy on, easy off exit, right next to the freeway off ramp. There is always something going on at The Crossroads.

For instance, last Fourth of July Weekend they had four days of live music (from July 4-7) from the afternoon till 2 in the a.m. The Crossroads

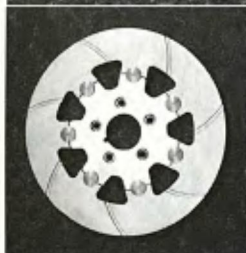
is where the blues and rock collide. They had a motorcycle swap meet Saturday and Sunday from 11 a.m. to 8 p.m. and many vendors were selling all kinds of biker-related stuff. There was a tattoo artist slinging ink the whole time this July 4th function was going on. His name was Tattoo Don and he did some mighty fine tattoo work from what I saw. He also did some body piercing. One dude did his own by piercing a nipple with a safety pin. Hey, dude, whatever turns you on.

They had biker games, and Terry came in first in the slow race. Art was second and Butch was third. Terry and his partner, Monica, won the wiener bite; Butch and Shawna finished second, and Art and Brenda were third.

The Crossroads is a neat little bar in the country. It has a full bar both inside and out back, along with a bitchin' bandstand for your listening pleasure. They →

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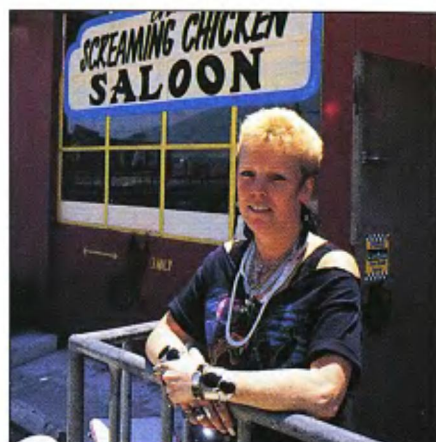
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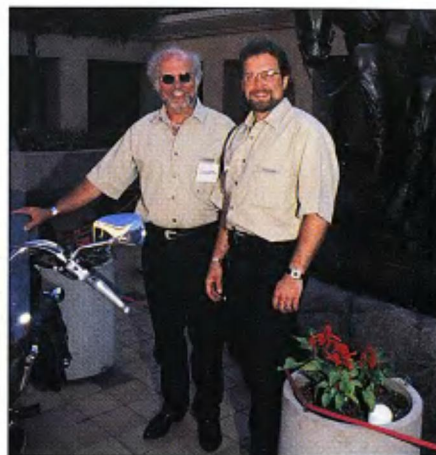
Inside The Crossroads.



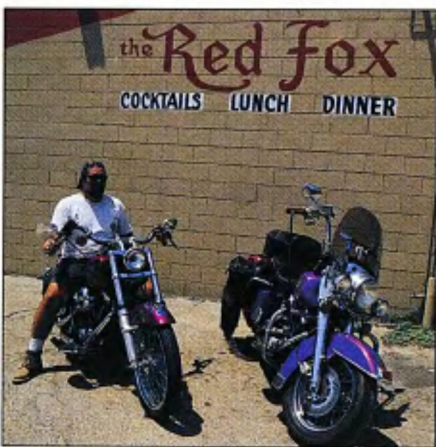
Sylvia Parkinson, owner of the Screaming Chicken.



Heavy tat.



Willie G. and Billy Davidson at the Gene Autry Museum.



Tommy Gomez on the poker run.



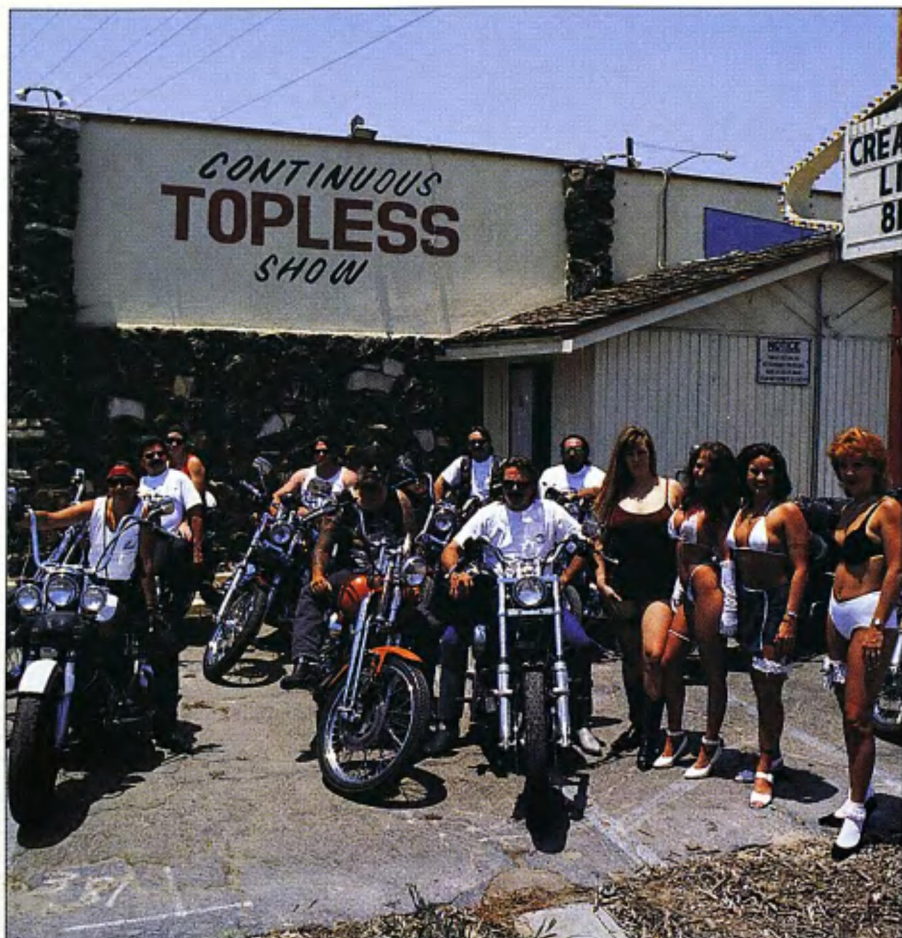
Nice colors.

serve food, have darts, and several pool tables. They also have a couple of horseshoe pits outside. Then there's that kick-ass music on the weekends that's hard to beat. On most Sunday afternoons they have a jam session. Check them out when you're on the east end of the San Bernardino Valley.

During the July 4th party, the Summit Band played in the afternoon and J.A.B. entertained us in the evening. J.A.B. stands for Just Another Band, but don't believe it, because they play better than their name implies. They sound damn good and played requests plus many of the old

favorites. I asked them to do some Stevie Ray tunes, which they did.

July 6, a group of us went on a poker run around town. Starting time was 9 a.m. and the last biker out was by noon. They paid for the best time, and best and worst five-card hand. You could buy an extra card at the end for an extra five spot. The entry fee was 10 bucks. The first stop was T.J. Schooner's and I drew a seven of diamonds—not a very good start. At the Fantasy Topless Theatre, I drew a four of spades, so it looked bad, and it was also very hard to leave such fine eye candy. Boys will be boys, what can I



Out front of the Fantasy Topless Theatre in Colton, California.

say? The Fantasy holds an annual charity bikini car wash with the dancing girls hosing off your car. They'd get a lot bigger crowd if they could do it topless, but Johnny Law won't let them, poor sports.

The third stop was the Screaming Chicken owned by Sylvia Parkinson, who recently got married. She was a Fox until then—Sylvia Fox, that is. Anyway, I drew a six of spades at her place—no help, or so I thought. The Screaming Chicken is a full-on biker bar located in Devore, Calif. Besides beer and wine, they also sell some motorcycle parts and leathers. The next stop was the Red Fox where I drew an eight of spades. Things weren't looking good, so my riding partner, Tommy Gomez, and I split back to The Crossroads (the last stop on the poker run) where I drew a five of hearts. I didn't even look at my card. I figured that if I didn't have the worst hand, I was damn close to it. The winner of the best time was Art Tuex. Terry Allen had the best hand, and I didn't catch the name with the worst hand but it wasn't me. Imagine the surprised look on my face when my name was called for coming in second place. I guess I drew an inside straight without realizing it. It was good for 30 smackaroos, which I dropped right there, buying drinks for my pals, espe-

cially one who I hadn't seen for many a moon. Welcome home, Danny Karnes.

The next weekend found me back at The Crossroads. Local 81, Berdoo chapter, had a party there. I received a special invite from Buryl, one of the members from the weekend before, so I showed up to join in on the partying. There was a 10 buck entry fee, but ya got fed. The same two bands showed up to play for us. The party lasted from 11 a.m. to 8 p.m. that night.

They received lots of support from many loners and club members, too many to list here. There were some missing, but I guess they must have had their own functions going on, or whatever. Anyway, I got to see lots of old friends whom I seldom get to see because of my own road job. I had mucho fun visiting with the boys and girls. The music and company was good, and the barbecued food was real tasty. The club raffled off a painted-up steer skull and a Harley bicycle along with several other prizes. A good time was had by all.

If you're in that area and need some service work done, or you just want to check out some parts, there are a couple places right nearby where you can go to for just that. The first place is called United Cycle Accessories. They carry lots of aftermarket parts. Some →

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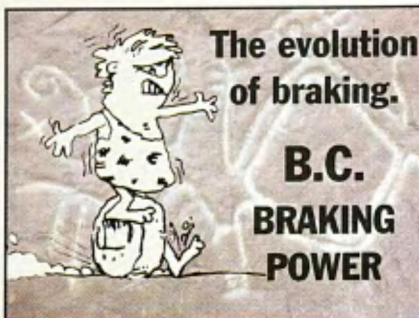
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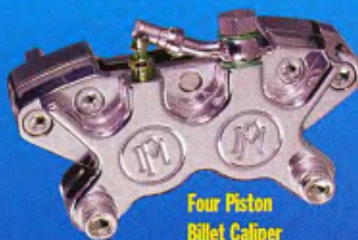
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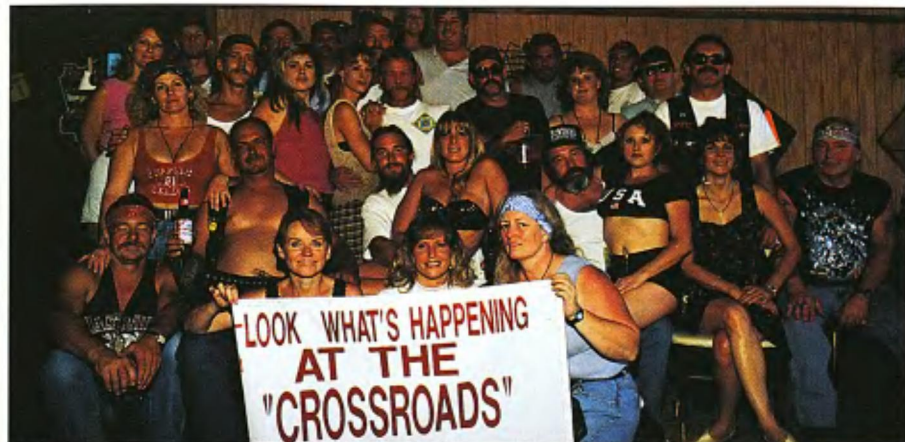
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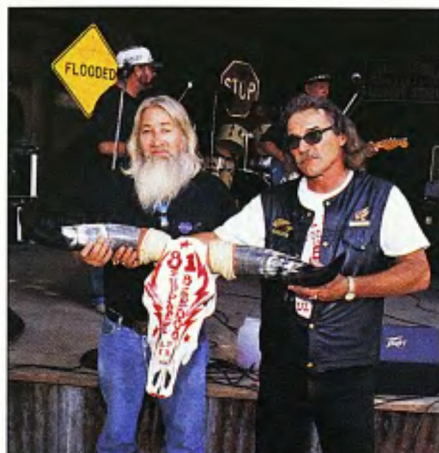
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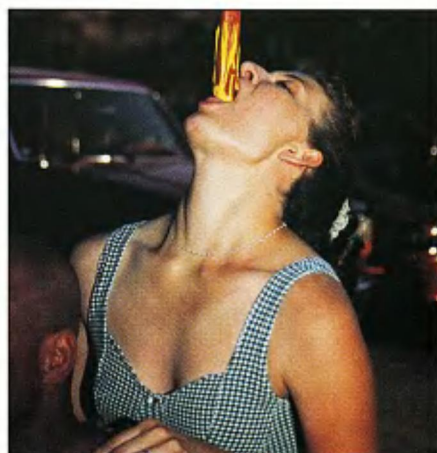
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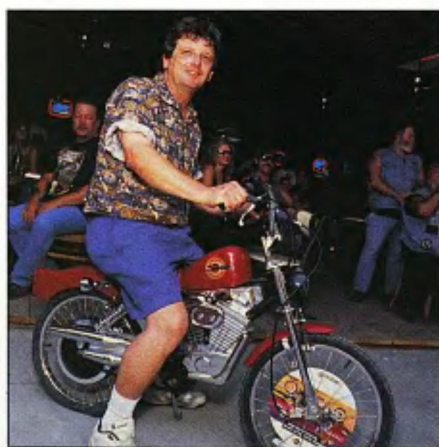
The Crossroads gang.



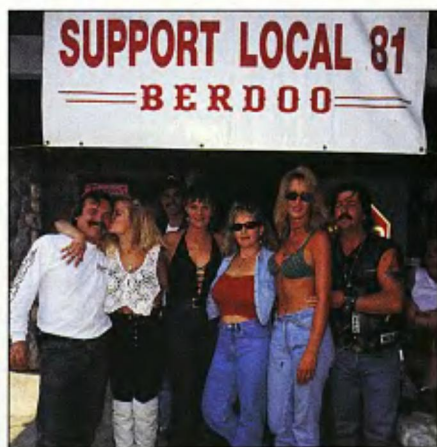
Burly and the lucky skull winner.



Chomp that sucker, baby.



Winner of the Harley bicycle.



Sign says it all.

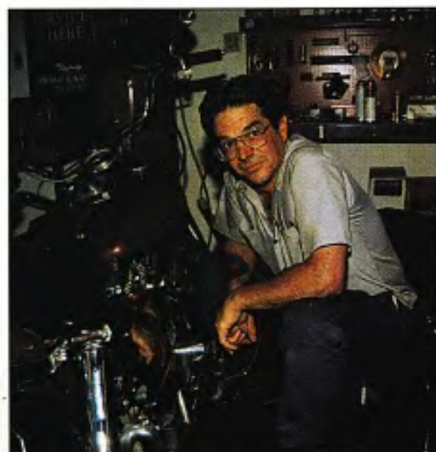
go fast; some are for show. The owner, Floyd Chesser, rides a '96 Road King, and he's been in the saddle for more than 35 years. His wife, Sandy, puts a '95 Softail Custom. They've been together for 30 years. Like I said, they stock all the major parts, primarily bolt-on stuff, but have a good selection of anything and everything. They'll do light service work, but they don't change tires.

Bruce Slagel does everything mechanical at his place, and it's called J.C.'s Hawg Shop. I asked him what the J.C. stands for? He said "Jesus Christ—I wouldn't have it any other way." So he's a Christian bike shop owner, a

one-man operation who does engines and transmissions. He says he likes to do performance stuff to Harleys. In 1969, Bruce graduated from MMI in Phoenix, then he worked for Phil Glasscock, the old Palm Springs Harley dealer, for two years. When Phil sold his store to the present owner, Tom Roach, Bruce continued working for Phil at his new independent shop. So all together, Bruce worked for Phil five years before opening his own place of business, which is where he presently is. Both of the above-mentioned shops are easy to find; check them out when you get a chance.



A pair of California sun-drenched goddesses of love.

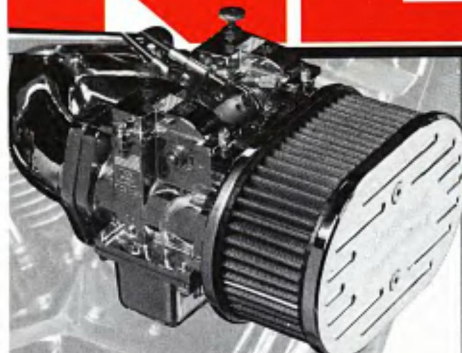


Bruce Slagel at his place, J.C.'s Hawg Shop.

The next weekend I got to go out to El Mirage Dry Lake to watch the Southern California Timing Association (SCTA) do their thing. That is, go fast—as fast as you can—to establish Land Speed records. I was especially thrilled to see my pal Wink Eller's 80-cubic-inch motorcycle, which he calls Red October, run 191 and 192 miles per hour, officially. He's knocking on the elusive 200 mph barrier, and with only two wheels and a stock size motor! He ran fuel and nitro. Wink knows a lotta speed secrets, you can bet on that. The rider of Red October is Keith McKibben. Two hundred mph aside, this has got to be the world's fastest normally aspirated 80-cubic-inch motorcycle. Wink told me he will be taking three larger motors to Bonneville to establish some new Land Speed records in three different classes. Good luck, my friend.

Before going to El Mirage, I was invited as part of the L.A. motorcycle press corps to see the new Harley lineup for 1997. The auspicious occasion was held at the Gene Autry Western Heritage Museum near Griffith Park. We heard all about the new mods and improvements. They also introduced the Heritage Springer Softail (FLSTS), which I liked a lot. It's funny, but I thought that they should have come →

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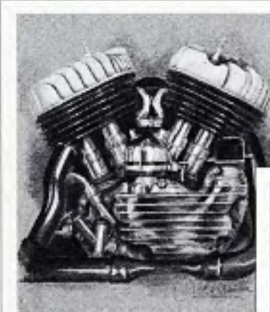
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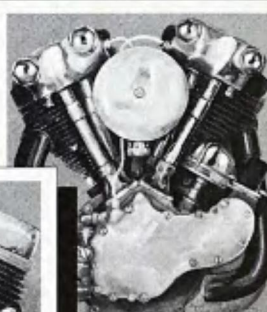
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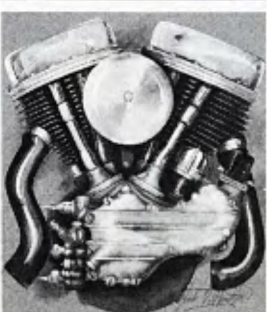
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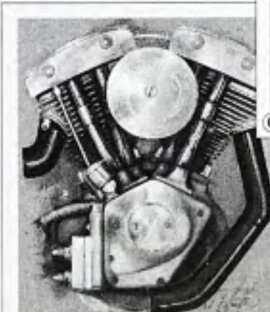
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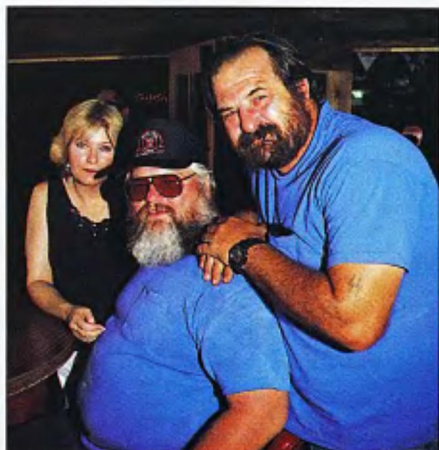
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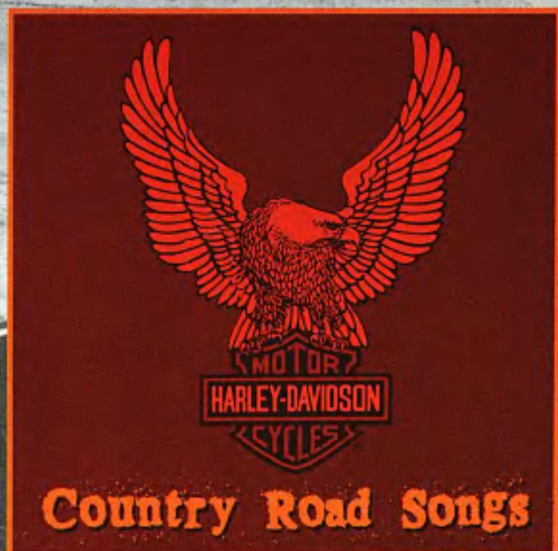
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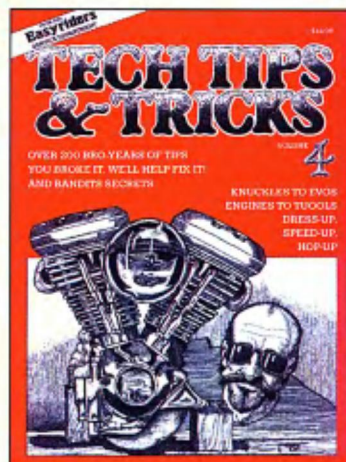
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Crashing his Electra Glide was the last thing on Nick's mind when he rounded the curve. A setting desert sun was painting the horizon fiery red. This was one of his favorite times to ride. The blast furnace heat of the Mexican desert was beginning to subside. Soon, he would find out if the little village of Ocampo had a bar and some cold beer.

For more years than he cared to remember, Nick Fuller had saved up his vacation time for November in Mexico. Business always slowed down around Thanksgiving at the Harley shop where he wrenched. He would stuff several

struggling grasshopper from his whiskers. When he looked up, he saw a deer standing in the road with fear-widened eyes. There was no time to do anything. Nick's hand and foot had just begun to engage the brakes when he hit the mule deer dead center.

Everything happened in slow motion. He felt himself leave the saddle of his Harley and start flying. From his vantage point in the sky, he saw his bike and the deer merge into one and begin sliding along the blacktop. Briefly, he looked at the tops of some organ pipe cactus and greasewood bushes, then he began to

SAINT NICK & ABILENE

FICTION BY KEN HODGSON

changes of clothes into the trunk of his restored '68 Dresser and head south with a pocketful of cash. Always, he took these trips alone, more than anything enjoying the solitude of the desert and his memories.

Twenty years earlier, Dawn would have been with him. They had made their honeymoon trip across Mexico on his Harley. That was her only long motorcycle trip, then the cancer struck. Less than a year later, Nick found himself alone and increasingly bitter. If there had been an accident or someone to focus his anger on, he could have handled it. He didn't know how to get mad at a disease.

Since Dawn's death, Nick's life consisted of his Harley and his job, in that order. When he was alone, and in the wind, he could forget. Now he was in Mexico again, enjoying the open roads and few people.

A large bug made it around the windshield of his Dresser and crashed into his silver beard. For a brief second, Nick focused his attentions on extracting a

come to Earth. *It isn't the fall that gets you, it's that sudden stop at the bottom,* was Nick's last thought, before he was wrapped in darkness.

Nick woke to a bell ringing loud and clear in the distance. As the fog slowly cleared from his mind, he remembered what had happened. He was almost afraid to open his eyes; every part of his body was hurting. Well, at least I know I'm alive. You couldn't be dead and feel this bad, he thought.

Through the throbbing pain, he came to realize he was in a bed. Carefully, he moved his arms and legs, a little at a time. The pain increased with each movement. At least everything was where it should be and still worked. When he gathered the courage to open his eyes and see where he was, he found himself looking into the scared dusky face of a small Mexican boy. The kid's wide eyes reminded him briefly of the deer he had hit.

"Father, he is awake," the boy said excitedly, in Spanish.

Nick rolled his head to look around, →

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causing a flurry of stars to dance in front of his eyes.

"Lie still, my son. You are badly hurt and lucky to be alive," a soothing voice said in good English.

Nick had lived all his life in Texas and spoke fairly good Spanish, but it was comforting for him to hear English.

"Where am I?" Nick asked hoarsely.

"You are in the Church of Ocampo," the voice said. "I am Father Ortega Santiago."

The flashing pinpoint of light subsided and Nick saw the old priest clearly.

"How long have I been here?"

"Mañuel, the boy you saw, and his grandfather brought you in last night. This morning they took a wagon and picked up your machine. I don't believe it is as badly damaged as you are, my friend."

"Is there a doctor?" Nick asked, his head clearing and the pain in his chest increasing.

"No, señor. I'm afraid our little village is not so blessed. Not many travel to Ocampo. The nearest doctor is in Monclova. We had no way to take you there. I do what I can when someone is injured or sick. I was educated in your country, and for some years worked in a hospital in Texas."

"How bad do you think I'm hurt?" Nick asked, not really sure he wanted an answer.

"Nothing appears to be broken, señor, the padre said cheerfully. "I am more concerned you may have damaged your back, or neck. If you are able to sit up on your own in a day or so, I think your body will heal itself."

Nick caught a painful breath, "I really think I could use a doctor."

"Only a few people visit our village," Father Santiago replied. "Should anyone come in a motor vehicle, I will ask them to take you; until then, you must rest." The priest walked to a cabinet standing against a cracking adobe wall. He shook some white pills from a jar into his hand, filled a glass with water, and went to Nick. "This will ease the pain and cause you to sleep," the priest said, as he poked tablets into Nick's mouth and held the glass for him to drink.

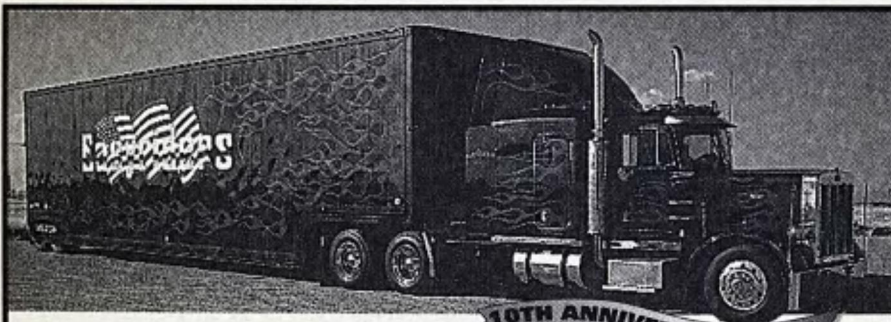
"You killed the deer," a small voice said excitedly from the shadows. "My mother will cook it, and I will bring you some along with a few tortillas."

"This is Mañuel," Santiago said proudly. "He has been most concerned for you."

A boy, who looked to be around six years old, stepped shyly from the corner of the room to stand close by the padre, who put a comforting hand on his shoulder. "You did a good thing, Mañuel. The gentleman will live, thanks to you and your grandfather," Santiago said.

"Yeah, thank you," Nick said, his voice stronger now. "I owe you one."

"Do you have anyone you would like me to send word to?" the priest asked.



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"We have mail going out in two days."
 "No—one at all," Nick replied slowly.
 "I took the liberty of looking through your wallet, Mr. Fuller. I see you are from Abilene, Texas."

"Yeah, I've lived there most of my life. There's money in there. Take what you need—for medicine or whatever."

"Oh, Señor Nicholas, money means but little in a poor village like Ocampo. The church is supported, such as it is, by gifts. Now I must go. The bells you hear ringing means it is time for me to say Mass."

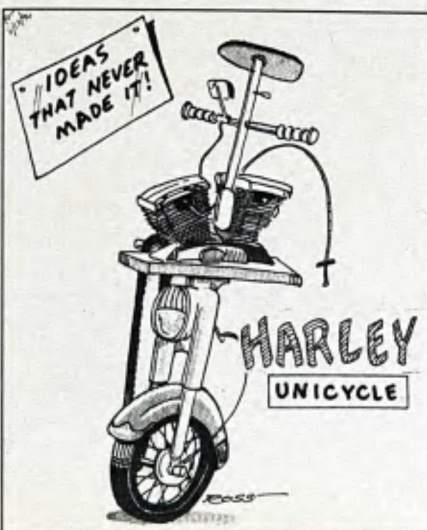
The boy was staring at Nick with wide, wondering eyes. "Father, you said

HIS FACE WAS A DEEPLY WRINKLED PARCHMENT FROM TOO MANY YEARS IN THE DESERT SUN

his name was Nicholas—like Saint Nicholas?" Mañuel asked, in awe.

Santiago said something unintelligible. The room was spinning around, drawing Nick down into a peaceful dark abyss. The last thought he had, before the priest's pills put him to sleep, was to wonder why in the world a boy would ever think he was a Saint.

Before he realized what he had done, Nick found himself sitting up in bed. →



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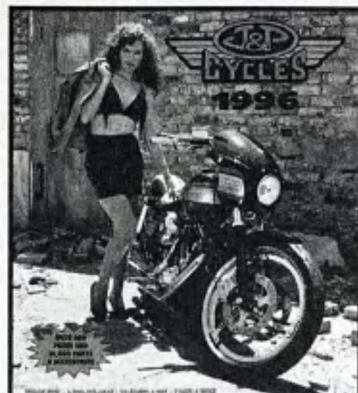
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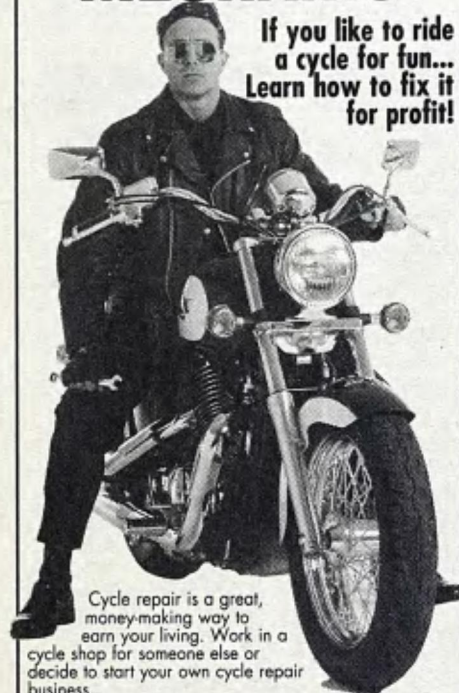
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A quick scan of the sparsely furnished room, showed him to be alone. A gaunt looking rooster, perched in the single open window, looked him over cautiously then let out a loud crow and flew away.

"Thanks for the wake-up call," Nick said, beginning to assess his condition. When he threw back the covers he could see his body was one big bruise. It had been years since he'd seen anyone with road rash as bad as he now sported. It hurt like hell but he forced himself into a sitting position on the edge of the bed. This time there was no dizziness, just sharp, shooting pains when he moved. He knew the priest was right about nothing being broken. With a little time he would heal.

The door opened slightly. A small dark face peered into the room. "Come in, Mañuel," Nick said. "I want to thank you again for what you did."

"Oh, Señor Nicholas, I thank God you are better," the boy answered, entering the room carrying a plastic bag. "My mother sent me with some tortillas."

"Why, this is nice of you. I think I'm actually hungry," Nick said, wincing when he reached for the bag. The boy watched in silent regard while he wrapped the tortillas around strips of lean meat and began to eat. "You want some?" he asked.

"No, gracias, Señor Nicholas," Mañuel said, then spun around to meet Father Santiago as he came into the room.

"The people of the village offered up a prayer for your recovery," the padre said with a twinkle in his eye. "I see this time it is working faster than usual."

Nick looked the padre over closely for the first time. Santiago was actually much older than he had first thought. His face was a deeply wrinkled parchment from too many years in the desert sun, yet his walk and demeanor suggested that of a much younger man. "Padre, I think you must have been a doctor at that hospital. It looks like all I've got to do is rest up a while, then I'll be out of your hair."

"Yes, my friend, you'll heal but I think you give me too much credit. It was the will of God that you are recovering while the deer did not. Venison is a welcome change from goat."

"At least something good came out of my crashing," Nick replied between bites of his burrito. "You said my Harley is here in Ocampo?"

"Yes, señor, it is at the house of Mañuel's grandfather. He lives there with his mother and two little brothers. A few months ago, his father was bitten by a rattlesnake," the priest said, pursing his lips. "It is not always easy to accept God's judgment in these matters."

Nick thought of Dawn and felt a lump form in his throat, "No, Padre, that's for sure."

"You rest for today. I will find a book for you to read. Drink plenty of water. Perhaps tomorrow, if you are ready, we will go and look at your motorcycle. Time, they say, is the great healer."

Not always, Nick thought. "Yeah. Thanks, Padre." Then, looking at Mañuel, he said, "And your mother makes some very good tortillas. Please tell her that for me."

The boy looked shyly at Nick for a brief moment, then spun around and ran through the open door.

"What's wrong with Mañuel?" Nick asked. "I didn't mean to scare him."

"You did not scare him, señor. He has just been in awe since he found out your name is Nicholas. It will be Christmas soon. With your white beard and all, he thinks you are Saint Nicholas."

"Saint Nicholas?" Nick questioned.

"Yes, my friend. You know, Santa Claus," the priest answered, on his way to a cabinet to thumb through a stack of books.

The same scrawny rooster woke Nick by crowing in the open window, again. This time, it was rewarded by a glass of water thrown in its face. "I hope you run into Colonel Sanders," Nick growled, as he slowly sat up on the edge of the bed.

He placed the now empty glass on a table alongside the book Santiago had given him to read. It was a strange book for a man of the cloth to have in a small Mexican village, *Zen and the Art of Motorcycle Maintenance*. Nick read half of it before drifting off to sleep. A small slip of paper marked where he had left the story.

After a lengthy nap, Nick rose slowly and painfully, slipped on a pair of sandals, and wrapped himself in a robe left hanging on the wall by the padre. At first, his movements were stiff and awkward. By the time he made it into the hallway, he had begun to limber up a little.

Father Santiago was kneeling in



prayer in front of the altar when Nick came in. The priest crossed himself and stood up. "Well, my son, I see you are up and able to be about. That is good."

"I've had a good doctor," Nick said.

Father Santiago smiled. "I have wonderful news. Juan Ortega is here. He works on a ranch not too far from Abilene. He is a cousin of mine and his family lives in Ocampo. Juan has a pickup truck, and I'm sure if you helped him buy some gasoline he would be glad to take you and your motorcycle home."

"Padre, you never cease to amaze me," Nick replied, then adding, "I'm enjoying the book, too."

"I thought you might like it. Come, let's have some tea and then we will go to see your machine."

The walk was only a few blocks, but to Nick it seemed like miles. Every step caused a fresh pain, but he knew it was something he had to do. Ocampo was much smaller than he had expected. The poverty of the place was oppressive. Santiago's church, located in the center of town, was its largest building. The rest of the village consisted of adobe huts.

Chickens, goats, and laughing little kids dashed across the dirt streets ahead of them. When he caught sight of his blue Harley sitting in front of a crude

house, his step increased. Nick ignored the shooting pains as he bent to inspect the damage. Again, the priest had been correct. The forks had been bent back, and the windshield broken off. Aside from some other scrapes and scratches, his beloved Dresser would be back on the road without major repairs.

The sounds of a crying baby took Nick from his Harley. In the doorway of the house, a pretty young Mexican woman was trying to comfort her child. Mañuel stood in front of her, holding the hand of an obviously scared little boy who was maybe four years old.

"SON, I'M NO SAINT, BUT IF YOU TELL ME WHAT YOU WANT FOR CHRISTMAS, I'LL SEE WHAT SANTA CAN DO"

"This is Mañuel's family," Santiago announced. "His mother, Christina, and his brothers, Emilio and the unhappy one is Roberto."

"I don't know how to thank you," Nick said in Spanish.

Christina blushed, mumbling a quick, "You're welcome," and retreated into the depths of her hut with the wailing baby.

Mañuel and Emilio stood looking at Nick with a wide-eyed stare, when the roaring of a pickup coming down the dirt street caught everyone's attention. The battered old Chevy sputtered to a dusty stop. A fat middle-aged man with a happy face climbed out.

"My name is Juan, señor," the man said to Nick. "Father Santiago told me of your misfortune. You are most welcome to come with me. We will leave in the morning. Do not concern yourself. I have many brothers—we will load your motorcycle and tie it with ropes so it will not be damaged."

"I'll be glad to pay you for your trouble," Nick said.

Juan frowned. "Señor, I am going to Abilene, anyway. Would you do less for me?"

Nick swallowed hard. "At least let me buy the gas."

"We'll pick you up at the church at dawn," Juan said. "I think until then, you should rest. The drive is a long one." →



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It seemed a dozen strong men came from nowhere. Nick and Santiago watched as they carefully lifted his heavy Dresser onto the back of the decrepit old truck. After the Harley was securely lashed down by numerous ropes, he and the preacher started the long walk back to the church.

After a while, Nick turned to see Mañuel following from a distance, shuffling his feet and keeping his eyes to the ground.

"Mañuel," Santiago scolded, "I have told you to leave him alone."

"But Father, he is Saint Nicholas," the boy sobbed, not looking up.

"What does he want?" Nick asked the clergyman.

"He is but a child, you must forgive him. Like all little ones, he wishes to ask Santa for a Christmas present. He thinks, from your name and beard, you are Saint Nicholas."

"Come to me, Mañuel," Nick said with a lump in his throat the size of Texas. He placed his arm around the boy and said, "Son, I'm no Saint, but if you tell me what you want for Christmas, I'll see what Santa can do."

The small boy shuffled his feet in the dirt nervously and said, "I want a steel horse like yours." He then ran away.

"I wish you had not done that," Father Santiago said coarsely.

"What does he mean by a steel horse?"

"He wants a bicycle, something he will never have. You should not give him false hope. As I have told you, Ocampo is a poor village."

"I'm sorry, Padre, but I do owe him something. There's a box in front of your church, and I think it is for money. If I left some there, could you see he gets a present?"

"Señor," Santiago said sadly. "The box you describe is for donations. I use the money to buy medicines and occasionally

CHRISTMAS EVE MORNING, THE ENTIRE VILLAGE OF OCAMPO WAS SHAKEN BY THE SOUND OF THUNDER

food or clothes. Should you find it in your heart to leave something it will be used for all the people of Ocampo. However, I will see to it that perhaps Mañuel will get a pair of sandals."

Nick walked in silence with the holy man back to the church. When he got there, he went to his room, laid down, and began reading his book.

The next morning, the rooster received a glass of water in the face before he could even get out a crow. Nick had gotten up early and painfully put on a pair of jeans and shirt for the trip home.

Juan's pickup carrying his wounded Harley pulled up in front of the church and rattled to a stop. Nick limped slowly outside, saying his farewells to the gentle old missionary on his way to the truck. He took a moment to slide a few green bills into the poor box. This brought a smile to Santiago's weathered face.

Nick found an entire new set of painful spots when he climbed into the pickup. The padre gave his blessing and asked for God to give them a safe trip. Juan's old truck sputtered to life, giving off a cloud of oil smoke. As they pulled away from the church, Nick saw the small form of Mañuel standing by a mesquite tree, tearfully waving good-bye to them.

Christmas Eve morning the entire village of Ocampo was shaken by the

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HOME OF THE BIG IRON

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sound of thunder. Fearful people ran from their homes to check the sky. Flash floods in the desert can be deadly. Only this time, the sky was a cloudless blue. Then they saw them. Scores of Harleys began rumbling through the dusty streets of their town.

Nick pulled his repaired Dresser to a stop in front of the church and stiffly climbed off. He still had a ways to go before he was as good as new. A trike and half-a-dozen more bikes pulled alongside him and shut off their engines.

Father Santiago bolted from his church to meet them. He kept shaking his head in wonderment. Everywhere he looked, leather-clad bikers were unloading brightly wrapped boxes and toys. "Nicholas," the padre shouted when he recognized him, "how did you get these people to do this?"

"Father, I didn't do anything but tell them how you helped me and about your village. After that, I couldn't have kept them away with a gun," Nick said proudly. "This is a biker toy run."

Father Santiago couldn't talk anymore. He just stood with tears running down his leathery cheeks as he watched some of the children of Ocampo become brave enough to begin taking the offered gifts.

From the milling crowd, a small voice yelled, "Nicholas, I knew you would come." Mañuel ran and threw his arms around Nick's legs giving him a painful hug.

"That steel horse you wanted is here," Nick said, pointing to a red mountain bike strapped to the back of the trike.

While Willie and his wife were untying Mañuel's bicycle from their trike, Father Santiago came to Nick. The old priest was silent for a long while. He watched as a few of the bearded bikers and their leather-clad ladies walked by him to stuff envelopes into the poor box. "Why?" was all he could ask through his tears.

"Paybacks ain't always a bitch, Padre," Nick replied, and then added, "I brought along a case of good wine. Maybe we could have a glass or two later—once the kids have had their Christmas."

"I—I would like that," Santiago stammered.

Nick placed his arm around the priest's shoulder. Together, they watched Mañuel attempt to ride his new bike. After a few wobbly feet, both the boy and bike went into a heap.

"I think he will need your help, Nicholas," the patriarch said.

"And he'll get it," Nick answered. When he went to give the boy a lift from the dirt, it struck him that, for the first time in more than 20 years, he was happy. ☉

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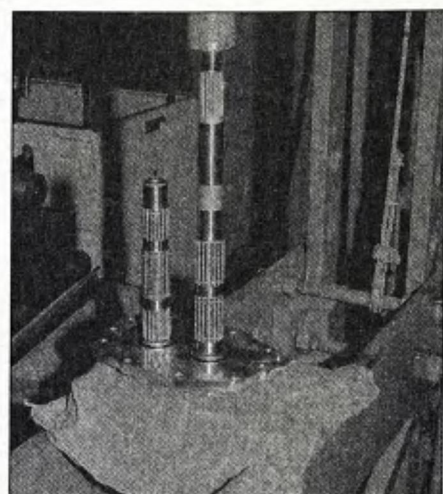
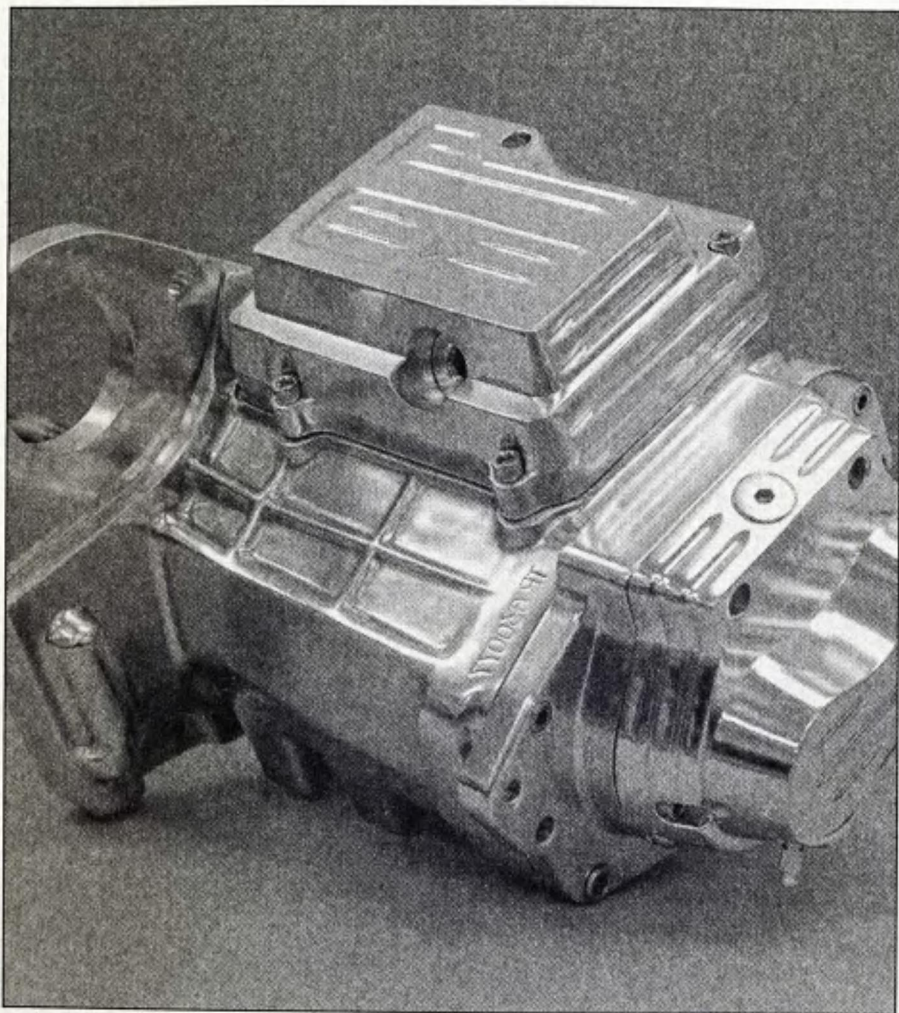


Photo 1

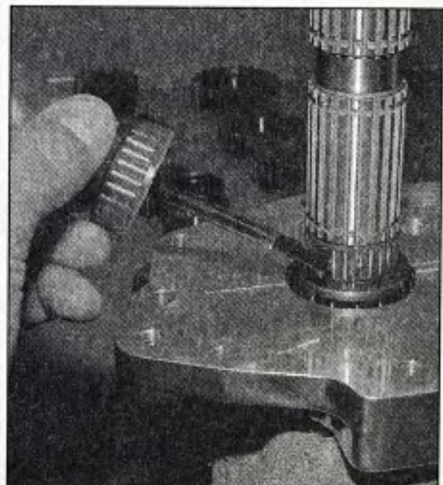


Photo 2

GEARED TO GO Building A Bad-To- The-Bone 5-Speed

So let's see, you've sunk all this time and money into a complete monster of an engine, and now that it's time to consider the transmission, so what do you do? Settle for the stocker? I think not. The torque from that huge engine isn't going to be kind to anything but a well-built tranny, so go the extra mile and completely bulletproof your powertrain.

And why not? You bought the best engine cases, the best cylinders, the hottest cam, so why cut your righteous ride short of a stout gearbox? Well, since the Softails have become the customs of choice among many

builders, private and professional alike, it was only a matter of time before the aftermarket responded with a proper tranny case. For this article, we're talking about Delkron's ultra-tough Softail transmission case. They've even made a billet trap door that is as beefy, as it is good-looking. The Delkron case comes two ways. The first option is simply a bare case with no bearings or hardware (p/n TRST). Part number TRSTV2 comes complete with all bearings, seals, snap-rings and bushings pre-installed, along with the billet trap door. Adding a "W" to either part number gets your case painted-end wrinkle finish black.

We chose to use a set of Andrews gears, sticking with the 1991 to current application, which like all Andrews gearsets, come with 2.94 first gears.

We needed some good looks to finish the package, so what could be better than some Arlen Ness hardware? A Ness-Tech polished billet tranny lid, and hydraulic clutch cover, filled the bill, and they come complete with everything necessary to finish the installation. For the many small parts that complete the gearset and shifter mechanisms, it was necessary to make a trip to the dealer with a long list of bits and pieces. All of the part numbers we used here, are provided in the sidebar to make your shopping a breeze.

GETTING STARTED

Assembling this tranny is a snap, and most of what's already in your toolbox will help you do the job. There are a few little tricks to watch out for, but we've

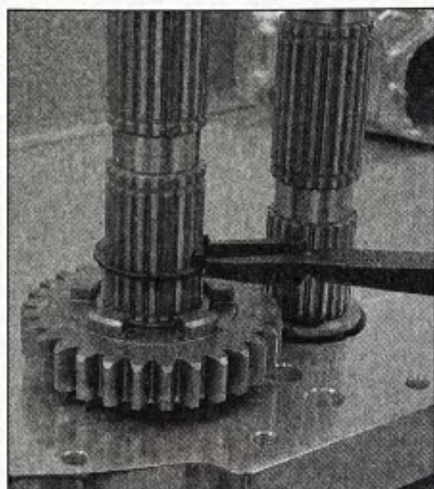


Photo 3



Photo 4

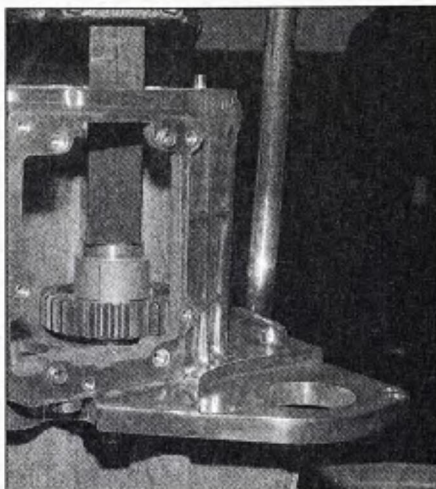


Photo 5



Photo 6

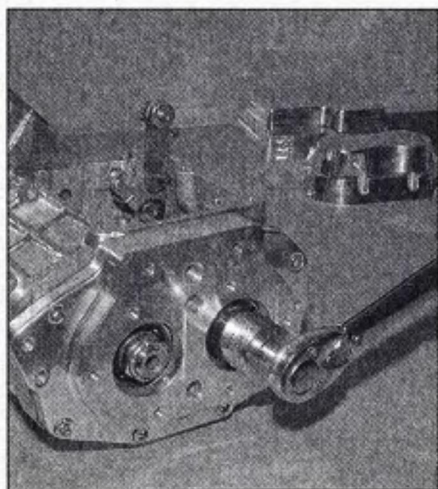


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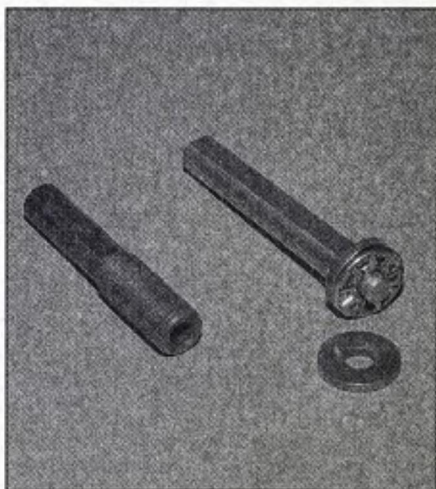


Photo 8

handled them here for you. Now, when it came time to build the tranny you see here, one of the requirements was that the entire piece be show-polished. Therefore, ace metal polisher Gary Wallace of Salinas, California, was given the task of putting the shine to the Delkron case and trap door. A trip to my local supplier provided stainless-steel Allen socket head screws for all of the bolt-on components, which were also polished to complete a chrome-beating shine.

Since we wanted this box to last for the long haul, everything prior to assembly was given a thorough wash in the solvent tank to eliminate the possibility of dangerous debris getting inside. Also, working with all of the polished pieces necessitates some extra care to avoid those annoying scratches

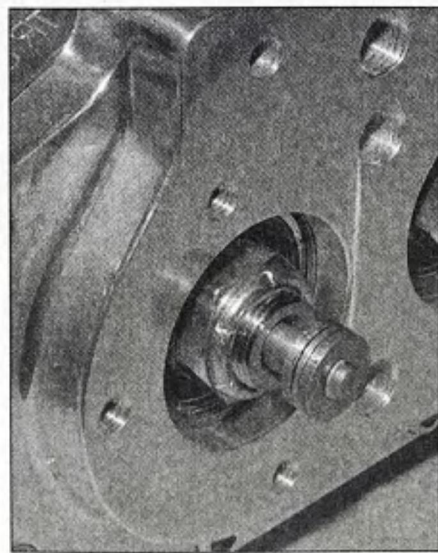


Photo 9

and dings, and raising your temper. With the trusty Harley-Davidson shop manual at hand, it was time to get started. Since most of the components require some sort of pre-lube for assembly, we used a blend of STP oil treatment and 20/50 motor oil mixed half-and-half. This blend also works great for engine assembly, and isn't as messy as grease.

THE GEARS

With a little lube on the ends of the main and countershaft, they were gently pressed into the trap door (photo 1) with their appropriate bearing spacers. The bearings are a split-cage design which allows them to be slid over the shafts, easily. Prior to sliding the gears over them they are pre-lubed (photo 2).

Photos: Markus Cuff

TECH TIPS

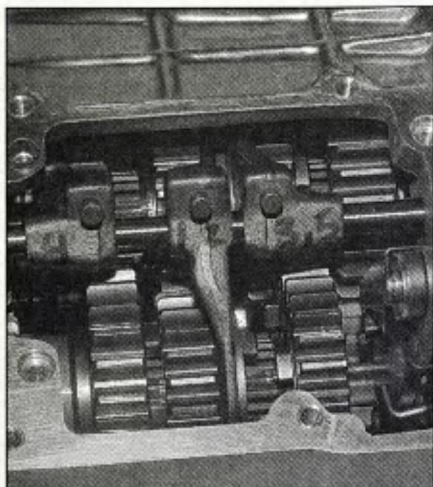


Photo 10

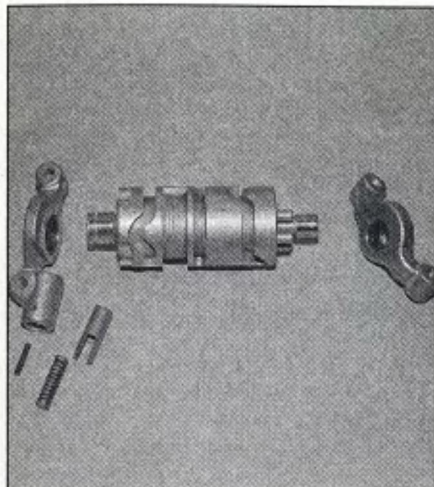


Photo 11

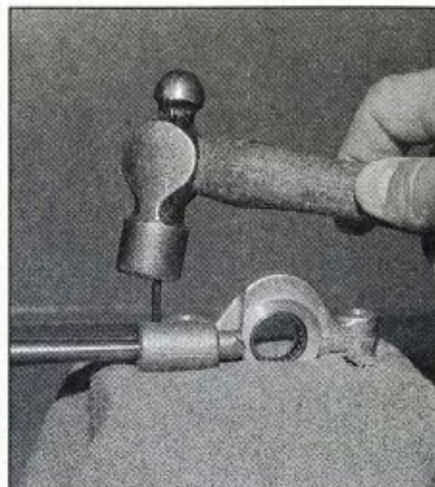


Photo 12

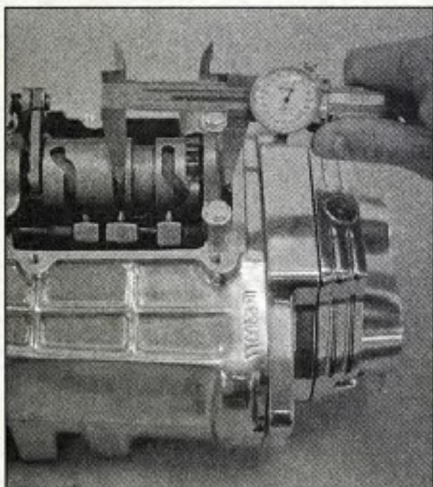


Photo 13



Photo 14

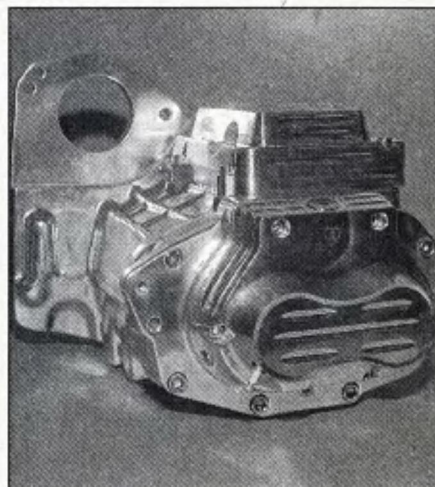


Photo 15

With 4th gear slid over the mainshaft bearing, a spacer and retaining ring (photo 3) are carefully slid down the shaft into its receiver groove. Snap-On SRP2 pliers work well for the retaining rings, but care must be taken, because the rings can easily be bent out of shape. Follow the manual, carefully, for the correct location of all spacers and retaining rings.

The final stack-up looks like this (photo 4). Gear order from the bottom-up is 4th, 1st, 3rd, 2nd and 5th. The 5th main drive gear was slid on for this photo, but it actually gets pressed into the case (photo 5), after assembly lube is applied to the bearing inner race and the bearing surface on the gear. Here's a simple point to remember: the shifter arm assembly has to be

installed into the case before the gearset is (photo 6). Trust me, it's easy to forget. Since we built this tranny from scratch, the shifter arm assembly came in pieces that had to be assembled first. The spring on this sucker is strong, but a little persistence got it into place. With the gearset slid gently into the case, the trap door bolts can be tightened next. Sliding the gears around, until they lock into place, allows the main and countershaft nuts to be torqued to 27-33 lbs-ft (photo 7). The 5/16-inch bolts in the trap door are torqued to 13-16 lbs-ft while the 1/4-inch fasteners are torqued to 79 lbs-ft.

Also needing assembly was the throwout bearing pictured with the left-side clutch pushrod end (photo 8). Once assembled, the throwout bearing

is lubed, and slipped into the mainshaft (photo 9). Note the numbers written on the shifter forks (photo 10) which show their proper orientation in the transmission. From left to right, they shift 4th gear, 1st and 2nd, and 3rd and 5th gears, respectively.

SHIFTER ASSEMBLY

The shifter cam assembly is made up of several bits and pieces (photo 11) that require careful, but simple assembly. The right-side support block houses the cam follower that clicks into gear, every time you shift. The spring for the cam follower is held in place by a roll pin (photo 12), so we used a punch to hold the spring in until the pin was driven in.

Another little-known fact is this important measurement shown here

PARTS AND PART NUMBERS

Included here is a complete list of part numbers for all of the pieces we used to build this transmission, listed with the part number first. All of the pieces you'll need from the dealer are also here in the gearset and shifter sections, so that you'll have all of the info necessary to get started.

AFTERMARKET PARTS

Andrews Products:	296091	5-speed gearset 1991-up
Arlen Ness:	03-881	Billet transmission lid, polished
	08-251	Billet hydraulic clutch cover, polished
Delkron:	TRSTV2	5-speed Softail transmission case with billet trap door, bearings, seals and all related hardware pre-installed.

HARLEY-DAVIDSON PARTS

GEARSET COMPONENTS:

6003	Thrust washer	5 pieces
8876A	Bearing	4 pieces
11067	Retaining ring	6 pieces
11096	Retaining ring	1 piece
34091-85	Bearing, inner race	1 piece
35064-79	Spacer, mainshaft	1 piece
35629-79	Spacer	1 piece
37088-90	Push rod, clutch release	1 piece
37089-84	End, clutch push rod right side	1 piece
37090-84A	End, clutch push rod left side	1 piece
37312-75	Bearing	1 piece
37313-80	Thrust washer	2 pieces

SHIFTER PARTS:

601	Roll pin	1 piece
856A	Screw	1 piece
3784	Set screw, shifter fork shaft	1 piece
3993	Bolt	4 pieces
6016	Washer	1 piece
6497HW	Washer	1 piece
6736	Washer	4 pieces
7515	Jam nut	1 piece
11016	Retaining ring	1 piece
11083	Retaining ring	1 piece
11150	Retaining ring	1 piece
12045	Seal	1 piece
33119-79A	Adjusting screw, shifter	1 piece
33320-79C	Shifter cam	1 piece
33326-79	Support, shifter cam left side	1 piece
33332-79	Support, shifter cam right side	1 piece
33715-85	Lever, shifter rod	1 piece
34084-86	Lever, shifter shaft	1 piece
34085-79A	Cam follower	1 piece
34086-79	Pawl, shifter cam	1 piece
34087-79	Spring, shifter shaft	1 piece
34088-87	Shaft, shifter fork	1 piece
34089-79	Spring	1 piece
34191-79C	Shifter fork	1 piece
34193-79C	Shifter fork	1 piece
34195-79C	Shifter fork	1 piece
35068-79	Plate	1 piece

(photo 13). Using a dial caliper, the shift drum position is checked. Various thickness thrust washers are available from your dealer to ensure that this measurement is between 1.992-2.002 inches. This procedure requires the shifter drum to be set in neutral and tight against the inner thrust washer on the right support block.

The actual measurement is taken from the machined surface on the outside edge of the right support block to the nearest edge of the center groove. Once this is completed, the final shifter-arm adjustment can be made (photo 14) by shifting the transmission into 3rd gear, then checking for free play in the shifter arm assembly. By turning the adjuster, equal amounts of free play and spring tension are what you're looking for.

When you're done, tighten the locknut and you'll be ready to install the shifter arm. According to the manual, an improperly adjusted shifter is the cause for most all shifting problems.

ALL DONE

With the heavy technical steps out of the way, it was finally time to finish the job by bolting on the Arlen Ness billet tranny lid and hydraulic clutch cover (photo 5). They are held in place by 1/4-inch Allens and are torqued down to 7-9 ft.-lbs. After that step, a little Nev'r-Dull got our transmission shining like a jewel. It's amazing how nice the polished aluminum looks, and now all that's left to do, is fill it with oil and stick it in the bike. Well, that and find a reliable bike detailer.

—Wordman

Sources

Andrews Products
5212 N. Shapland
Rosemont, IL 60018
(312) 992-4014.

Arlen Ness
16520 East 14th St.
San Leandro, CA 94578
(415) 276-3303
(415) 276-3534

Delkron Manufacturing Inc.
2430 Manning St.
Sacramento, CA 95815
(916) 921-9703

TECH TIPS



Photo 1

THUNDER PAGE SECURITY SYSTEM The SWAT Team Of Bike Alarms

You've got reservations at your favorite restaurant on a warm, summer night, and you can almost taste the barbecue sauce dripping of the baby backs and the chilled Buds as you zip up your jacket. Your significant other ties a bandanna around her thick blond hair and slips on the new Tony Murga boots you gave her for her birthday. It's going to be a great night, a reward for a hard week's work.

Outside, you activate the garage door, and it slides up to reveal your Dodge Ram truck and a big empty space where you had parked your brand-new Road King. You stand there for a moment, frozen in time, your mind trying to fill in the missing pieces. A prickly sensation skitters over you skin, and you feel the blood pressure pushing your face to Porsche red ... the color of your custom paint job. The words flash inside your pounding skull, "My bike's been stolen!"

Maybe you wake up now. It's all been

a bad dream from eating too much garlic bread. Unfortunately, for all too many bike owners, this scenario turns to gut wrenching reality, every day. While all kinds of locks, chains, cables, pit bull watchdogs, and a slew of alarm systems have tried to thwart the bike thief scumbag, Harleys keep disappearing at an increasingly alarming rate.

Enter Artronix Ltd.'s "Thunder Page" alarm system, which virtually puts an entire SWAT team on duty guarding your pride and joy. First off, the system was specifically designed for motorcycle applications, not some automobile alarm, downsized for the job. Secondly, the solid-state components are ultra-small, which enables the various components, including the master control module, to fit easily into the very tight fit of a Harley.

The durability factor is also a major consideration since the V-twin powerplant creates a dual set of opposing vibrations that can wreak havoc on diode boards and thus may destroy a lesser alarm system. Again, the American-made Thunder Page alarm system, utilizing mil spec design features, has overcome this dilemma.

We took the system over to Marty Ruthman and the guys at Hi-Tech Customs in Van Nuys, California, where we went through the installation procedure on a ballistic full-dresser fresh from a new tribal tattoo paint job and some minor repairs after tripping over a Toyota that got in its way.

The system (photo 1) consists of a master control module, a perimeter sensor, pager/receiver unit, a gyroscopic movement sensor, a standard siren, one mini-pocket remote (300-foot range), and the optional backup self-powered siren and Anti-Hijack module. Additional remote transmitters and pager/receivers are available to extend its flexibility. An Automatic (passive) Arming feature automatically arms the system, every time the ignition is turned off, making sure you won't forget to turn your alarm on. In addition, the optional Anti-Hijack component is designed to foil anyone who ambushes you while your bike is running, forcing you to give it up.

The bad guy rides off, you take out the remote, and use both hands to press both the red and green buttons



Photo 2



Photo 3

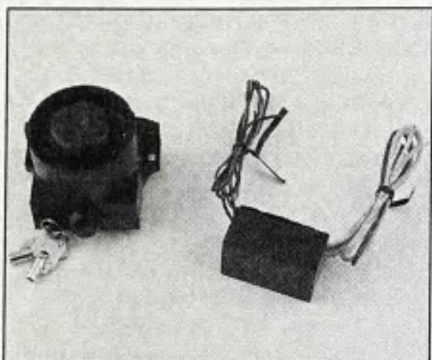


Photo 4



Photo 5

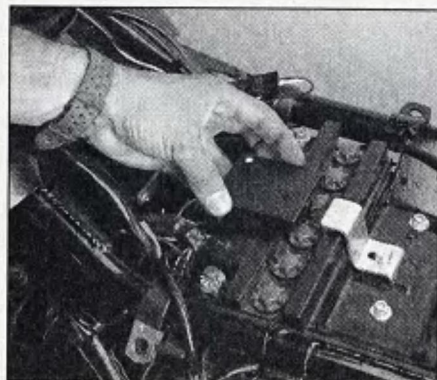
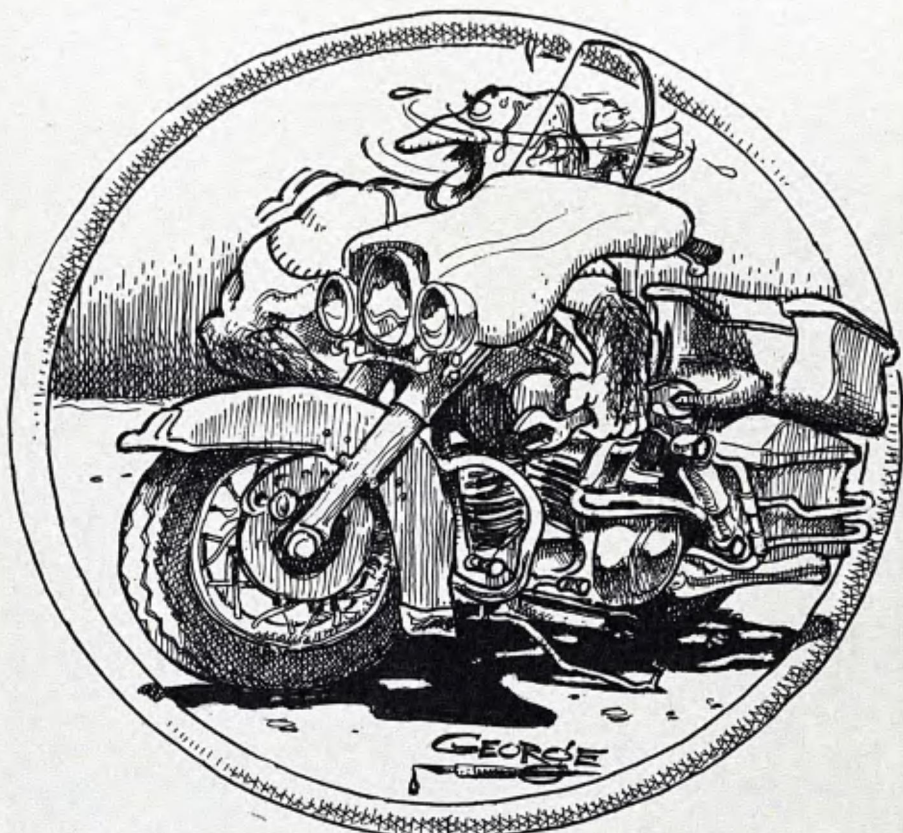


Photo 6

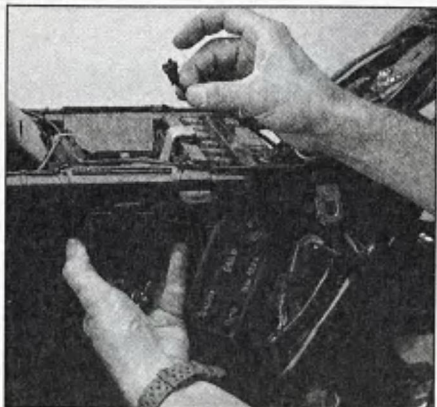


Photo 7e

(photo 2). First, it causes the taillights to flash, then after 10 seconds, the siren goes off, followed 10 seconds later, by a complete shutdown of the engine. A thief can't get far in 20 seconds except maybe on a Top Fueler. However, remember that the pager has a 300 foot range, the length of a football field, and you must be able to react accordingly.

A closer look at the pager/receiver shows three settings: *off*, *audio*, and *vibration* which means your pager can be made to sound off, or vibrate, to announce someone is messing with your bike (photo 3). There's a digital display which tells you exactly which of the alarm sensors on your bike have been activated. The #1 display indicates the perimeter sensor, whose range is adjustable. As someone gets closer to the bike, the speed of the siren chirping grows faster and more frantic. The #2 refers to the gyroscopic tilt-sensor which indicates someone may have taken your bike off its stand. Number 3 indicates your ignition has been tampered with. A #4 is a two-way pager and can act as a "Panic Button." For example, if your girlfriend carries a remote and gets hassled by some slob, she can ring you for

help. "L" indicates low battery power. There're also A, B and C options allowing you to have up to three bikes with their alarms hooked into one pager.

INSTALLATION:

1. Remove the seat and side panels in order to plan the placement of the main module, and other components of the system.

2. The 125 dB high-power siren is secured by cable ties (photo 4). An optional second siren, to upgrade the standard siren, carries its own built-in Ni-Cad batteries. It senses if the alarm wire is cut or if the power source is interrupted. A special key is included, and is the only way to turn it off, so make sure your mechanic has it when working on your bike because if he disconnects your battery, the alarm will sound. It is recommended that the siren bell be directed downward or sideways, not facing upwards which would make it susceptible to water dripping into it.

3. The Control Module (photo 5), only 3/8-inch thick, can be placed anywhere on the bike. It comes with heavy-duty Velcro for attachment, and it has five →

TECH TIPS

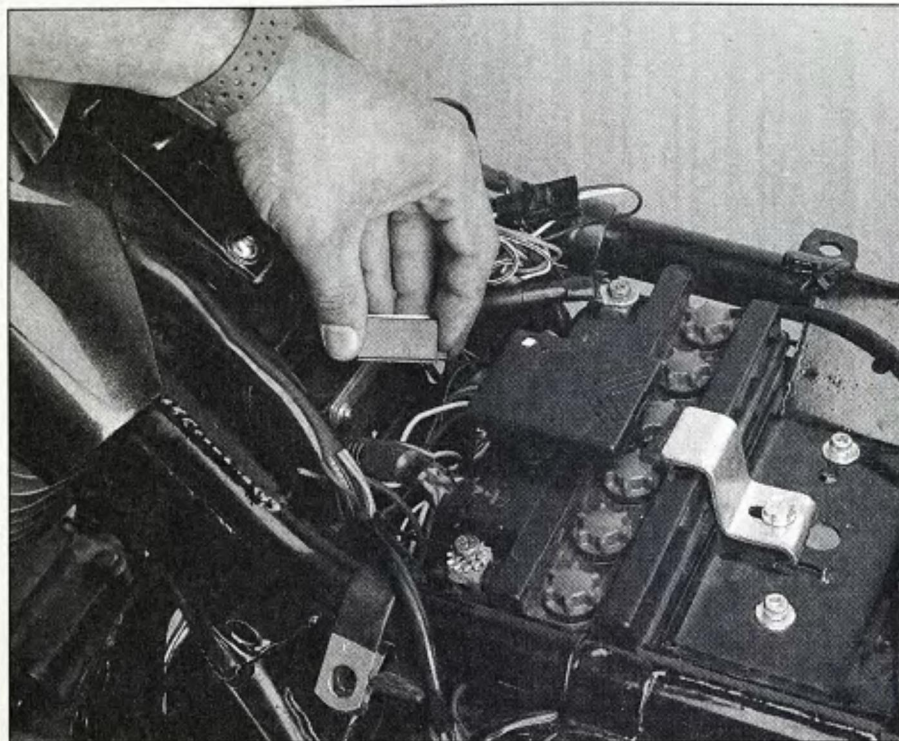


Photo 8

sets of connectors for the other components. Importantly, the Thunder Page system is designed with specific plug shapes that will only mate with the correct opposite member (photo 7), so there's no confusion when making connections. This is a major plus and certainly a headache remover.

4. Install the Perimeter Sensor via its Velcro, facing up, preferably in the middle of the bike to give it overall coverage. It can be attached in conjunction with the battery box (photo 6). The sensor has an adjustable screw factory-set at medium strength, but you can adjust it for increased, or decreased, sensitivity.

5. Install the Paging Transmitter (photo 9), placed here in the upper right corner. The antenna wire for the pager is routed along the existing wire, which runs along the length of the rear fender.

6. Install the Gyroscopic Tilt Sensor (photo 8), using the supplied terminals, after splicing into the bike's stock wiring. This module is connected to the turn signals and taillights, which start flashing when the system is activated.

7. Connect the Anti-Hijack Module, mounted here in the upper right corner

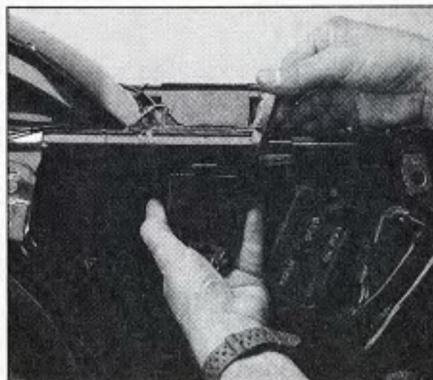


Photo 9

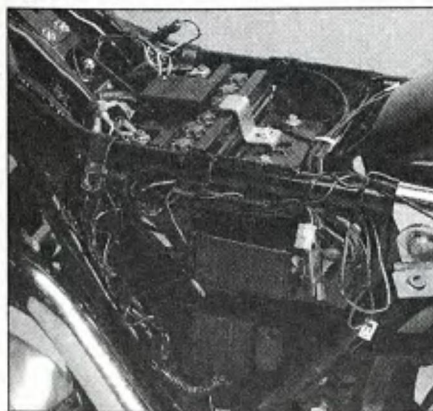
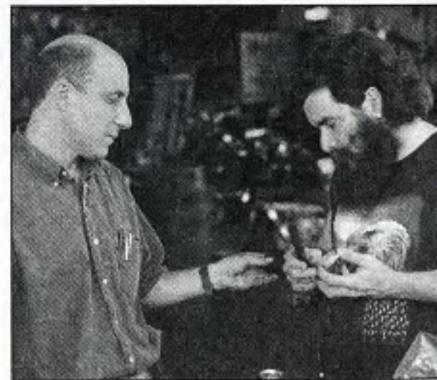


Photo 10

(photo 10) of the triangular space. The wires interface with the bike's battery and ignition system (see instructions for wiring diagram). It also comes with a blinking red LED that indicates the alarm is armed, mounted here on the frame neck.

8. After double checking all connections and the security of mounted components, reconnect your bike's battery. Several practice runs with the remote and pager will quickly familiarize you with the operation of your new security system. Have a friend play the role of bad guy and try the various components out at increasing distances and from within different kinds of buildings. The digital pager has a range of two miles, which is also a major plus over other systems.

To get a more secure security system, you'd need to have your own satellite, hanging in orbit, constantly monitoring your bike. A quick run through the Thunder Page's attributes ... compactness, rugged durability, extended range, multiplicity of alarm



functions, ease of installation, all-inclusive complete hardware, detailed instructions ... adds up to the knowledge and personal satisfaction that you've done the very best you can to insure the keepability of your bike.

—Cajun Paul

Sources

Anitronix Ltd.
6000 Cornell Rd.
Cincinnati, OH
45242
(513) 489-1441

Hi-Tech Customs
5931 Van Nuys Blvd.
Van Nuys, CA
91401
(818) 901-7037

DROP THE SLED

White Bros. Low Cruiser

A year ago, we ran an article about lowering a dresser. It involved turning over the swingarm. Although that Tech Tip afforded a 2.5-inch drop, it was a major operation. The engineers at White Brothers came up with a simple deed that allows a rider to lower his dresser 1.5 inches and continue to utilize the

stock shocks. The "Low-Cruiser" kit includes bolt-on shock mounts that move the shocks back and down, by relocating the shock mounting location. Installation time is usually under 30 minutes, depending on beer intake.

First, block up the bike so the rear wheel is slightly off the ground (photo 1). Secure your big baby, so she won't fall. Then remove the saddlebags and loosen the top and bottom shock bolts. Remove the bottom shock bolts and drop the

rear wheel to the deck. Remove the flat washers from the bottom bolts—they'll be used with the lowering kit. Don't loosen the axle; it's not necessary. Unscrew both chain adjuster nuts, but for late-model dressers leave the end plates in place.

Install the 1/2-inch tapered Allen bolts into the countersunk hole in each lowering bracket (photo 2). Slip the lowering mount brackets over the rear belt adjustment studs, and screw the adjustment nuts back on the threads. At this point you'll see whether or not you need to remove the adjuster plates. If there's a gap between the lowering bracket and the end of the swingarm, leave the adjuster plate in place. Lightly snug-up the adjuster nuts.

Two sets of 1/2- by 1-inch bolts are supplied. Determine which thread (fine or coarse) your lower shock bolt is, and install a 1/2-inch lock-washer on both bolts. Loc-tite and screw the 1/2- by 1-inch bolts into the swingarm shock mounts. Tighten the adjuster nut to position the lowering bracket on the shock, then torque the 1/2-inch bolts to 40 ft. lbs. Make sure the bracket is positioned squarely on the rear of the swingarm.

Next, remove the top shock bolt from the frame and place the 1/4-inch spacer behind the shock, between the shock and the frame. Do not allow the shock to hang from the plastic air hose. Tighten the top bolts to factory specs.

Raise the rear wheel and attach the bottom shock mounts to the lowering bracket (photo 3). Use the flat washers and nylock nuts, and torque to 40 ft. lbs.

Dan and Dave White warn all mechanics to recheck all mounting hardware. This system changes the angle of the shocks and may place them closer to the bags. The kit includes complete, can't-go-wrong instructions, so I'm confident you won't have a problem.

In fact, I'm so confident, I'm going to the bar with Bandit to listen to his tall tales of Sturgis '96.

—Wrench

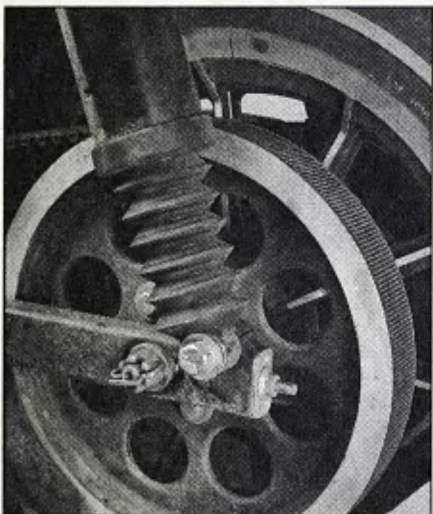


Photo 1

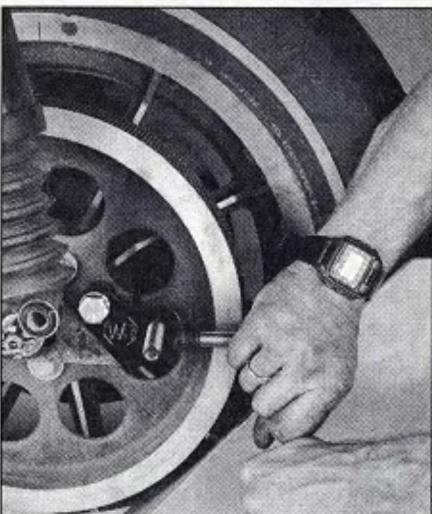


Photo 2

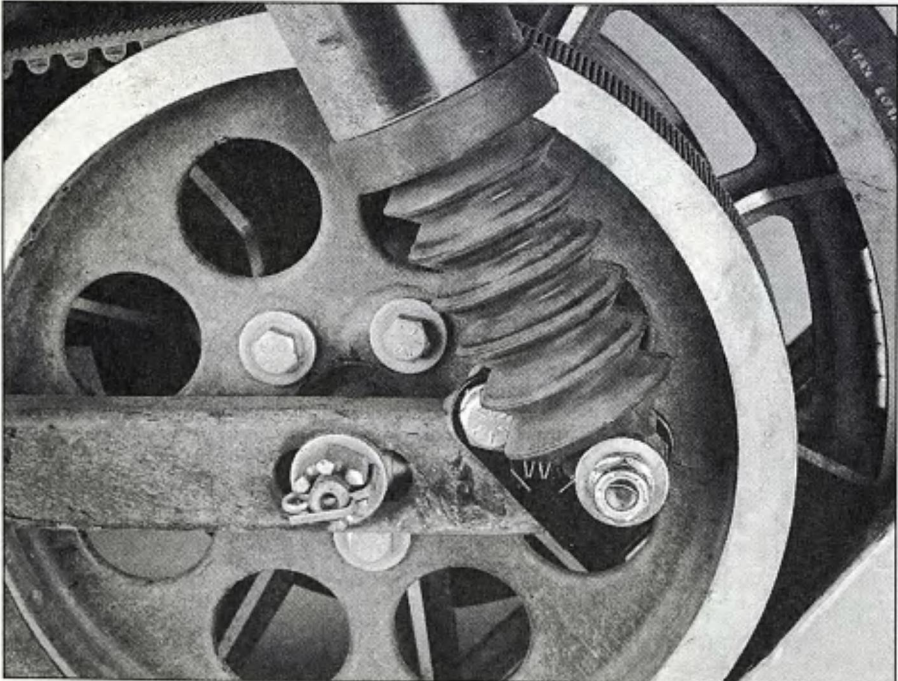


Photo 3

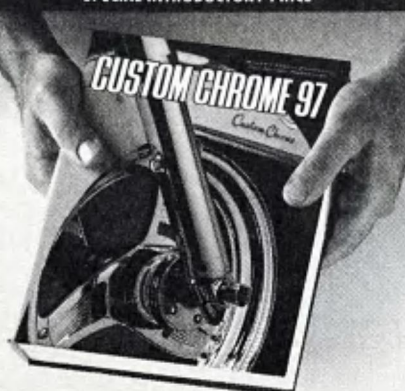
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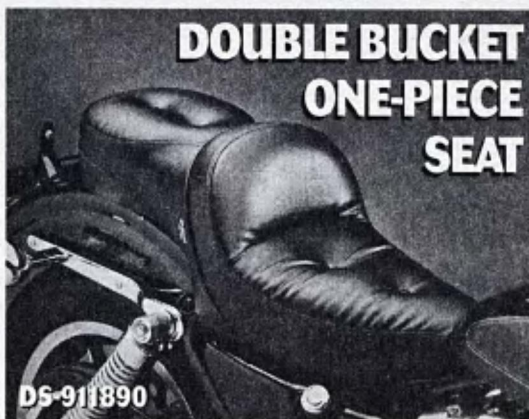
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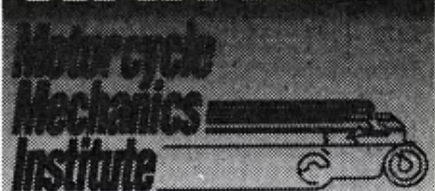
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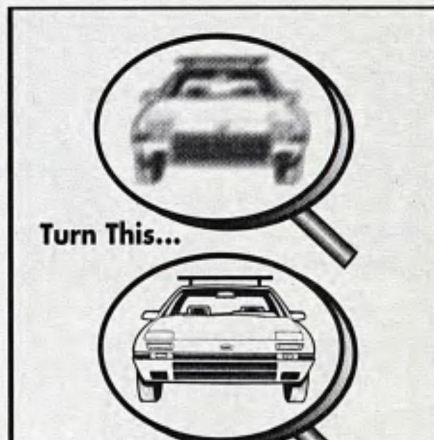
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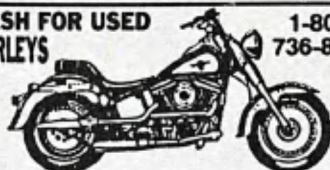
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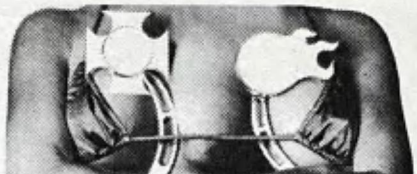
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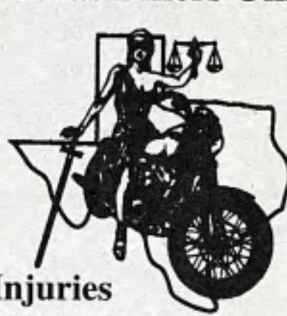
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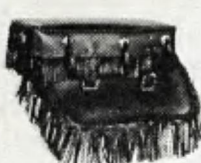
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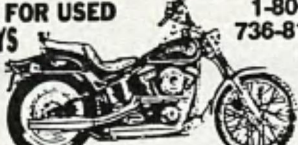
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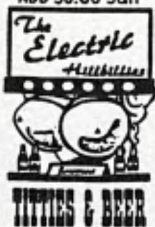
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ADVERTISERS INDEX

ADVERTISER	PAGE
AEROMACH	130
ALY CAT	132
AMERICAN CENTURY	132
AMP RESEARCH	130
ANCIENT ART TATTOO STUDIOS	132
ART BRASS PLATING	131
A/R PORT-A-SPORT	131
AVENGER CORP	131
BALANCE MASTERS	129
BARNETT HARLEY-DAVIDSON	130, 133
BEANHEAD STUDIOS	130
BILL LEY	131
BIKER JOE WARREN	128
BRITISH CYCLE SUPPLY	131
C&C CONCEPTS	131
CAL PRODUCTS	128
CUSTOM CHROME	128
D & L HOUSE OF LEATHER	131
DAVID A SHERBOW	133
DAYTON SHOE CO. LTD	128
DRAG SPECIALTIES	128
DYSFUNCTIONAL VETERAN	132
FREEDOM PRODUCTIONS	128
THE GOLDSMITH	130
GAMESTERS	130
GRAVES PLATING CO	131
H/D OF WASHINGTON	130
HANC	131
HEADWINDS	131
HIPPY'S M/C PARTS	131
J.J. CALHOUN	132
KARLI EQUIPMENT	129
LANGLITZ LEATHERS	132
LEONARD MAGGIORE	132
LONDON PLATERS	128
MORONEY'S H-D	129
MOTORCYCLE MECHANICS INSTITUTE	129
MR.B'S LIFESTYLE	129
MUSTANG	129
OKUN BROS.	129
PAC-KIT	131
PACIFIC COAST SUNGLASSES	131, 133
PCD	132
PHOTOS ANYWHERE	132
PROFESSIONAL TATTOO KITS	132
THE RAT'S HOLE	132
REBEL	132
RED EYE RECORDS	133
ROOD JEWELRY	132
S&W TATTOO SUPPLIES	132
SOUTH SEAS CYCLE EXCHANGE	132
SPECTRUM POWDER COATING	132
SPEED & SPORT CHROME PLATING	133
STONE PONY	133
SUN SUPPLY	132
SUPERIOR PARTS, INC.	132
TATEX-USA	132
T&R CUSTOMS	131
THREE RIVERS	133
TRAVELCADE	129
TWIN CITIES H-D SOUTH	133
VANCE & HINES RACING	130
WHEELWORKS	133
WHITE BROTHERS	133

MAYBE YOU KNOW HIM

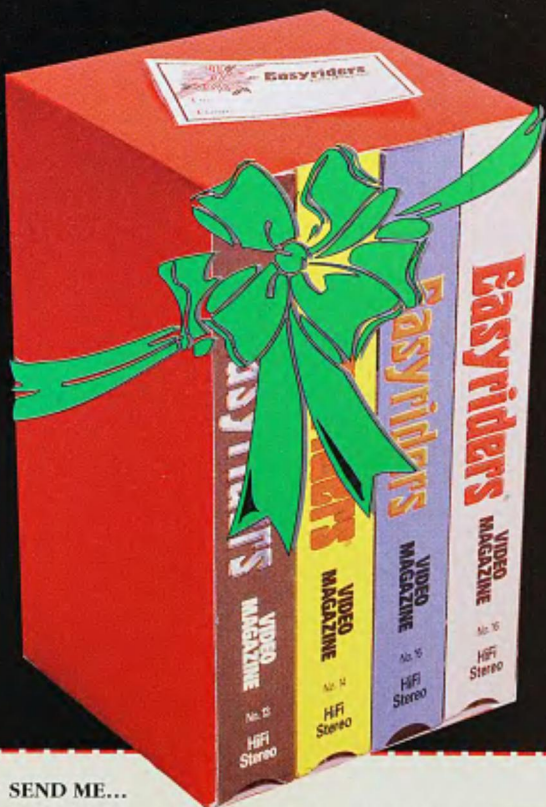


He likes to sit in a dark room in only his underwear.
He'd rather watch bikes and babes than golf.

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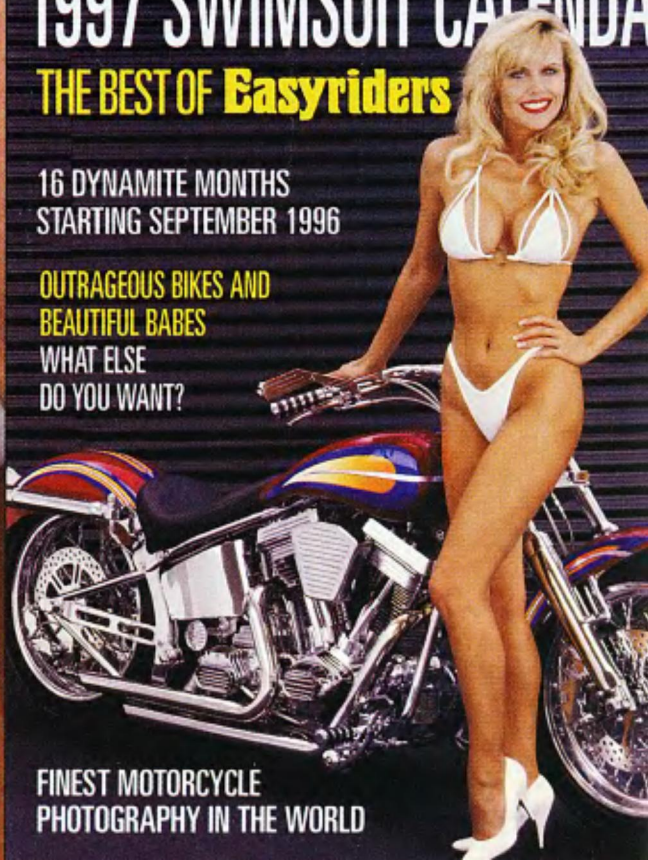
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READERS' RIDES



Photos: Jake

Jim Miko Pocasset, Massachusetts 1994 Softail

It's hard to believe, but this sparklin' Softail is just the second personal motorcycle of Jim Miko—even though he's built a ton of 'em since high school, almost a decade ago. That's 'cause Jim and brother Bill (known locally and colorfully as the Weasel Brothers) are key wrenchers at H-D Cycle Center in Pocasset, Massachusetts. And the bikes they build get sold—fast. The only other custom bike that Jim briefly called his own went to Santiago, Chile, South America; he enjoyed a few miles on it, while the export paperwork got shuffled.

If this scoot is any indication, it's no wonder that Miko-built machines disappear like ice draft in July. Everything is top-shelf—from the biggest, oldest names in the business. The wide glide runs two-inch-under tubes from Forking by Frank; Gardener-Wescott



supplied the fasteners; and the chrome came from Brown's Plating in Kentucky. The who's-who in the Harley world continues with Buchanan's Frame Shop (twisted wheel spokes), Arlen Ness (bars, grips and turn signals), Russell (braided stainless oil lines) and Kuryakyn (footpegs).

There's no scrimping in the decoration or dyno department, either. The 1994 Softail frame was cleaned up, molded, and powered by Tech-Kote. Credit Custom Chrome for wheel hub covers, Badlander for the seat, and Action Auto (Cranston, Rhode Island) for the urethane candy paint and graphics. The Bill Miko-built engine got Sumax powdercoating, a Screamin' Eagle 480-degree lift cam, and S&S carburetion supplied by five-gallon fatbobs.

Jim has ridden this righteous rolling calling card for a few orbits of that skinny front 21-incher. But, you can bet it's sold before the nubs wear off.

—Jake →

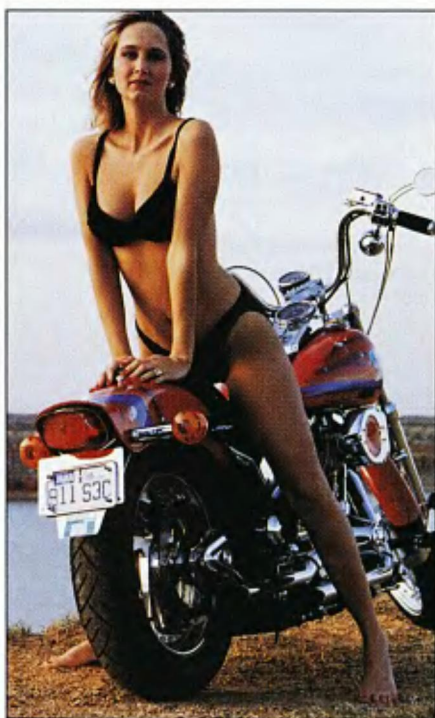
READERS' RIDES



James & Christi Whitmire Borger, Texas 1993 Softail

There is no doubt that custom Harleys are an integral part of small town America, as much a part of our culture as drag strips, drive-ins, cheeseburgers, and mosquitoes. The bellow of an open-piped Hog on a gravel back road is as natural sounding as a bullfrog croaking, or Link Wray feedback shredding the speaker foam in a '54 Chevy. So it came as no surprise to me, when trying to get ahold of James Whitmire to ask him about his Softail, that we had to play phone tag while James hauled his boys back and forth to baseball practice. If it weren't for being accused of sounding not so PC, I'd say that James' wife, Christi, was holding the phone between her shoulder and chin, talking to me while frying apples.

Of course, it's not like James had much choice but to ride Harleys, being that his dad rode Harleys in Africa during



WWII. Owning an oil field trucking company didn't hurt either. Installing chrome came as second nature, like breathing and eating watermelon in the summer.

James has owned many a Harley in his 37 years of experience. He says he likes to trade them in about every year and a half, and that there is a new Dyna-Glide at Tripp's H-D in Amarillo, so this one may be ready to fly and buy. Tripp's, by the way, is the one responsible for the clever customizing job on the '93 Softail. It features D&D heads, Andrews cam, Crane roller rockers and Wiseco pistons. The eye-catching paint job was applied by Joe Moss and Alvin Bellflower.

Just as chasing lightning bugs leads to chasing girls, James' sons' interest in the great American pastime known as baseball, along with good old dad's influence, has led to their interest in great American motorcycles. Matt, 11, is riding dirt bikes, and Mac, 17, is trying to talk the ol' man into a more serious ride ... say a Pan chopper for starters? I say go for it, James.

—Flynch



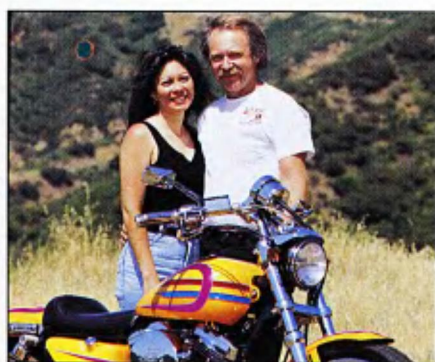
Photos: Kim Peterson

Maria Pulde Sylmar, California 1993 Sportster

When this little lady sets her kickstand on the ground, people sit up and take notice. From her hot butterscotch coat to her QwikSilver carb, this Vamp will make men do more than just turn their heads. They'll come to her, drooling, begging to take her out for a spin.

This sultry scoot is owned by Maria Pulde, who gave the bike the nickname "Vamp." Maria and her husband, Dale, spent a lot of time creating the look and concept for the Vamp. "My husband built the bike for me," says Maria. "The colors match Dale's drag racing car, the War Eagle, but we've added a little bit more color to make it more for me."

The man behind the butterscotch, tangerine, magenta, candy red and blue paint job is "Chu Chi" Martinez. Dale put in more than his fair share of



time on the bike as well. "I did all the mechanical work as far as putting it together," says Dale. "The bike has a Zipper's camshaft, Edelbrock carb, H. P. Racing pipes and muffler, GMA brakes, and Crane ignition."

"As far as unique features, it's got all kinds of knickknacks on it," says Dale. "The eighteen-inch Akront wheel is wide for a Sportster. The bike has the wide CCI tank on it. We eliminated one gas cap and filled in the gap over the

frame; so, it looks like it fits the bike." Maria also had her own ideas about what she wanted for the Vamp. "I decided to get a personalized plate, the custom paint job, and chrome, lots of chrome. I like having that sense of being the owner, and all the benefits that come with it."

Maria finds that the bike provides her with some freedom from the stress of her banking job. "I thought that I wouldn't be able to relax, but the riding school I attended emphasizes that you have to be on your toes and keep a clear head when you ride. I feel better when I'm in control. The fact that I went to Denver and was able to ride without a helmet was an experience that I'll never forget, and hope to enjoy again."

Her pride and joy 1200cc Sportster, Vamp, has redefined Maria's sense of freedom. I've ridden on the back of Dale's bike several times, but now I'm definitely riding my own."

—Rivers

PARTS BOX



KARATA BELT DRIVES

I've seen a couple of these monsters on bikes, and they make a custom look like a dragster—they're awesome. These muthas are 3 and 4 inches wide and are available for 5-speed Softails, Dynas, rubbermount models and 4-speeds back to 1970. They include a precision CNC billet-machined engine/tranny plate, Goodyear STPD Kevlar belt, hard anodized Karata pulleys, starter drive parts, starter ring gear, hardware and installation instructions. Get their catalog by calling (610) 825-2070.



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If you're tired of replacing your standard battery once a year—because it just doesn't hold up to your simple demands—shitcan it, and try a Piranha. Piranha batteries are dry cell batteries, have a shelf life of two years, are vibration resistant, high-cranking, and need zero maintenance. They offer a two-, I mean two-year warranty. For more information on the Piranha, ring up the crew at Crischell Automotive Products: (800) 44-CRANK.



CARLINI CHRISTMAS

Here's the perfect gift for any Road King or FLH rider who's looking for a lower look. Tony Carlini and Mike Corbin dreamed up this streamlined, low-profile seat with reduced rider height—2.5 inches from the stock saddle. Seat width is also kept to a minimum, with the seat hugging the frame rails, allowing the riders' thighs to be closer together, making it easier for both feet to reach the ground. At least that's what Tony Carlini says, and I don't argue with anyone from Detroit. Call (800) 398-0222.



RED AND WHITE PRODUCTS

Now, through the Hells Angels MC of New York City, official merchandise is available. T-shirts, hats, collectibles and much more from various charters. Order your free Big Red Machine catalog by sending your motorcycle, I mean your info to the Big Red Machine, Cooper Station, P.O. Box 757, New York, NY 10276 or call (212) 228-6500 and watch what you say. Afraid to dial the number? Go into their website: www.bigredmachine.com.



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FAMOUS DESHON BRACKET

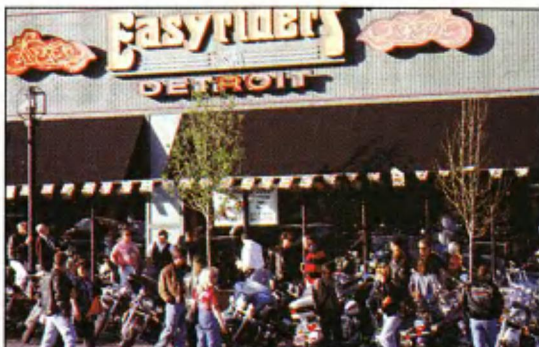
More riders are stripping down touring models. Now, problems with eliminating the Tourpak, crashbars around the saddlebags, or the rear fender's bumper are solved by Ride 1's Will Phillips and Hamster Alan Deshon. The rear fender bumper also connects the bags together with the fender for support. Another bracket was needed to replace it and Will, with Alan's urging, designed the perfect prop. For more info call Ride 1 at (800) 292-3960.

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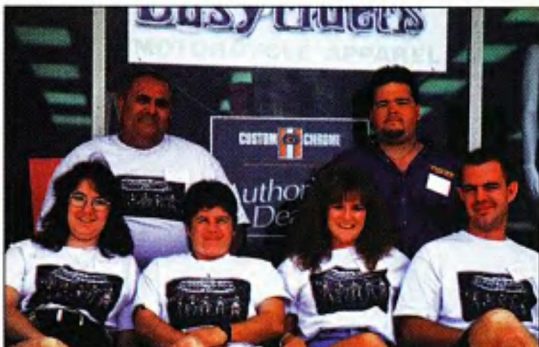
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Drop in at any of the conveniently located (with many more on the way!) *Easyriders* Stores listed below and marvel at the exclusive and ever-changing merchandise on display. For further information on this unique business opportunity please contact The *Easyriders* Franchise Department at (818) 879-6114.



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**CUSTOM MOTORCYCLES, APPAREL, ACCESSORIES, SERVICE
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The 100-degree sun whaled on the Great Salt Lake, permeating the air with the pungent odor of drying salt. As we rode in, the stale atmosphere floated over the Brigham Young city like the smell of dead fish over San Pedro Harbor. Our guts turned with the stench and heat, and we yearned to be moving on. But we required fuel, we were tired as marathon drunks, and we had almost hit the 200-mile mark since the last stop. Begrudgingly, we pulled off the freeway and pumped gas in the stagnant, brutal heat. Melting, I stood beside my silver Dyna Glide while Renegade poured the liquid of life into his rigid. "Hey," he said, bringing me back to life, "the Barbary Coast is just down the street."

"Horseshit," I mumbled. "It ain't anywhere near here."

"No, goddammit." Renegade snapped back, his nerves fried by the sun. "The bar, asshole—and cold ones."

Randy Finnas, owner of the Barbary Coast Saloon and long-time rider and gentleman, had assisted with both *Easyriders*

DOUBLE DUTY



SALT LAKE CITY RUN

Streamliner speed record attempts while we were at the Bonneville Salt Flats in '89 and '90, and we've been friends ever since. He had constantly urged staff members to stop at his joint, and this seemed like one helluvan opportunity. Whenever Clean Dean is within a thousand miles of Salt Lake City, he makes a stopover, always returning with pornographic prints of the party that ensued. We were skeptical, but if we didn't move in the next 30 seconds, we would melt faster than the Wicked Witch after Dorothy doused her with water. Renegade kicked his Pan and it fired the first time, just to get the hell down the road. My Dyna started and fell into gear—a hint.

A biker watering hole, the Barbary ain't nothing to holler about, with its plain stucco facade and wires running like spider webs throughout the joint, hooking up every new promotional neon sign and sound system goodie to pop out on the market. But →

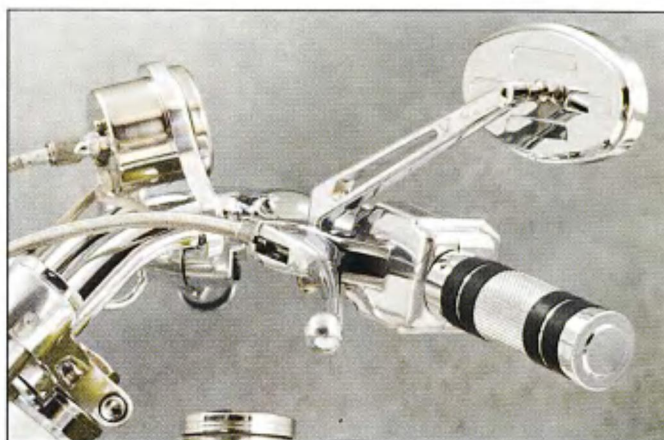


the air conditioning screamed and the atmosphere was friendly, so we bellied up to the bar, ordering Coronas with limes, backed by more Coronas with more limes.

Randy, a friendly guy with a mustache long enough to sweep the decks like dueling brooms, went from mere acquaintance to beer buddy, telling stories of last night's barfights and unending lust. Welcoming us to his joint as if we were Arnold and Sylvester stopping in for a cold brew on the way to our next movie location, Randy loudly ordered us another round of Coronas and complained to the female bartender about the skimpy slices of lime. We were honored to receive such attentive hospitality.

"Hey, guys," Randy said. "You should have been here last night. The original 'Doublemint Girls' were here, and they're hot, buffed, and ready."

"Yeah?" I said. "Where are they now?" I had my doubts. Randy's stories were reminiscent of Gump's movie, and they



smacked of all the tall-wave tales I endured on the beach when I was a kid. The ocean might have been as flat as lake, but to hear the story, the waves were 30 feet high a mere 15 minutes before I stumbled onto the sand.

"Oh, they'll be here tonight, all right ... and they'll be modelin'," Randy replied, with a leer, slobber running down his mustache, turning it into a mop. His broad smile reflected the neon constantly flashing around the room.

"I fuckin' doubt it," Renegade snarled, spitting on the floor. "Gimme another beer," he hollered at the waitress. As the bottles piled up in front of us, Randy's stories became non-stop, and with each encounter, the "Doublemint Girls" resurfaced. Cathy, the owner of the bike shown here, was Miss Utah Bodybuilder, and her twin, Cami, won the Utah Inner Mountain Bodybuilding Contest. Randy described each girl



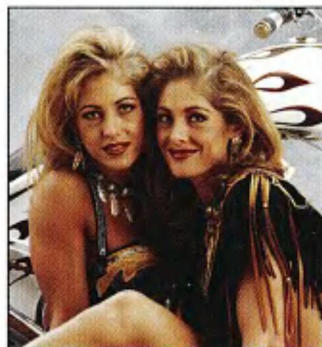


from head to toe, saying that they were older now, but that they trained constantly, had rippling muscles, flawless tans, the best legs in the city, and the tightest asses on the planet. The shit got so thick, I thought Renegade would snap. And when he snaps, I know we're going to jail. I tried to soothe his angry mood by buying him a Cadillac margarita. Big mistake.

The sun set, but the heat remained. "Hey, weren't we gonna get down the road?" I asked the big man on my right.

"Fuck, no," Renegade slurred. "Sturgis can wait. Besides, if this circus promoter doesn't come across with double delights, I'm gonna tear this joint down and build a coffin for his ass outta the lumber."

I broke into a sweat at the thought, and ordered another Cadillac—this time, for myself. I watched the clock like a condemned man watches a gallows being built. About nine, the place began to fill up. A couple of marginal girls came and

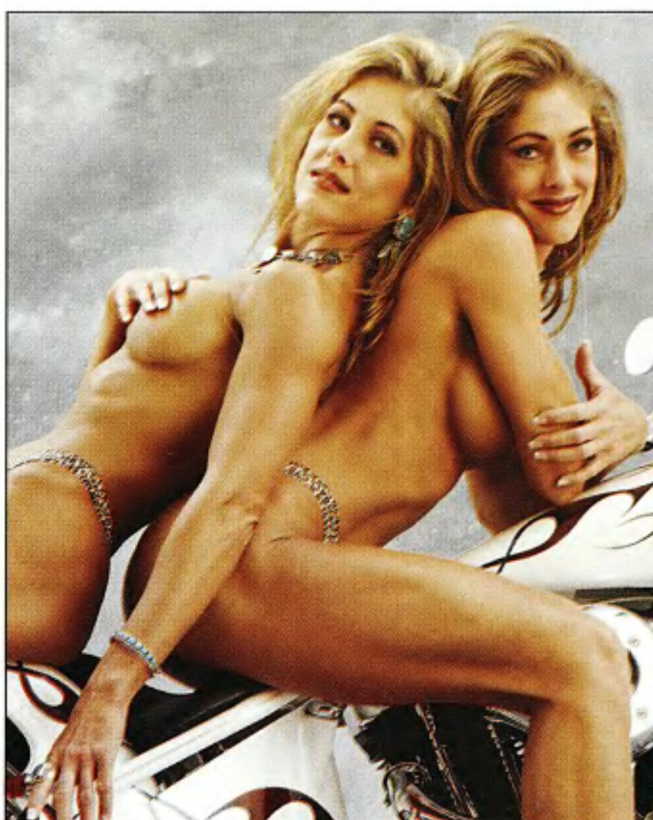
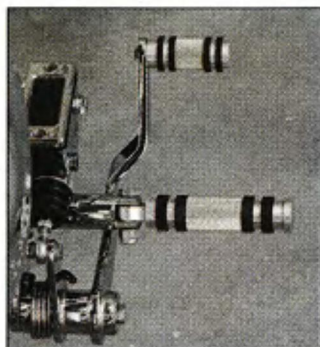


went, but the action wasn't anywhere near the scorching level Randy would have a thirsty man believe. Another hour passed. I felt like a gunslinger at 11:59 a.m. Randy never backed down from his claims of wanton women and rowdiness, but with each new ad campaign, the stories blossomed—the girls got younger, the fights longer, the tits bigger. Sweat trickled down my brow like the Nile River trying to quench the vast Sudan. It wasn't working.

When Randy wrapped his arms around us like we were long-lost buddies, Renegade exploded, spinning on his barstool and clenching Randy's neck in his mitt-sized paws, his face crimson with rage. From my blurred peripheral vision, I could see the bartender dialing 911. Several of Randy's homeboys leapt from their seats and charged us. Just then, the front door opened and two of the nastiest creatures to claim feminine sexuality strolled in. Their washboard-tight →

abs rippled, and their golden bronze thighs were more defined than Stallone's forehead during the last scene in *The Specialist*. Both wore short shorts, and their sandy-blond manes were pulled back tightly on their perfectly shaped heads. I gasped as one of Randy's bros took a swing at me. Through the open door, I could see a sharp-looking Sportster resting at the curb. It had to be them.

Renegade dropped Randy like he'd seen a ghost, but it was too late. We had become personae non gratae. We landed in the gutter beside our still-simmering machines. Girls stepped over our prone forms while streaming into the Coast. I rolled over, smacking my head against my swingarm while staring at the finest, most petite brunette I had ever laid eyes on. She turned, looked down at my sorry ass, and smiled. Her brilliant ivories dazzled me. She glistened with outright charisma and nonstop sexiness.



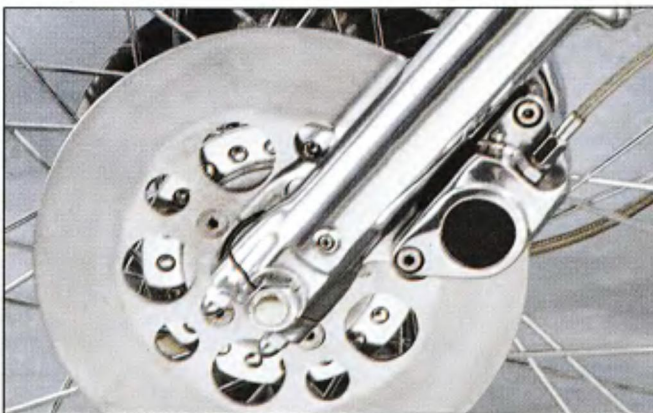
Clambering to my feet, I stumbled to the door. The place was packed with women. As I spotted the twins mounting the stage to show off their latest attire, I thought I had died and gone to heaven. Then the bouncer and a half-dozen of his muscle-bound (and armed) cohorts reminded me that I had been 86ed, ejected, and dismissed. Renegade and I slept in the dust beside our bikes, inhaling the rancid smell of the withering salt.

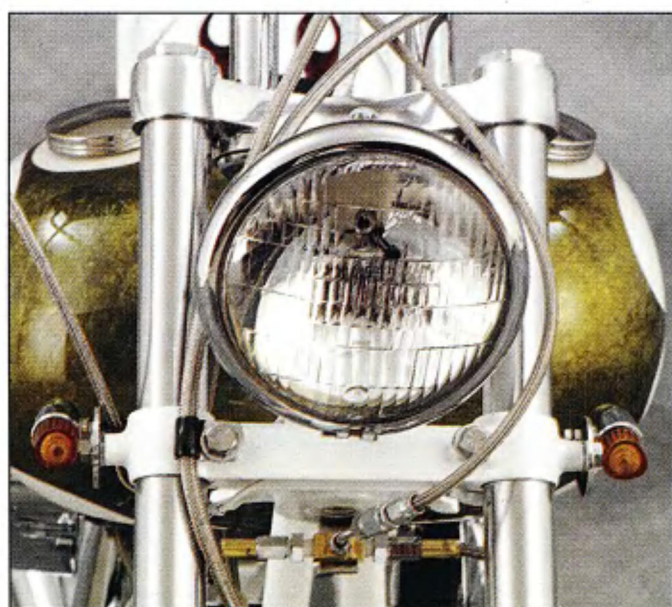
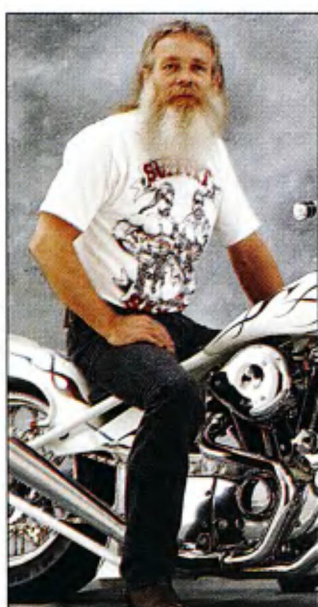
The next morning, we awoke with a start, as Randy splashed stale salt water in our faces. "Hey, guys," he said, "sorry you missed it. The girls last night were the best I've seen in years."

"Bullshit," Renegade said, getting to his feet. "You're fulla shit."

"We'll be hitting the road now," I spit, throwing an arm around my bro and guiding him to his rigid.

—Bandit





Owner:Cathy Bond
City:Salt Lake City, Utah
Fabrication:Robertson Custom, LLC
Year and make:1981 XLH
Model:XLH Sportster
Value:\$25,000
Assembly:Robertson Custom
Chroming:Kevin Williams, Salt Lake Chrome
Engine
Year and model:1981 XLH
Rebuilder:Robertson Custom
Ignition:Dyna single fire
Displacement:74 cubic inches
Lower end:S&S
Pistons:9.1:1, S&S
Cases:H-D

Heads:competition springs
Cam:Andrews V-9
Carb(s):S&S Super E
Pipes:Robertson Custom
Modifications:headwork by H-D of Salt Lake City; S&S balancing; Andrews adjustable lifters; chrome-moly pushrods
Transmission
Year:1981
Modifications:widened trans sprocket, dished wheel sprocket

Paint
Molding:Jerry Carlson
Painter:Don Robertson
Color:silver, white, pearl/House of Kolor
Special paint:marbleized flames

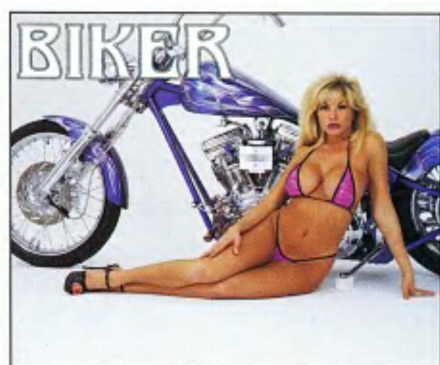
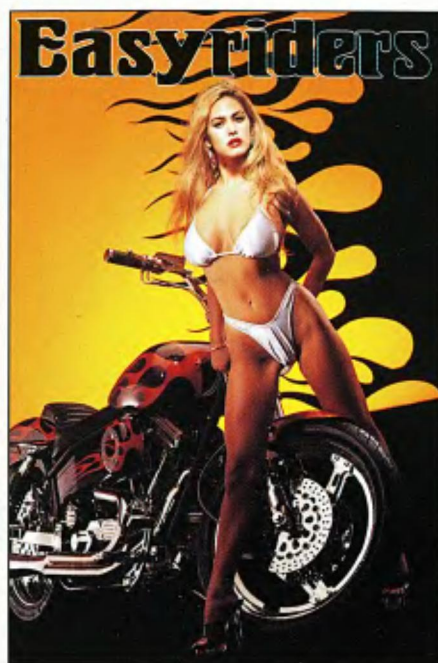
Frame
Builder:Robertson Custom
Type:R.C. "Sporty-Rigid Wide"
Modifications:40-degree rake, 4-inch stretch, lowered 2 inches

Accessories
Bars:Ness
Fenders:Robertson Custom
Headlight:custom
Taillight:side-mounted
Pegs:Ness
Electrics:hidden
Gas tank:chopped 3/4-inch, stretched
Oil tank:Robertson Custom
Seat:Pat Cantrell
Mirrors:Ness

Grips:Ness
Forks
Type:H-D
Modifications:dual disc bracket
Wheels
Front
Type:H-D
Size:21-inch
Tire:Metzeler
Brake:polished dual disc, H-D
Rear
Type:H-D
Size:16-inch
Tire:Metzeler Comp./160
Brake:altered, polished H-D
Photos:Raiko Hartman

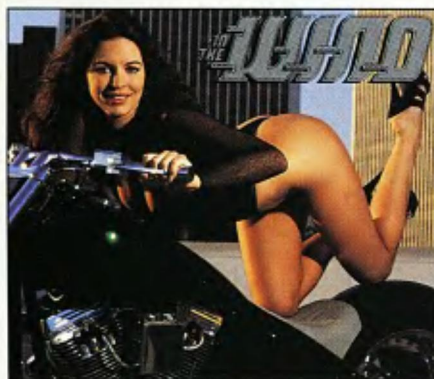
COMING AT YA

We're jammin' into **January**, and to kick off '97—that's right, '97—we'll feature our performance guide to the newest go-fast mods. Lorenzo Lamas' newest bike and bride hit the big time on our cover, and we'll find out what the *Renegade* man has been up to. We visit Hollister, which is only a short year away from the 50th anniversary of a party we bikers are still living today! Kickass Tech Tips include a 98-inch motor buildup, how to hide your oil bag, and a wild Softail project. One of our brothers relates his "Run to the Wall" with pics and mental images that bring back strong memories of our brothers and sisters who were left behind, but not forgotten. We've got a new slew of nasty custom scoots and nastier foxes to complement them. Phantom's got some side-splitting advice sure to get ya in trouble at your local saloon, and Rip shows us where to party on the West Coast. Don't even think about missing it. On sale November 28



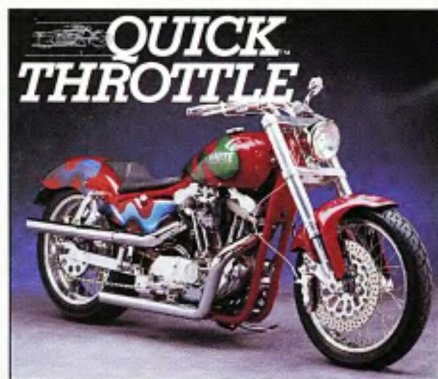
Since it's gettin' on toward Christmas, toy run coverage abounds in the **December** issue of *Biker*. It also contains all the cover girls for '96 in the T&A section, four bitchin' bike features, biker events from 'round the country, news that concerns ya, Miraculous Mutha tellin' all, and the second part of J.J. Solari's leggettin' story, *Extinct At Last*. Always remember, we're the rag with the normal abnormal biker event coverage.

On sale now



Plunging into **January** 1997, *In The Wind* #79 celebrates the past 25 years of *Easyriders* magazine with a 32-page spread covering the party fever that took place last summer at *Easyriders* franchise stores across the country and in, of all places, Finland. When we're not toasting, we're displaying to the world the best photos of people enjoying the Harley lifestyle. There's also a trip to Intercourse ... Pennsylvania, that is, and a lot more.

On sale now



Ring in the new year with loads of hot racing action and high-performance tech tips in the **January** issue. Hopped up and ready to go are Rich Riley's Softail, Ken Fruehauf's Pro Streeter, Larry Jones' XR 1000, CCI's FXR, and Tom and Weasel Butler's FLSTF. We've got the low-down on the Sturgis drags and the stormy racing action at Myrtle Beach. Check out Mikuni's new line of performance carbs, our stroker kit guide, and more.

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VQ's **Winter** '96 issue chills out with Arlen Ness' SMOOTH-NESS, an aluminum masterpiece styled off the famed Bugatti. Park that alongside a cool collection of radical rigids, sleek Softails, and flipped-out FLHs. In addition, Ron Simms lets loose with top secret details of a master builder's domain. You can also look forward to articles on Joker Machine, Dream Bikes, Judge Ken Jones' horses and Harleys farm, and Kiehl's Pharmacy hangout.

On sale November 14

Aims Fog Hollow.....41	Custom Chrome, Inc.9	General Store128-134	KB Enterprises.....109	Nostalgia Cycle.....19
AMI.....23	Cycle Supply.....115	GMA Engineering.....104	Lake Shore H-D.....21, 115	Performance Machine.....106
American Image Motor Co.....83	Deep Cover.....83	Good Godfree Productions.....24	Love Ride.....15	Richard M. Lester.....25
Andrews Products.....23	Dennis Kirk.....87	Harley-Davidson.....7	Media Vision.....75	Russ Brown Jr.....16
Arlen Ness.....105	Drag Specialties.....C2	ICS.....114	Mike Corbin.....63	Superior Parts.....35
Bros Club.....39	Easyriders Stores.....141	J & P Cycle.....113	Milwaukee Iron.....99	The Right Stuff.....108
Brush Works by Hamilton.....107	Edelbrock.....10	Jacobson & Hupy.....22	MMI.....33	Twin Cities H-D South.....24
Canyon Run.....97	Edelweiss Bike Travel.....32	John S. Riley & Associates.....C4	NEMPCO.....48	USA Twins.....113



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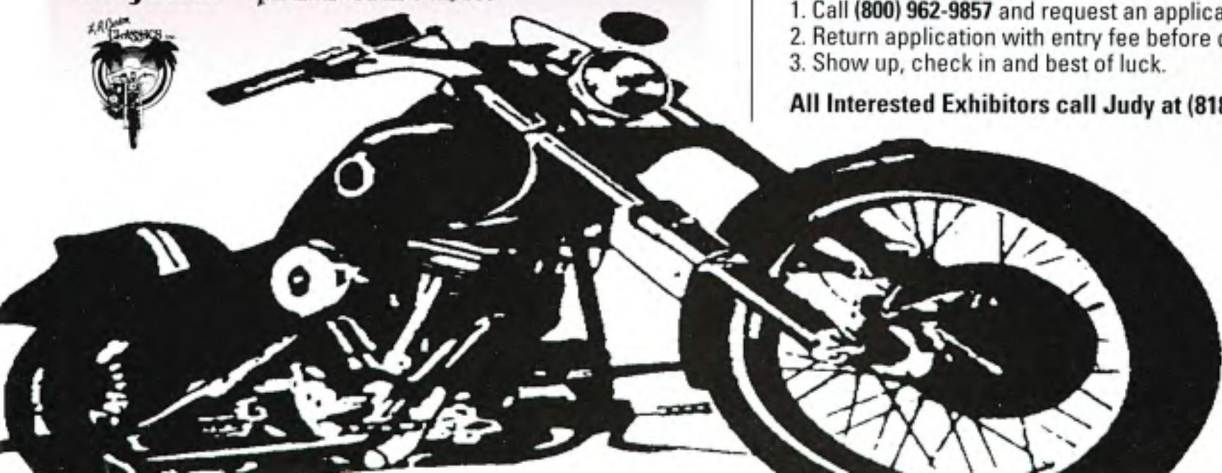
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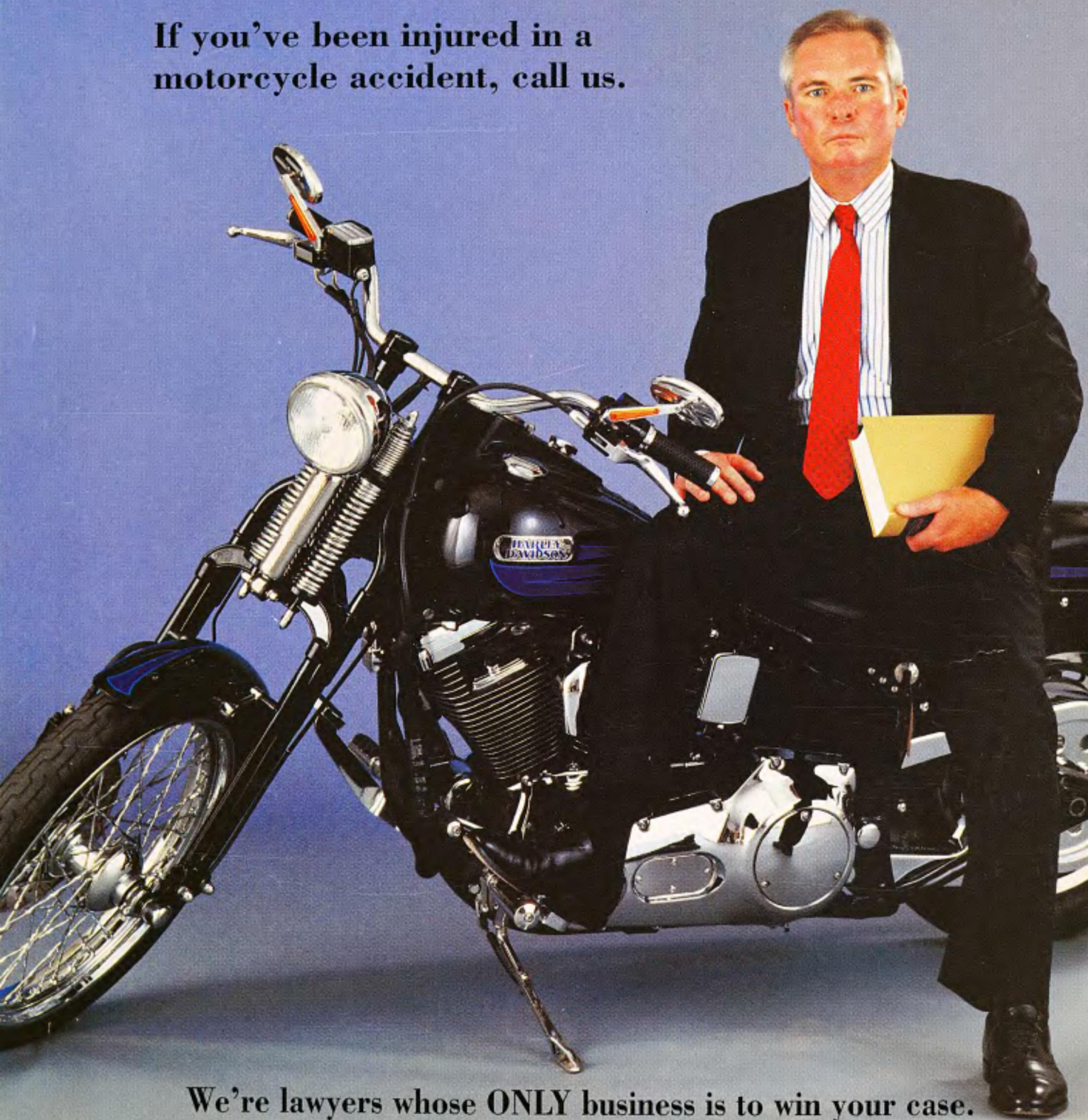
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