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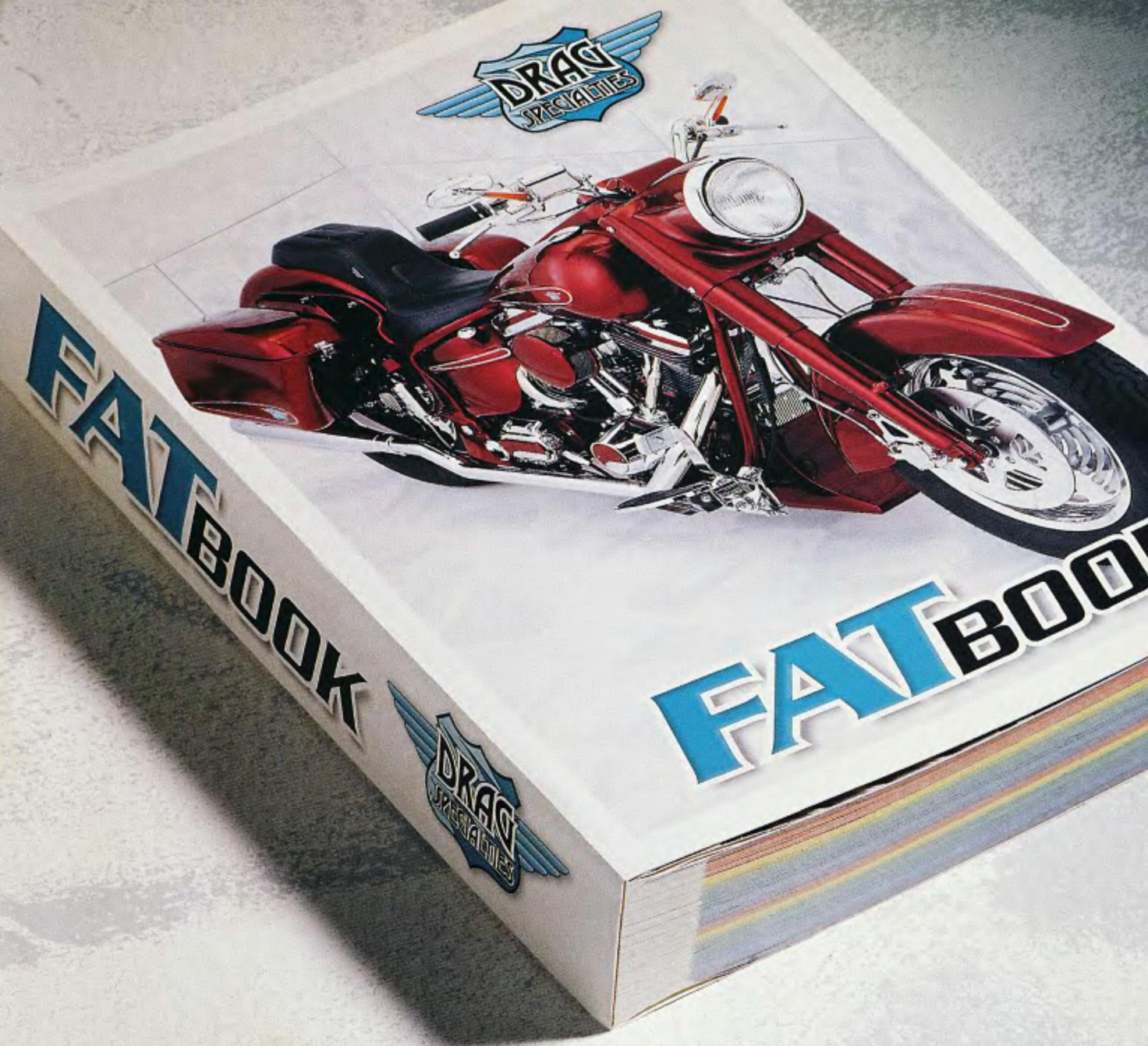
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TAKING IT EASY

This guy wrote a diary—a very large one. It was almost 38 million words on paper, stored in 81 cardboard boxes—covering his last 24 years in five-minute increments. Here's an example: July 25, 1993, 7 a.m.: "I cleaned out the tub and scraped my feet with my fingernails to remove layers of dead skin." 7:05 a.m.: "Passed a large, firm stool and a pint of urine. Used five sheets of paper." (Well, at least he wasn't out amongst us, raping and pillaging.)

These guys aren't exactly what you'd call pros. Three men in ski masks robbing a bank needed an empty bag for the money. So one of them emptied his bulging gym bag and filled it with cash. Among the bag's contents, left behind on the bank floor, were two traffic tickets with the robber's name and address. But then it got worse. They couldn't start their getaway car, so they jumped into another one and sped away. Left behind in the disabled car were wallets with the identification for two of them. The police didn't have to work too hard to find these three not-too-high-on-the-I.Q.-scale guys.

Two guys in a bar got into a discussion about the "Wonderbra." One thing led to another, and the discussion turned into a heated argument. It got to the point where one of them pulled a 4-inch Buck knife from a sheath and stuck it in the other's stomach. (Now I've gotta get my ol' lady to go out and get one so I can figure out what these guys got into such a doo-dah about.)

This one is so strange that I almost thought better of putting it in this column, but one of the weirder people on our staff (Noodle) convinced me to let you in on it. Do you remember the big fire in Alaska, a short while back? Well, it seems a dead scuba diver was found amongst the burned-out debris. They couldn't figure out how he got there until finally it hit them. The plane that had scooped up ocean water to drop on the fire had apparently scooped up the scuba diver along with the water in one of its runs, flew over the fire, and dumped the water and the scuba diver (unknowingly, naturally) on the fire. (What a way to go!!)

This guy went into a bank, felt his pocket and said, "Shit, I'll be right back, I forgot my gun" and left. When he got back half an hour later, he had a reception waiting for him—a bunch of cops. (I often wonder about the mental capacity of some of those people out there.)

Banks always seem to make a good topic of conversation, so here we go, again. A chick went into a bank to cash a check. As is customary, the teller asked for her ID. She reached into her purse, but found she had left her wallet, along with her ID, at home. But wait! She had a girlie magazine tucked under her arm! She whipped it open to a spread on herself, showed the teller who, of course, recognized that it was one and the same as the person standing in front of him, and cashed the check.

Some burglars raided an impotence clinic in Australia but they may have grabbed more than they could handle—drugs that cause five-day erections. A police spokesman said, "We're looking for someone who is very tired."

This guy went to a doctor complaining of severe gas pains. When surgeons opened up his belly, they found he had swallowed more than 279 items, including 18 keys, 31 marbles, 91 coins, and a cigarette lighter (filling, but not very tasty).

Well, here we are, back in a bank again. A bank teller sneezed so hard that she banged her head on her keyboard and accidentally transferred \$890,000 to an unknown foreign account. Her face apparently hit four keys that set the costly transaction in motion. The error wasn't discovered for several hours, and a computer expert said, by that time, it was impossible to determine exactly where the money had gone.

Cannibal chefs say that one 150-pound man can feed 75 cannibals. It seems that if properly butchered, he will yield 90 pounds of edible meat—not fat, but healthy muscle tissue. Cannibals call human flesh "long pig."

This guy was fishing when a bee started buzzing around his head. Being deathly afraid of bees, he jumped from his boat into the water—and was immediately eaten by a crocodile! (He won't have to worry about bees anymore.)

This guy was playing golf and had rented a golf cart to make it easier for him to get around. He was enjoying the game and ride so much that he decided to have a few drinks to add to his pleasure. Well, he had a few too many, fell off the cart, and died! Now his wife is suing the manufacturer of the golf cart claiming it should have had seat belts and doors. And—get this—she's also suing her son because he was driving the cart. (Now there's a truly warmhearted mother.)

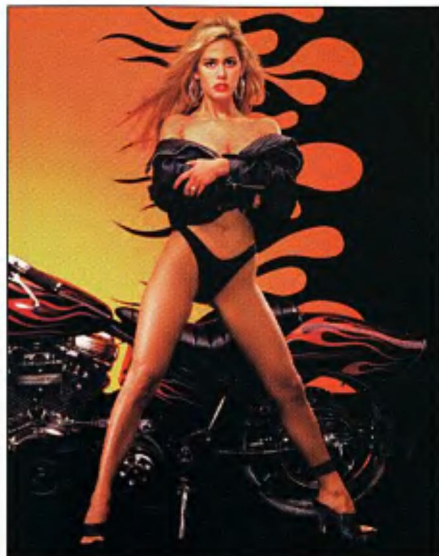


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Easyriders

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 283 • JANUARY 1997



Cover photo of Shauna Sand with husband Lorenzo Lamas' Pro Street Evo by Raiko Hartman. Special effects imaging by Peter Boerboom.



Sonny Kyle rides in style on his Confederate cruiser.

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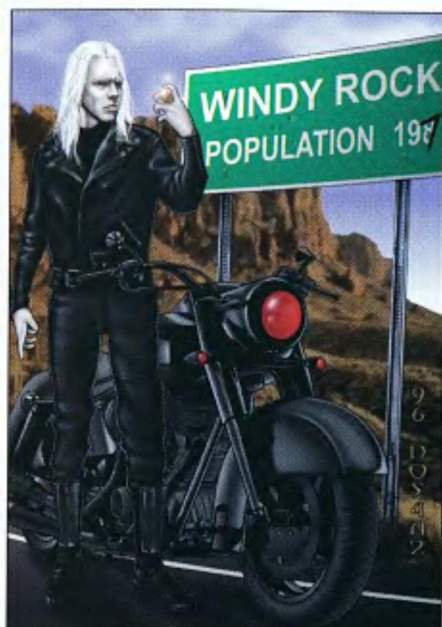
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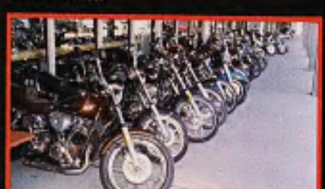
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WORDMONGER

A Few More Words On Pussy

J.J. Solari's self-absorption on the theory of pussy manipulation and capture (Sept. '96) has me wondering if this much thought and energy would cause one to eventually master how to kiss his own ass!

Dennis
Burlington, Iowa

Thanks

I wanted to take the time to thank you once again for all you did for "Doc Wolf," both before and after his leaving this world (July '96). The joy you provided him on that final ride helped him hang on as long as he did in his fight against cancer. Mere words alone can never express how grateful I am for what you allowed him to do. When I think back to Bill's comment, "Man, I could have walked to heaven that day," it makes me smile.

I am truly in your debt. All you need to do is call, and if it can be done, it will. On this you have my word.

J.B.
Reseda, California

In Appreciation

We would like to thank all those New England bikers who took part in the "Bikers United: Boxes for Bosnia" event held in Carver, Massachusetts. The infantrymen of Task Force 3/5, "Black Knights," appreciate the support and generosity.

To the organizers of the event, particularly Becky Coit and Kathy Nelson—Hooah.

Hugh P. McLarnon
Camp McGovern
Bosnia

Passing Time In Iowa

Help! I need a Vermont motorcycle license plate to complete my collection representing every state. Also, I'd like to hear from any of you who collect or want to collect cycle plates, since I have lots of extras to trade.

Winters are long and tough here in Iowa. Collecting license plates helps pass the time until riding season.

Rooster
503 W. Southridge Rd.
Marshalltown, IA 50158



A Correction

You are one cruel muthafucker, and I believe your devious mind had this planned from the start.

You were kind enough to run the feature of our Inferno bike, and you had the writer interview me, but did you have to run a photo of John Panzica? I know I'm not the best-looking horse in the stable, but to use John's photo and have people think that he is me is really low!

I will get even with you!

Daniel Stern
Custom Chrome, Inc.
Morgan Hill, California

All right, all right ... here's the real Dan.

"Blood Ride" Canceled

The following is a letter to us from Ray Corvan at the American Red Cross:

It is with great dismay that I must write to inform you that we were forced to cancel the "Blood Ride" scheduled for September 29, 1996.

As you are well aware, the Red Cross must respond to any and all emergencies wherever and whenever they happen.

During the last three months while we were organizing this event, the East Coast was hit with two hurricanes, and the fires in the western states have

drained all our supporting volunteers. These same people were the ones who were doing the day-to-day work on organizing the ride. By the time they returned, we were clearly out of time and out of opportunities to lock in a corporate sponsor to help defray costs. We had spent over \$20,000 already on this project and had no support available to us to continue so we were forced to cut our losses and cancel the event.

The drawing for the Sportster, featured in the Easyriders October issue, is still scheduled for November, and I hope you will still print the winner's name in your magazine for all those who purchased raffle tickets to see.

I would now like to take this opportunity to thank you and all your friends who did everything humanly possible to make this event work. You should be congratulated for your perseverance and dedication.

In closing, I would also like to thank you for that wonderful article you published about the bike and the Red Cross. I am truly sorry that the activities we are so proud about doing are the same activities that interfered with this event.

Ron Corvan
Santa Monica, California



Wrong!

If you mention Triumph and Harley in the same sentence, you need to know the facts. Obviously, the article titled *The Fall & Rise of Triumph Motorcycles* (Oct. '96) was written by a piss-poor journalist with total disregard for the truth.

First, the last bikes in production with the Triumph logo were made eight years ago by L.F. Harris Intl., Devon, England—not 15 years ago. Also, you mention four-valve twins as being flawed. All pre-unit and unit construction twins were four-valve. You must have been trying to reference the very few eight-valve models that actually ran fairly well. And, once again, you put your foot in your mouth after stepping in shit only to do it again. The 80-year-old legend never died—just ask any of the 1,000 dealers and suppliers in the U.S. still living the legend since the closing of the Meriden Works in '83.

Another thing: H-D and Triumph still go at it on the track. Ever hear of ARMA? To this day, Triumph beats the Sportster and holds more world speed records than Harley ever will. As for Triumph's revival being partly owed to Harley's success—*bullshit!* The format of the bike Triumph is producing today does not match the profile of the prospective Harley buyer (an exception is the Thunderbird, which was built purely for the U.S. market).

As for the Hollywood crap you mentioned, Lee Marvin, Steve McQueen, and a host of others rode Triumphs in competition. They just happened to have had acting jobs on the side. For the last and final screw-up, Marlon Brando did not ride a 650cc Speed Twin. All Speed Twins were 500cc. I'll leave it to you to figure out what Brando rode. Buy a good book. I suggest *Triumph In America* by Dave Gaylin and Lindsey Brook.

Andy
Oxford, Mississippi

You're right. Brando did not ride a Speed Twin. The rest is just true believer babble. Get a life. —J.D. Chandler

What's It Worth?

I have a rag of yours to sell. It's your very first issue (June 1971), and it's in excellent condition. I'm in need of a little extra cash (like everyone else) seeing how the fucking government is sucking me (us) dry. I'm hoping you can help by way of an asking price.

Eric (E-Man) Jackson
383 Murchison Ln.
Riverside, OH 45431

It's worth whatever you can get. We put your address in so that anyone who may want to buy it can contact you.

Thanks From England

This is a note to thank all the people in Sturgis who made two lost souls from England feel welcome and have a great party. Special thanks to Maggie and Steve, Rusty and Eva, Bill and Shonda, Bob, and all at the Beergarten for making our wedding day so memorable (or so we're told—we were too wasted). Thanks, guys.

Also a big hello to Mad Jack, Crazy George, Milo of Nasty Girls (great tees, Milo), Hawk, Wildman, and all the rest. We'll be in touch soon. To anyone else we met whilst staying at the Buffalo Chip—it was awesome meeting and partying with you.

We may not make it back next year, but keep your eyes open for us, as the British are definitely coming.

Frosty Bob and Linda Coe
England

How About the Old Ones?

I've been reading your rag almost from the beginning, and now it's time for me to write in.

All I hear about is fighting the helmet law. What about the old guys in their cages who are trying to kill us? How about making them take a road test every year to see if they can still drive?

I spent over a year rebuilding a '72 Super Glide, hunting down all the original parts. It was perfect and completely irreplaceable when along comes an 84-year-old man with four accidents in the last two years. He, of course, makes a left turn into me. Ya know what this asshole said? "Well, accidents happen." He broke every mutha-fuckin' bone in my foot. I needed skin grafts and 10 screws in my foot. Then he said, "That's why I have insurance." Well, he didn't have enough insurance, and I'll be limping for a long time.

We need to fight for mandatory testing of these old ones or it won't matter if we wear a helmet or not.

Russ
Boca Raton, Florida

Hear! Hear!

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.



RACER'S

RON IANNOTTI'S RECREATIONAL ROCKET



RN

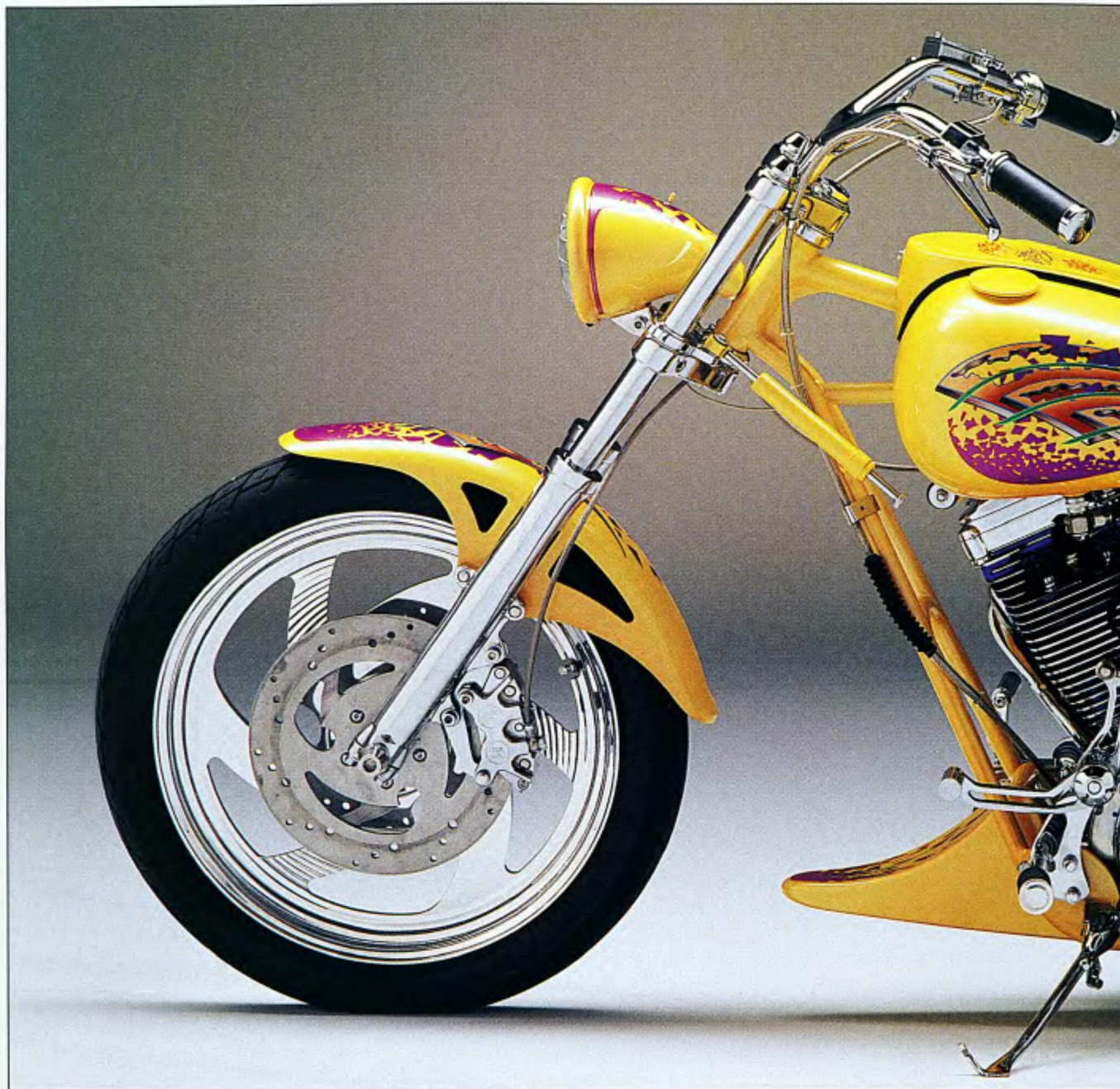
I read these bike features from time to time that ramble on like an egomaniac's resume. Take the start of this one:

As a professional drag racer, Ron Iannotti is accustomed to things going right—and fast. How fast? Try out 6.70 seconds and 214 mph for 1,320 feet—from a standing start. That's a recent ET ticket for Ron and his ZR-1 Corvette, running in the Pro Mod class.

For crissakes, who gives a shit that Ron drives Corvettes I couldn't afford to shine? Check how the story continues:

Saying that Ron is a busy man is like accusing Ross Perot of being a politician. Ron owns a number of successful businesses, puts on an absolutely first-class racing effort for Super Chevy that crisscrosses America virtually every weekend, and is also a member of the illustrious Hamsters, the top of the heap when it comes to aficionados of all things Harley-Davidson. So what does he do for a little R&R?

Not surprisingly, that, for his rare moments of recreation, puttin' around the race pits and getting groceries →



(jus' kidding on that last one), Ron rides the RV rocket you see here. Because, like his race equipment, it's done right and goes fast. The special construction 96-incher is a ground-up effort from the stables of Cycle Fabrications in Brockton, Massachusetts.

All right, so now I know the guy's a yuppie Hamster. We'll be accused of running another Hamster/Ness ride. I better get drunk tonight. It goes on:

Ron started on the Big Twin trail a few years back, when he rode down to see Dave Perewitz and company for just a slight warm up of his then-



current mount. Things progressed to a few more serious make-overs, and then to this full-bore pit cruiser. The low and lean Perewitz aero-deco look mirrors the mean visage of Ron's ZR-1 'Vette. It's a clever and tasteful combination of specially made sheet metal (air dancer, teardrop air cleaner, stretched tank, fenders, dash, etc.), and carefully selected aftermarket billet gear—like Ness engine covers, fork trees, and pegs.

The slippery theme continues with a yellow pearl urethane paint job that gives the appearance of liquid glass and decorative panels by Nancy Brook



that could hang in the Louvre.

Oh, Jesus. The writer saw fit to point out that Ron's so busy running a business and racing cars, that he didn't scratch build the entire bike himself ... from bent and broken parts ... in a crumbling slat garage on the east side of town ... by candlelight ... What the hell! Okay, what else?

Function follows form in ample measure, with a Jim Thompson-built Evo and five-speed combo. It's lit by a Crane single-fire ignition, housed in Delkron cases, topped off by Sportster rocker covers, and spun by a Tech Products 2.0 kilowatt

starter motor. Trans gears are Thompson-undercut for enhanced shifting.

That's enough. I was about to fire Jake for glorifying the successful rider and putting me in the shits with my drinking buddies, when I ran across a shot of Ron and his wife, Toni (not Lucia, the model here). His 20-inch arms and 54-inch chest bumped my half-blownout eyeballs into the back of my head. Beads of sweat broke out on my dusty brow as I studied his narrow, menacing gaze. I didn't know whether to shit or go blind.

—Jake (and the unknown critic)



Owner(s): Ron and Toni Iannotti
City: Coventry, Rhode Island
General
Fabrication: Cycle Fabrications
Year and make: 1993 Harley-Davidson
Model: Softail
Value: \$50,000
Assembly: Cycle Fab
Chroming: R.I. Tech, S. Shore Plating
Engine
Year and model: 1993 H-D
Rebuilder: Jim Thompson
Ignition: Crane single-fire
Displacement: 96 cubic inches
Lower end: Jim Thompson
Pistons: S&S

Cases: Delkron
Heads: Thompson Engine Services
Cam: Crane
Carb(s): S&S Super E
Pipes: BUB Stepmothers
Modifications: Sporty rocker covers, polished heads, chromed barrels, Ness cam cover, S&S oil pump, Tech 2.0 kw starter, Cycle Fab air cleaner

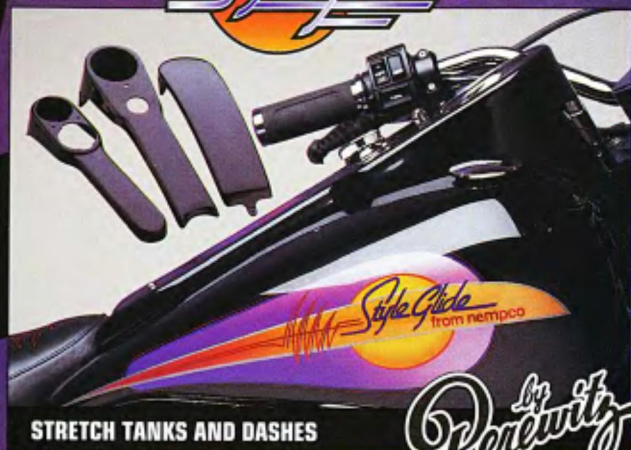
Transmission
Modifications: Thompson undercut gears, Delkron case

Paint
Molding: Don Perewitz
Painter: Russ Keene
Color/type: yellow pearl/urethane

Special paint: Nancy Brooks
Frame
Builder/type: Cycle Fab/Softail
Modifications: 4-in. stretch, Hamster airdam
Accessories
Bars: Ness/Cycle Fab
Fenders: Cycle Fab
Headlight: Ness/Cycle Fab
Taillight: Cycle Fab
Dash: Cycle Fab
Pegs: Ness, Jay Brake
Gas tank: Cycle Fab
Oil tank: Cycle Fab
Oil system: Russell lines
Seat: Danny Gray
Mirrors: never lie

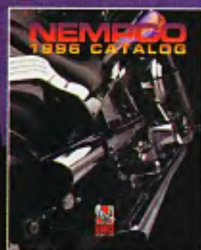
Grips: leather, Cycle Fab
Forks
Type: 35mm narrow g
Modifications: Ness billet tr
Wheels
Front
Type: Perewitz/By Bo
Size: 19-in
Tire: A
Brake: Performance Mach
Rear
Type: Perewitz/By Bo
Size: 18-in
Tire: 180 A
Brake: Performance Mach
Photos: Steve Coor

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NUTS AND BOLTS NEWS, NOTICES, & BARROOM BANTER

Kindred Spirits

Three bros pull up to a motel late at night, tired from a long day on the road. The motel manager appears, sleepily, from inside.

"What can I do for you?" he asks, his voice falling off as he gets a good look at the three. They ask for a room.

"Can't help you. I just rented the last one," he replies.

They look at the empty parking lot. "Are all your guests on foot?" asks one.

"No rooms!" he yells, slamming the door in their faces. With resignation, they ride on. This has happened before.

You might think this is a typical story of biker discrimination, but it's not. The three were Native Americans, and one of them was U.S. Senator Ben Nighthorse Campbell (R-CO). Ben is well loved in biker circles for all he has done to promote freedom of choice,



U.S. Senator Ben Nighthorse Campbell

but there is another circle where his name is spoken with reverence, and that is among Native Americans. According to Campbell, there are many similarities between Indians and bikers.

Both groups suffer discrimination because of the way they dress and the

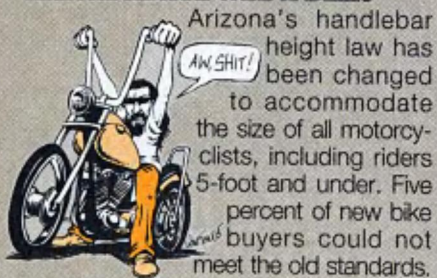
lifestyle they lead. Both are easily identified by their fringe, conchos, leathers, and silver jewelry. Even their art has similar themes of animals and birds, symbolizing strength and freedom.

Both Indians and bikers are tribal by nature, wearing their identifying "colors"—headaddresses for Indians, patches for club members. Both are nomadic and love the outdoors, sitting around the campfire, telling stories. And the Indian prized his unique ponies, paints, and appaloosas (no two alike). Not so different from our custom Harleys.

We also both share Senator Ben Nighthorse Campbell, who's been as good a friend to Native Americans as he's been to bikers, sponsoring much-needed legislation to help revive and maintain their culture and customs. Bikers and Indians—kindred spirits.

—Kathy Theodore, ABATE of Calif.

Arizona ABATE Wins A Battle



Arizona's handlebar height law has been changed to accommodate the size of all motorcyclists, including riders 5-foot and under. Five percent of new bike buyers could not meet the old standards.

In addition, the old law was not always clear exactly how the measurement was to be taken for the legal height requirement. A change was needed, and ABATE of Arizona did just that.

ABATE members Bill Goodwin, Linda Shubert, David Judd, and Billy Daimon met with Arizona Senator Keith Bee (R); John Carlson, research analyst for the Senate Transportation Committee; and Gary Zimmerman, of the Department of Public Safety (DPS). The group informed Senator Bee that the current law was hard to enforce and described the problems dealing with different-sized riders. Zimmerman, howev-

er, wanted any proposed change in the law to include the entire handlebar dimension, inclusive of the grips. After the meeting, Shubert spoke with many people, keeping diligent, well-documented track of the change to the law.

On April 20, SB 1196 was approved by Arizona Governor Fife Symington, changing the height requirement for handlebars. Arizona Revised Statute (ARS) 28-964C now reads: "A person shall not operate a motorcycle or motor-driven cycle equipped with handlebars that are positioned so that the hands of the operator are above the operator's shoulder height when the operator is sitting astride the seat and the operator's hands are on the handlebar grips."

Arizona bikers owe a big thanks to Linda Shubert, who single-handedly watchdogged the issue. Because of her efforts, the change in the law has eliminated some of the hassles in being stopped for questionable handlebar height. In fact, some riders even carry a copy of the law with them.

—Deborah Bubitta, MRF Arizona rep.

New Paisano Acquisition

Joe Teresi, Chairman of Paisano Publications, Inc., recently announced the acquisition of *Hot Rod Mechanix* magazine from CSK Publishing.

"*Hot Rod Mechanix* has a strong historical identity and is completely compatible with our title, *American Rodder*," said Teresi. "Current plans call for the two titles to be combined into *American Rodder* with expanded content and distribution. This acquisition is consistent with our long-term growth commitment for *American Rodder*."

Paisano, celebrating its 25th year in business, publishes three tattoo-related titles and seven motorcycle magazines: *Easyriders*, *V-Twin*, *In The Wind*, *VQ*, *Quick Throttle*, *Biker*, and *Eagle's Eye*. All serve the custom H-D marketplace.



JUNK SCIENCE TRUST NO ONE

As a criminal defense attorney, it seems to me that our courts are flooded with what's termed as "junk science," and no one seems to care because junk science is used against unpopular people accused of committing crimes. Police officers with no medical training are routinely allowed to testify as experts, relating their observations of physiological phenomena and diagnosing their cause as alcohol or drug intoxication.

A particularly disturbing use of junk science occurs in driving-under-the-influence (DUI) cases in which the so-called "expert" is typically an employee of a law enforcement agency who has a degree, not in the sciences, but in criminalistics or criminology.

Normally, the police use a breath test to measure indirectly the concentration of alcohol in the blood. The figure for blood alcohol concentration is arrived at by multiplying 2,100 by the breath alcohol concentration. But, in fact, the 2,100:1 ratio is an average based on scientifically gathered data

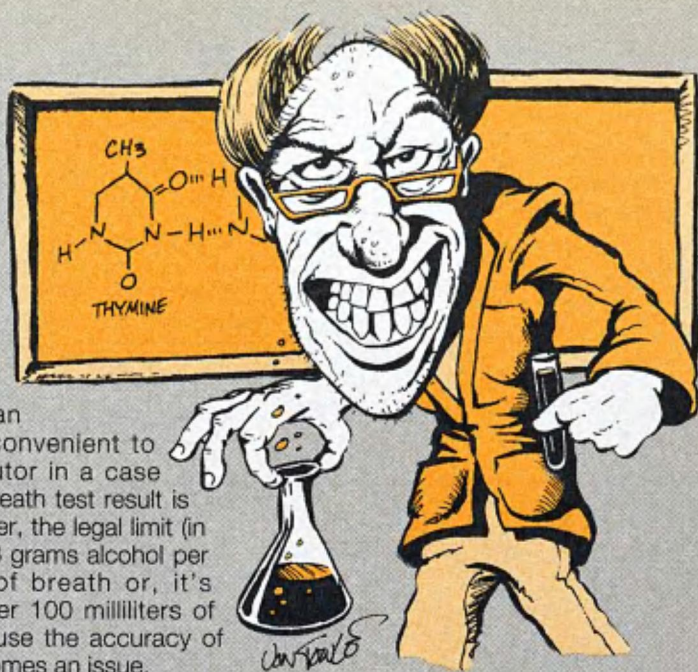
that cover a wide range, something like 1,500:1 to 3,200:1.

The fact that the ratio is just an average, can become inconvenient to the prosecutor in a case where the breath test result is at, or just over, the legal limit (in California .08 grams alcohol per 210 liters of breath or, it's assumed, per 100 milliliters of blood) because the accuracy of the test becomes an issue.

The final irony is, in an effort to frustrate the efforts of defense attorneys to defend clients accused of drunk driving, the California legislature has passed a law establishing the 2,100:1 blood/breath ratio as "scientific fact." I'm not aware of any outcry from the scientific

community against the dubious assumption that scientific fact can be legislated. If there's no outcry, we can certainly expect more junk science in our courtrooms.

—D. Zane Smith,
Deputy Public Defender Ventura, Calif.



NEW HAMPSHIRE FREEDOM RIDE REMEMBERING POW/MIAS

Hundreds of riders at the 73rd Annual Race And Rally Week in Laconia, N.H., joined local veterans in Meredith to show support for POW/MIAs lost in Vietnam by assembling for the Freedom Ride. For six years, Vietnam vet Bob Jones has been leading weekly vigils in Meredith, observing one minute of silence for every year since former President Richard Nixon declared all POW/MIAs as dead.

Jones said bikers have shown more support to the POW/MIA issue than any other group. Three years ago, members of the H-D MC decided to fulfill a need among riders. Paul Lessard, a member of the club, said the Freedom Ride started as a result of the Annual Rolling Thunder ride.

"A lot of people can't make it to Washington, D.C., so we decided to have a ride of our own during Bike Week," said Paul.

Instead of 24 minutes of silence, Jones invited a guest speaker, Pat Plumadore of New York, who has been searching for the facts about her



Steve Bennett, left, and his father, Bob, regular vigil attendees with giant POW/MIA flag.

brother for the last four years. Twenty-nine years ago, U.S. Marine Kenneth Plumadore was reported killed in action in Vietnam's Con Thien Province. In 1992, Pat received a letter from the POW/MIA Affairs Office, listing her brother as MIA. When she inquired further, she was told it was a mistake.

Using primary sources from the National Archives, Plumadore began finding contradictory information about

Kenneth's whereabouts at the time of his reported death.

"I'm angry for what they did to my mother," she said. "They've lied to us, and it's terrible, just terrible." Jones said the family's need for closure has gone ignored. "I used to blame politicians," Jones said. "Now I blame the American people. This issue should have been over long ago."

—James A. Kimble

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KRIS BECKER, PRO DRAG RACER



Kris Becker, first woman to win AHRA's Pro Drag class.

"We're getting down to the mad dash for points," says professional drag racer Kris Becker. "Right now, I'm waiting for the results from North Carolina. Prior to Sturgis, I was third in the AHRA and CMDRA."

Kris and her husband, Arlie, are both a part of North Coast Thunderbikes in Everett, Washington. Kris has been riding a bike since she was just 17. She became interested in racing by watching everyone else burn up the tarmac, and in 1987, she decided to join in.

"In October 1994, we were at the Custom Chrome Dealer Show, when our name was drawn for a chance at ten thousand dollars in merchandise credit from CCI. Arlie told me he would build me a new race bike if I hit the ten grand. I never expected to see a new race bike in 1995, let alone what we finally ended up with," says Kris.

You can imagine Kris' elation when she won the \$10,000. Arlie and Kris used the windfall to buy a used drag bike. "What we ended up with is a high gear, carburetor nitro drag bike. This happens to be the same class that Arlie is in. We hadn't expected to compete against each other till 1996," says Kris.

Those plans changed when Kris entered the Pro Drag class in 1995. Kris didn't know it then, but she was destined to make history. That year, at the National in Woodburn, Oregon, she set a track record. "Saturday was qualifying, and I was first down the track, turning an 8.520 E.T. at 154 mph. Not only was I the number one qualifier, but I was the only woman to qualify in this position, in this class, in this organization."

In the finals at Woodburn, Kris went up against Chris Gartman. "As we did our burnouts that afternoon, I started to lose a cylinder in my Sportster. I seriously considered shutting off the bike and giving Chris the automatic win, but for some reason, both Arlie and I decided to let it run. I knew the motor was hurt, and I planned on just getting me and the bike down the track. When the lights flashed, Chris was gone like a shot in the dark. I could only motor down the track at a steady pace—except, at half track I started to pass Chris. His motor was having trouble, and he was off the throttle. I motored right on past him with my hurt motor."

Kris took the win in that event with a 10.32 E.T. at 118 mph. "I found out

later that with this win, I was not only the first woman to qualify number one in Pro Drag but also the first woman to win it in the history of the AHRA."

Don't think that Kris stopped there. She still has her goals set high and is intent on reaching them. "Mentally, I envisioned this as where I want to be in '96. I had already accomplished it in '95. This year, I'm going to learn more about the bike. I can do clutches and take the motor apart if I have to, but I want to know more."

If the past is any indication of Kris' capabilities, then her competitors had better look out. She's on the move, and you can hear the thunder in the stands and feel it on the track.

Of course, Kris has a great crew to back her up. "I want to thank Buck, Erik, Michael, and Todd for all their help. Arlie gets special kudos for keeping the logistics in order. It could have been a complete disaster without their help and professionalism—everything was done exactly right, and we pulled it off without any difficulty." With a little luck, 1997 should be a banner year for Kris Becker and the North Coast Thunderbikes Racing Team.

—Randi Rivers

JUST THE STATS

WHAT THEY REALLY MEAN

"California's motorcycle fatalities reached 30-year low in '95"

—Los Angeles Daily News, May 5, 1996

Is the motorcycle fatality decrease due to the helmet law, or is it really

a combination of the results of the California Motorcycle Safety Program (CMSP), and declining motorcycle registrations? It's clearly the CMSP and declining registrations. Here's the proof:

MOTORCYCLE FATALITIES

1986 Motorcycle Fatalities	851	
1991 Motorcycle Fatalities	- 512	512
Decrease due to CMSP	339 (8%/year)	
1995 Motorcycle Fatalities		- 260
Decrease in Fatalities Since Helmet Law		252 (12%/year)

MOTORCYCLE INJURIES

1986 Motorcycle Injuries	28,097	
1991 Motorcycle Injuries	- 16,739	16,739
Decrease due to CMSP	11,358 (8%/year)	
1995 Motorcycle Injuries		- 8,690
Decrease in Injuries Since Helmet Law		8,049 (12%/year)

MOTORCYCLE ACCIDENTS

1986 Motorcycle Accidents	31,230	
1991 Motorcycle Accidents	- 18,402	18,402
Decrease due to CMSP	12,828 (8%/year)	
1995 Motorcycle Accidents		- 9,827
Decrease in Accidents Since Helmet Law		8,575 (12%/year)

So, where's the extra four-percent reduction in fatalities, injuries, and accidents from 1992 to 1995 coming from? Here's where:

As of January 1, 1992, when the mandatory helmet law began in California, there were 639,388 motorcycle registrations, according to the California Department of Motor Vehicles (DMV). In 1995, there were 501,096 registrations, for a decline of 138,292 registrations (or 21.6 percent) at a time when total motor vehicle registrations remained about the same.

Conclusion: Helmet law proponents claim the reduction in motorcycle fatalities and injuries are because of California's unpopular helmet law. The above figures prove that the CMSP was responsible (historically since 1986) for reducing motorcycle deaths, injuries, and accidents by an average of eight percent each year before the helmet law, and is the primary reason for the continuing decline in these numbers. However, motorcycle ridership, sales, and use have dropped significantly since the helmet law's inception. In fact, any other residual drop

in fatalities and injuries is due to the almost 22 percent decline in motorcycle registrations, alone. This figure is borne out by the similar decline in motorcycle accidents, which were reduced by the effects of the CMSP, and a significantly lower number of riders, not by the helmet law. After all, helmet use by all motorcyclists can't prevent even one accident!

It's pretty clear that California's helmet law has not reduced motorcycle fatalities, injuries and accidents. It has, however, resulted in what the supporters of helmet laws have always wanted to achieve—in a short four years, almost 22 percent of California's motorcycles have disappeared from its roads. That's exactly what the insurance industry and their lackeys wanted to accomplish, and they do it by deceiving the public and lawmakers alike, by claiming that helmet laws save lives. This cleverly obscures their real agenda—fewer motorcycles on the street means lower total payouts to riders injured by the errant cagers who are covered by the insurers!

—John Paliwoda
ABATE of California

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THE ECO-MATIC 25

A MUSTANG ON STEROIDS?

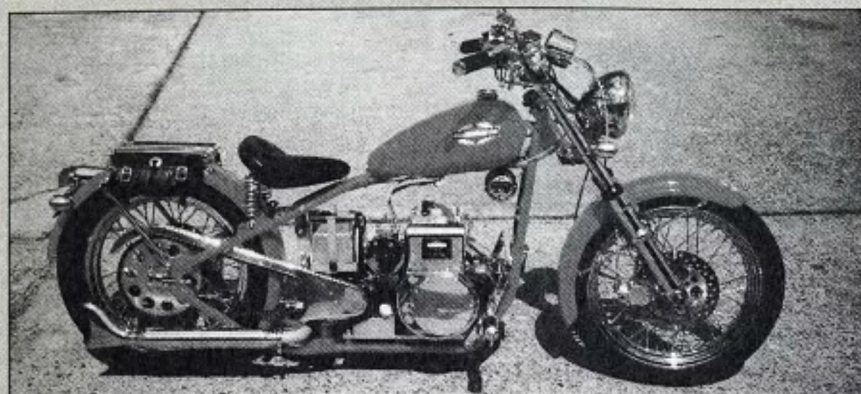


Photo: Clayton Douglas

At first glance, Bob Bertaut's custom creation, the Eco-Matic 25 [sounds more like a blender than a bike], looks like a modified Mustang. The Paughco rigid frame is topped by a Mustang tank and a spring-mounted solo seat, giving the appearance of the old Mustang Stallion. But the Eco's full-sized, hand-laced, chrome-spoked, 19-inch wheels give it a unique look all its own.

Power is supplied by a flathead,

dual-plug, 25-cubic-inch industrial/commercial Briggs & Stratton engine that looks like a chromed, beefed-up version of the old Mustang motor. An electric start cranks the 18hp engine that, once it gets going, gets an amazing 80 miles to the gallon. The transmission is a continuously variable automatic (CVT), also used on snowmobiles, which maintains the rpms at maximum torque. Riding the Eco is a little strange

to someone used to a clutch and manual trans, but to a beginner, it couldn't be simpler. Just get on, twist the throttle, and go. Stopping power is via dual-piston 40mm brakes. Your right hand controls the front brake, your left, the rear.

The finished product is pleasing to the eye, painted fire-engine red with plenty of chrome, and a retail price of less than \$9,000. This is slightly more expensive than a lightweight import, but well below a Big Twin H-D or any after-market V-twin. Capable of doing 80 mph, the Bertaut Eco-Matic 25 is no slouch and can easily keep up with a Harley Road King, off the line.

The Eco-Matic 25 is not yet in full production, but after Bertaut presented his creation at the dealer show in Cincinnati (last February) he has a number of shops interested in marketing it.

For more info, contact Bertaut & Sons Classics, 6245 West-bank Expressway #62, Marrero, LA 70072; (504) 347-5242, fax: (504) 340-9674.

—Clayton Douglas

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EURO NEWS

European bikers won a major victory on June 19 when 92 percent of the European Parliament (EP) voted in favor of a series of key amendments to the Motorcycle Multi-Directive, a bureaucratic proposal draft to regulate European Union (EU)-wide motorcycle standards.

At issue were specific regulations regarding noise restrictions, anti-tampering measures that would prevent home maintenance and repairs, brand stipulation for high-speed tires, bans on the use of bike trailers, and several-stage noise and emissions reductions. UK EP member Roger Barton, who recently received NCOM's Silver Spoke award for government, proposed several amendments (most of which were adopted) to the draft directive.

Among other things, Barton's amendments restored the 82-decibel sound level approved by the British Parliament, instead of the unnecessarily restrictive 80 db, as proposed by the Commission. Because some EU countries, such as Spain and Denmark, refuse to let motorcyclists register and use trailers, the approved changes may force all EU countries to allow bikes with trailers to use their roads and to permit their national registration.

Two amendments made it clear that brand stipulation of replacement tires will not be allowed, because certain manufacturers urged the sole use of their brand of tires for high-performance bikes.

The draft directive also originally stipulated that all motorcycle engines should be designed to prevent people from modifying or upgrading them. Requirements for using shear bolts (bolts that shear off to prevent removal) for mounting certain motorcycle components, and the bureaucratic practice of marking and plating on medium and large machines were deleted.

One amendment, which failed, would have deleted the year 2001 as the deadline for instituting as-yet-to-be-determined second stage noise and emissions limits. Some model motorcycles already require catalytic converters to meet 1997 pollution limits, but all models would likely need them to meet the further reduced limits. —NCOM

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SHACK OF SHAME

NHTSA ... AGAIN

I know, I know, you looked at this and thought we got so damn lazy that we just dug out that old standby, NHTSA (National Highway Transportation Safety Administration), to save ourselves some work. Well, I have to admit, aiming at NHTSA doesn't require a whole lot of thinkin', but in this case we think it's justified. We figured you had a right to know to just what lengths an agency would go to further its agenda.

Earlier this year, NHTSA released a *Report to Congress on The Benefits of Safety Belts and Motorcycle Helmets*. This report was authorized in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and had a \$5 million appropriation for completion. A study titled *The Crash Outcome Data Evaluation System (CODES)* was the core of this report.

While analyzing the CODES study, one figure stuck out and we wanted some answers. Why did the report show that public pay for "brain injured, nonhelmet use" was almost twice as high as private insurance and over four times as high as self-pay in a chart titled *Average Inpatient Charge by Motorcycle Helmet Use and Brain Injury Status*. Was this an error? Are motorcyclists really "public burdens"?

Research determined that the figures used in this report are derived solely from discharge records. Under current practice, when patients enter the hospital with insurance coverage or as a cash payer and their medical expenses eventually reach the limits of their insurance policy, or bank account, these patients must then rely on public funds (usually Medicaid) for the completion of their recovery. When any patient's medical expense payments shift from insurance or self-pay to public funds, the discharge records, which is what the CODES study is based on, show the costs as public pay.

So, what this means in the CODES study is: motorcyclists, through insurance and/or self-pay, could pay up to 99.99 percent of their medical expenses themselves, but because public sources could pay as little as 0.01 percent, the CODES study reports the entire cost of their inpatient costs as public pay. This practice resulted in highly inflated, and incorrect reporting in the CODES study.

Other charts in the study also reflect



these lopsided figures regarding public or private pay, although not as dramatically. Only 28 cases from a total sample of 1,593 cases make up the public pay category of a chart titled *Average Inpatient Charge by Motorcycle Helmet Use and Brain Injury Status*. Six states contributed statistics for this study, and the breakout for how many entered the hospital in the same category (insurance, self-pay, public-pay) as when

NHTSA WILL PROTECT YOU, NO MATTER HOW MANY LIES IT TAKES

they were discharged, is not available from NHTSA and must be obtained from each state.

And if you think that NHTSA stops with bikers, just consider this—in an effort to stop state lawmakers from raising speed limits after the repeal of the federal speed limit law, NHTSA issued a document claiming that the Autobahn fatality rate is six times higher than that of U.S. interstate highways.

After months of pressure and inquiries by the National Motorists Association (NMA), Ricardo Martinez,

NHTSA's chief, finally admitted that the Autobahn statistics published in NHTSA's State Legislative Fact Sheet, *Speed*, came largely from highways in the former East Germany, rather than from just the western Autobahns that most people associate with high-speed travel. Autobahns in the former East Germany have a speed limit of 62 mph, while most of the western Autobahns have no speed limit.

Activists lobbying for increased speed limits can again point to the misleading statistics as clear evidence of deliberate and fraudulent misrepresentation by NHTSA. "It's inconceivable that NHTSA could have simply confused those numbers," said Michigan NMA Coordinator, D.L. "Spike" Roberson. "Thousands of people in government and the media have been purposely misinformed about the safety of Autobahn travel simply to frustrate state efforts to raise speed limits to reasonable levels. Now, without ever issuing a public retraction, NHTSA wants to quietly assure us, privately, that they won't use the same misleading information anymore. Meanwhile, reporters and legislators duped by these fake statistics will be quoting them, over and over, for years to come."

Remember, you can sleep sound tonight, safe in the knowledge that your government agencies, like NHTSA, will protect you, no matter how many lies it takes.

—Oz



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SHORT STROKES LIFE'S PRIORITIES

It's Friday afternoon. The sun is baking the San Fernando Valley pavement and my 1927 lath-and-plaster castle overlooking the crowded streets below, while I hammer away at this keyboard in my quiet room, alone and longing for the open road. As I listen to the O'Jays' greatest hits, my '48 Pan restoration sits alone and uncared for in the garage, the bills are stacked to the rafters, along with unanswered letters and bullshit projects, and all I can think of is the good times on the road to Sturgis. Man, it was a blast. If I took off my sweats, donned a pair of Levi's, grabbed my gloves, and hit the streets, I know I'd find girls lined up at the bar. Whatdafuck am I waiting for? Quick, let's deal with the news:

Ol' Cell Phone checked in recently, and, damn, is he confused. Ready himself for a ride, he pondered the worth of carrying tools over carrying a cell phone. The phone costs \$20 a month to rent, while it's only five bucks for a can of Fix-a-Flat. And with the H-D dealer network and the Bros Club, all he needs is 25¢ for a phone call. Hell, he could carry everything and still lose his key in the girl's apartment...**Five Denver Broncos** linemen ride their Hogs to practice each day. It's rumored to be the "New Steroid Gang," according to 6-foot-5, 290-pound lineman Broderick Thompson...**The governor of Minnesota** proudly announced that Dave and Dan Hanlon are establishing the first Excelsior-Henderson plant in Belle Plaine. We wish these two hard-working bikers much success. If you didn't get a chance to check out the prototypes in Sturgis, check here next month for photos and the rundown...

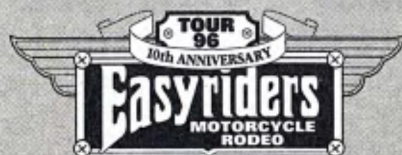
Seems the drink of choice in Spearfish, South Dakota, is salty, delicious brake fluid. Porcupines have been sneaking into campsites at night, gnawing through brake lines and draining master cylinders. The Rod and Gun Campground in Little Spearfish Canyon closed 'cause the little juicers were hitting so many cars. One theory was that the varmints were after the salt, but the state trappers tried luring porcupines with chunks of pure, uncut salt, and they wouldn't touch it. Who knows?...**In Europe, bros have major crosses** to bear. You pay \$35,000 in taxes on a \$22,000 Softail in Denmark. In England, registration can run as high as \$1,500. The EC is attempting to mandate the brand of motorcycle tire to replace

worn ones—not because this particular brand is tough, but because they're trying to protect a specific German manufacturer. If French anti-tampering legislation is passed, it'll be illegal to change oil or do tune-ups. Even attaching chrome and other accessories is considered tampering...**In Mexico, if you get a driver's license,** you may be sharing the number with someone else. Seems 4,000 licenses went out with only 2,000 numbers. Bad drivers were making a mess of others' records...**I don't get reporters.** In California, a newspaper headline read: *Crashes Mount After New Speed Law.* But the bottom line read: "The Highway Patrol was unable to provide a breakdown of whether the fatal accidents occurred on roads where speed limits were increased... the most common cause for the accidents was improper turns." Get it together, guys...

Don't breathe. Your job might be in jeopardy. When a background check required by state law turned up a '74 conviction for marijuana possession, a teacher lost his job at an East Coast high school. But the law, designed to weed out convicted drug and sex offenders, doesn't mandate dismissal of murderers or rapists...**On the good news front,** ABATE of Maryland successfully pushed through a bill making it legal for two bikes to park in one metered parking space...**In Virginia,** the powers that wield the law books tried to bump bikes from the HOV lanes. But Tom McGrath of the Virginia Coalition of Motorcyclists and ABATE of Va. retaliated by initiating legislation that would insure riders permanent access to carpool lanes. On April 6, Governor George Allen signed the bikers' bill into law...**A final warning:** We mentioned it before, but someone is counterfeiting cashier's checks. Chris Glass recently sold his bike to a kid who drove a BMW. The cashier's check was bogus. The bummer was that it took a week to find out the check was bad and two more for the cops to turn it from a fraud charge to a bike theft. The key would be to accept cash only, or go to the bank to have the check drawn with the buyer...**About 34 yards** past the California border, my bro Mark and I pulled over and took off our helmets. We argued whether to toss 'em into the weeds, drop 'em at the nearest post office, or cart 'em all the way to the Badlands. My vote was for the weeds. Later.

—Bandit

RODEO NEWS



The 1996 *Easyriders* Motorcycle Rodeo Tour has been our most spectacular to date. In spite of some nasty and very unpredictable weather on the East Coast, what a season it's been! Spectator attendance was up, including those many determined competitors who came to try and beat those elusive "big boys" who always seem to dominate the series. Ya just couldn't keep these bikers home, with tempting challenges like this. Out heartfelt thanks to all of you spectators and competitors alike, because it's you folks who made this Rodeo Tour such a success.

Back in June, the season opened in North Carolina, with more than half-a-dozen Rodeo stops from coast to coast; it finally wound down in October, with the thrilling Grand Nationals in Santa Rosa, California.

Leon Hatcher and his Rodeo crew deserve big thanks. We are proud and lucky to have such dedicated individuals on our staff. Without them, none of the above would have been possible. Living in an 18-wheeler, 24 hours a day, driving in all sorts of weather conditions, setting up and tearing down—is not an easy life, or occupation, by any means. Our sincere thanks to Leon and crew for a job well done.

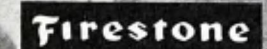
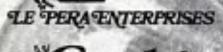
Now, let's spotlight our equally dedicated official Rodeo Tour sponsors (not featured last month), who we appreciate so much:

Avon Tires has been building some of the best motorcycle tires for more than 75 years. **Hotshot Motor Works** is a complete and modern H-D engine-building facility catering primarily to street bike enthusiasts. **Legends USA**, from "concept to chrome," has available forward controls, triple trees, pulleys, grips, and much more. **Performance Machine** develops and produces the largest and most extensive selection of motorcycle brake components and wheels in the U.S. today.

If you missed our '96 Rodeo Tour, you can redeem yourself by checking out the May 1997 *Easyriders* for the complete '97 Rodeo Tour schedule. See ya at the next Rodeo.

—Twiggy

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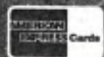
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PASSING GAS



"Dammit, woman, what'd you do with all the peanuts?"

The hillbilly went to the doctor, complaining about severe constipation, and the doc prescribed a new and powerful drug. "Come back to the office in a few days," said the physician, "and let me know how it works."

Three days later, the hillbilly was back. "Have you moved yet?" asked the doc.

"Nope," replied the hillbilly, "not yet." So the doctor wrote him out a new prescription, doubling the original dosage.

Three more days passed when the hillbilly reported to the doctor that he still hadn't moved. This time, the doc tripled the dosage.

Another three days went by, and the hillbilly was back again. "Well," said the doctor, "have you moved yet?"

"Nope," he said, "but I'm movin' tomorrow, that's for damned sure—the house is fulla shit!"

Risky
Ogden, Utah

The elderly biker couple went to a nice restaurant for dinner. They ordered, the waitress brought them their food, and 15 minutes later, the waitress noticed that the old lady hadn't touched a thing on her plate.

"I'm sorry, ma'am," she inquired solicitously, "but is there something wrong with what you ordered?"

"Oh, no," said the old woman, pointing a thumb at her husband, who was happily chewing away. "I'm just waiting for him to get done wif my teeth."

Doris D.
Quesera, Sera

If your ol' lady is coming out of the kitchen to rag on your ass, what is it you've usually done wrong?

Made her chain too fuckin' long.

Too-Tall Paul
Redding, Calif.



"I did not hide the shells, Mongo—they're in the top dresser drawer, right next to your socks and underwear!"



"This one's guaranteed to attract bikers. It smells like a French bimbo's butt, tastes like beer, and can be used as engine oil."

A socially conscious suburban couple decided to take in a homeless girl. In exchange for performing cooking and house-keeping chores, the girl would receive food, shelter, and a nice salary. Although the girl was not very competent or enthusiastic, the couple put up with her and continued to pay her wages.

After two years, the girl confessed that she was pregnant. The couple discussed the situation and decided not only to retain her, but what the hell, to adopt the baby as well.

A year later, the chick got pregnant again, and once more, the couple adopted her kid. Within six months, the girl announced that she was again expecting a baby. "We're disappointed," the wife said, "but of course, we'll adopt this child, too."

"I'm also gonna quit," said the girl.

Shocked, the husband stammered, "How can you even think of quitting?!"

"Well," the girl said, "I never agreed to cook and clean for a family with three kids."

James Wheway
Milford, Conn.

The CEO of Tyson Poultry gets an audience with the Pope. At this meeting, he offers the Pope a million dollars if he'll just change the wording of the Lord's Prayer from "Give us this day, our daily bread" to "Give us this day, our daily chicken." The Pope patiently listens to the CEO's proposal and then tells the guy to clear out.

Two months later, the CEO gets another audience with the Pope, and this time he offers him \$5 million, with the same condition. The Pope, getting pissed, scowls at the CEO and tells him to quit wasting his time.

Six months later, the CEO is granted yet another audience with the Pope, and this time he offers His Holiness a whopping \$50 million. Without a word, the Pope turns and walks out of the room.

In the next room, the Pope calls together all his cardinals. "I have good news and bad news," he tells them. "The good news is that we can get a \$50 million donation in one lump sum, but the bad news is that we'll lose the Wonder Bread account."

Linda Moeller
Cincinnati, Ohio



"Luckily, we got the license plate number."

What's the difference
between a wife and a mistress?
About 45 pounds ...

... and what's the difference
between a husband and a
boyfriend? About 45 minutes.

Patches
Oshkosh, Wis.

Did ya hear about the basketball
groupie who got stranded in
Detroit?

Yeah—rumor has it she blew
a Piston.

El Vee
El Lay

How do ya find pussy in the dark?
Jeez, have your cat show ya.

Sprockethead
Wrenching

What do you call a turtle with a
hard-on?

A slow poke.
The Mench
Marwayne, Canada

A sure-fire sign that you're
gonna get some: the writing on
your date's T-shirt is in Braille.

Manny
King's Beach, Calif.

How come the Good Fairy
never gets knocked up?

'Cause she only goes to
goblin parties.

Klingon
Shields Up



"Hey! You better not be drinkin' my beer!"

Two bros were watching the
tube when the evening news
came on. "In Washington,
D.C.," intoned the announcer,
"a person is killed every 47
minutes."

"Imagine that," said the
younger bro. "Someone is
dusted in the capital city every
47 minutes!"

The older and wiser biker
said, "Believe me, man, I've
been to D.C., and up there,
someone needs killing every
47 minutes."

Joey Smileyface
Stratford, Conn.

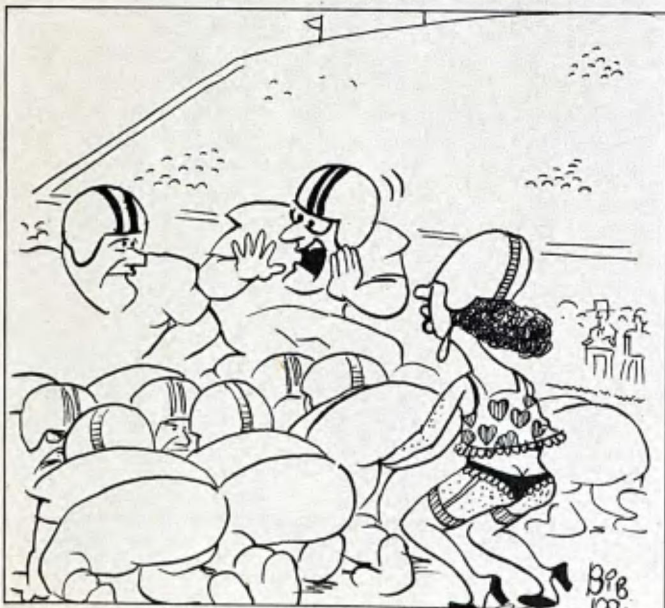
As Panhead Pete was goin' at
it hot and heavy with his ol' lady
between the sheets, he told
her, "Baby, I love every bone in
your body."

"Yeah?" she purred. "And
which one's your favorite,
then, Petey?"

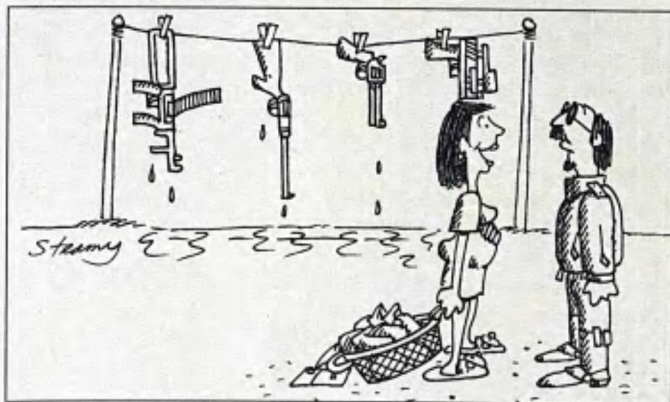
"Mine," said Panhead Pete.
Mark Muncy
Pendleton, Ind.

What's a pretty good indication
that you've gone to the wrong
proctologist?

A month later, you run into a
guy selling videos of your visit.
Big Paul
Funtown



"... and watch out for some sort of sneak play!"



"I cleaned your guns, dear—I hope you like them."

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

SPORTSTER MYSTERY SOLVED

Regarding Dan Westberg's letter in the September '96 issue, the Sportster hour gauge is probably one I made and marketed through B.C. Choppers in the '70s. The kit included the gauge and a new left motor mount. To my knowledge, we were the only ones to offer this item.

Barry Cooney
San Diego, California

OIL'S WELL?

More on the use of synthetic oils in Harleys. In both the February and August '96 issues you have stated, "Synthetic oils are fine, as long as you change them regularly." My question to you is: Where did you get your information or expert opinion from? All I've been able to get in the way of an answer is that the synthetic oil is manufactured for plain-bearing motors such as auto or sport bike engines. I have contacted the Harley factory service reps, both the AMI and MMI, and talked to other certified H-D mechanics and everyone is in agreement—there has been no research done to prove that synthetic oils are good or bad for Harley motors.

Some drag bikes are running synthetic oils; however, these motors are torn down quite often and parts are replaced. They do not run the same stock motor for 30-50 thousand miles.

T.J.

Somewhere in Maryland

All I have ever run in my bikes, along with many of my friends who not only ride their Harleys hard, but log major mileage, is synthetic oil: Mobil 1 15/50, to be exact. I've flogged my most recent 98-inch street engine on the dyno for hours on end in brutal power testing, and the synthetic oil has caused no problems. It can't. If you're concerned about blowing engines when using synthetic oils, your concerns are severely unfounded.

Go talk to a Porsche mechanic, since their engines were air-cooled for a long time, and not one of their cars leaves the factory now without Mobil 1 in the engine (I mention Porsche, because I found out they are currently working with Harley on redesigning the Big Twin and Sporty engines to meet the strict new smog regulations). The statement that synthetic oils are only for plain-bearing engines is ridiculous. As explained to me by Al

Coopland, Applications Engineer for Mobil 1, roller rod bearings (as in our Harleys) have an extremely small contact area on the rod race in comparison to a plain-bearing rod. It's like a woman in high heel shoes stepping on your foot. All of that force is concentrated on the small surface area, increasing the load in that spot. This actually increases the load on the bearings and can be considerably higher than the plain bearing design (that's one of the many reasons why all of your killer auto racing engines run plain bearings, folks). Because of this, the oil you run needs to be able to do its job under these conditions, and with its ability to withstand breakdowns better than conventional oils. The H-D engine actually could benefit from the use of a synthetic.

It all boils down to what you want to run, and this attitude of "that may work on other engines, but Harleys are different" needs to go the way of wooden spokes. If you blow your engine, you'd better have a talk with the guy who's riding the bike, or the person who built the engine, 'cause the oil sure as hell ain't gonna blow it up, unless the damn tank is empty.

A BELTED RESPONSE

Thumbing through the July 1996 issue, I noticed a letter from Sam Hurst (Paris, Texas) with an inquiry about a final belt drive for his '79 FLH. The response was that there wasn't anyone offering a kit for his bike. Well, I'm here to tell you that the company I own has been offering these kits since 1979. There is indeed a good amount of work required to install these drives on his particular bike, but, believe me, it's worth every bit of the effort.

I wrote an article for *Easysiders* a while back that went into all the steps required to convert a bike such as Sam's to dual drives. The article was also reprinted in *Easysiders Tech Tips and Tricks #2*.

We can perform the machine work on the inner primary and related components, if the customer requests. Total cost can vary, depending on the year and model of the bike, but any Harley that runs is worth the effort and investment.

We have final drives and primary drives with more than 300,000 miles on them, and they are still quiet, reliable and damned good-looking.

Phil Ross
Owner, Super Max Products

Thanks for the upgrade to my tech file stash, Phil. As I was keying in that letter, I thought someone from the industry would jump in with a helpful hand. I was also thinking along the lines of a bolt-on kit for Sam, as many products nowadays are, and that's why I shied away from getting into a bunch of machining lingo that may have persuaded Sam from not considering giving you a call. Thanks, again! For info on Super Max Products and their complete line of belt drives, related products, and machining services, call them at (805) 548-6000, or drop them a note at RR4, Box 652, California Hot Springs, CA 93207.

PURCHASING POWER

In March of 1997, I get out of the South Dakota state pen. I'm looking for another set of wheels—this time, a basket case. I'm wondering in what area between South Dakota and Georgia can I find the best deals? Should I take a northern route, or stay south where I belong?

This issue was touched on in your December '95 mag, but I'm hoping you can be a little more specific. Quantity, price, range, etc. Also, how would a '57 Pan hold up to a stroker kit?

Kevin Russell

Sprung soon in S.D.

With the popularity of Harleys still continuing to skyrocket, even basket cases are in high demand. As far as telling you the best place to buy one, I can't. There are good deals just about everywhere, and likewise, the high prices seem to have crept in to even the most remote places. I'd suggest calling Barnett H-D in El Paso, Texas. They claim to have the largest selection of used Harleys in the world, and will gladly mail you a list of what they have. Talk to them and see what they have in the basket case department; they even deliver. The number is: (915) 592-5804, (915) 591-8889 fax. They are located at 9501 Montana Ave., El Paso, TX 79925. When you're ready to trick out the Pan, call Motors By Dave at: (305) 985-8707. They're in Florida, and specialize in Panheads.

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, Easysiders, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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House of Harley, A Division of M/C Times,
4334 Spenard Rd., Anchorage

Arizona

Easyriders of Scottsdale, 3748 N. Scottsdale Rd.,
Scottsdale

California

Bartels' H-D, 4141 Lincoln Blvd., Marina Del Rey
Eagle's Nest, 127 East Tulare Ave., Tulare
H-D of Glendale, 3717 San Fernando Rd., Glendale
Hi-Tech Customs, 5931 Van Nuys Blvd., Van Nuys
Orange County H-D, 2131 E. 1st St., Santa Ana
Palm Springs H-D, 19465 N. Indian Ave., Palm Springs
Easyriders of Hollywood, 7450 Melrose, Los Angeles
Easyriders of San Diego, 363 Fifth Ave., San Diego
Pomona Valley H-D, 10419 Mills Ave., Montclair
South Coast Harley-Davidson, 345 E St., Chula Vista

Colorado

John's H-D, Inc., 2135 Mulberry St., Ft. Collins
La Fore's M/C, 207 Sheridan Blvd., Lakewood
Grand Junction Harley, 2571 Hwy. 6 & 50, Grand
Junction
2 Wheelers M/C Shop, 1433 W. 38th Ave., Denver
Easyriders of Denver, 4090 E. Iliff, Denver

Florida

Easyriders Store, 605 Main St., Daytona Beach
H-D of Miami, 19400 N.W. 2nd Ave., Miami
Fletcher's H-D, 17129 U.S. North, Clearwater
Miller's Custom Parts, 1863 S. Ridgewood Ave.,
S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
Cycle Lab, 1911 S. State Rd., #7, Ft. Lauderdale
Heaven Cycle, 7254 S. W. 40th St., Miami
Custom ACC, Inc., 3811 Dixie Hwy., Pompano Bch.
Doc's Cycle Inc., 6125 Stirling Rd., Davie

Georgia

Banshee Cycle, 2507 N. Lumpkin Rd., Columbus
Savannah H-D, 6 Gateway Blvd. West, Savannah

Illinois

Chicago H-D, Inc., 6868 N. Western, Chicago
Walter's Bros. H-D, 1212 S.W. Jefferson St., Peoria
Easyriders of Chicago, 150 Rand Rd., Mt. Prospect
Bob's H-D, 1401 S. Eastwood Rte. 47, Woodstock

Indiana

Brandt's H-D, Inc., 1617 S. Wabash St., Wabash

Iowa

Zylstra Harley-Davidson, 1930 E. 13th St., Ames

Kansas

Bikers Edge Cycle & Leather, 1210 E. Douglas, Wichita
Central M/C Inc., Shawnee Mission Pkwy. 7 Hwy.
6801 Hedge Lane Terr., Shawnee
Seber's Leavenworth Cycles, 222 Seneca, Leavenworth

Louisiana

Easyriders of New Orleans, 4230 Veterans Blvd., Metairie

Maryland

Capitol Easyriders, 8098 Snouffer School Rd.,
Gaithersburg
Rockville H-D, 7830 Airpark Rd., Gaithersburg

Massachusetts

Dave Frank Motorcycle Sales, 81 Bridge St., Salem

Michigan

Saginaw Valley Motorworks, 3850 S. Huron Rd., Bay City
Detroit Motorcycle Parts, 16297 11 Mile Rd., Roseville
Easyriders of Detroit, 120 N. Main St., Mt. Clemens

Minnesota

Twin City H-D North, 1441 85th Ave. N.E., Blaine

Select Custom Cycle, Inc. 6722 Penn Ave., S., Richfield

Missouri

Easyriders St. Louis, 14912 Manchester Rd., Ballwin
Easyriders of Springfield, 4240 S. Fremont, Springfield

Montana

Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska

Butterfield's M/C Parts, 8025 Blondo, Omaha

Nevada

Show Bike Performance Center, 17 E. Wyoming Ave.,
Las Vegas
Easyriders Las Vegas, 4600 W. Tropicana, Las Vegas
Easyriders of Reno, 335 Kietzke Ln., Reno

New Jersey

Kosco H-D, 1149 State Route 23, Kinnelon

New York

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

North Carolina

Durham H-D, 819 N. Miami Blvd., Durham
Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville
Easyriders of Fayetteville, 4424 Bragg Blvd., Fayetteville
Gene Lummus H-D, 1000 U.S. 70 E., Swannanoa
Easyriders of Greensboro, 106 College Rd., Greensboro

Ohio

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

Ontario, Canada

Easyriders of Ontario, Cambridge N1R 6J3, Ontario,
Canada

Pennsylvania

Blocker Enterprises, Rt. 248, Parryville

South Dakota

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Texas

D&M of Dallas, 11620 Plano Rd. #3, Dallas
Easyriders of Austin, 9325 Burnet Rd., Austin
Easyriders of Dallas, 9304 Harry Hines Blvd., Dallas

Tennessee

Easyriders of Memphis, 5124 Poplar Ave., Memphis
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Virginia

Departure Bike Works, 5216 Hull St., Richmond
Shenandoah H-D, 2800-C W. Main St., Waynesboro

Washington

R&R Motor, Inc. SW #9, 2726 E. Black Lake Blvd.,
Tumwater
North Coast Thunder Bikes, 2417 Broadway, Everett
Columbia M/C Co., 3312 E. 4th Plain Blvd., Vancouver

Wisconsin

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

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

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F.I.G.H.T.® UPDATE

Championship F.I.G.H.T.® Won By Knockout

The dust has finally settled in California. The state, reeling from the knockout punch delivered by *Easyriders*' Skip Raring, has decided to lay on the mat and take the count.

As we reported in last month's column, the 9th Circuit Federal Court of Appeals ruled in favor of *Easyriders* Freedom F.I.G.H.T.®, and upheld the District Court's Permanent Injunction against the California Highway Patrol (CHP). The injunction prohibits law enforcement officers from citing riders for "improper" helmets, unless specific knowledge requirements are met. These knowledge requirements are all but impossible to prove, and have resulted in virtually no improper enforcement activities, but we'll get into the future possibilities, later on.

Easyriders was informed that the state of California, in an amazing and rare exercise of good sense, has decided to admit defeat and not appeal to the United States Supreme Court. The cost to the state, which is, of course, paid by all of us, for fighting its citizens has been astronomical. We put the price tag for this little exercise in futility at about \$4 million. I guess we could call that the "Bad Government Bill," one we cannot get out of paying. Freedom Fighters everywhere can take this example to state officials and warn them that there can be a very real cost to ignoring their constituents and passing unjust laws. And make them aware that cost can come in many forms, not just at the polls, but also in the courts. The fact that we can win against the largest bureaucracy in the country, outside the federal government, should have a chilling effect on other legislators who would author unjust laws.

As far as the future goes, we intend to pursue the Constitutional challenge. Skip Raring, in a letter to ABATE of California and *Easyriders* in April 1992, outlined the vagueness issue and even correctly predicted the "knowledge" requirement the courts would use, two years before it happened, to try and save the California helmet statute.

Skip was right then, in early '92, long before anyone else had even begun to explore the issues that would become the cornerstone of our F.I.G.H.T.®, and he's right now, so the time for the

Constitutional F.I.G.H.T.® is today!

We are a little concerned that some law enforcement agencies might give the 9th Circuit decision a generous read, and start enforcing the law according to their own interpretation, instead of the Court's. This could happen in the form of officers stopping a biker, inspecting his helmet, and giving him a warning that if he continues to wear it, he could be cited; then at some later time, try to use the warning as creating the "knowledge" required for a citation. This is improper and flies in the face of the District Court's injunction, but if it happens to you, don't flunk the "attitude test"—remember, they've got the handcuffs. If this begins happening in your area, give us a buzz, and the *Easyriders* Road Show could be rolling into your area.

For those of you outside of California, remember the 9th Circuit covers the western United States, so hopefully Washington freedom fighters like Ed Alden and Marty Fox, and those tough folks going to war in Oregon, can benefit also.

Late Breaking News

In addition to the decision not to continue the appeal process, the new Commissioner, "Spike" Helmick, is putting his own mark on the Department. He is working to ensure that the CHP will truly live up to its motto and serve the community.

The new administration of the CHP, in an apparent effort to try and end the long-running CHIP versus biker helmet beef, has authored a new enforcement policy. It goes something like this:

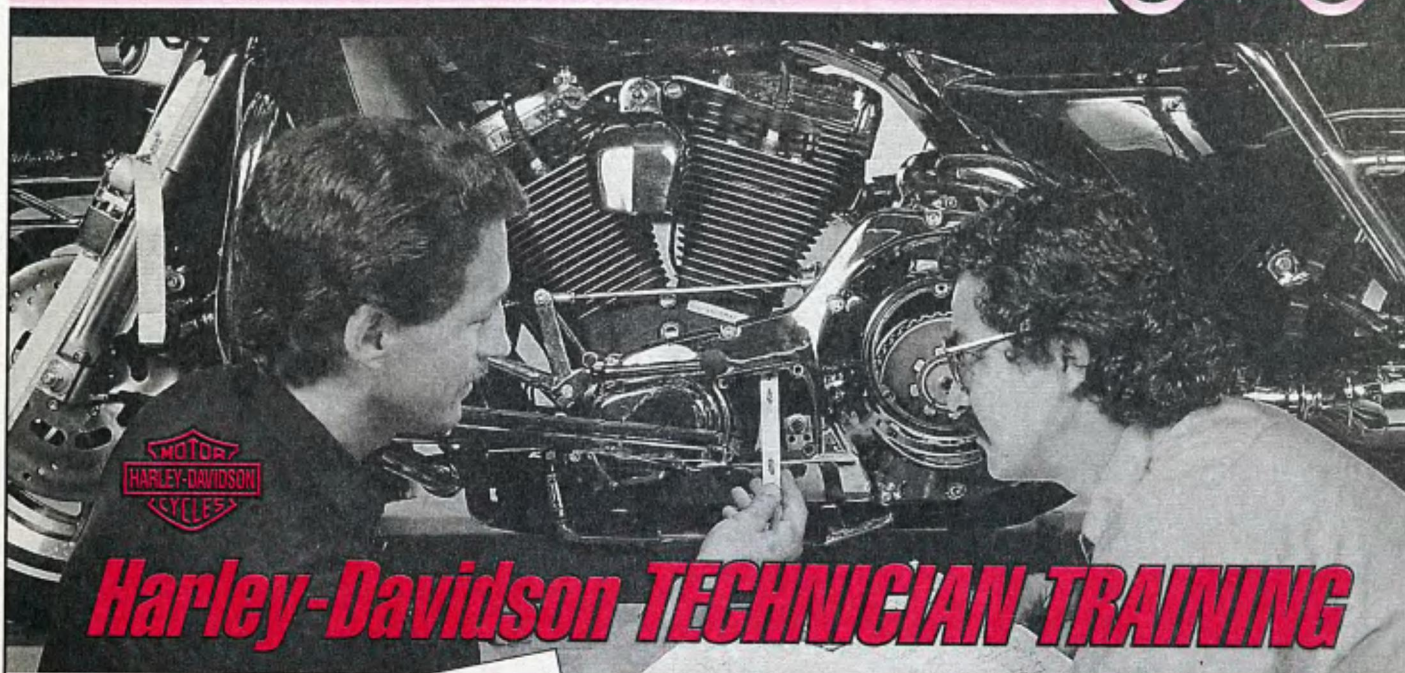
This communication network has been drafted to further clarify Departmental Policy as a result of the recent court decision from the United States Court of Appeals. The Department's position is that motorcyclists who are making a reasonable effort to comply with the law should not be stopped.

This is sure a pleasant change from the old boss, who, we're happy to note, is out of the police game and is safely tucked away in the world of pre-prime-time television. Oh, and by the way Maury, you owe us money!

—Oz

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WHAT'S HAPPENING

ARKANSAS

Toys For Tots
ABATE District 1
Date: December 7
Place: Rodney's Cycle House,
Little Rock
Info: (501) 888-1112

CALIFORNIA

All Brands Swap Meet
Date: December 8
Place: Ventura County
Fairgrounds, Ventura
Info: Harry (805) 650-6777

Toy Run
Division 5 MMA
Date: December 8
Info: (916) 442-4727

Ventura County Toy Run
ABATE Locals 2, 3, 13, 42
Date: December 8
Place: Ventura
Info: (805) 494-3287

Lake County Toy Run
ABATE Local 28
Date: December 8
Place: Clearlake
Info: (707) 263-5783

Sacramento Toy Run/MMA
Date: December 15
Info: (916) 442-4727

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

COLORADO

Christmas Party & Toy Drive
ABATE District 12
Date: December 7
Place: Colorado Springs
Info: (719) 846-7359

Christmas Party
ABATE District 2
Date: December 14
Place: Colorado Springs
Info: (719) 382-8771

Last Brass Monkey Run of '96
ABATE District 5
Date: December 31
Info: (303) 659-6374

FLORIDA

Christmas Party
ABATE Polk County Chapter
Date: December 7-8
Place: Lakeland
Info: (407) 668-5006

GEORGIA

Canned Food Drive
ABATE of Ga. District 6
Date: December 8
Place: Griffin
Info: (404) 294-8900

Toy Run
ABATE of Georgia District 11
Date: December 7
Place: Savannah
Info: (404) 294-8900

Toy Run
ABATE of Georgia District 13
Date: December 8
Place: Tifton
Info: (404) 294-8900

Toy Run
ABATE of Georgia District 8
Date: December 14
Place: Augusta
Info: (404) 294-8900

Toy Run
ABATE of Georgia District 15
Date: December 14
Place: Brunswick
Info: (404) 294-8900

New Year's Eve Party
ABATE of Georgia District 10
Place: Dublin
Info: (404) 294-8900

ILLINOIS

Broomstick Pool Tournament
ABATE Blackhawk Chapter
Date: December 7
Info: (800) 872-2283

Chili Cookoff &
Christmas Party
ABATE Fulton County Chapter
Date: December 7
Info: (800) 872-2283

Groceries For Granny
Food Drive
ABATE Lincolnland Chapter
Date: December 14
Info: (800) 872-2283

Christmas Party
ABATE Peo-Taz Chapter
Date: December 17
Info: (800) 872-2283

Christmas Party
ABATE Lincolnland Chapter
Date: December 19
Info: (800) 872-2283

Dinner for the Needy
ABATE Central Ill. Chapter
Date: December 22
Info: (800) 872-2283

INDIANA

Christmas Party
Place: ABATE Region 6
Date: December 7
Info: (812) 829-4271

Toys For Tots
Region 2 ABATE Lake County
Date: December 7
Place: Hammond Civic Center
Info: (219) 322-6298

Toys For Tots
ABATE Region 5
Date: December 7
Info: (317) 836-4690

Christmas Party
ABATE Region 7
Date: December 7
Info: (812) 526-8099

Christmas Party
ABATE Region 8
Date: December 7
Info: (812) 474-1309

Christmas Party
ABATE Region 12
Date: December 7
Info: (812) 696-2871

Operation Care
Region 2 ABATE Lake County
Date: December 15
Info: (219) 322-6298

Blood Donors Drive
Date: December 25
Info: (317) 836-4690

KENTUCKY

Toy Run
KMA/KBA District 4
Date: December 7
Info: (502) 969-8783

New Year's Bash
KMA/KBA District 3
Date: December 31
Info: (502) 969-8783

LOUISIANA

Christmas Parade
ABATE Capitol Area
Date: December 15
Info: (800) 268-5416

Toys For Tots Run
ABATE Cajun Chapter
Date: December 21
Info: (800) 393-5966

State Toy Run
ABATE River Parishes Chapter
Date: December 21
Info: (800) 472-2283

MASSACHUSETTS

Christmas Party
ABATE Region 1
Date: December 7
Info: (313) 421-4367

Christmas Party
ABATE Region 7
Date: December 7
Info: (313) 421-4367

New Year's Eve Party
ABATE Region 21
Date: December 31
Info: (313) 421-4367

MICHIGAN

Christmas Party
ABATE Region 7
Date: December 7
Place: ABATE Region 1
Info: (313) 421-4367

Christmas Party
ABATE Region 7
Date: December 7
Info: (313) 421-4367

New Year's Eve Party
ABATE Region 21
Date: December 31
Info: (313) 421-4367

MONTANA

Christmas Party/Toy Gathering
ABATE Helena Chapter
Date: December 14
Info: (406) 442-8949

New Year's Eve Party
ABATE Heart Chapter
Date: December 31
Info: (406) 538-7831

NEVADA

NACM Classic Trash
Vintage biker movies
Date: December 7
Info: (702) 870-6121

NEW MEXICO

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

Toy Run
ABATE Mesilla Valley Chapter
Date: December 22
Info: (505) 525-8349

NORTH CAROLINA

Swap & Super Bike Show
Date: December 15
Place: Dixie-Classic
Fairgrounds, Winston-Salem
Info: (910) 643-1367

CBA Toys For Tots Run
Date: December 7
Info: (704) 399-3990

OHIO

Christmas Party
ABATE Region 8
Date: December 7
Info: (800) 25-ABATE

Christmas Party
ABATE Region 11
Date: December 14
Info: (800) 25-ABATE

OKLAHOMA

COD Christmas Party
Date: December 14
Info: (918) 834-6112

NW69 Toy Run
Date: December 12
Info: (918) 834-6112

OREGON

Shriner's Toy Run
Portland Chapters ABATE
Date: December 7
Info: (503) 285-4329

TEXAS

Motorcycle Expo
Date: January 5
Place: Arlington Convention
Center
Info: (214) 216-5520

UTAH

Toy Run
ABATE Dixie Chapter
Date: December 7
Info: (801) 825-9315

WASHINGTON

Toy Run
Date: December 7
Place: Olympia
Info: (360) 943-9129

Toy Run
ABATE Tacoma Chapter
Date: December 14
Info: (206) 643-9675

VFW Toy Run
Eastside/Rat City ABATE
Date: December 21
Info: (206) 355-6754

WEST VIRGINIA

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

EASYRIDERS EVENTS:

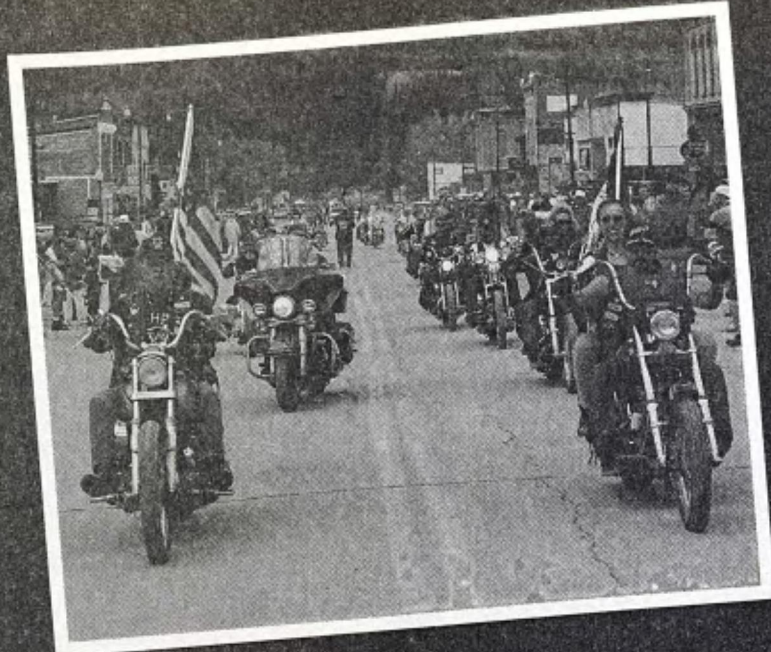
EASYRIDERS '96-'97 BIKE SHOW TOUR

Date: December 7
Place: Charlotte Convention Center,
Charlotte, North Carolina
Info: (818) 597-2686

Date: December 14
Place: Valley Forge Convention Center,
Valley Forge, Pennsylvania
Info: (818) 597-2686

Date: January 4
Place: Anaheim Convention Center,
Anaheim, California
Info: (818) 597-2686

To have events listed, get the info to us at least 3 months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214



Take a Trip Back In Time

There's no better way to relive the runs and rallies of days gone by than in the pages of **Easyriders** back issues. Preserve a piece of your history while you still have a chance. The first 15 years are already gone and the rest are going fast, so call TODAY! And the best way to keep your back issue collection intact and in order is with the **Easyriders** Binder. It holds up to 12 issues and saves you hours of fruitless searching for the right tips and bike features.

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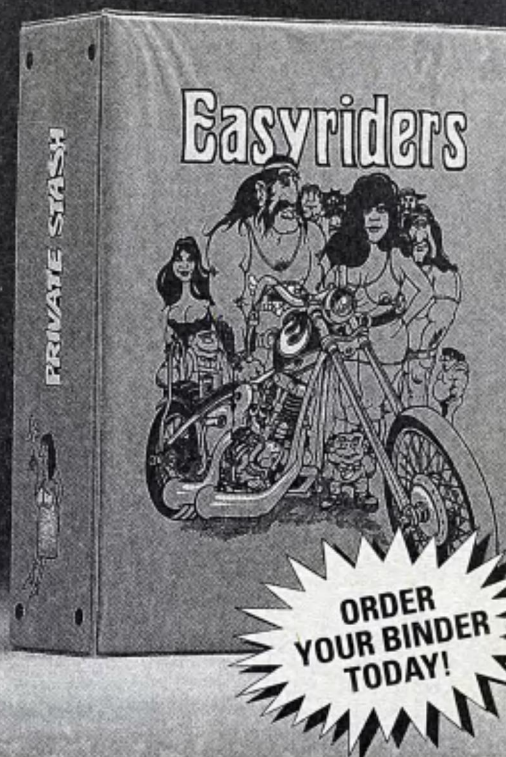
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1991	211	212	213	214		216	217	218	219	220	221	222
1992	223	224	225	226	227	228	229		231	232	233	234
1993	235	236	237	238	239	240	241	242	243	244	245	246
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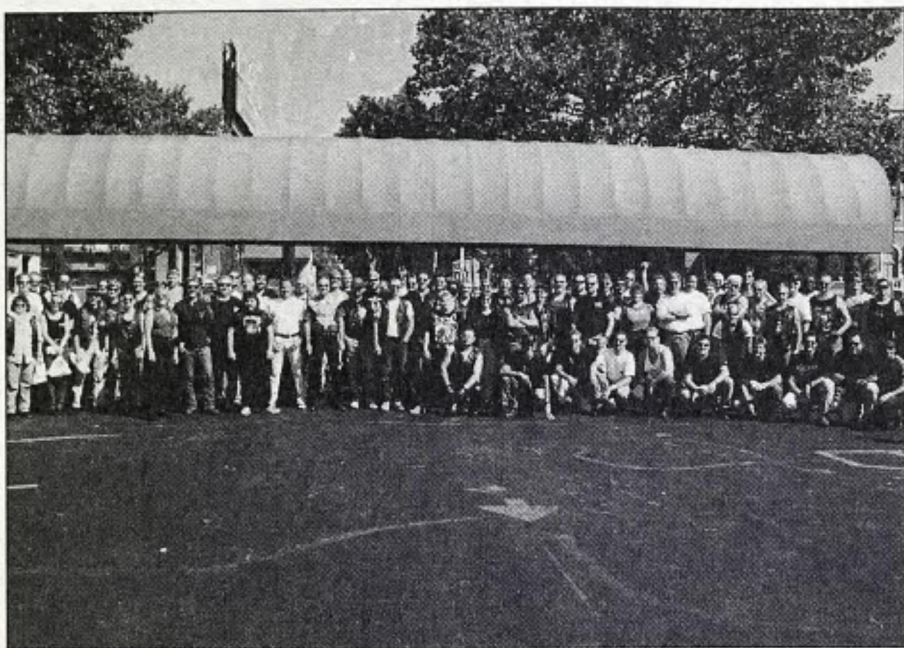
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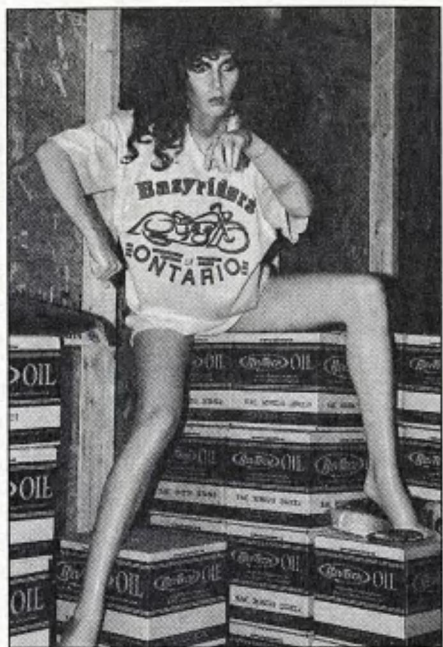
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BROS CLUB NEWS



Participants in the Bros Club ride at the Easyriders of Columbus, Ohio, store, just before we left for our group ride to the Chillicothe Rodeo. That's me behind the camera.



I met this fine lady at Easyriders of Ontario's (Canada) Mid-Summer Bash. She didn't say much.



Now here's a group for ya: the staff of the Easyriders of Detroit franchise. I'm not gonna list their names here; there's only so much space. Go meet them yourself—you'll like them. I did. Can you say party?

PICTURE THIS ... A Retrospective Of '96

I'm not gonna write much this month. I'd rather share a few thoughts and a lot of photos of members with you. By the time this hits the newsstands, quite a few of you will have already winterized your bike, or are getting ready to.

It's been a great year. I spent most of the summer visiting Easyriders Rodeos and franchise stores. In turn, you, the people I've met along the way, have become friends and valued acquaintances. I'm grateful for knowing you all.

I have been from coast to coast on my motorcycle (a job everyone seems to wish they had). I feel that when



Tim Conder and his fiancée (they're probably married now) at the Easyriders Bike Show in Columbus.



Here's another wild bunch for ya. Most of these folks work at the *Easyriders* of Ontario franchise store, and the rest of them should. 'Nuff said!



New member Ray Rendon with his lady at the Anaheim, California, *Easyriders* Bike Show.

Photo: Dean Porter



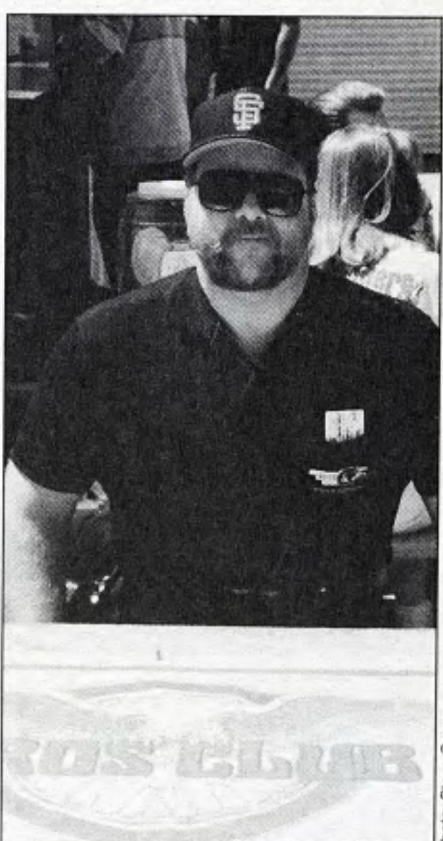
Bros Club members Renee and Randy Russell at the *Easyriders* franchise store in Columbus, Ohio.



Duane Murphy and his wife, Candice, from Canton, Ohio, at the Chillicothe, Ohio, *Easyriders* Rodeo.

I am on the road, all of you are with me, and I look forward to meeting even more of you next year. I'll see you at the various *Easyriders* stores and events next year. Until then, keep your mind in the wind. In the meantime, I'm staying warm on the left coast.

Send me some of those pictures you took this summer, and share →



New member Mike Carley, who signed up at *Easyriders* of Las Vegas at their Spring Bash.

Photo: Steve Goorne

BROS CLUB NEWS



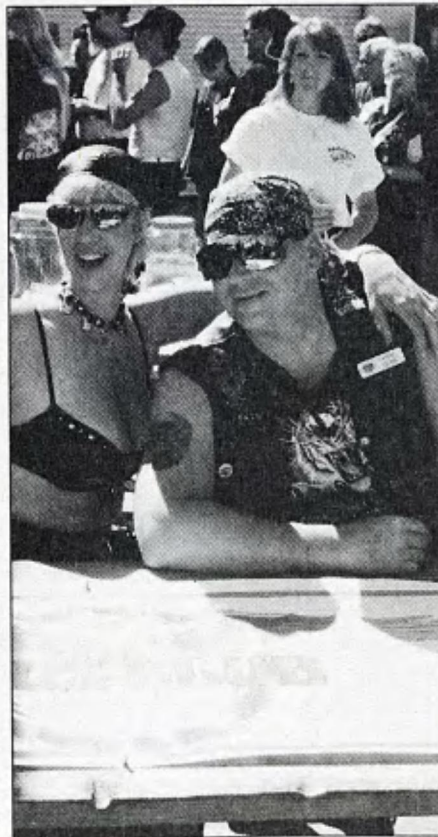
Quick, pick out the Marines in this photo! John Scanlar (with foxy fashion model Lainie hanging on him) signed up for Bros Club at the Easyriders Bike Show in Columbus this year.



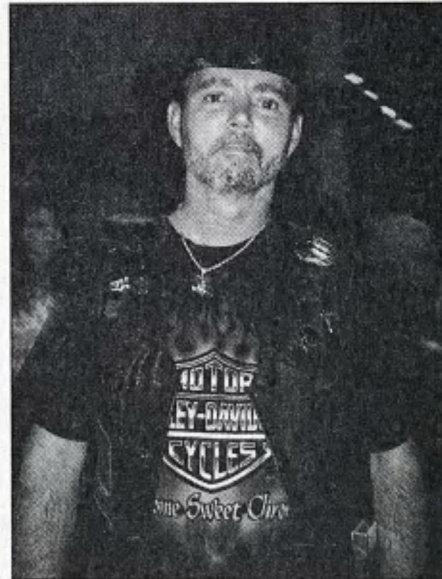
New member Elania Fuller signed up just in time to enjoy the Bros Club benefits at the Chillicothe Rodeo.



Richard Fernandez, Canyon Country, Calif., picking up a membership from Tammy at the Anaheim, Calif., show.



Steve Goone, the Bros Club Chapter rep, and friend at Easyriders of Las Vegas' Spring Bash.



Michael Miller, Salisbury, N.C., at the Charlotte Bike Show. Mike was kinda fuzzy; the pic isn't outta focus.

them with your fellow members.
My heart and my prayers go out to our Chicago Bros Club Chapter representative Ron Warnstadt, who went down a couple of weeks ago. Fortunately, as of this writing, Ron is on the mend, and I look forward to riding with him next year.

—Gregg Daniel

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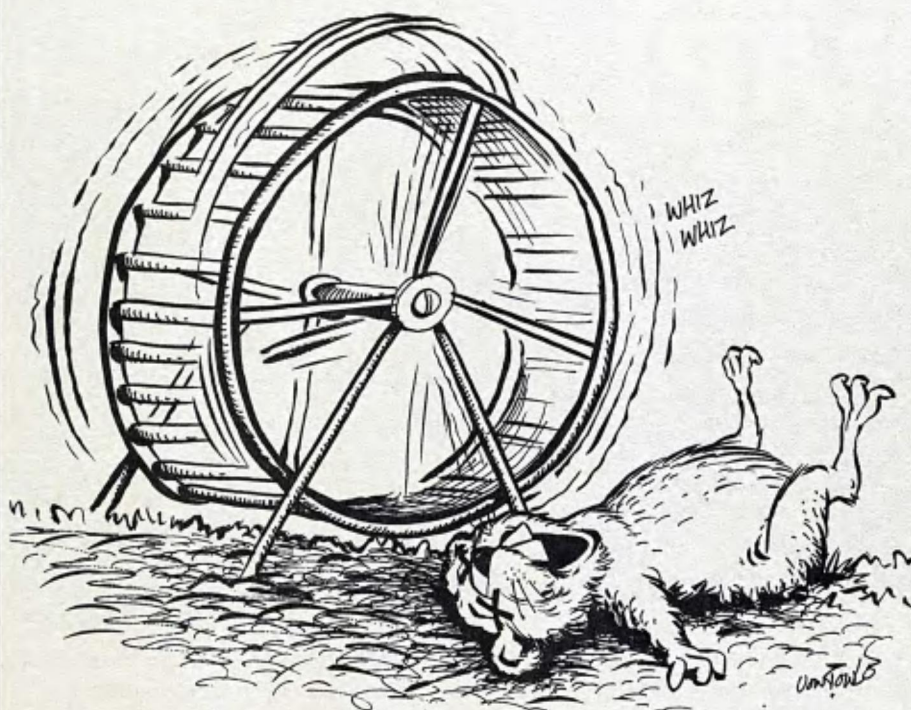
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STRANGER THAN REAL

50 WAYS TO TELL SOMEONE THEY'RE STUPID!



Okay, you're sittin' in your favorite watering hole swillin' back a frosty mug o' suds. About three stools down is a squidly young punk in a one-piece, two-tone leathers outfit that would make even Evel Knievel vomit, with his full-face brain holder sittin' on the bar like some trained monkey. He's drinkin' designer ale and yukkin' it up with your favorite big-titted bartender about how fast his Yamaflookie goes (a sure sign of penis envy). Your slow burn is creepin' up to the boil-over point and you start to flip through all the different ways you've ever heard to tell someone that they're a few bricks short of a full load.

What do ya say when "You're the stupidest asshole who ever walked the earth" just ain't enough? Well, your bros at *Easyridders* know this shit, and, dammit, who are we to hold back on important info like this? Make sure to keep a copy of this list in your chain wallet for those moments when "You stupid FUCK!" just doesn't say it all. Shit, if the offending dope really pisses you off, you might even want to read him (or her) the entire list. With this in mind, we proudly present:

50 WAYS TO TELL SOMEONE THEY'RE STUPID!

- A few clowns short of a circus
- A few fries short of a Happy Meal
- An experiment in Artificial Stupidity
- A couple of beers short of a six-pack
- Dumber than a box of hammers
- Couldn't spell "cat" if you spotted him the "c" and the "t"
- A few peas short of a casserole
- Doesn't have all his cornflakes in one box
- The wheel's spinning, but the hamster's dead (no offense to the yellow-shirted variety)
- One Fruit Loop shy of a full bowl
- One taco short of a combination plate
- A few feathers short of a whole duck
- All foam, no beer
- The cheese slid off his cracker
- Body by Fisher, brain by Mattel
- Has an IQ of 2, but it takes 3 to grunt
- Warning: Objects in mirror are dumber than they appear
- He fell out of the Stupid tree and hit every branch on the way down

- An intellect rivaled only by garden tools
- As smart as bait
- Chimney's clogged
- Slinky's kinked
- Doesn't have all his dogs on one leash
- Doesn't know much, but leads the league in nostril hair
- Elevator doesn't go all the way to the top floor
- Forgot to pay his brain bill
- Her sewing machine's out of thread
- His antenna doesn't pick up all the channels
- His belt doesn't go through all the loops
- If he had another brain, it would be lonely
- Missing a few buttons on his remote control
- No grain in the silo
- Proof that evolution *can* go in reverse
- Receiver is off the hook
- Several nuts short of a full pouch
- Skylight leaks a little
- Not the sharpest knife in the drawer
- Surfing in Nebraska
- Too much yardage between the goal posts
- Her VCR clock is still flashing "12:00"
- Couldn't pour water out of a boot with instructions on the heel
- No Harley but still a Blockhead
- Thinks Willie G. is a brand of cologne
- Has an IQ four points below an ice cube, and two points below a rock
- So dim, he dreams without pictures
- Has fouled a plug
- Hasn't got the brains God gave a duck
- Thinks the Sprint is the finest bike Harley ever built
- Puts "white-out" on her computer screen
- Wears a condom for phone sex

A.I.M.S. FOG HOLLOW

WIDE FRONT FORKS

SINGLE DISC ASSEMBLY

(Replaces stock length late 77-'84 Showa type front ends BUT, will fit all B/T '49 & up using banana style caliper.)

POLISHED LOWER LEGS

E-114...\$499.95

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POLISHED LOWER LEGS..E-112..\$499.95

CHROME LOWER LEGS..E-113..\$599.95

2" OVER STOCK LENGTH FXWG ('80-'83)

POLISHED LOWER LEGS..E-108..\$499.95

CHROME LOWER LEGS..E-109..\$599.95

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(Direct replacement for FL models '49-'67 using left side drum brakes.)

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CHROME E-29 \$139.95

WRENCHES

E-610 \$12.95

FXST OIL TANK

E-801 \$135.95

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SIZE	PART #
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38	E-68B
40	E-68C

SIZE	PART #
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44	E-68E
46	E-68F
48	E-68G

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5-STUD CLUTCH HUB	WRENCHES
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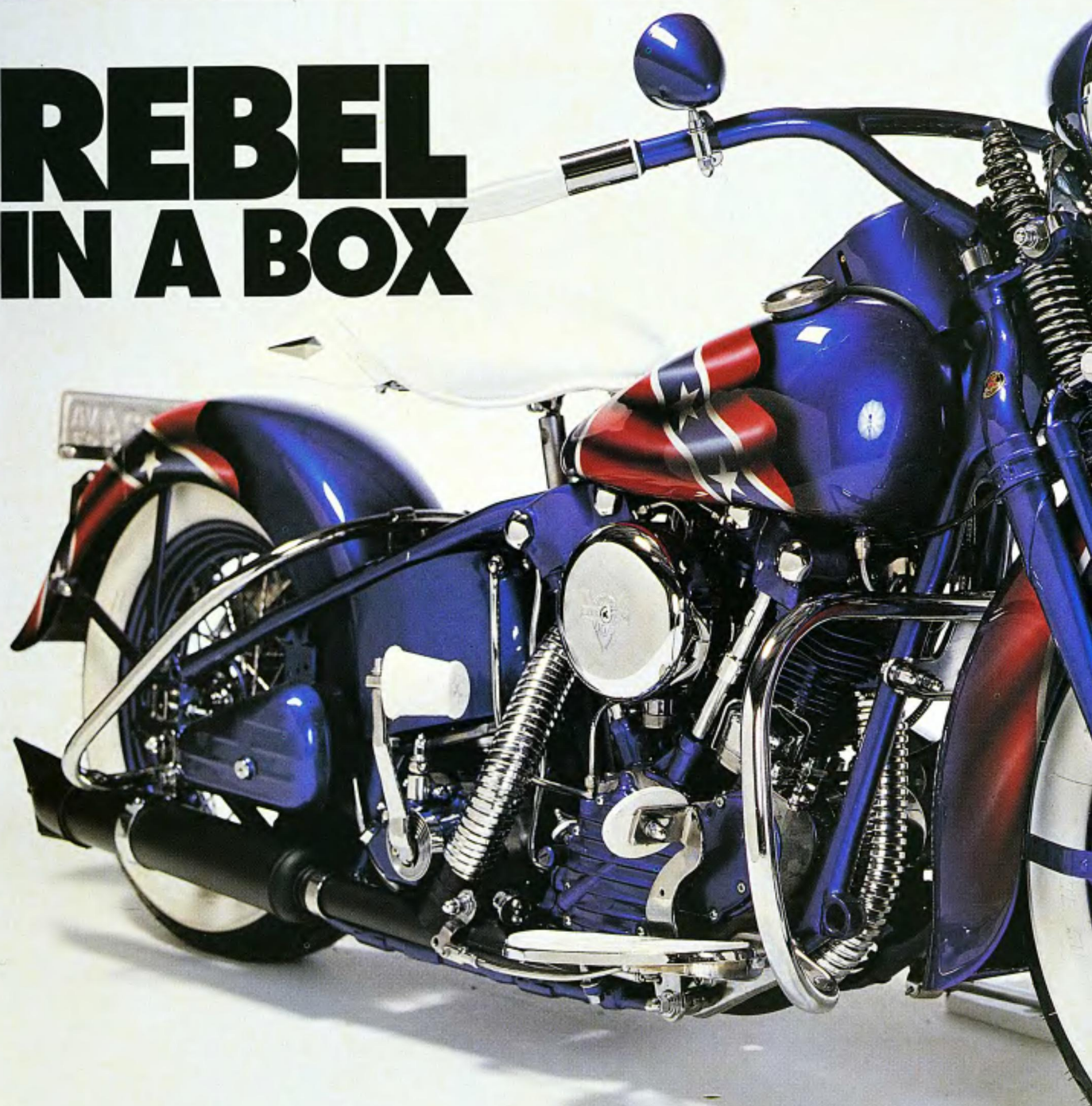
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REBEL IN A BOX





A SOUTHERN RESURRECTION

It's probably been well over 30 years since anyone, in all honesty, actually stumbled upon a dusty Knucklehead lurking in a corner of some sodbuster's barn. Believe me, all the sheds and lean-tos in my neck of Dixie have been thoroughly combed-over half a dozen times, at least.

So what Knucks you do

find today will either be painstakingly restored and too cherished for riding, or will have been transformed into someone else's personal vision—stylized in ways that may not pull your trigger.

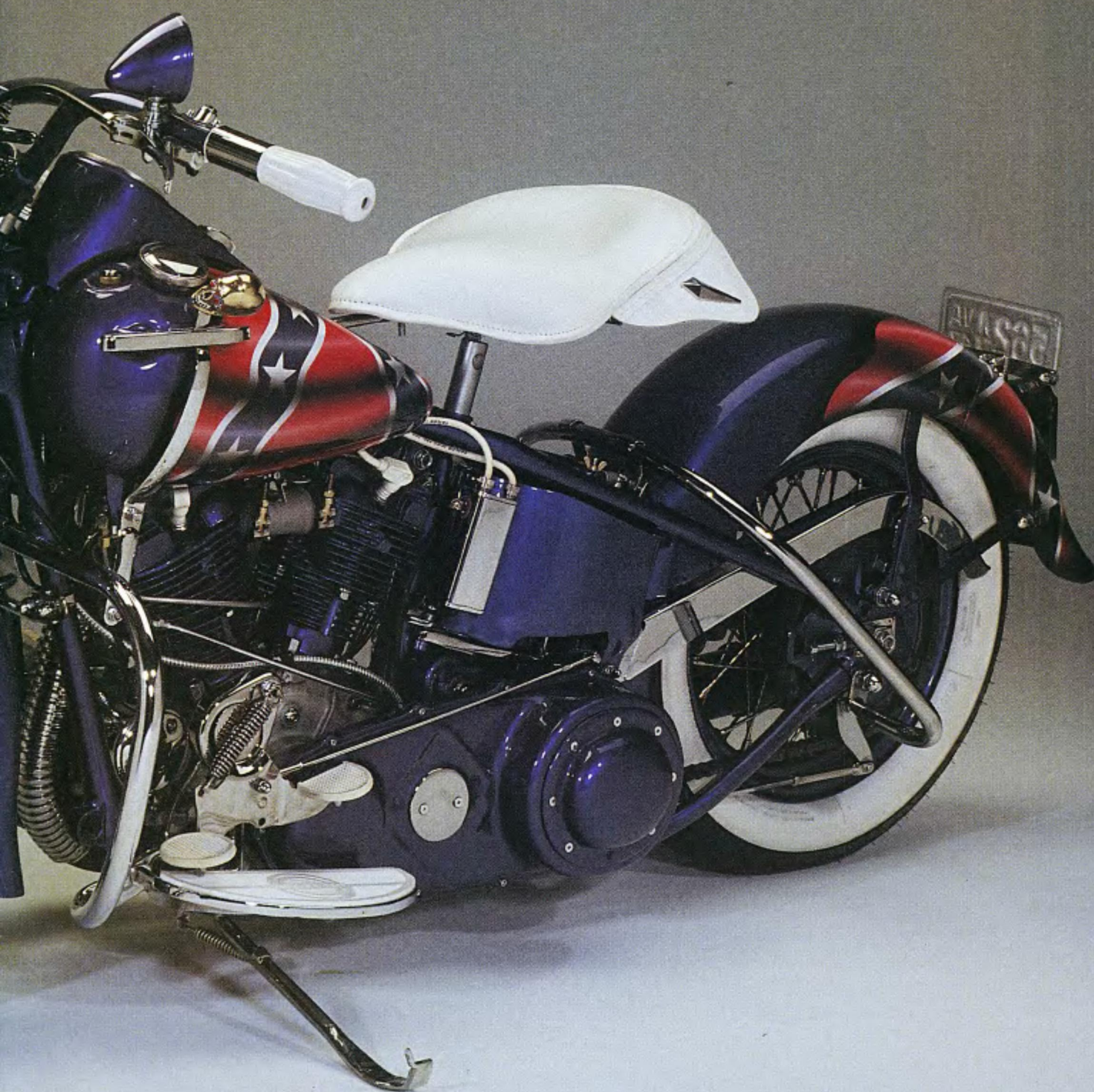
Which was why Sonny Kyle was so excited when he bumped his boot on a box full of oxidized iron →



hiding back in the shadows of Departure Bike Works in Richmond, Virginia. It turned out to be this exact 1947 Knucklehead—in pre-assembled condition, ya might say—and plenty corroded from the effects of Virginia's legendary summer humidity. Here was a project Sonny could grow from the ground up, and he was plenty stirred about it.

It didn't hurt, either, that 1947 was the last year of →





production for the venerable Knucklehead. These were also the first new models that the factory introduced since a certain attack on Pearl Harbor. Although they weren't much more than updated 1941 versions, the bikes sported noticeable improvements such as a redesigned instrument panel, hydraulic shock absorbers, a new taillight, and additional chrome and accessory groups.

But like most stretcher cases, Sonny's project suffered from several vital organs that were either missing or badly in need of a transplant. Wheels, front fender, running boards, exhaust system—sundry little things like that.

But give this guy some credit for patience, 'cause it took him five years to finally dig up all the parts. And when he did, here's what Mark Long exclaimed when Sonny dumped off the much-abused mess to be painted: "Where'd ya just come from? A damn yard sale?"

With the exception of a little molding, high-tech spokes, and Ness mirrors, which echo the headlight, Sonny wanted to keep the bike true to stock. Not so with the paint, though. Sonny was bone tired of seeing the same old factory-issue red or black antiques at shows. He wanted a uniform that reflected the spirit and independence of Dixie—a Southern salvo given a resounding rebel yell from Danny Shirley, lead singer of the group Confederate Railroad, who sat astride it for this shoot.

Now, if you're hoping for an up-close skin-to-tin view of this Knuck, don't bother bivouacking at the big shows because Sonny's got better things to do. Try Sturgis or the rolling hills of Virginia, where Sonny's Iron Rebel is once again out riding regular patrols.

—Southern Connection





Owner:Sonny Kyle
City:Chesterfield, Virginia

General

Fabrication:Departure Bike Works
Year and make:1947 H-D
Model:Knucklehead
Value:doesn't matter
Assembly:Departure/Giggie
Chroming:Brown's Plating

Engine

Year and model:1947 Knucklehead
Rebuilder:Departure/Ken Berry
Ignition:points
Displacement:74 cubic inches
Lower end:stock
Pistons:H-D

Cases:stock
Heads:factory
Cam:Andrews
Carb(s):Linkert M74 B
Pipes:Paughoo
Modifications:balancing by Departure

Transmission

Year:1947
Modifications:rebuilt

Paint

Molding:Mark Long, Moto Art
Painter:Mark Long
Color/type:Lake Violet/House of Kolor
Special paint:a touch of Rebel

Frame

Year:1947

Builder:H-D
Type:rigid
Modifications:checked by Departure

Accessories

Bars:handbuilt, Departure Bike Works
Fender(s):modified
Headlight:stock, six-inch
Taillight:tombstone
Pegs:footboards
Electrics:six-volt
Gas tank:3.5-gallon
Oil tank:horseshoe
Oil system:stock
Seat:solo
Mirrors:Arlen Ness
Grips:H-D

Forks

Type:springer
Builder:H-D
Modifications:rebuilt

Wheels

Front

Type:H-D, star hub, Landmark
Size:16-inch
Tire:Avon
Brake:drum

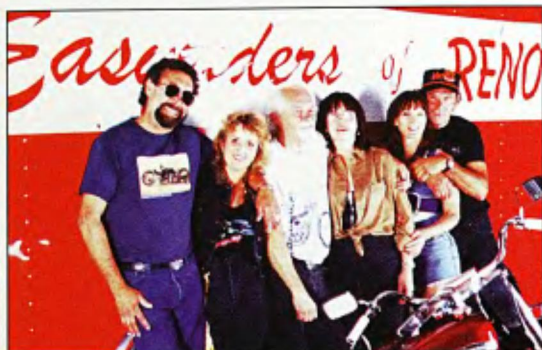
Rear

Type:H-D, star hub, Landmark
Size:16-inch
Tire:Avon
Brake:drum

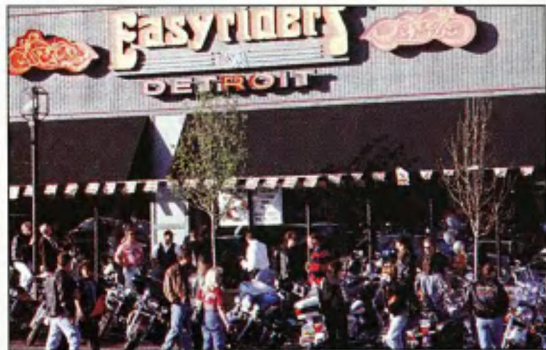
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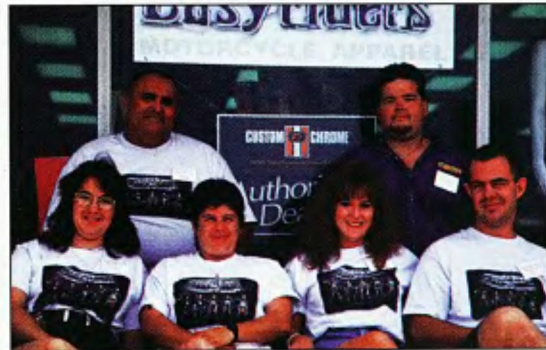
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Drop in at any of the conveniently located (with many more on the way!) *Easyriders* Stores listed below and marvel at the exclusive and ever-changing merchandise on display. For further information on this unique business opportunity please contact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



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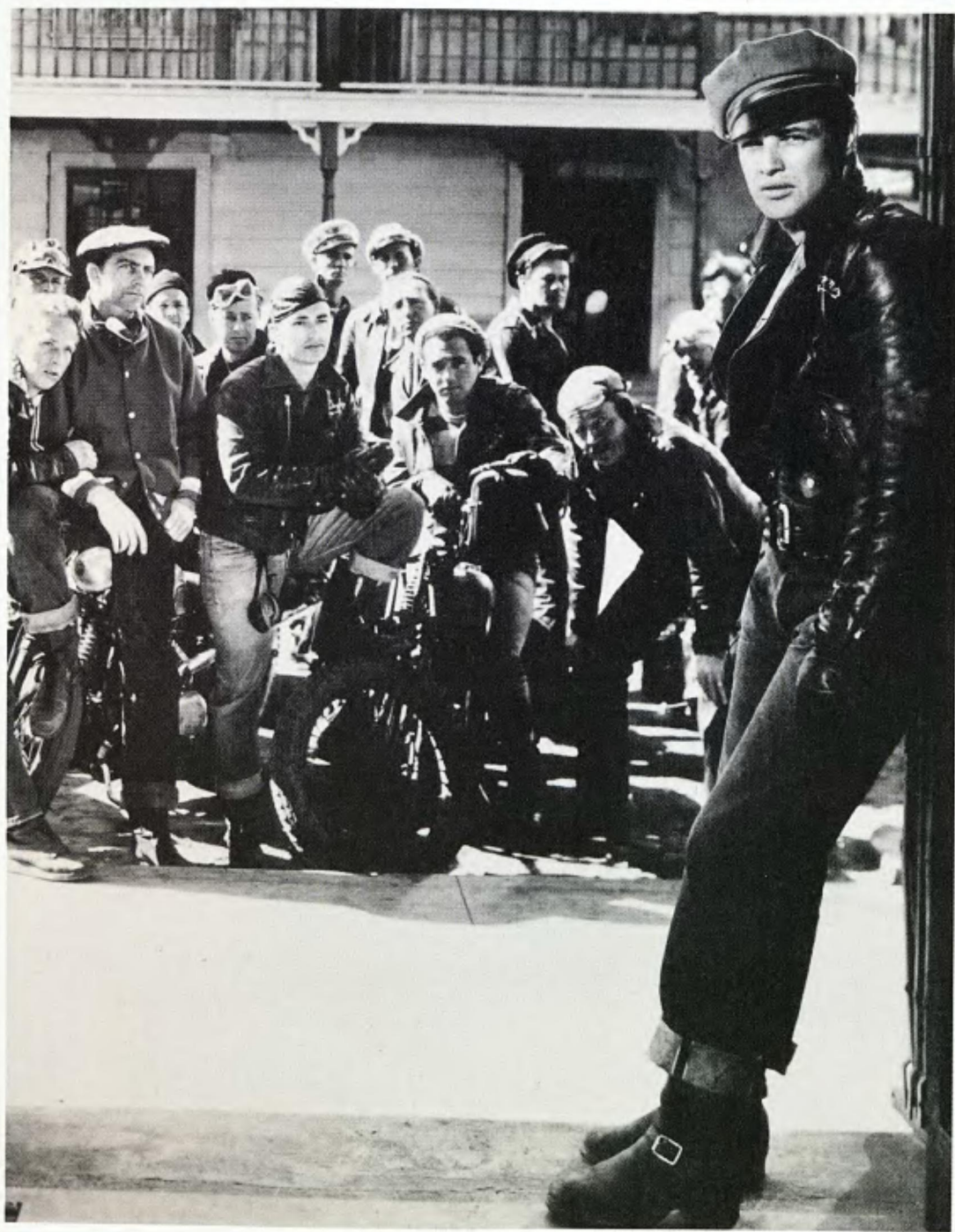
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HOLLISTER'S 49th

WILL THE CITY GO FOR 50?



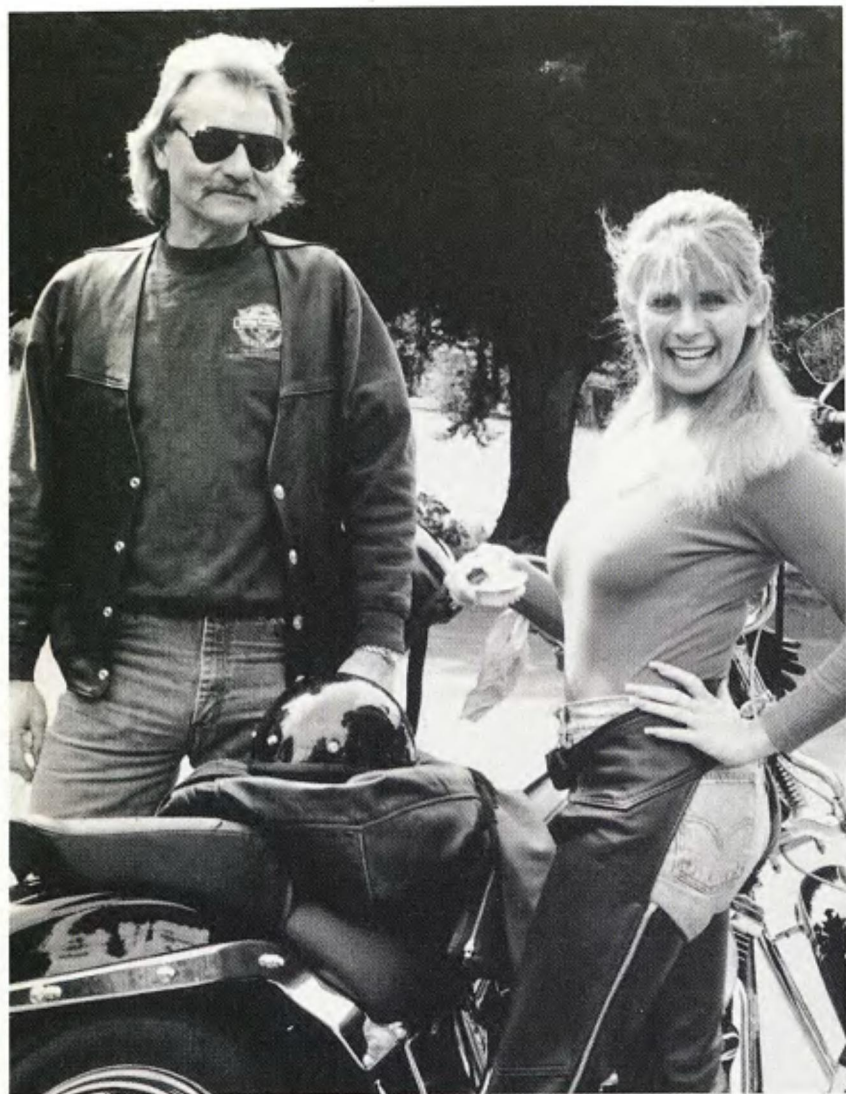




It could be—it should be—the major West Coast run in 1997. What it will be is up to us.

The story of Hollister 1947, is a trick bag of bad press and mistaken movie magic, but it all works 'cause it helps to make us what we are today. Businessman, Evo rider, or stone outlaw, we are all sons of *The Wild One*.

For the '96 July 4th revelry, the town of Hollister backed away from a celebration, sending a silent message that they were not welcoming any bikers. And some 1,000 came, anyway. The original "wild ones," the Boozefighters MC, were there to celebrate their 50th anniversary, and everyone else was there 'cause Hollister's attitude pushed their starter button. We told 'em, you're not gonna stop this, so why not share →



in the fun? But would they listen? Not on a bet, not even after other towns showed them how much money might be brought in to help a small town such as theirs. As it got down to the wire, and everybody was pullin' out of the promotional events they had been denied permits for, a couple of bikers hung in and tried to make some kind of a showing.

Mike Corbin, of custom motorcycle seat fame, who recently moved a shop into the area, took charge of a handful of vendors who all paid heavy fees for a short shift of selling, and added a little spark to a Fourth, without fireworks. And since the town even canceled its parade, another biker businessman, Bill Enders, organized a parade for "bikers only." Starting from his shop in Seaside, more than 200 rode into town, raising money for the Polly Klass Foundation in the process. Adding to that spirit of sharing, Mike Donahue and Michelle Parrish of Silkscreen Express took →







money from sales of the "Hollister Forever" unofficial T-shirt, and run pins, and donated it to the local youth center. They'll present a check to the city council, not from their company, but from all the bikers who came to town. Bikers for bikers.

Too bad this small town couldn't get behind the true story of their biker history and have a good time, like they did once before. But there's every sign that they will: The good party and the good will wasn't lost on them this time (Barry Johnson, Hollister's City Manager, was last seen blowing blues harp in a last-call bar gig). Yes, the town is behind it now, and good thing, 'cause next 4th of July will be the 50th anniversary of the 1947 Gypsy Tour. It'll pack 'em in, first-timers and veteran bikers, alike.

There's a spiritual connection here, and you feel it the minute you ride into town. This is Hollister, the land of the outlaw legends, the run of myth. Hollister Forever—Ride on!

—Wino Joe, USA





Photos: Wino Joe; *The Wild One* movie stills courtesy Hollywood Book and Poster

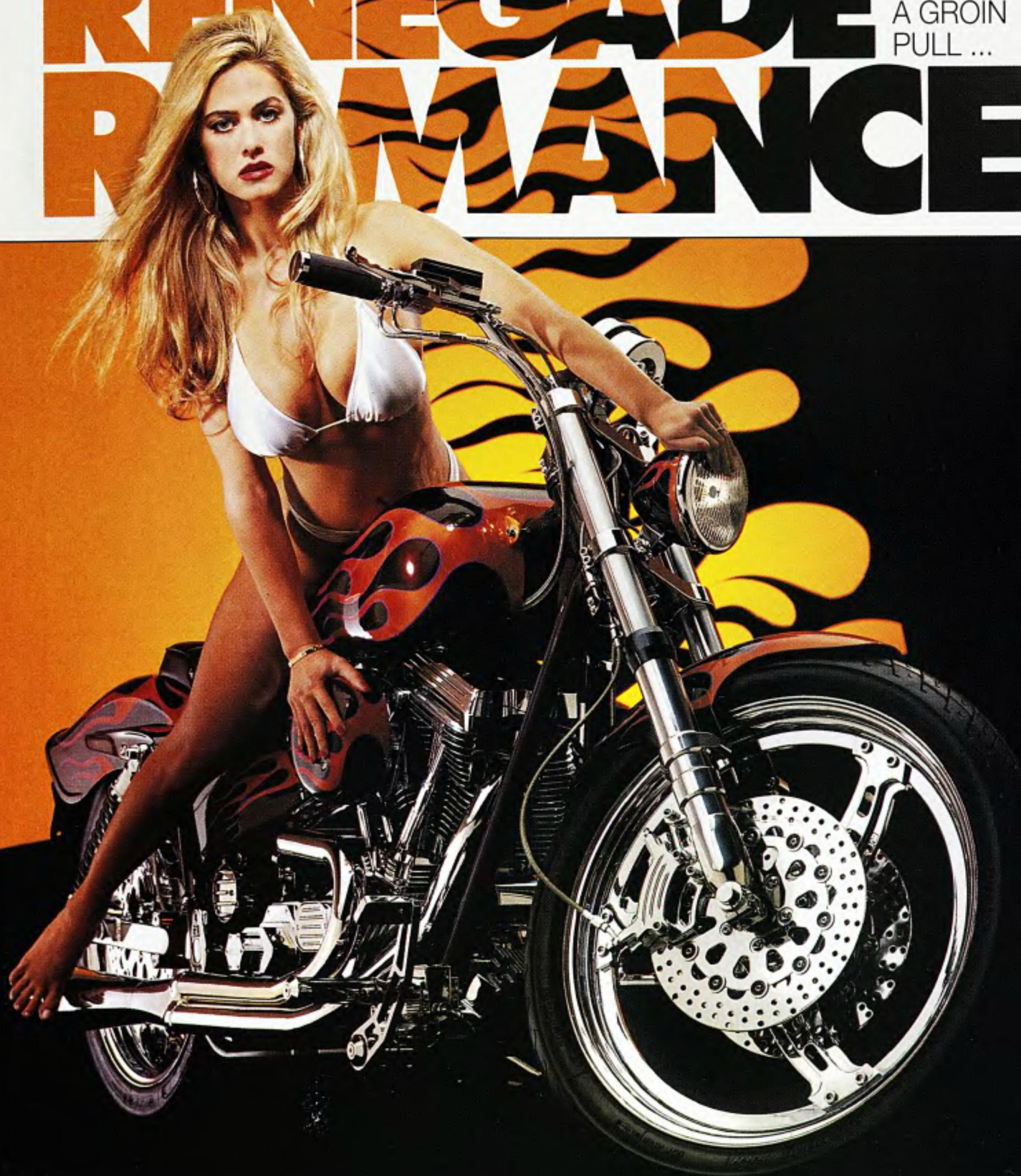
Saturday night at Chopper Chuck's
Grab 'Em-Stab 'Em Bar & Grill. A couple
of guys had gotten into it, following a

disputed shot during a game of 8-ball.
One was stretched out next to an over-
turned spittoon, after having a cue stick

wrapped around his head. The other
guy was poking his hand into the corner
pocket, looking for the rest of his

RENEGADE ROMANCE

A GAL,
A GUY,
A GROIN
PULL ...



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teeth, six or eight of which stood out starkly against the green felt, beneath the bright light above the table. It was a slow night—not much action.

I had just struck up a conversation with the guy sitting on the next barstool, some dude with a lot of hair, a cleft chin, and a really cool custom scooter—or so he claimed. He had barely begun telling me about his miraculous motorcycle, when through the entrance stepped a gal so good-looking that if she wore a bikini to the beach, the Coast Guard would declare her a navigational hazard. She was one petite package of pulchritude, with all the accessories—billows of blond hair cascading over silken skin, a face like something out of a



wonderful dream, and a figure that would wake up a corpse.

My barstool buddy stared at her like he'd been hypnotized by having an anvil dropped on his skull. Next thing I knew, he ignored me and began telling her the story of his fabulous bike.

"It's this bitchin' Pro Street Evo," he told her, staring into a pair of blue-green eyes deeper than the canyon we tossed Tiny's body into—but that's another story.

The delectable darlin' shrugged her satiny shoulders, finished her banana daiquiri, and stood up to leave. →

"Wait, wait," the poor wretch cried out. "You gotta see this motorcycle. It's a one-of-a-kind creation made by Lil' Zeke's Customs in Van Nuys."

"That so?" the bodacious bombshell asked, placing that beautiful diamond-cut butt back down on the barstool.

"Zeke built it from the frame up," the guy went on eagerly. "It's got Andrews backcut gears and, uh ... custom fender struts, and, uh ..."

The buxom blonde yawned and looked toward the door.

"Oh, something else—and you'll really be interested in this," the dude said hurriedly. "The bike has a 96-cubic-inch engine, with a long stroke—just like me."

A faint smile played across lips so voluptuous they made a man want to get down on the floor and gnaw glass-encrusted carpet just for the opportunity to catch her eye. With indifference she glanced at her watch, a tiny gold timepiece encircling a wrist so exquisite that a guy could swallow his tongue just looking at it. "Well, it's time for me to go home," she said, in a voice so sexy, I dribbled precious bodily fluids just watching her form the words.

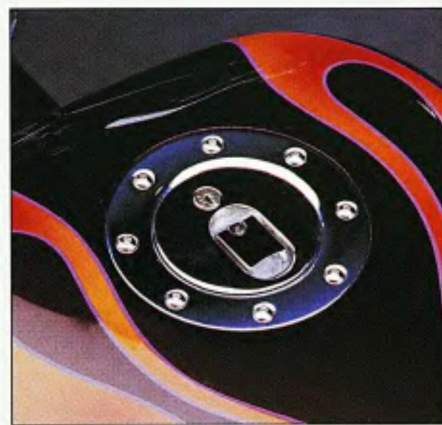
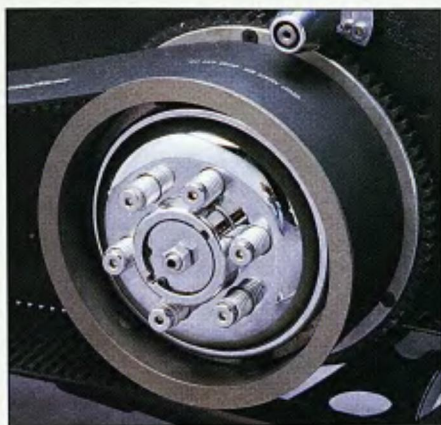
"Hold up," the love-struck biker exclaimed desperately. "There's more. Zeke and his talented crew, with over

breathless barstool suitor, while sticking her tongue down his throat like plunging a dipstick deep inside a six-quart oil tank. Obviously, he'd finally spec'ed her into submission.

The rest is history. The dude turned out to be Lorenzo Lamas, study star of the syndicated TV series, *Renegade*, and the knock-ye-knob-into-next-week sweetie turned out to be actress-model Shauna Sand. Lorenzo proposed then and there—Shauna said "yes," and they were married on the spot by an authorized representative of Lil' Zeke's Customs.

What can I say? Some guys just have a way with words.

—Kickstart Paul



20 years of experience building award-winning custom motorcycles, and who can be reached by calling (818) 786-0152—and who would like to thank the following: Liz Kenney, Chuck Williams, George Roth, Chucky, Fred Lindendorf, Big John Ramos, and last but not least, Technical Critic, Dave Beard—who also installed a hydraulic clutch, and an S&S 560 cam, a—."

That was as far as he got. I couldn't believe my eyes, but that blond, gobble-up gob of female gorgeousness ground her groin against this





Owner:Lorenzo Lamas
City:Southern California
General

Fabrication:Lil' Zeke, Scott Oakley,
 Dave Beard
Year and make:1996 Pro Street
Value:\$40,000
Assembly:Lil' Zeke's Customs
Chroming:Astro/Supreme/Plate Corp.

Engine
Year and model:1996 Evo
Rebuilder:Painter Joe/Williams Motors
Ignition:Compufire, Tech Starter Prods.
Displacement:96 cubic inches
Pistons:S&S
Cases:S&S

Heads:S&S (tricked out)
Cam:S&S 560
Carb(s):S&S Super E/Thunderjet
Pipes:Thunderheader/Rich Products
Modifications:Williams Motors balancing,
 S&S air cleaner, JIMS lifters

Transmission
Year:1996
Modifications:Andrews backcut gears,
 BDL belt drive system, ART
 hydraulic clutch

Paint
Molding:Gary "The Painter" Aerolino
Painters:Gary, Walt Prey
Color/type:burgundy/House of Kolor
Special paint:flames, stripes by Walt

Frame

Builder/type:Kenny Boyce/Pro Street
Modifications:custom fender struts,
 internal fork stops, Rich Manchen Welding,
 Works Performance shocks

Accessories

Bars:Flanders
Fenders:Atlas/Zeke/Manchen Welding
Headlight:Headwinds
Taillight:LED/Scott Oakley
Pegs:front by OPM (France)
Electrics:Scott, hidden
Gas tank:Pro Street/Manchen Welding
Oil tank:Pro Street
Seat:Bob LePera
Grips:Drag Specialties

Forks

Type:Ceriani
Modifications:1.5 inches under,
 clean work by Stortz and Lil' Zeke

Wheels

Front
Type:RC Components
Size:21-inch
Tire:Avon
Brake:Ness/Perf. Mach. rotors

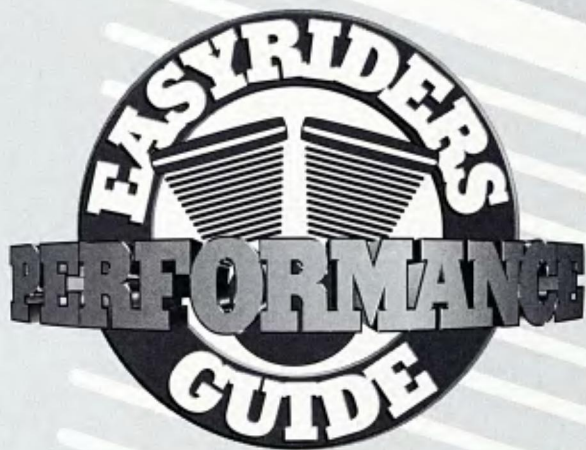
Rear

Type:RC Components
Size:18-inch
Tire:Avon
Brake:Ness/Perf. Mach. rotors
Photos:Randy Lorentzen

WHAT'S NEW IN *FAST?*

While cruising is what Harleys are all about, that doesn't mean we want our rides to be slow. It's satisfying to grab a handful and blow off some half-assed cager, and it's *real* satisfying to do the same to a snot-nose on some zebra-striped crotch rocket. Stock Harleys run about as strong as a Geo Metro, but a few bundles of cash and seemingly endless hours in the shop can make them come on like a big block Chevy.

What we did was call lots of companies involved in the business of making go-fast parts for Harleys to ask them what was genuinely new. Unless they lied to us, none of the stuff shown here has aged longer than a bottle of Boone's Farm, and any of it should make your V-twin party like a dude who just hit the lottery.



Flo Dynamics High-Performance Lifter Kit

If you ride any 1948 or later Big Twin, here's how to give that engine a performance lift. Flo Dynamics' High-Performance Lifter Kit will work with most high-lift cams, and strokers of any size—the engineer dudes at Flo just improved this kit with anti-float, anti-pump-up and bleed-down features.

Flo Dynamics

1150 Pike Lane, #2 • Oceano, CA 93445 • (805) 481-6300

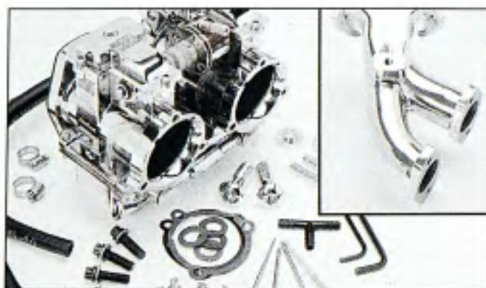


Pro-One Billet Heads

Want your Evo Big Twin to go like stink? Pro-One's Billet Heads are designed by three-time NHRA champ Brad Anderson, with state-of-the-art CAD/CAM design. They're designed and flow-tested for all-around, low- and mid-range street performance for Evos, using 1.94-inch intake valves, and 1.625 exhausts. They're built for 80- to 89-inch engines and for 96- to 98-inches.

Pro-One Performance Mfg., Inc.

1715 Corrigan Ct. • La Verne, CA 91750 • (909) 596-4711

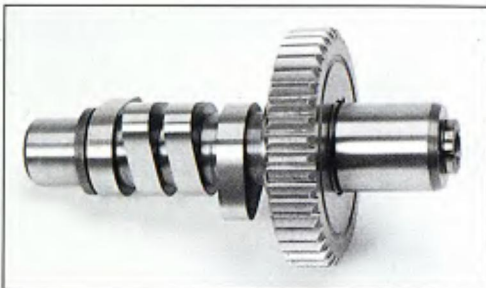


Edelbrock QwikSilver Dual-Carb Kit

Stick two bottles in your mouth and you drink beer faster. Stick two carbs on your Harley and your bike breathes better. Edelbrock says its QwikSilver Dual-Carb Kit picks up five horses over its single carb, and is available in sizes 36 to 42mm, for '84 and later Evo Big Twins of 80 to 103 inches.

Edelbrock Corporation

2700 California St. • Torrance, CA 90503 • (800) FUN-TEAM
(310) 781-2222



Edelbrock 1740 Performer Plus Cams

If you're tired of guessing what cam works with what heads and carbs, here's the ticket. Edelbrock matched its new 1740 Performer Plus cam with its own heads, manifolds, carbs and pistons for 80-inch twins, so you can bolt on the whole kit.

Edelbrock Corporation

2700 California St. • Torrance, CA 90503 • (800) FUN-TEAM
(310) 781-2222

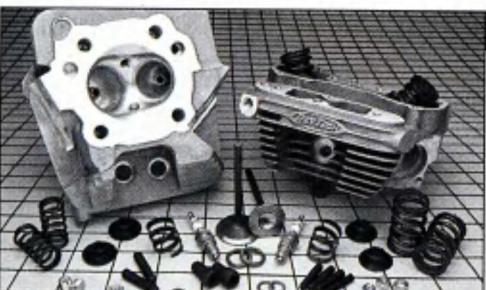


Powdercoated RevTech Heads

Okay, RevTech heads aren't new, but what's hot is that they're now finished in black wrinkle powdercoat with show-polished edges. They're completely assembled and ready to install, and if you order stock compression, they're street-legal in all 50 states. Hotter, dirtier-breathing mother heads are also available.

Custom Chrome, Inc.

16100 Jacqueline Ct. • Morgan Hill, CA 95037 • (408) 778-0500



High-Compression Heads and Piston Kits for Evo Sportys

To make your "half-a-Harley" Evo Sportster run like the real deal, Custom Chrome offers these kits with high-compression heads and forged pistons. Kits include heads, pistons, and rings, are available in standard through .030-inch overbore, and fit 1200 Evo Sportys from 1986 to present.

Custom Chrome, Inc.

16100 Jacqueline Ct. • Morgan Hill, CA 95037 • (408) 778-0500



Twin Power Plus Premium Cast Pistons from Nempco

I don't know what the hell "hypereutectic" T6 aluminum alloy is, but Nempco says it makes it possible to build lighter pistons that make more power and last longer. The kit for Evo Big Twins includes two cast pistons and a set of Hastings moly rings and piston pins with clips.

Nempco

P.O. Box 311 • Guilderland Center, NY 12085 • (518) 861-6949



Nempco Twin Power Keihin CV Carb Kit

The first thing anybody does to make his new Harley run right is trash the stock carb, cam, and pipes. Nempco's kit helps turn the stock Keihin carb into a heavy breather by eliminating rough idle, hard starting, and backfiring so it can work better with those other aftermarket parts.

Nempco

P.O. Box 311 • Guilderland Center, NY 12085 • (518) 861-6949



Nology Shotgun Totally Regulated Exhaust

According to Nology, as a Harley revs into the high-rpm range, pressure waves in the exhaust can cause exhaust reversion, with its characteristic power fall-off. But Nology's TREX is a spring-loaded valve that installs in the exhaust system, senses these pressure waves, and constantly adjusts to them to create a tuned exhaust at all rpms. The result is increased high-end horsepower and low-end torque, plus lowered fuel consumption and exhaust emissions.

Nology Engineering, Inc.

7360 Trade St. • San Diego, CA 92121 • (619) 578-4688

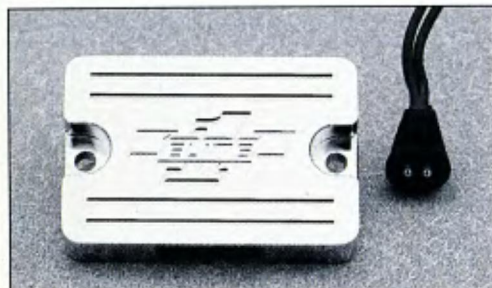


Nology PowerCore Ignition System

Want a hotter spark for more throttle snap? Nology says its new PowerCore increases the ignition coil output performance of any inductive ignition system by up to 50 percent. Here's what you do—simply connect the PowerCore to the primary side of the ignition coil, and Nology says you'll get increased coil energy storage capability, spark energy and available spark voltage, without adversely affecting the coil's rpm limit.

Nology Engineering, Inc.

7360 Trade St. • San Diego, CA 92121 • (619) 578-4688



Compu-Fire Elite 1 Voltage Regulator

Old-style voltage regulators load the stator and cause heat buildup. Compu-Fire says its new Elite 1 Voltage Regulator uses modern electronics to send excess current to an open circuit so as to not overload the stator. This should not only extend the life of the stator, but also reduce drag on the engine.

Engine Electronics, Inc.

20290 Carrey Rd. • Walnut, CA 91789 • (909) 598-5485

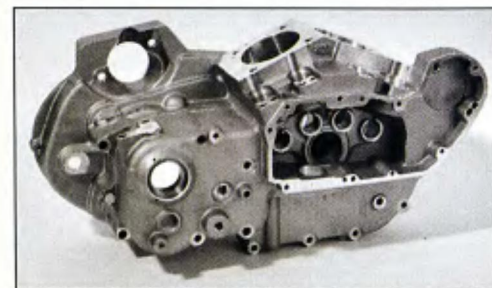


Injection Overdrive by Competition Cams

New injected Harleys run well, but adding performance parts to them can really confuse the injection system's brain. This new smart black box plugs right into the wiring harness of injected Harleys and allows the owner to make selections that allow the injectors to work well with the bike's intake, cam, and pipe changes.

Competition Cams

3406 Democrat Rd. • Memphis, TN 38118 • (901) 795-2400



STD High-Performance Evo Sportster Engine Cases

Made from 356 T6 "A" alloy, these STD Evo Sporty cases are available unfinished, or complete and ready to rip with studs and bearings, as needed. There's a windage tray oil separator with knife-edged oil scraper at the front that removes suspended oil being splashed around in the crankcase by the flywheel assembly. The oil gets channeled down to the dry sump, reducing parasitic drag. Literature is \$5.

STD Development Co.

P.O. Box 3583 • Chatsworth, CA 91313 • (818) 998-8226



STD High-Performance Heads for Shovelheads

For Shovelheads, these High-Performance Heads are an exclusive STD design offering flow-engineered ports and chambers. They're precision cast from 48,000-pound, tensile-strength aluminum alloy. Heads feature a fully hand-blended valve job, and can be ordered with single or dual plugs, vented or unvented, bare or fully assembled. They're also available for Pans, Evo Big Twins, and Sportsters.

STD Development Co.

P.O. Box 3583 • Chatsworth, CA 91313 • (818) 998-8226



RB Racing Harley Turbo Kits

Are you serious about horsepower? Are you sitting down? The Blackbird Turbo Kit for 80- to 96-inch motors cranks out 135 horses at 8 psi boost, 180 at 15 psi, and 225hp at 22! The Pro Street Turbo Kit for 96- to 114-inch motors starts at 235hp at 10 psi, 275 at 15 and 300 at 22 psi. I think I'm gonna sit down myself ...

RB Racing

1625 W. 134th St. • Gardena, CA 90249 • (310) 515-5720

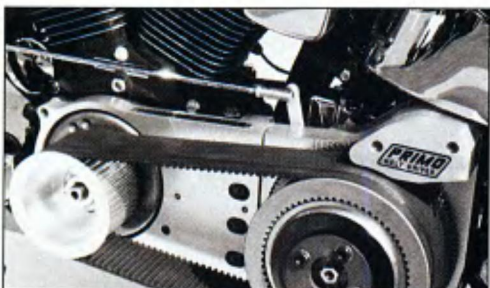


RSR Fuel Injection for Harleys

So, you've got the Bill Clinton of built motors—it doesn't inhale. Give it a squirt with this RSR throttle-body fuel-injection system. It comes pre-programmed for your specific application, and can be easily reprogrammed if you change cams, exhaust, or even displacement.

RB Racing

1625 W. 134th St. • Gardena, CA 90249 • (310) 515-5720



Primo Brute IV Belt Drive

Once you've got your motor built, you still have to get that stampede to the ground. This new Primo is a three-inch-wide open primary belt drive designed for 100-plus horse motors in Softails (1990 and later), Dynas, and FXRs. It also retains the electric starter.

Rivera Engineering

12532 Lambert Rd. • Whittier, CA 90606 • (310) 907-2600



Primo Brute IV Motor Plate

If you're this far into your build job, and are installing Primo's Brute IV Belt Drive, well, you'd damn well better have a super-strong motor plate. That's why Primo built this one to work with its Brute IV. It's hacked from solid billet and includes front and rear sections with bearings installed, plus starter housing with starter shaft assembly and all necessary hardware.

Rivera Engineering

12532 Lambert Rd. • Whittier, CA 90606 • (310) 907-2600



PowerPak Programmable Ignitions from Vance & Hines

Pork up your motor, bro, and you're going to have to pork up your ignition, too. Vance & Hines' new PowerPak is a programmable ignition system for Harleys that allows the builder to adjust the ignition curves and rev limiter to any of 16 performance combinations with the flick of a switch. And it plugs right in.

Vance & Hines

14010 Marquardt Ave. • Santa Fe Springs, CA 90670 • (310) 921-7461



Super Max Belt Final Drive for Chain-Drive FXRs and FLTs

Tired of working on the chain gang? If you've got a chain-drive FXR or FLT, Super Max wants your name and account number. This unit incorporates a 1½-inch PolyChain belt and a final gear ratio of 2.07 to 1.

Super Max Products

Rt. 4, Box 652 • 963 Melody Ln., California Hot Springs, CA 93207
(805) 548-6000 • e-mail: PRoss22267@aol.com

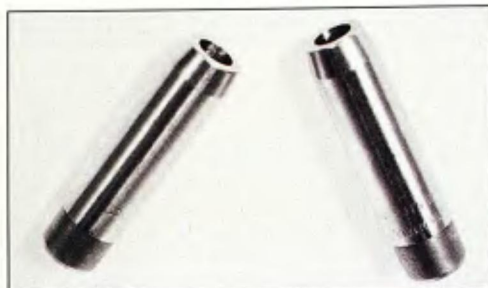


Wiseco Evo Big Twin 10:1 Piston Kits with Hastings X-Rings

For many engine builders, the Hastings X-style is the hot piston ring of choice. Now, Wiseco is offering its 10:1 compression piston set with X-rings that feature thicknesses of .062-, .067-, and .058-inch. The kit fits all 80-inch Big Twins from 1985-1996.

Wiseco Piston, Inc.

7201 Industrial Park Blvd. • Mentor, OH 44060-5396
(216) 951-6600

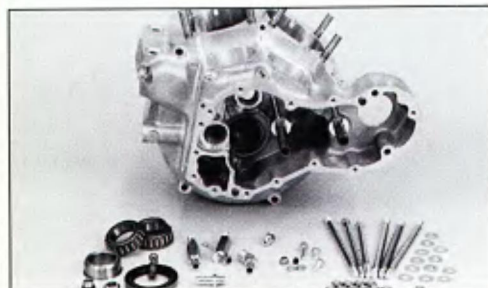


Rowe USA High-Performance Valve Guides for Evos

Running high-lift cams? You'll be glad to know that Rowe USA's new High-Performance Valve Guides for Evos are .200-inch shorter so they can ride deeper in the heads to accommodate high-lift cams with no further work required. And because they've been increased in top seal diameter from .420- to .530-inch, they're much sturdier than stock.

Rowe USA

P.O. Box 7409 • Santa Maria, CA 93456-7409 • (800) 531-9901



S&S Super Stock Generator Style Crankcases

If you're building an early Big Twin, 1936 to '69, you'll like the fact that these S&S numbers look stock but provide updated design elements. They're clearanced for long strokes and S&S heavy-duty connecting rods, and bored for stock or 3/8-inch bore cylinders. They fit stock frames and come with left and right main bearing races and cam needle bearing assemblies.

S&S Cycle, Inc.

P.O. Box 215 • Rt. 2, County G • Viola, WI 54664 • (608) 627-1497



S&S Sportster Billet Tappet Guide Set

If you're building a hot Sporty, S&S wants you to build it right with their new crankcases. And now, they're offering these billet tappet guides, designed to use the superior 1986-'90 early XL 1984-up Big Twin tappets. They make cramming in a high-lift cam especially easy, as they're clearanced for cams with lifts up to .700 inch without modification.

S&S Cycle, Inc.

P.O. Box 215 • Rt. 2, County G • Viola, WI 54664 • (608) 627-1497



JIMS Rocker Arms

With bikers demanding increasing rpm out of their V-twins, JIMS now offers a set of roller rockers designed with aerospace technology for '84 and later Big Twins, and '86 and later Sportsters. They retain 660 bronze bushings, and a bearing-grade steel roller tip was incorporated. At a stock ratio of 1.625, JIMS' new roller rockers will accommodate a .700 high-lift cam, with a weight savings of 20 grams from stock.

JIMS

555 Dawson Dr. • Camarillo, CA 93012 • (805) 482-6913



JIMS Performance Big Twin 5-Speed Gears

A built motor puts heavier loads on gears, too, and JIMS offers a full set of stock replacement gears for Big Twins, plus a 2.94 close-ratio first-gear set. JIMS puts lead in the ramping to help eliminate wear on shifting dogs and slots, and to provide safer, more precise shifts.

JIMS

555 Dawson Dr. • Camarillo, CA 93012 • (805) 482-6913

The Cost of Giving Has Gone Down.

Save up to 53% off — Subscriptions as low as \$11.95.

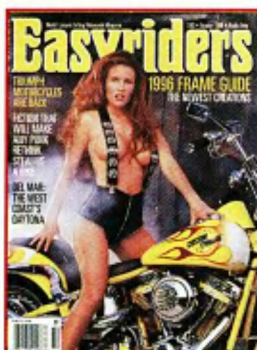
Oil prices plummeting? Ozone layer thickening? Taxes dropping? Politicians working... and caring?... Give it a rest.

Our Boss Mr. T. said, "Pull the plug on the sub prices! It's Christmas, we just had our 25th Anniversary, and I'm feeling the spirit of giving."

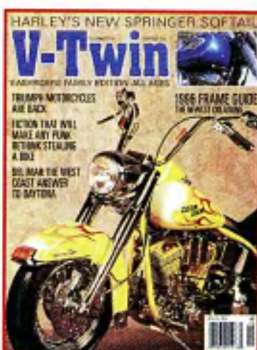
Now this sort of thing doesn't happen every decade, so get your orders in now. Before he comes to his senses.



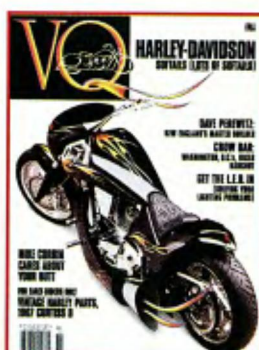
6 issues \$14.95



12 issues \$29.95



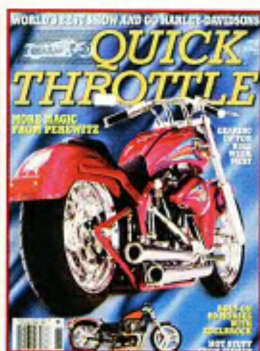
12 issues \$29.95



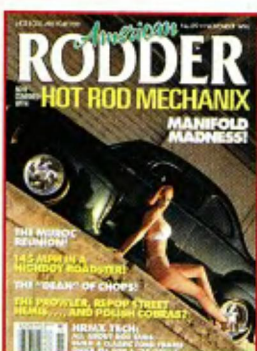
6 issues \$17.95



12 issues \$24.95



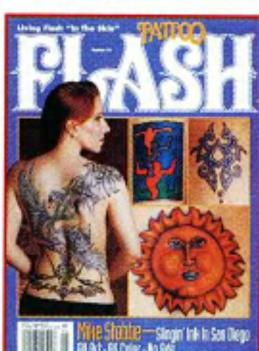
6 issues \$11.95



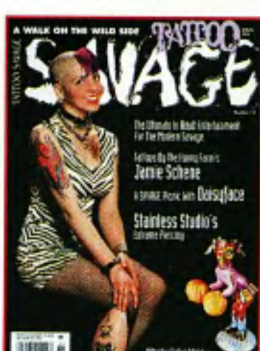
12 issues \$24.95



12 issues \$24.95



6 issues \$14.95



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EXILE ON MAIN STREET



NO MORE MONKEY BUSINESS

Russell Mitchell, builder of Exile 6, the stunning and serious-as-a-heart-attack custom scoot shown here, began his career as an animal doctor. Born in Gloucester, England, Russell received his veterinary degree in 1985 from the University of Bristol, before opening his practice in London. But a steady stream of dogmatic dogs, egomaniacal elephants, masturbating monkeys, and cantankerous cats soured his enthusiasm for pet problems. Afraid of becoming pussy-whipped, he abandoned his plan to become the next Dr. Doolittle. Instead, he returned to his first love—motorcycles. Russell moved to Los Angeles about five years ago, opened his own bike shop, Exile Cycles in Northridge, California, in 1995, and he hasn't looked back since he gave up on the welfare of lions, tigers, and bears (oh, my).

As anyone can tell from a glance at the accompanying photos and bike chart, Russell builds custom motorcycles that are lean, mean, and ready to scream. This big-bore, no-nonsense, black beauty has so many unique features that neither the chart, nor this text, is adequate to cover them all. →



Exile 6, built for Russell's good friend Steve McNally, is loaded with hand-fabricated parts and fittings, has an engine (built by Hi-Tech Customs' Marty Ruthman) capable of peeling the pavement right off the road, and looks intimidating enough to make Chuck Norris run for cover.

Since Russell hails from Merrie Olde England, you might expect him to prefer the likes of Triumphs, BSAs, and Nortons. But not so. He's unequivocal about his own tastes and opinions, while remaining refreshingly reasonable about those of the neophytes.

"I like a tough, clean look in custom bikes," he says. "You know, nothing ostentatious—solo seat, black paint job, and so forth. For me, that's what Harleys are all about. I don't care for the current trend toward the gaudy and garish, but still, you've got to be tolerant. You have to give people who are just getting into bikes the breathing space to learn. You can acquire experience only through time; you can't buy it."

Russell is quick to give credit to those who have assisted in producing Exile 6, in particular Chuck, the



"Machine Shop Maestro"; Mark, the "Wheel Wizard"; Ray; Geoff; the late lamented Thierry, master of leatherwork; and last, but not least, his patient Harley-riding girlfriend, Nancy. Given the profusion of catalog customs around today, it's a pleasure to discover a talented builder who recognizes the importance of tradition and understatement.

If you like what you see, Exile Cycles can be reached at (818) 702-7532. But remember, Russell no longer talks to the animals.

—Fat Bob Biscuits



Owner:Steve McNally
City:London, England

General

Fabrication:Exile Cycles
Year and make:1995 Exile
Value:lots
Assembly:Exile Cycles
Chroming:polished aluminum,
 stainless steel

Engine

Year and model:1995 S&S Evo
Rebuilder:Hi-Tech
Ignition:Dyna
Displacement:96 cubes
Lower end:Exile
Pistons:S&S

Cases:S&S
Heads:S&S
Cam:S&S 561
Carb(s):Mikuni 42
Pipes:Exile 2.5 inch stainless drags
Modifications:Exile billet air cleaner

Transmission

Year:1995 Sputhe
Modifications:Andrews 5-speed gears,
 Billet Blit kickstart, Competitor Phase 3
 clutch, modified 3-inch belt drive

Paint

Molding:Exile Cycles
Painter:Geoff Giamarco
Color/ type:black
Special paint:you bet

Frame

Builder:Hernandez Bros.
Type:widened Softail
Modifications:Exile Cycles

Accessories

Bars:1.25-inch aluminum/Exile
Fenders:Exile
Headlight:Headwinds
Tailight:molded/Exile
Speedo:Drag Specialties
Pegs:rubber-core/Exile
Gas tank:6-gallon/CCI
Oil tank:round aluminum/Exile
Seat:early H-D
Mirrors:where?
Grips:early H-D (internal throttle)

Forks

Type:FLT
Modifications:Exile Sani-Trees (hidden
 tubes and stem fittings)

Wheels

Front

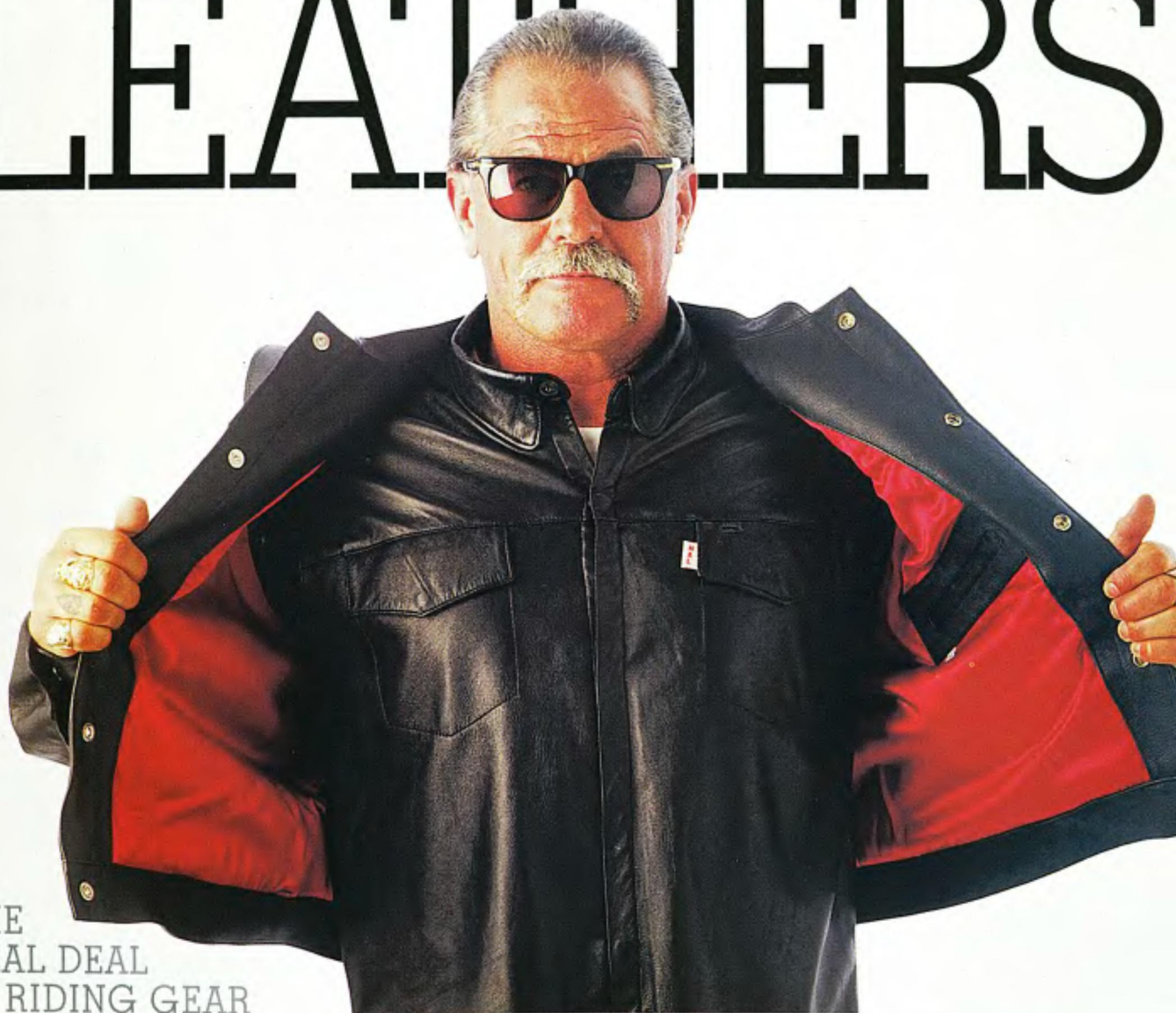
Type:Akront
Size:16-inch
Tire:Metzeler 150
Brake:H-D

Rear

Type:Exile
Size:15-inch
Tire:Metzeler 200
Brake:Exile sprocket brake

Photos:Jim Gianatsis

H-A LEATHERIERS



THE REAL DEAL IN RIDING GEAR

After 40 years in the saddle, the last 30 of them a Hells Angel, you'd figure a guy would get a solid feel for what works, and what doesn't, when it comes to riding gear.

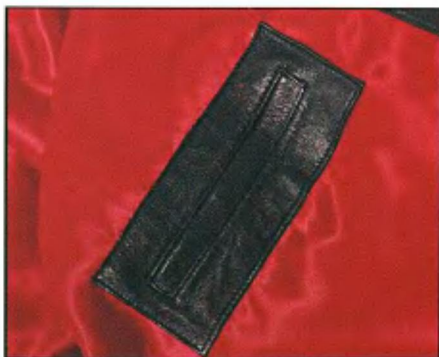
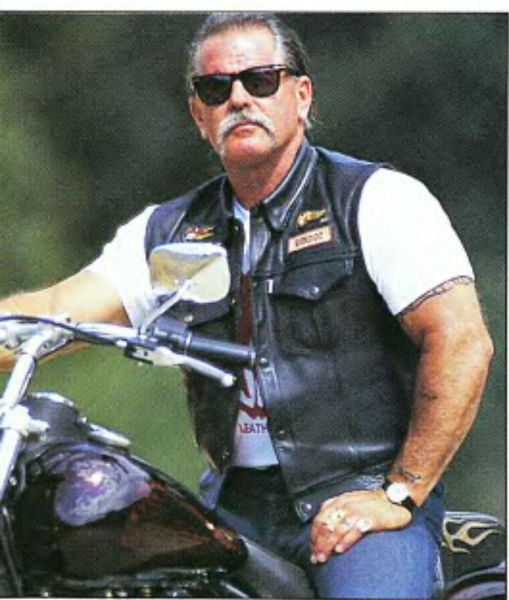
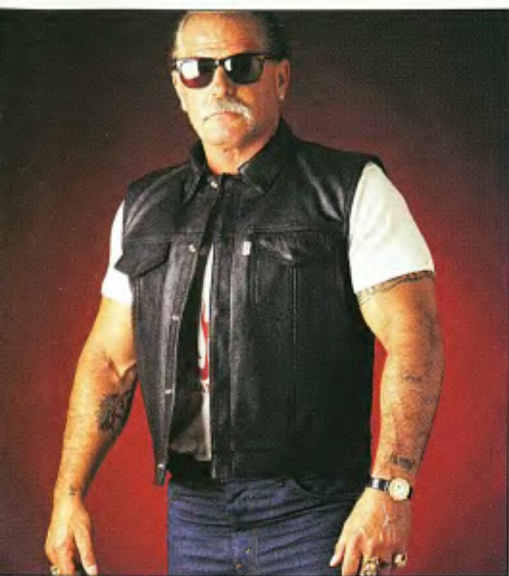
Says L'il Joe: "I have closets full of leather stuff I bought over the years—jackets, shirts, vests, you name it—and none of it is worth a shit. Okay, it might have fit right when I bought it, and might even have looked good. But after a couple days, or a couple weeks or a couple months, it'd fall apart. Or I'd notice something missing or something wrong, like a pocket or a flap or a snap in the wrong place. So I'd get some-

thing else and the same thing would happen, and then I'd buy a different style or brand and it was the same story. I finally realized that the only way I'd get what I wanted, was to make it myself."

So now, there's H-A Leathers, and it's the real deal. Not only does this riding gear look cool, it works cooler. Four decades' worth of on-the-road planning went into it. A lambskin riding shirt with all the answers, two styles of highway-ready vests, and chaps for all times, all occasions, and all situations, are in the stores now. It's all officially licensed by the HAMC and has the flamed, red-and-white logo tag to prove it. It's sewn right into the

heavyweight cotton-backed flame-red satin that lines all the gear. Looks and function come with comfort, too.

Take a look at the riding shirt—it exemplifies the whole H-A line. It's soft, supple lambskin, and it's perfectly comfortable in every season. "I'd hate it," says Joe, "when the lining of something I'd just bought would fray and rip apart almost immediately, or a zipper would break, or the pockets would be too small or too big, or the leather itself would turn out to be junk and the whole garment would just fall apart." None of that's going to happen here. Top-grade materials and USA workmanship make sure of it.



Photos: Doug Mazell

Li'l Joe again: "Finding someone, who'd take my ideas and turn them into the leathers I knew could be made, wasn't easy. I finally hooked up with Bill Wall of Malibu, one of the best custom leather guys in the country. He was the one person who could take all my ideas and make them real. After road testing, I can then bring that prototype down to the factory in Southern California and they know, they can see, *exactly* what I want." And Li'l Joe gets what he wants.

Every piece of H-A Leather is feature packed and pure quality. There are no raw, unfinished edges anywhere. All snaps are brass, spring-loaded, and

heavily plated—exactly where they're supposed to be, and they're all hidden. Sleeves and tails are cut extra long so they don't ride up when you ride out. Chaps' legs are clean-looking, one-piece leather with flared bottoms, and the flamed lambskin inserts can be had in any color. All zippers are full-length, solid brass. The belt buckles and keepers are solid brass. The riding shirts and vests even have a trick place to hold your shades when you're off the bike. You get the idea—there are 40 years worth of biker thought everywhere you look.

H-A Leathers are in quality oriented bike shops everywhere, in sizes Sm-5X.

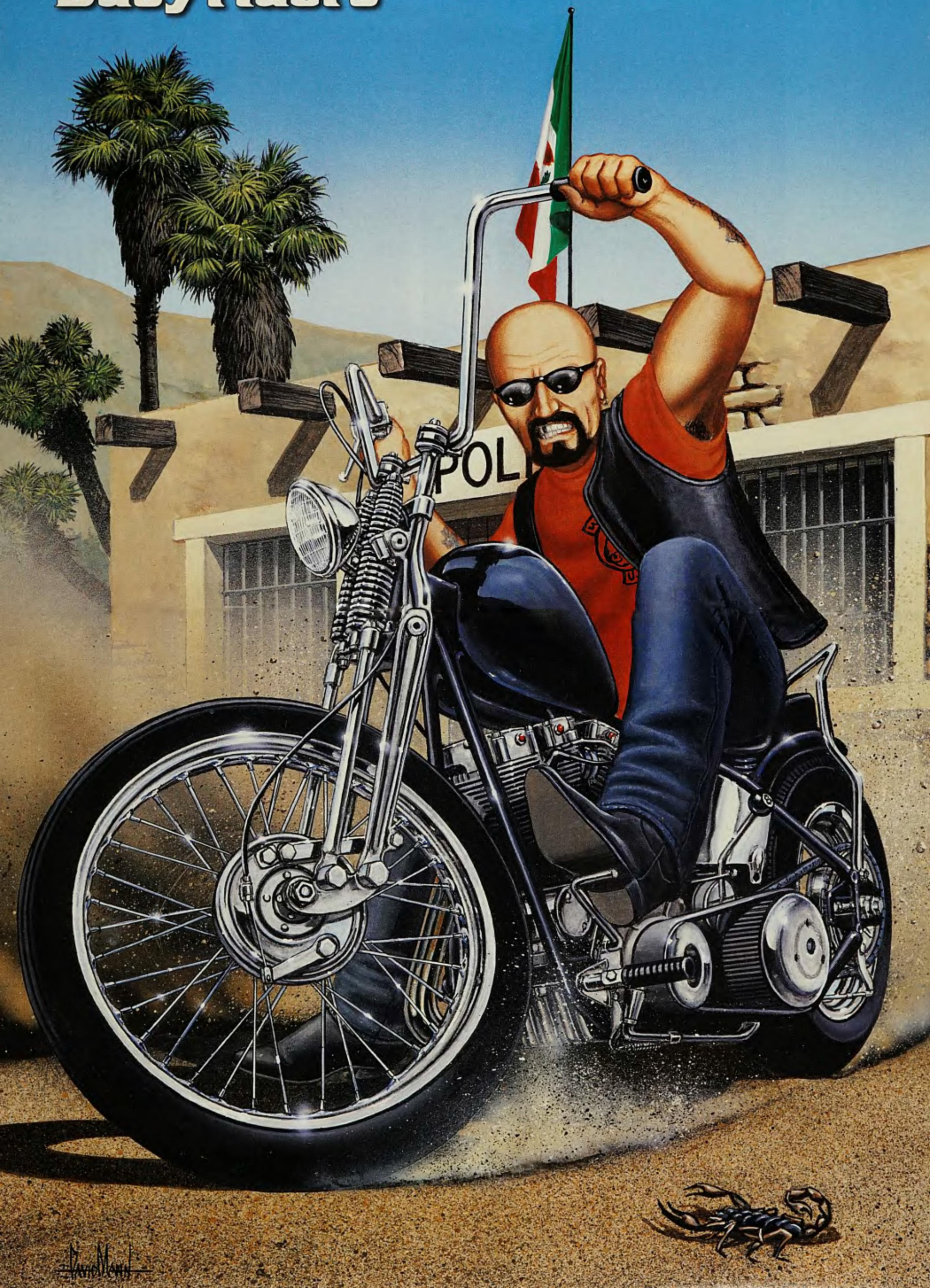
And there's more to come—along with a few more pieces of leather due out soon (a nasty ladies vest and an elkskin shirt). It seems Li'l Joe doesn't much like any of the jeans he finds in the stores, either. "H-A Blues," a biker-built denim line, is right around the corner. That's another story, for another time.

—JK

Source

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(800) 329-8101, fax (909) 356-8181

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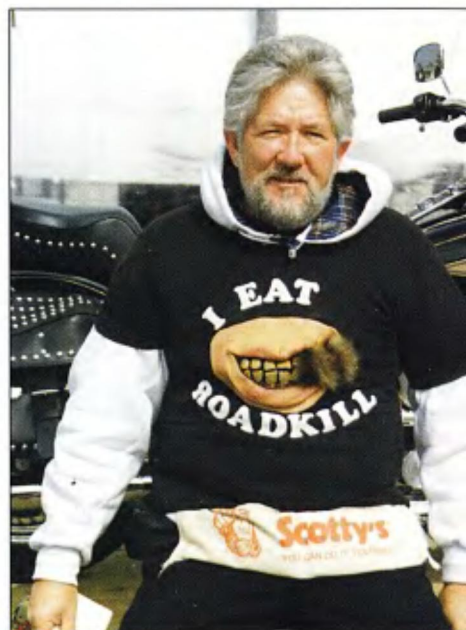




—Herry Panzer, Klettgau, Germany



—Wino Joe, USA



—Gonzo, Ulm, Germany



—Carla Nelson, Gulfport Blowout, Miss.



—Capitol Easyriders, Gaithersburg, Md.



—Jim Peterson, Jewell, Iowa



—Billy Tinney, On the Road



—Michael Lichter, Boulder, Colo.



—Vincent Lagana, S. Daniele di Friuli, Italy



—Mark Langello, Lacconia, N.H.



—Brake Handle, Staten Island, N.Y.



—My View, U.S. of A.



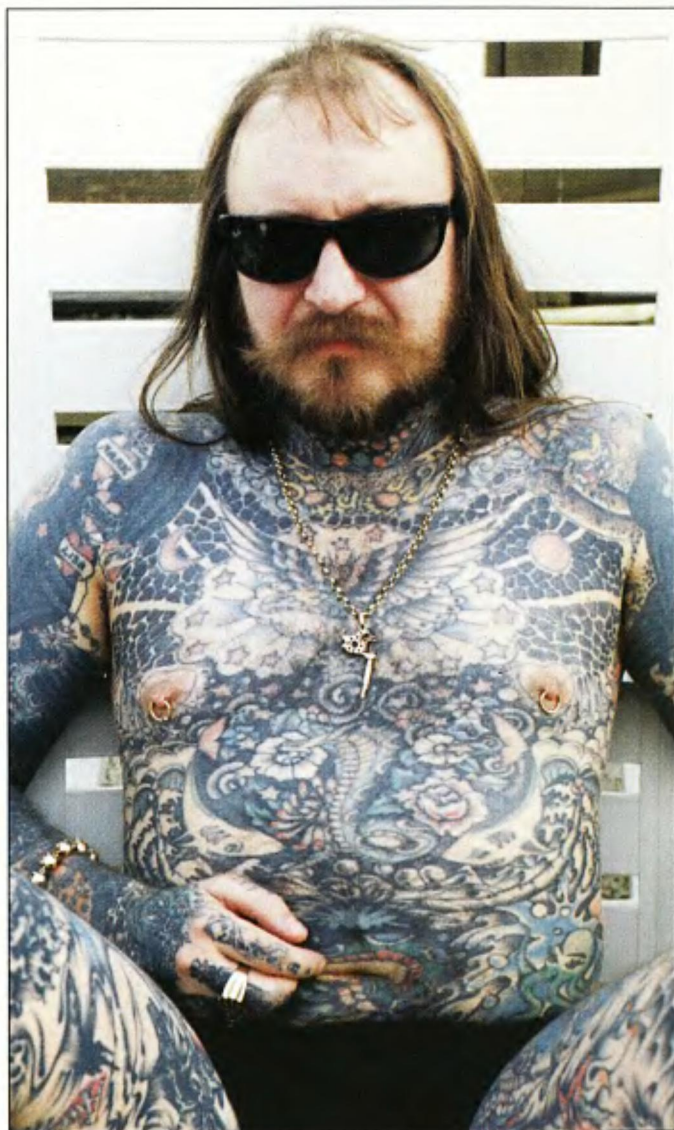
—Denyse Beaudin, Pont Rouge, Quebec



—Side Show Bob, Katy, Texas



—Freddie Williams, Kilgore, Texas



—Marian Dzierzena, Brussels, Belgium

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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FOX HUNT

AUGUST WINNER

When an icy frigid squall is blowing off Lake Michigan and the winter's chill isn't fit for man or Bears, when they're thinkin' of putting a dome on Soldier Field, and in springtime when snowballs are tossed instead of first pitches at Wrigley Field, that's when it's colder than a well-digger's ass. But if there's one person in the Windy City who could heat things up through the most polar-like conditions the Midwest can issue, it's your Fox, Pamela. This lady is a doer. She sews, dances, rocks to tunes from the '70s and '80s, rides Hogs, lifts weights, runs religiously, and enters bodybuilding competitions. Last summer she was crowned Miss *Easyriders* of Chicago by the bros at our franchise store, and lent a helping hand as the store celebrated the 25th anniversary of *Easyriders*. Pam's got a heart as big as all the Bulls' championship trophies combined. She painstakingly embroidered "Shovelhead" on staffer Cool Man McCool's 25th Anniversary shirt in thanks for her trip to L.A. See Pamela heat up Big Daddy Drew's Semper Fi Evo on page 92.

—Loudmouth



I got on a Harley-Davidson and didn't realize I was going to get off! More rides, more rides. I need more rides.

Kristin, Wyoming—#101



My first ride on a Harley was in 1992, and I was topless as we rode down the freeway.

Donna, Washington—#102



My first ride on a Harley was with my brother-in-law; it was the ride and fantasy of my life.

Diana, Florida—#103



I thank the boys from Savannah, Ga., for that first ride. I had my back arched over the fender and a smile on my face the whole time.

Hania, Ohio—#104



It was at the Turner Falls Vets rally, with a sexy man on a very cool '79 Shovel. I was scared! But I loved it. Now we ride everywhere.

Elizabeth, Texas—#105



That first Harley ride was a feeling and experience I could never repeat. I dream of going on a memorial run for my uncle, Ricky The Rat.

Michelle, California—#106

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

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



Here she is, bros, the September 1996 winner in our monthly Fox Hunt, Lisa Lynne, #906, from Erie, Pennsylvania. 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.

283

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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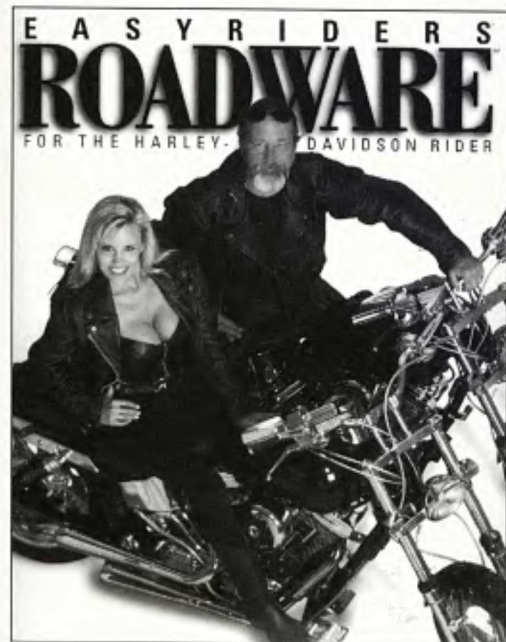
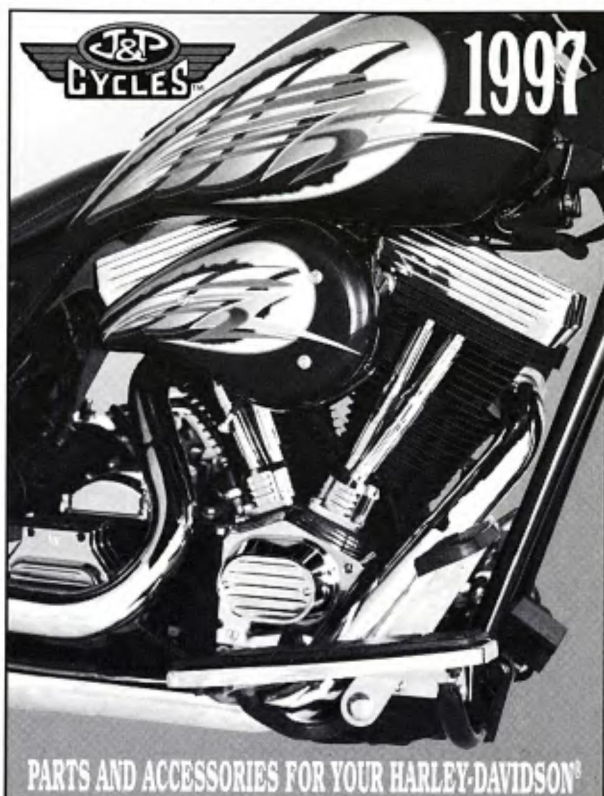
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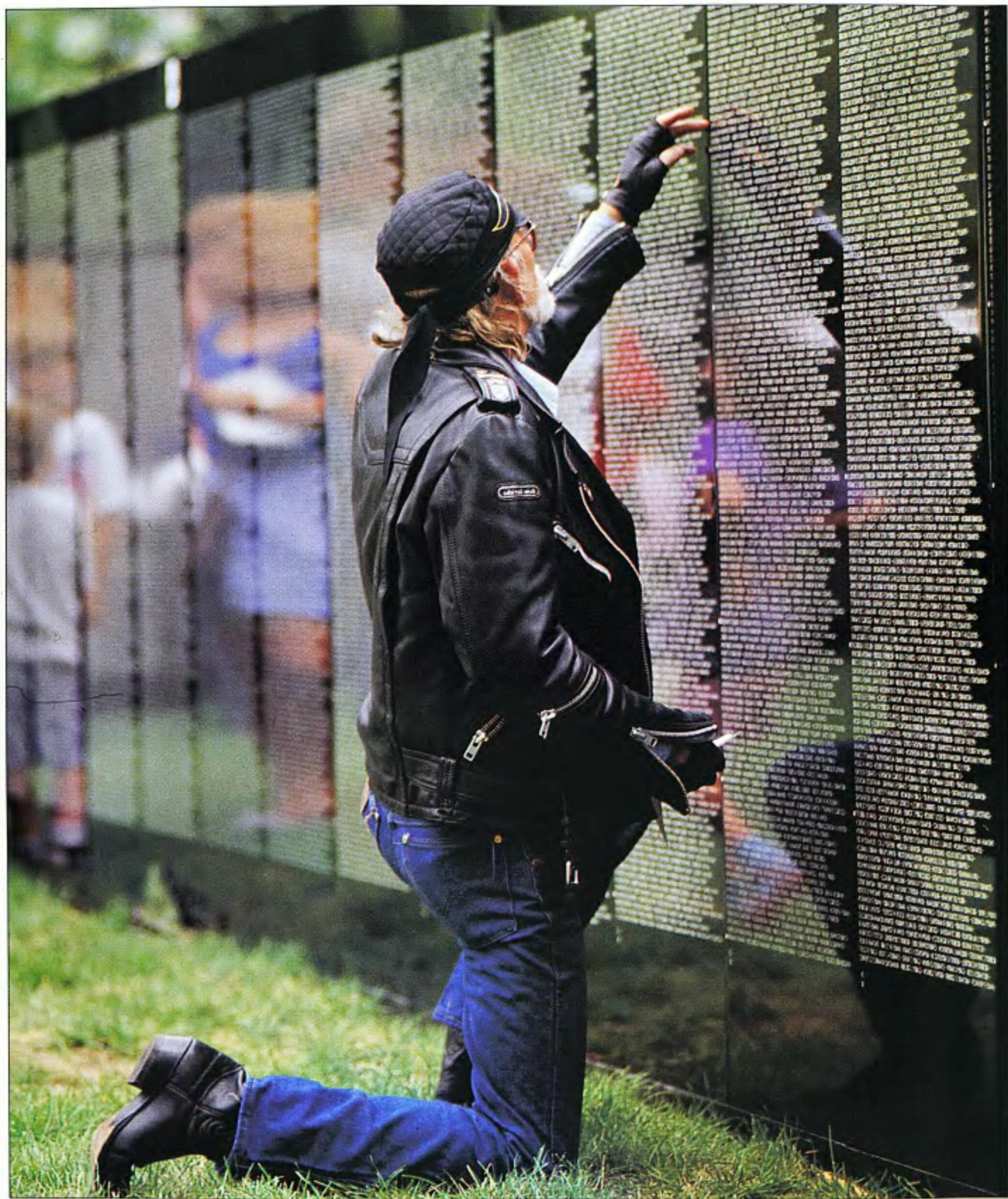
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ROLLING THUNDER IX



WASHINGTON, D.C.

bikes was outdone by the thunderous sound of silence—the silence one encounters when entering hallowed ground. The Wall is just that: a holy temple open to all. It is a place where grizzled-faced veterans can shed a tear, by touching a friend on the Wall. It is a spot where a young woman immediately becomes the “kid sister” to a big brother on the Wall. It is a place where sons and daughters can embrace the fathers they never knew.

The Wall is also the The Ladies Memorial. A letter left on the base supporting the “three nurses and injured soldier” is as fitting a thank you as any speech a politician could have written ... except this letter is from the



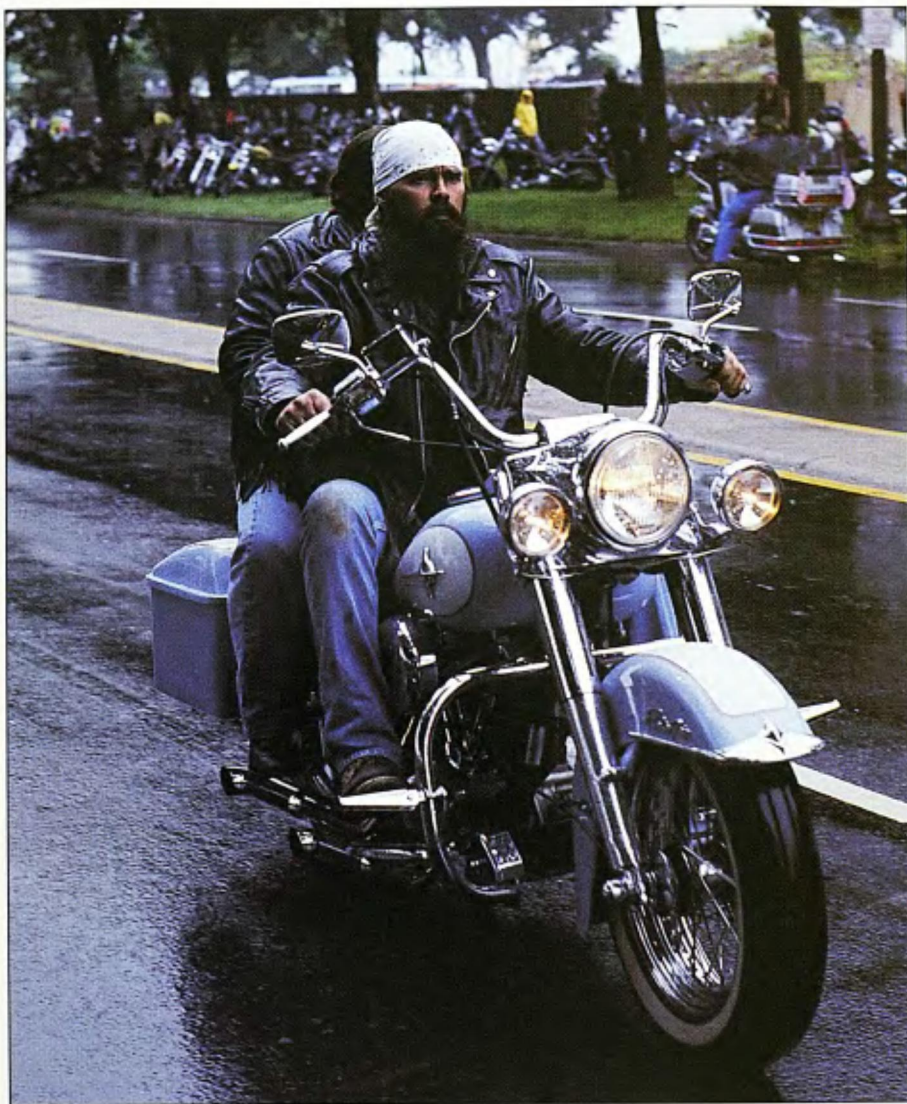
heart. “I want to thank you, although I do not know you, you saved my husband’s life, you helped him to live and every day for twenty-eight years I have thanked you ... may God bless you.”

Many people do not know that all women in Vietnam were volunteers. All women who served in designated combat, or hot zones, were double volunteers. They were not drafted to serve in Nam, nor to risk the harm of direct fire. Lt./Nurse Sharon Lane was one of those “who didn’t have to ...” Lieutenant Sharon Lane is on the Wall.

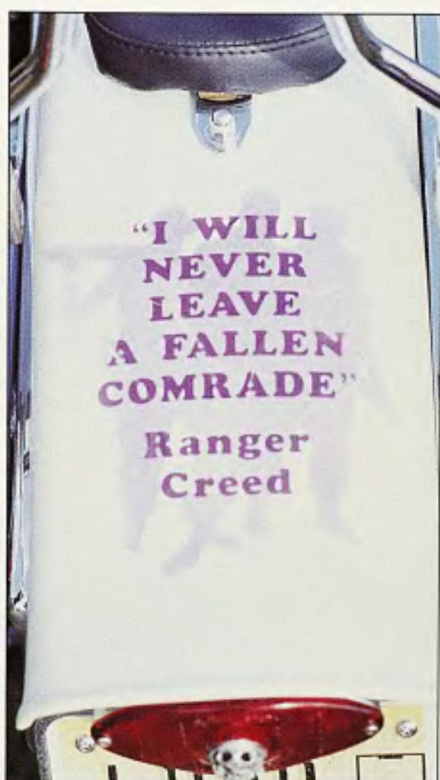
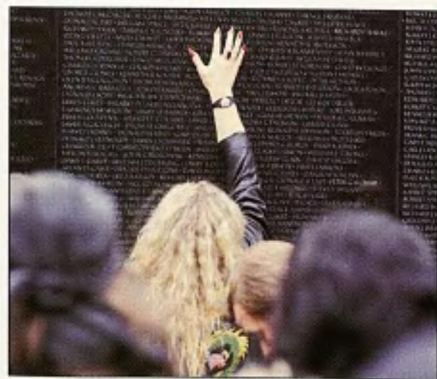
There are 16 chaplains on the Wall. Captain Morton Singer is one. There are also doctors on the Wall, like Captain/Surgeon Arthur Lewis. There are grunts/soldiers on the Wall. Too many, and too young. Young enough, that the average age of the more than 58,000 names on the Wall is 19!

Rolling Thunder is a thank you to all those on the Wall and to the almost 98,000 American POW/MIAs from WWI, WWII, Korea, Vietnam, and the Gulf War.

There was a small group of Vietnamese Americans who were



Photos: Doug Kammer, Ron Inselman, Jay Hirsch



present during this Rolling Thunder to say thank you to the more than 58,000 heroes on the Wall ... Americans who had their lives taken—they did not "give their lives." One gives a gift, a hug, or a kiss; no one gives his/her life. The 58,000 names on the Wall, and all the other names and faces from WWI, WWII, Korea, and the Gulf War had their lives taken. In politicians' speeches and Hollywood movies you'll often hear the words "they gave their all; they gave their lives ..." In Vietnam (as in all wars), their lives were *taken*!

As the mist turned to a steadier rain, bikers said final farewells and made their way back to dry hotel rooms or wet roads leading home. One couple visiting D.C. for the weekend asked a few bikers what the gathering was about. The couple had seen and heard thousands of motorcycles and bikers partying all weekend. One of the bikers on this wet Sunday afternoon explained to them what Rolling Thunder represents, and then, as a last remark, said, "Anyone who parties hard also knows what it's like to cry hard!" —Jay Hirsch

SEMPER

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MISSION ACCOMPLISHED WITH BIG DADDY DREW

Many moons back, U.S. Marine Private First Class "Big Daddy" Drew Milburn and a buddy, both fresh outta boot camp, were partyin' in Baltimore's Inner Harbor when they took a turn down the wrong, dimly lit alley. Instead of a shortcut, they found a rapidly escalating street population of unfriendlies, leaving two against too many ... and only one option. In Baltimore's darkest bars, there's still talk about a guy whose lethal grip and lightning reflexes left one howling bastard with holes where his eyes oughtta be.

Today, Big Daddy's preferred harbor is San Diego, where he spins a wrench alongside Michael D. and their partners Ron and Ron in the co-owned *Easyriders* franchise store. This former logistics chief and Marine recruiter cut his teeth on a '74 Sporty in his native Kentucky, during off-duty hours, progressing to modified, scratch-built rigid stroker Pans and Shovels, while always hoping to someday end up in the land of bike-customizing heaven. When finally presented with the opportunity to transfer



to California, Staff Sergeant Milburn practically left a full body outline in the wall of his Louisville office.

Landing in Oceanside, California, Big Daddy introduced himself to Bill Kennedy and found both a home and a mentor. The resulting tutelage put a shine on his existing customizing skills, first seen in the January 1995 issue of *Biker* and September 1994's *In The Wind*. Those scoots paved the way for this hard-assed Evo head turner. The bike, now owned by an Indonesian businessman who came to Big Daddy's shop with a Ness gas tank, the desire for a Softail, and one question: How do we make this work? →





To start with, take a 38-degree raked Atlas Precision frame, fitted with Roma inverted 54mm forks (and custom trees), a Kendon torsion bar, and highlighted by all-aluminum fender and body panels (Ryals Fabrication), with a Gerard Designs marbled paint job. Then add a Leineweber E5S cam, JIMS lifters, an S&S E series carb, and a fire-breathin' Morris Magneto belting the 80-cubed, double-fisted bodyslam through Andrews close-ratio gears. Let her rip, and you'll hear WWIII blatin' through the custom RB racing pipes.

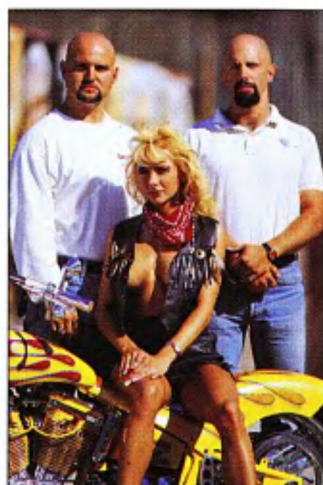
Drawing on his own skills, as well as integrating the talents of other companies like Billet Concepts and Ryals Fabrication, Big Daddy Drew figures to share the wealth of design and experience. His construction formula is simple: "I like to get with a customer, learn his personality, then build his personality," Big Daddy explains. With no shortage of characters in the world of scooter madness, work probably won't slow down anytime soon for the man from the Bluegrass State.

Pamela, this month's fine, fair-haired body-building Fox, pumps out her own version of character at a Chicago northside club. Between the bike and the babe, whaddaya think?

OOH-RAH!

—Captain Trash





Owner:.....Agus Sembado
City:.....Anaheim, California
General
Fabrication: Big Daddy Drew/John Ryals
Year and make:1996 Special Const.
Model:Softail
Value:\$40,000
Assembly:Big Daddy Drew,
Easyriders of San Diego (619) 234-8547
Chroming:Distinctive Polishing
Engine
Year and model:1996 Evo
Rebuilder:Easyriders of San Diego
Ignition:Morris Magneto
Displacement:80 hot inches
Pistons:H-D

Cases:H-D
Heads:H-D
Cam:Leineweber E5S
Carb:S&S Super E
Pipes:RB Racing
Modifications:balancing by
Regeneration Machine Works,
JIMS lifters, S&S air cleaner
Transmission
Year:1996
Modifications:Andrews close-ratio gears
Paint
Molding:Gerard Designs
Painter:Gerard Designs
Color/type:yellow, red, orange/pearl
Special paint:marble undercoat

Frame
Builder:Atlas Precision
Type:Wide Drive
Modifications:38-degree rake
Accessories
Bars:Ness
Fenders:John Ryals/Big Daddy Drew
Headlight:Headwinds
Taillight:John Ryals/Big Daddy Drew
Pegs:Performance Machine
Electrics:12-volt, Big Daddy
Gas tank:Ness 4.2-gallon
Oil system:all stainless
Seat:a hard one
Mirrors:don't look back
Grips:Ness

Forks
Type:upside down
Builder:Roma
Modifications:custom trees, RKL Tech.
Wheels
Front
Type:R.C. Components
Size:19-inch
Tire:Dunlop
Brake:Performance Machine
Rear
Type:R.C. Components
Size:18-inch
Tire:Dunlop
Brake:Performance Machine
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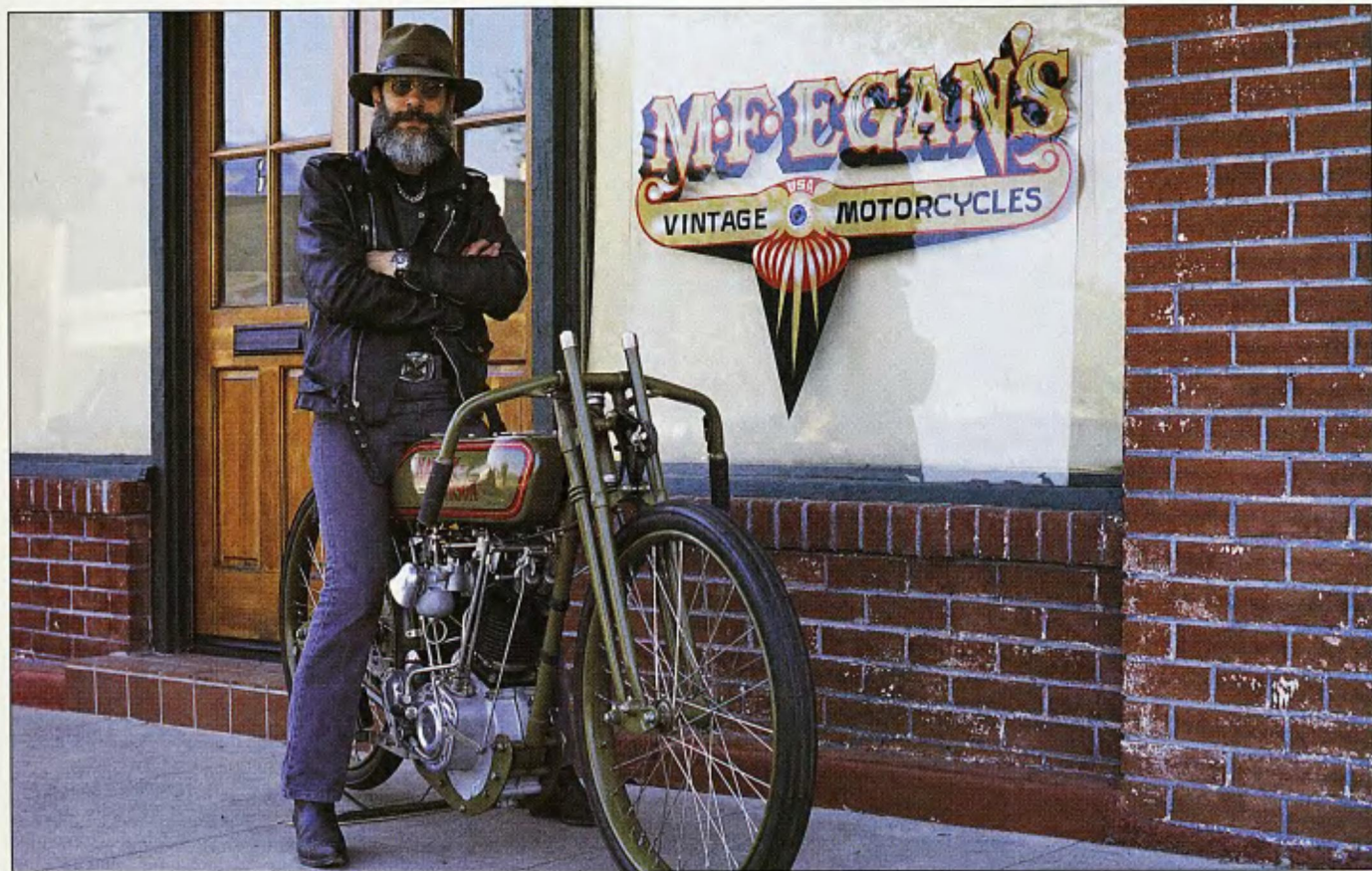
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Dr. Martin Rosenblum authenticating a genuine 1920s factory 8-valve boardtrack racer of M.F. Egan's in Santa Paula, California. This 8-valve is thought to be the most original and authentic of the surviving few in the world.

History has a way of becoming fiction, a bemuddled mishmash of fact, fancy, and fabrication. It is the task of historians to set things straight so that a continuum of useful knowledge can be stored and called upon by those wishing to learn the whole truth and nothing but the truth. Whether you're trying to figure out the rise and fall of the Roman Empire, how George Washington invented the expense account, or the complex machinations of the premier American motorcycle company, you need both the documentation and a person capable of collating, organizing, and preparing the mountains of dusty material so that it can be effectively utilized.

Case in point, the Harley-Davidson Motor Company and Dr. Martin Jack

Rosenblum. From the 1903 get-go, the Motor Company understood the necessity to preserve their products, both hard and soft, and that extended to published materials, both public and private. Early on, the founders were thinking of posterity, feeling deep down that H-D would be around for quite some time. They invested in the future, by storing away a new motorcycle model for every year of production, starting with year one of their existence. They also squirreled away everything else pertaining to its business operations, all for the purpose of preserving a company's heritage in particular and contributing to Americana culture in general. The only other company that came close to this level of heritage commitment

was Schwinn who, as part of their enterprise, built the excellent Excelsior and Henderson motorcycles until the early 1930s. When the Schwinn company fell into foreign hands recently, their archives were donated to the AMA's museum in Westerville, Ohio, where they will help collectors and historians for decades to come.

Once Harley-Davidson realized they had a small mountain range worth of pamphlets, business records, technical data, promotional materials, etc., they began looking for the right kind of individual who could climb these paper mountains, map the many crevices, valleys, and caves, and alphabetize it all in a format the human mind could comprehend. We're talking more than 90 years'



Dr. Rosenblum immersed in a sea of motorcycle antiquity at M.F. Egan's Vintage Motorcycles warehouse.

Photos: Markus Cull

worth of stuff, important items from a major company. As luck would have it, the man with the right stuff was found. Enter Dr. Martin Rosenblum, Ph.D., doctorate in History and Literature, tenured Professor of Antiquities at the University of Wisconsin.

Yes, he had the academic background in aces, recruited for his multi-skill abilities in sorting, organizing, and preserving what would be tons of accumulated materials. But just as importantly, Marty, as he prefers to be called, was selected because of his unbounded enthusiasm for the sport of motorcycling. He has been an avid motorcyclist since the 1950s, marking his first solo ride in 1953 on a three-wheeled Harley Servi-car. He was also collecting old Harleys way

back when they were not the hot commodity they are today—his current crop ranges from an original Topper scooter, to a 1977 XLCR Cafe Racer, to his 1994 daily rider, a Springer Softail. In effect, the Motor Company had found the best from both academia and the real world with Marty Rosenblum.

Marty's breadth of talents and experience includes a passion for music and a track record in the publishing and recording industry, established while lecturing at Wisconsin. For example, his "The Holy Ranger's Free Hand" was recorded on a national label, and he often entertained the Harley Owners Group (H.O.G.) activities when they were getting off the ground in the 1980s. As part of his enthusiasm for history and collecting, he gathered vintage guitars

during his musical gigs, along with antique motorcycle toys and firearms.

Married for 25 years, and the father of two daughters, Marty also found time to teach karate at his martial arts school during the 1970s, as well as authoring books and poetry reflecting the characteristics of motorcycling solitude, freedom of the open road, and the refreshment of the spirit motorcycles provide.

All these diverse and overlapping accomplishments paid off when Marty was given the key to the Harley archival cave. He found an unending panorama of disheveled stacks of boxes stretching as far as he could see, spanning almost a century of accumulation. Was he overwhelmed, stunned, heading for the nearest exit? Believe it or not, he sat down and designed a logo for the Archive Department's literature, thereby giving it official reality, a symbolic first step. The special logo was based on the 1910 Harley Factory brochure and will adorn certificates of appreciation presented to archive donors as the Archive Department is actively seeking, and securing, documents to increase the strength of its available resources.

A new facility on the Juneau Avenue site has recently been provided, solely for the archives. Special large fireproof metal drawer units have been built to house the reams of advertising materials, significant papers, and records. In addition, Susan Fariss, bringing with her a degree in Library Science, has recently been assigned to assist Marty in the task of placing the memorabilia in chronological order and developing a computerized database system for easy access. A new and improved area has been built to house the Motor Company's motorcycle collection, which is now under the auspices of Marty and his Archives Department.

Under Marty's direction, limited restoration has also been undertaken on some of the many machines by Chicago Ray. Yes, it's a 12-hour-a-day labor of love, and Marty says the days seem to breeze by in a flash as new challenges are met and methodically resolved. One day soon, the secret of Aladdin's cave will be finally unlocked, everything in neat order and easily retrievable, to be shared with an eager audience craving more knowledge about the legendary Harley-Davidson Motor Company. And H-D curator Dr. Martin Rosenblum will be holding the golden key.

—M.F. Egan and Paul Garson

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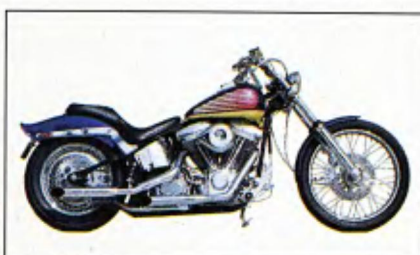
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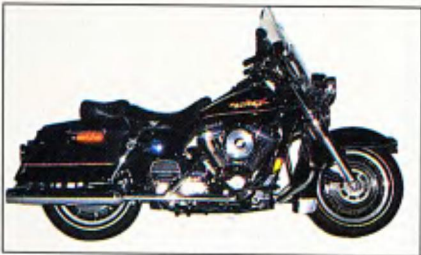
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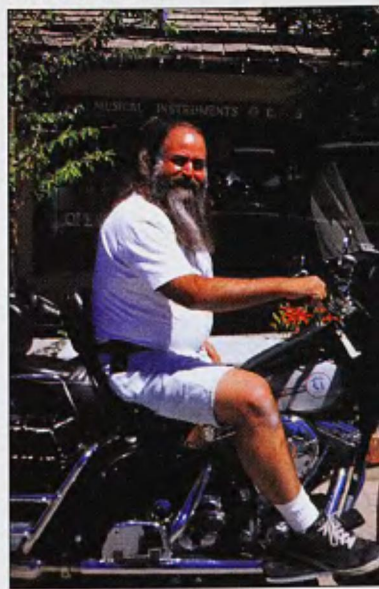


Several hundred-year-old saguaro in the Arizona desert.

SA



Arizona sweeties.



Hiya, Mike the Greek.

GUAROS



Boozefighters paying respect to J.D. John.



Howdy. Here we go again. This time, I've got some bad news, and that is that JD John has passed away. For those of you who weren't acquainted with JD John, let me fill ya in.

John S. Cameron was born in Oregon on June 10, 1915. He was a bike rider all his life, and in his younger days did lots of flattrack racing and hillclimbs. He was one of the founding fathers of the Boozefighters, originally formed in 1946. John was a friend of mine, and I will miss him. I loved that old man. I remember sitting in his house watching old black-and-white film footage of hillclimbs and races he was in. He was a big dude, who we interviewed in an early *Easyriders* Video. His favorite motorcycle was a JD, which he raced every chance he got. He also had an

8-valve JD that was featured in *Easyriders* and in a special edition of *Yesterdaze*, back in 1983. John raced aboard a JD at age 55 in one of the last Lake Elsinore races. He was pals with Bud Ekins and Steve McQueen.

At one time, he promoted speedway racing and sponsored many a professional dirt track racer.

Many different patchholders showed up at the funeral services. I saw Bounty Hunters, Grand Fathers, Hessians, 13 Rebels, Solo Angeles, Vagos, Vietnam Vets, and, of course, many Boozefighters, from all over the country. The 13 Rebels are from Manassas, Virginia, and chapter W of the Boozefighters came from the Dallas-Fort Worth area. Chapter 4 from Orange County (California) and Chapter 3 from San Diego were also well represented. They all showed up to pay their respects,

and some members got up and told stories of their friend, JD John. He was a great character and will be missed by his many friends—rest in peace.

On a lighter note, I got to go up to Big Bear Lake, California, for the 43rd Annual Old Miners Days celebration. Since I work on the road, it's been many a moon since I've attended this function. It sure has changed quite a bit. That is, ya hardly see many bike riders. I guess the San Bernardino County Sheriffs hassled the riders so much they quit coming into town. Can't say as I blame 'em.

Anyway, my daughter Laura and I had a good time. We were the guests of Mike and Cynthia Aspiotes. Mike operates Village Music in the town of Big Bear Lake. He sells guitars, drum sets, CDs, tapes, stereo equipment, concert tickets, and also rents musical →

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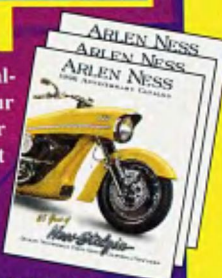
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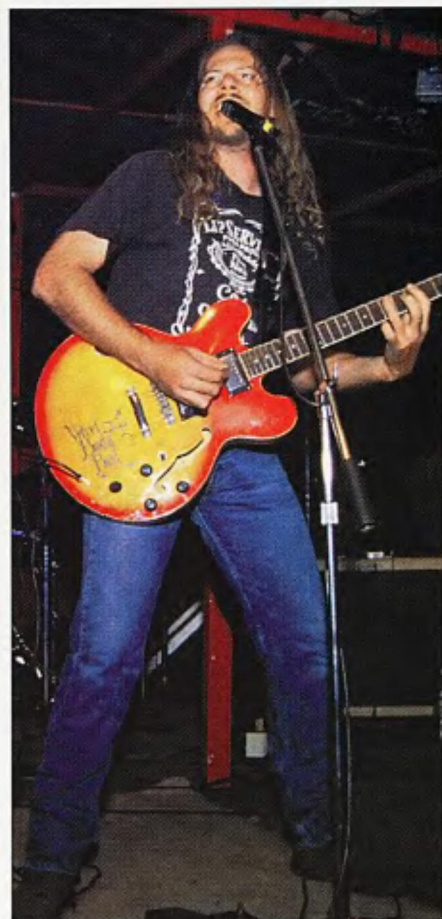


Hard-working Phoenix ABATE crew at the Too Broke For Sturgis Run.

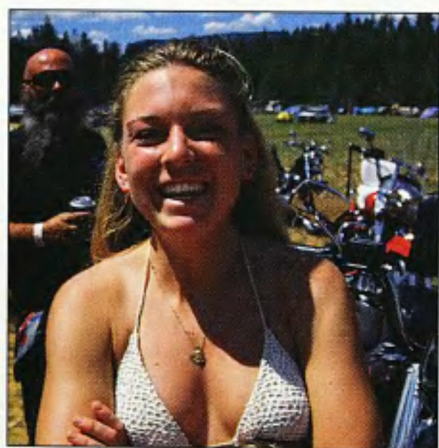
instruments. I also got to hang around Chad's Place, a local watering hole mentioned in *Riding with Rip—the Bros Club Guide to America*. Boy, have things changed around there. Besides having a new owner, good-looking Lauren Blake, the place was dead—I mean, compared to years past when riders filled all the parking areas for several blocks around the place. It did pick up later in the evening when live music was played on their indoor stage.

While in the area we got to see a quick draw pistol exhibition in nearby Fawnskin, Calif. Many of the townsfolk get into dressing up in period clothes from the mining era, 140 years ago. Lots of gold was pulled out of the Big Bear area back then. At the time it was known as Holcomb Valley, after Bill Holcomb, the first dude to discover that precious metal. The quick draw shooters stand in front of their target (a balloon about chest high) about 10 feet away. When the light comes on, they quickly draw and fire at the balloon. They are timed from when the light comes on until the balloon is shot. The best lady shooter that day was Linda Faughn with a .375. The quickest male shooter was Lance Tate with a .297—damn fast pistoleros, wouldn't ya say?

Sunday afternoon, the town had a parade. Since this was a western



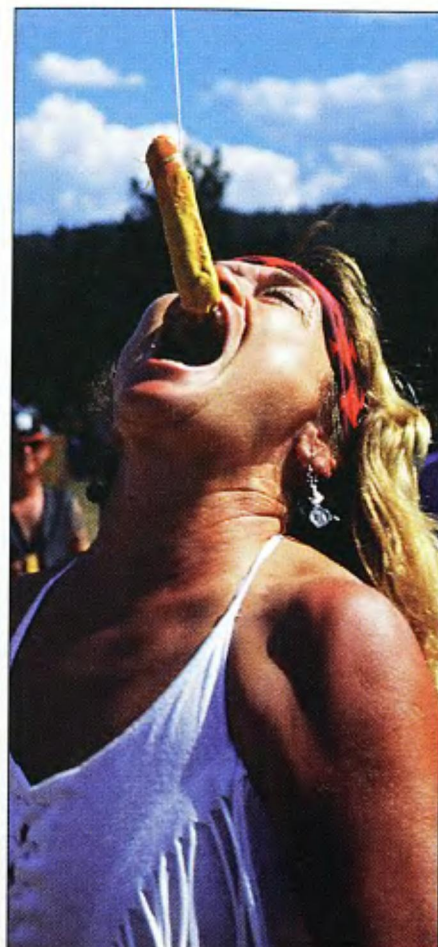
Mojo Hurricane on stage.



Arizona cupcake.

theme, we got to see lots of horses, a few carriages, and a stagecoach or two. One of the finer carriages was driven by Michael Homan, better known as Gonzo. His hayburner was a white mare named Princess Dianne. Gonzo is also a Harley rider. All in all, it was a fun weekend. I got to spend some quality time with one of my kids. The weather was warm and it was a fun ride aboard Baby, both up and down the mountains to Big Bear.

The next weekend, Chuck, one of my homeys, and I went to visit and party with ABATE of Arizona at the Too Broke For Sturgis Run, sponsored by the Phoenix chapter, near Payson, Ariz. I had been in touch with



Oh so close ...

Bobbi Hartmann, the State Communications Officer for ABATE of Arizona. Bobbi loves riding her 1985 Low Rider FXRS.

But before telling ya about the Too Broke For Sturgis Run, let me first tell ya about the area. This part of Arizona is in the high lonesome pine country and very beautiful. The elevation is somewhere near 5,000 feet with a forest of pine trees as far as the eye can see. I'd never been in these parts before, and was duly impressed.

The run site was about 20 or so miles from Payson, held on the Mogollon Rim at the Sharp Creek campsite, or about two miles east of Christopher Creek, on the south side of Highway 260. Look for Paradise Mesa. This was their fifth annual run, and we were very lucky because the weather was perfect. That is, it didn't rain as in previous years. We all know how sloppy campgrounds can get with a little precipitation. And it was a bit on the warm side, just the way we like it. This was a family run so there wasn't a wet T-shirt contest. There were lots of kids running around and the Christian Motorcyclist Association conducted kids' games on Saturday afternoon.

For us grown-ups, there were the usual biker games. Over the years I've seen the ball drop, the balloon toss, →

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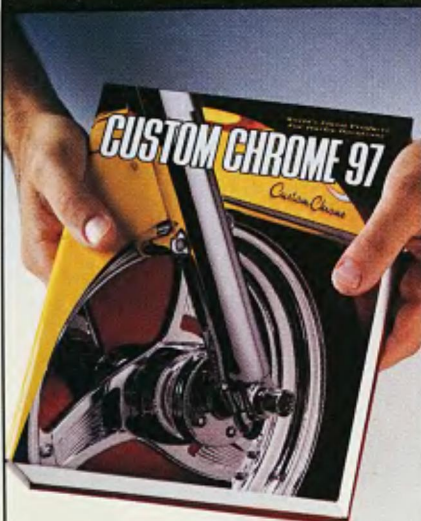
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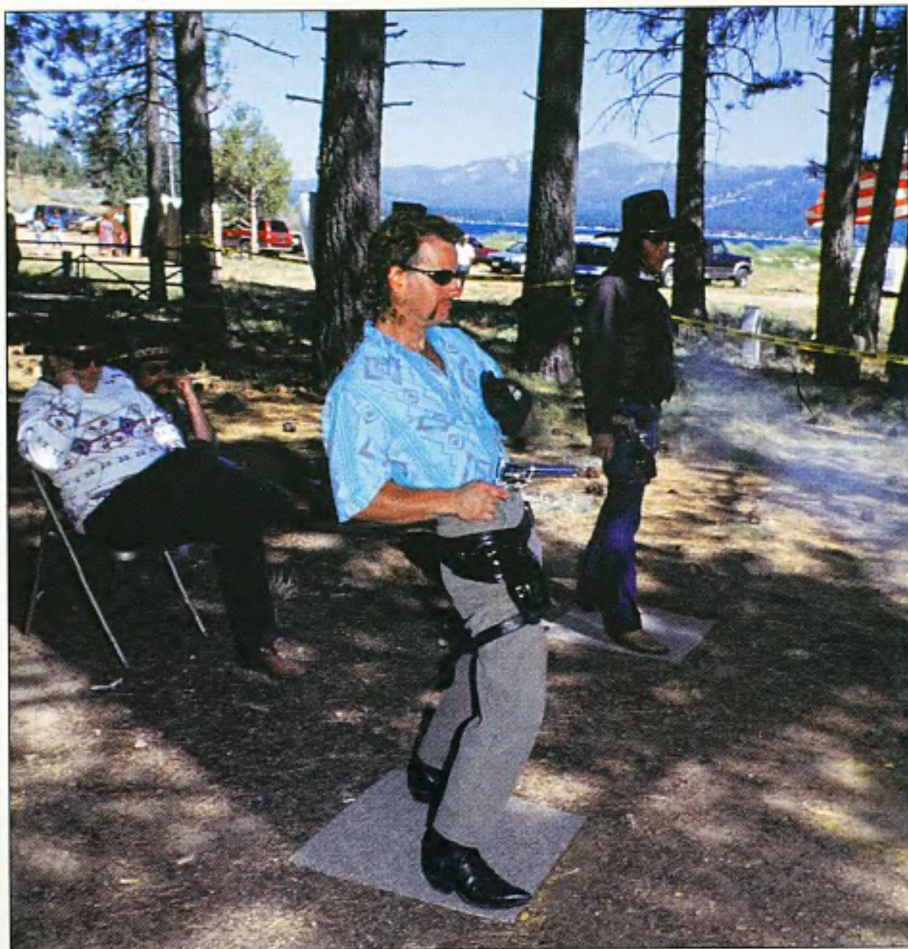
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Lance Tate, quick draw master at Fawnskin, California.



Gonzo and Princess Dianne in the Old Miners Day Parade, Big Bear Lake, California.

and the ever-popular wienie bite, but I had never seen the taco bite before. It was the male version of the wienie bite. I guess this was supposed to be pay-back for the ladies having to do the wienie bite. That is, it was handled similar to the wienie bite but instead of wienies, tacos were used and dudes—not females—went for it. It was very interesting. The winners of this game were Jockey and Mark Who, with Sam and Neil finishing second. I'm not sure who did the biting and who handled the driving chores, but nevertheless, it was lots of fun watching their antics. Frank and Louise won the wienie bite, and Mike and Joann won the balloon toss. Logan

Roberts out-turtled Mike Dick in the slow race, and Animal and Marla won the ball drop. Animal had to time his ride just right, so Maria could catch the ball as it exited out the end of a piece of four-inch PVC pipe about 30 or so feet long. Gary and Shelana were second.

On Saturday morning, a group of us went on a poker run that went to the parking lot of a Circle K in Heber, Ariz., then back to the campground. I didn't draw a hand since I just took pictures and enjoyed the scenery. I don't know what kind of hand won, but I do know that the winner was a dude named Tim Young. I rode along with Terry Lynch, who is a test driver for Volvo. During



Catching those Arizona rays.



Chad's Place's Lauren Blake and G.M. David.

the week, she is putting miles on Volvos either on their test track in Phoenix or on the city streets. She used to be a cross-country big rig driver, but changed jobs so she could spend more time at home. I wrote about Terry and her ol' man, Chooch, a few years ago when I stopped at their house for a visit on my way east to Daytona. Chooch works for the railroad and was past coordinator of the ABATE of Phoenix chapter. They still work very hard every time their chapter has a function. Hey, ya got to understand that lots of people have to stand up and volunteer, particularly when several thousand bike riders get together. It went off swell and I, for one, am glad that I came out to visit with these fine folks.

The bands entertaining us during the weekend were Captain Jack and Steppin' Back. Sunday evening and way into the night, Mojo Hurricane played for us. Before Mojo Hurricane came on, Dan and Katie Delaware tied the knot. The wedding was officiated by Bigfoot of the Streets of Joy Christian Discipleship Ministry. Many years of happiness to ya, folks.

They also had two 50/50 raffles, one was good for \$124 and the other brought \$90. Before going on, I think a big attaboy should go to the folks →

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who operate Little Stinker Tinklers, the porta-potty folks. They pumped them out often and used some sweet smelling liquid to keep the bad smells tolerable. Those of us who have camped out on a hot, sultry weekend know what that's all about. Good luck next year, Arizona ABATE, with run number six. I hope the weather holds up for ya. I'd like to take a moment to give a special thanks to Bob Hill, Phoenix ABATE coordinator, all the officers of that chapter, plus all the hard-working grunts. It wouldn't have happened without ya, and ya did one helluva fine job—so thanks again.

The road from Phoenix up Highway 87 is being worked on by the DOT, and it shouldn't be too long before it's a true four-lane highway all the way to Payson. Before reaching the Tonto Basin, you'll ride by some pretty desert flora, and you'll see lots of those giant saguaro cactus that Arizona is famous for. I dug it and had to stop many times to take pictures, going both ways.

If you're ever in the Scottsdale area, stop in and visit the *Easyriders* of Scottsdale franchise store. They have an almost 3,000-square-foot operation between their retail and service area. They recently put in a tattoo studio that also does body piercing.



Goin' slow at the Too Broke For Sturgis Run.

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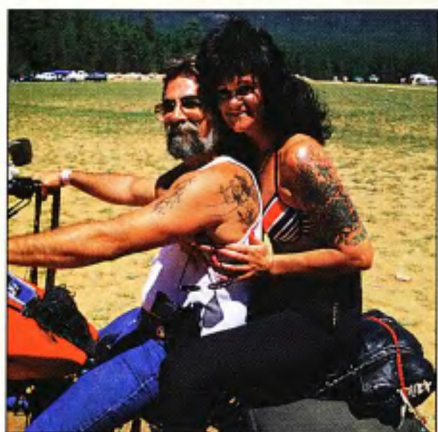
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Ripplin' Waters band, Fawnskin, California.



Nice-looking couple, Too Broke For Sturgis Run.

Photos: Rip

Easyriders of Scottsdale is open six days a week: Monday through Friday, 9 a.m. to 7 p.m.; Saturdays, from 10 a.m. to 6 p.m. They carry all the major brands of aftermarket go or show parts, including mucho billet stuff. A bike built at their store just recently won the best of show award at the Four Corners Rally. They have many bikes of their own for sale, plus some consignment scoots. Of course, they carry the full line of *Easyriders* apparel. They also have a paint and chrome exchange program. They carry stroker kits and will do heads, on exchange. The fact is, they can and will build a bike to suit your individual wants and needs. I was told that they can get many 1996- or 1997-model putts. Also, by the time you read this, they should have a bar in operation next door. It will be called the Billet Bar—look for it.

And while I'm on the subject of looking for things, I'm still looking for some mail from ya. You know what I'm looking for, so how 'bout it? Till then, see ya.

—Rip

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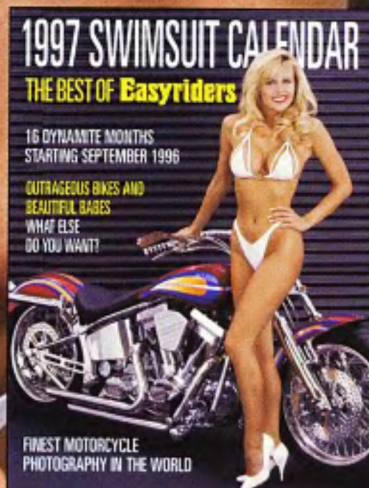
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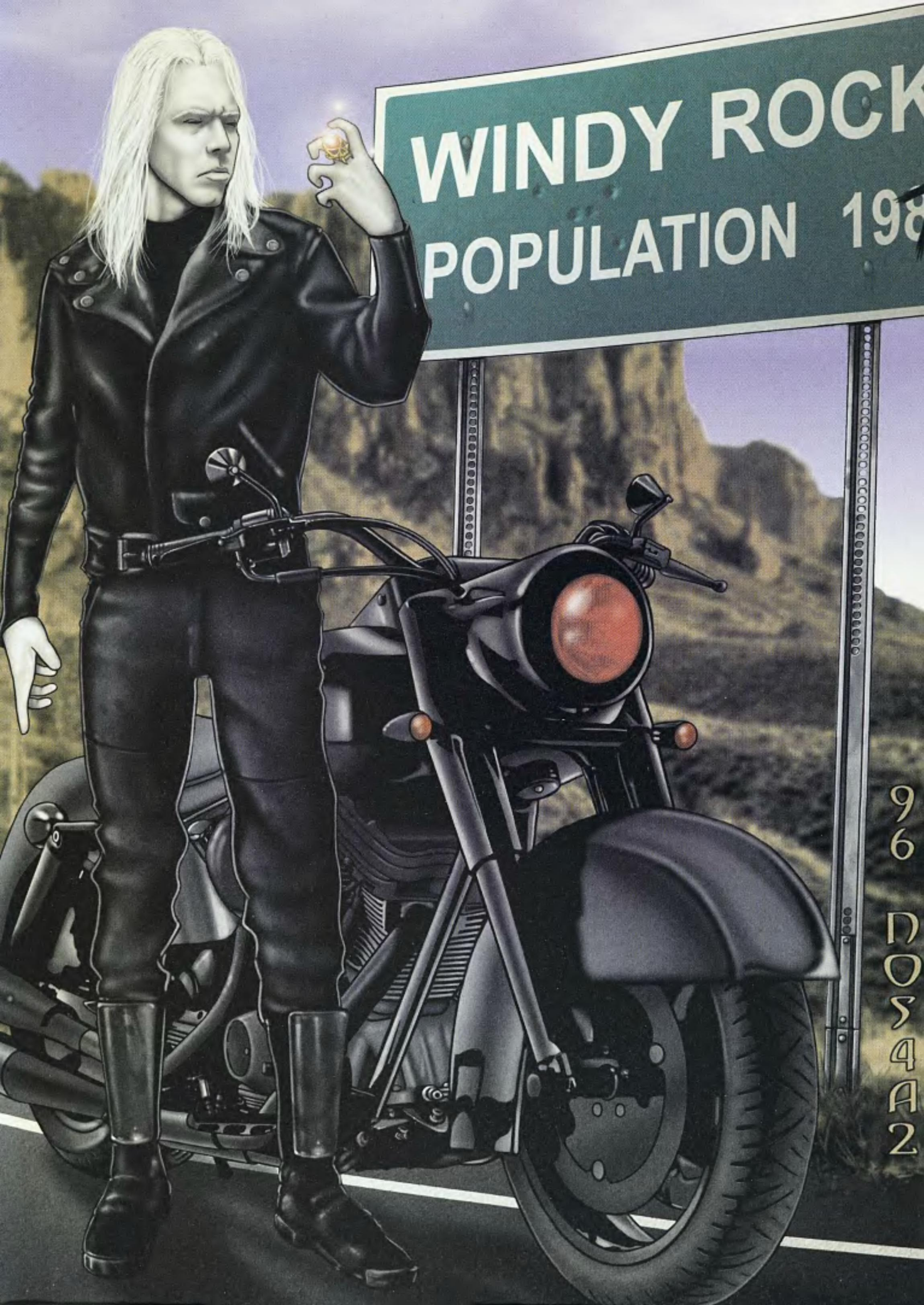
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WINDY ROCK
POPULATION 198

96
DOS4A2

JUST PASSING THROUGH

FICTION BY S.D. JOHNSON

Windy Rock, Arizona, was a dying town in a living desert. The town, which stood only about six miles in diameter, had once been the booming headquarters for a thriving silver mine in the surrounding wasteland. Because of its location near the mine, the town had drawn settlers from all parts of the country.

But the mine had been played out, and the town had dried up under the blaring, unforgiving sun that climbed into the clear blue sky, day after endless day. A town without life-giving water, in this case, money-bringing silver, is a town without a future.

Inside the small perimeters of Windy Rock, 198 people tried to scrape out a meager existence, despite the odds. The town's only theater was open on Thursdays, Fridays, and Saturdays, drawing in the children who hoped that their hard-earned dollar would buy an escape from their doomed

town, if only for a couple of hours.

Most days, the sheriff, a large, burly man by the name of Brad Dellers, could be found sitting in his favorite chair outside the station, his head hidden under the dusty brim of his cowboy hat. Nobody was concerned that the only peace officer they could afford to pay spent most of his time sleeping while on duty. The last major crime to occur within Windy Rock's borders had been the breaking of Widow Beadley's window by a stray baseball.

The little schoolhouse in the center of town was the winter, and fall home to 65 kids, each herded into one of two classrooms: grades K through 7 and 8 through 12. One amazing fact about Windy Rock was the literacy rate. Everyone in the town had at least a 10th grade education, some even going so far as to graduate in the yearly ceremony held at the Windy Rock Baptist Church. →

The passing away of Dick Webster in 1979 had closed the only supply of paint closer than Phoenix, and the brilliant red of the two-room building had faded to a dull, orange color under the blazing sun.

Windy Rock was a dying town, and everybody knew it.

Early one morning, Jasper Knight arrived at Ed's Garage, 20 minutes late. Not that it mattered. The last customer at Ed's had been that yuppie couple asking directions to the Petrified Forest, last week. And they hadn't even asked him to fill up their tank, or bought any of Ed's "authentic" Indian souvenirs.

The only person who cared that Jasper was late was Theo Rogers, Jasper's daily checkers opponent.

Jasper and Theo played checkers on the front porch of Ed's every day, even when one of them was feeling a little under the weather. They would sit for hours, planning moves and strategies with the patience of seasoned pros.

Both men loved their game. To them, it was the only thing that took away the reality of the situation around them. While they played, their only focus was the game, waiting for the other to make his move, so a new battle plan could be acted upon.

The world seemed to vanish for the two during this time. Jasper didn't have to think about the fact that his wife had died seven years ago, from an inherited form of cancer. That memory fact had been put on hold, like a paused VCR tape. For Theo, who had never been married, it meant that he didn't have to be reminded that he, like the majority of the people around him, had been born, lived, and would probably die in Windy Rock.

Two depressed old men sitting in front of a battered gas station, idly letting time slip right past them, using the outside world only for air and light—it might seem like the perfect picture for a Rockwell painting. A forever loop. And it might have been, if not for that day's visitor.

Around 11:30, Jasper jumped one of his red checkers over one of Theo's black pieces, landing in one of the far end squares.

"Crown me, sucker," he said as he leaned back into his chair, resting his bad back against a plaid pillow that had yellow stuffing trying to escape from a small rip in the seam.

His father had left him the chair, along with a precious few objects in a dilapidated two-story house on the outskirts of town. He often felt that he should do something about the condition of the structure ... maybe a couple of new shingles on the roof, or a refinished front porch.

However, with his back constantly acting up and two lungs that had seen the better side of a million or so cigarettes, Jasper felt that any more exertion than checkers and pumping gas would be all he needed to help shuffle him into his grave.

Theo leaned over and inspected his opponent's move. After a few minutes of deliberation, Theo decided that the action was legal, and placed another red circle on top of the "king."

"Lucky break," Theo said in a husky voice. He rubbed the gray stubble on his chin. "Once in a lifetime." He continued to rub and stare at the board.

"Come on—make your move." Jasper was a bit excited about being crowned first. Usually it was a privilege that only Theo enjoyed.

Theo had just placed a shaky finger on a black piece, preparing an incredible feat of strategy. Before he could move the disc, however, a motorcycle screeched to a halt in front of the station, sending a huge cloud of dry desert sand blowing down the street in ever-increasing swirls.

Both men temporarily lost interest in their miniature battle, being overwhelmed by the spectacle before them.

The bike sat beside one of the unleaded pumps that had been installed when the federal government

made leaded gasoline illegal. The idling engine sounded like a fleet of 747s, all waiting to taxi at the same time.

Neither man had ever seen a vehicle like this before. It was black. Jet black. Jasper's father, if he had been standing there beside them, would have called it "black as a miner's asshole at midnight."

No chrome was visible anywhere. The bumpers, the mirrors, the trim running up and down the sides—all of it was black.

Theo pulled his hand back from the board, and replaced it on his chin.

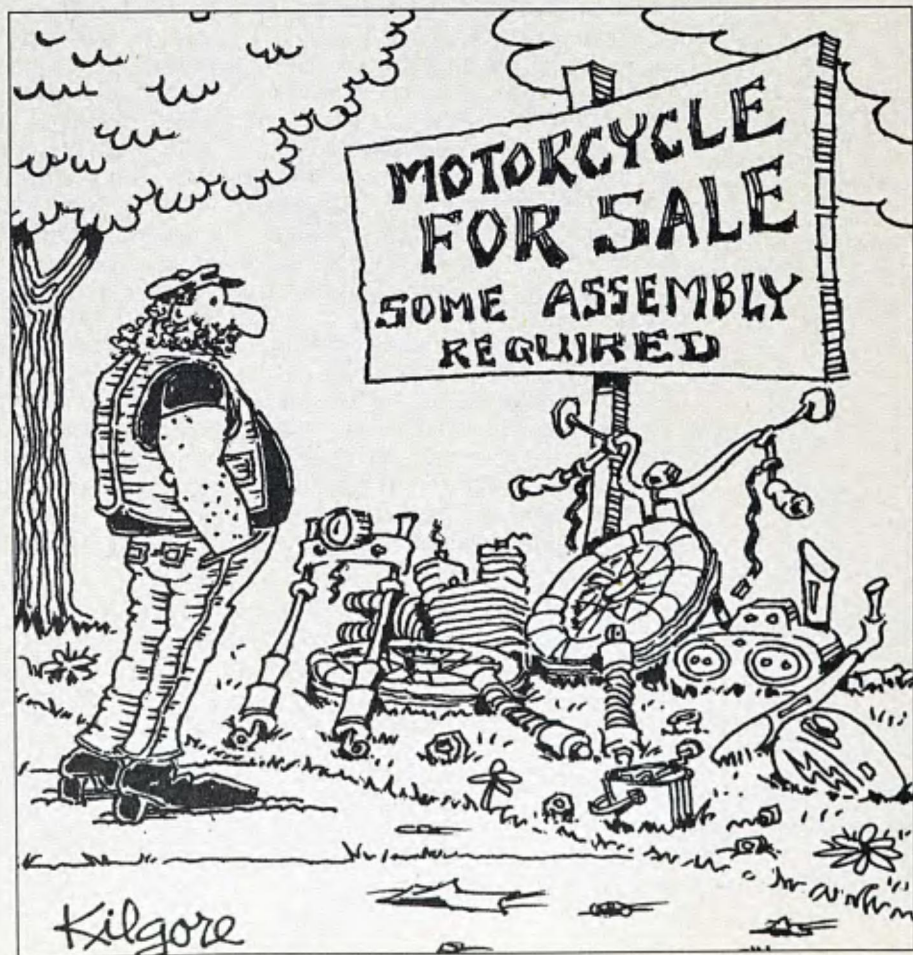
"Well, I'll be a son of a bitch." He looked at Jasper. "Who do we know that would be driving something like that?" He jerked his thumb at the new arrival.

Jasper shook his head, not taking his gaze from the bike. "Don't know. Can't be from around here. Old Lady Headley would have either had 'im run out of town or shitted twice and died."

"Reckon he wants some gas?"

As if on cue, the rider climbed off his bike and stood beside it, staring at them. At least, they thought, he might be staring at them. The helmet on his head was white, with a dark face plate obscuring his identity. He reached up, unhooked the strap at his chin, and pulled the helmet off.

It was a white man, funeral parlor



white. His skin, what little was visible, seemed to reflect the brilliant sunlight.

The man's hair was shock white, hanging down in loose, straight strands. The face was smooth, like freshly polished marble, with no visible blemishes or scars. There was no sweat on his brow, or any color in his cheeks.

The man was dark because of his clothes. They were black, just like his ride. A pair of black boots, black leather pants, and a black leather jacket hung on his thin frame. He

THE MAN LOOKED UP AT THEM AND GRINNED, REVEALING STRAIGHT, DINGY YELLOW TEETH

appeared to weigh about 80 pounds—thin and emaciated. Other than his face, Jasper and Theo could only see his hands as they hung clenched at his sides.

On his ring finger, the man wore a band made of gold, with an ebony stone set in the center. The metal was woven around the stone in the form of a skull. There was no reflection from the rock, as if it sucked up every ounce of light that struck it. The man looked up at them and grinned, revealing straight, dingy yellow teeth.

"Howdy," he said in a cheery voice. He turned his back toward them and examined the miniature town around him. On the back of the jacket, the skeleton of the Harley-Davidson eagle sat airbrushed, wings spread. Then, he faced them again.

"Excuse me, is this place called Windy Rock?"

Jasper was speechless from his first look at the stranger, so Theo hastily answered the question.

"Yep, this here's Windy Rock."

The man clasped his hands together. "Excellent!" The same happy voice again. He began walking toward them. Theo sat motionless, while Jasper was trying to decide if he should do the same, or attempt to make his tired old body break the →



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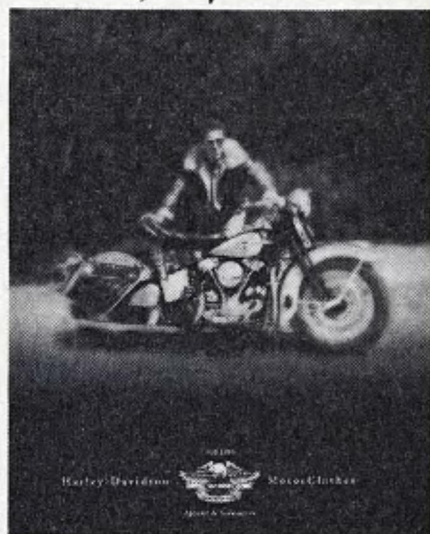
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local high school's track record.

However, the man stopped at the foot of the porch. He looked directly at Jasper, whose bowels began to feel extremely chilly. "Fill 'er up," he said, mocking their accents.

Jasper nodded quickly, not removing his gaze from the reflection of himself in the man's coal-black eyes. As he started to get up, the man stepped back and allowed him to pass. Theo remained in his chair.

Jasper reached the pump and clicked on the handle. When he placed his hand on the fuel cap, Jasper thought he had reached out to an iceberg. The black metal, which should have been scorching under the sun, felt colder than any tube of Freon that he had ever held.

He hurriedly pulled off the cap, pulling his hand back and sticking it under his armpit for warmth. He looked over to the stranger, who leaned up against the light pole in the middle of the pump island, grinning at him with those nasty teeth.

"Everything all right?" The tone reminded Jasper of the late-night horror movies he often watched on late-night TV. Jasper nodded again, but didn't answer.

The man lifted his hand and stared at the ring. He began walking toward one of the buildings across the street.

The ring began to glow. The color changed from onyx to a dull red. Jasper thought, at first, that it was a figment of his imagination, an optical illusion caused by too much beer, TV, and sun. However, he glanced over his shoulder, to see Theo out of his chair, leaning over the railing of the porch. The two men's stares met. They shrugged and resumed their study of the interloper's actions.

The man seemed to be oblivious of his journey, concentrating solely on the jewel. When he had reached Mark Tout's hardware store, he stopped. The ring was blazing now. A scarlet glow that competed with, and won out over, the sunlight.

The man stood there in silence, staring at his ring.

Out of the store walked four people. As little Tommy Haley and two of his friends exited the building, they walked right past the stranger, without so much as a first glance.

The fourth person out of the building was Mark Tout, who carried a baseball bat in his right hand. He walked right up to the man in black and asked him, in a voice that could be heard all the way across the street, just what in the hell did he think he was doing.

The ring flashed twice. **RED-BLACK. RED-BLACK.**

The stranger looked up, causing Mark to take a step back.

Jasper and Theo had grown up with Mark Tout. They had known both the brutish bully that Mark had been when they were small and the good-natured family man he had grown into. They also knew that both Marks were men who wouldn't back down from anyone.

The look in Mark's eyes, they would comment later, had been one of pure terror. Mark began to turn around, but the man was much faster.

He reached out with a slender, pale hand and touched Mark on the shoulder. Mark grabbed his temple, whimpered, and collapsed on the dirty sidewalk.

As the stranger backed against the store, Lisa Brinson and her husband, Michael, came running to Mark's body. Michael was the town doctor, and he began giving CPR to the fallen man.

The man watched as the minutes clicked by. After about four minutes of trying to revive Mark, Michael pulled away and sat down beside the dead man. He wiped a few tears from his eyes and looked up at his wife, shaking his head.

Lisa gave out a moan and knelt down beside her lover, crying.

The man in black stepped gently

past them and headed back toward the station. Jasper's hand clenched the pump nozzle tightly, turning his knuckles the same color as the stranger's.

When he had almost reached Jasper, the old man managed to let go and lean back against the pump. His heart began racing like an over-sexed rabbit. The blood pressure in his ears gave the surrounding sounds a hollow, dead quality.

The man stood before him, staring with those depthless eyes. He did not smile. He just continued to gaze at Jasper.

"Terrible thing," the stranger said, finally breaking the tense silence. He jerked a white thumb at the scene taking place across the street. "A stroke is a horrible way to go."

The older man felt faint, his head aching and his vision beginning to blur. Up and down, light and dark, left and right began to lose all meaning to him.

The man pointed to the pump meter. "How much?"

Jasper wanted to answer. More than anything in his life, he wanted to answer the question. He wanted to tell the man the price of the gas, just so he would leave. *God, please, he prayed. Make him go away.*

His mouth wouldn't work. His head felt as if it would burst, spilling his gray



"He croaked when I told him how much I cost—worst case of 'stick-her' shock I've ever seen."

matter out for the whole world to see. Soon, I'll be just like Mark, he thought. His throat felt constricted, and his breath was coming in short gasps.

The strange man raised his hand and stared at the ring. **RED-BLACK. RED-BLACK. RED-BLACK.**

The stranger looked back at Jasper, questioningly. He started to reach out to touch the frightened man.

"Nothin'," said a raspy voice from behind them.

Both the stranger and Jasper looked over the top of the pump. On the other side of the vehicle stood Theo, who had come off the porch when he had seen Mark fall to the ground. He stood with his arms folded neatly across his chest.

The man stepped away from Jasper, walking around the bike to face Theo. "Excuse me?"

Theo looked at his friend. Jasper's heart slowed, and his breathing returned to somewhat resembling normal. He backed away from the bike and rested against one of the fuel pumps. Theo faced the stranger again.

The eerie man stood quietly, waiting for a reply.

Theo shrugged his shoulders, and said calmly, "On the house."

The man raised his hand and held it

before Theo, who stood his ground. The stone remained dark. Theo smiled.

The man returned the grin. "Must not be your time," he said as he backed away and climbed onto the motorcycle. He sat for a moment on the dark, steel horse, looking over the handlebars at the lonely highway ahead of him.

Jasper staggered up to stand beside his friend.

The man on the bike looked back to them. The yellow grin had returned.

HIS HEAD FELT AS IF IT WOULD BURST, SPILLING HIS GRAY MATTER OUT FOR THE WHOLE WORLD TO SEE

"See you guys in a few years, huh?" Theo remained quiet, as Jasper moved back a step.

"You're gonna come back?" His voice cracked at the thought.

The stranger nodded. "I pass through everywhere now and then." He reached out and pushed the starter switch. The engine roared to life again, vibrating every bone in the old men's bodies.

The stranger pulled on the helmet, this time lifting the face shield. He revved the throttle, and put the bike in gear. Before he moved, he turned to look once more at Jasper and Theo.

Behind the mask, through the up-turned plastic, a shining skull grinned at them.

Suddenly, the motorcycle roared off down the road, kicking up a cloud of dust similar to the one produced upon its arrival. As it departed, they could clearly read the license plate attached to the fender. It bore a single word: **REAPER**

Theo slung his arm around Jasper's neck and pulled him back toward the porch.

"Come on," he said, "forget it. Just remember one thing."

Jasper looked at his friend, and asked, "What's that?"

"It's my move." 



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AMERICA MUST BE SAVED

FICTION BY GEORGE OXFORD MILLER



Eleven p.m., crescent moon over the parking lot. I back into the handi-capped space and kill the motor. My hands are shaking. Dammit, breathe slower. Get control. Just a dozen cars in the lot. This should be a pushover. Not as easy as the Sac and Pac. I did that job with just the razor box opener from when I was a stock boy. They never knew what hit them. Then Safeway. That took more guts. I wasted half the row before people started screaming. That first scream. God! What a rush! Like angels singing. People knocking over carts and running. Then I raced out of the store and jumped into my car. Screeching tires. And nobody chasing me.

Better leave the car running. This

isn't a convenience store, or even an ordinary supermarket. This is big time. This is the Wal-Mart 24-hour Super Center. One stop shopping. Optometrist, hair salon, pharmacy, dry cleaners, fast photo, and the biggest grocery store in town, all under one roof. And tonight it's mine.

I take my mirror shades from my jacket and put them on and pull my USS Enterprise cap down over my forehead. Damn, I wish Bennetts' Surplus hadn't run out of Fort Bragg caps. What the hell, my Star Trek cap will do just as well. No one will know the difference. I shined my boots for two hours last night and ironed straight arrow seams in my camo fatigues. I could pass inspection

from ol' Meathead Mosley, himself.

Dammit, hands still shaking. Just think about cutting down charlies, hiding in the jungle. A whole store fulla goddamned charlies. Get outta the car and get into action, Private. You're not going to win any war sitting on your ass.

I check the AK-47 hanging on my shoulder under my camo jacket. Survival knife on my belt. Sixteen-blade Swiss Army knife in my pants pocket. Two Green Earth energy bars in my shirt pocket. Bic pen and water-proof writing paper. Signal mirror. And dog tags in case I don't survive the mission ... Dammit, don't even think of that.

Gloves! Where are my gloves? I can't do a job without my gloves. They've got to be here somewhere. Not in my four jacket pockets, not in my shirt pockets, hip pockets, front pockets ... Damn all these pockets. There they are, in the pocket on my pants leg. I wipe the sweat from my forehead with my camo bandanna, tie it around my neck, then pull on my gloves. Feels good. No exposed skin except my face. I wish I could wear camo paint, but people would stare if I walked into a grocery store with my face covered with camouflage paint. Even in Arkansas.

I take three deep breaths. Then, three more. I'm ready. This is it, Private. Take no survivors!

I get out of the car and check that the door's unlocked before I slam it shut. I'm not going to lock myself out, like I did at the first convenience store. Locked out with the motor running and a store full of screaming brainless people. Had to shoot out my own damn window. But I don't make the same mistake twice. I'm no fool.

The automatic door jerks open for me. At least it knows how important my mission is. Silly old greeter barely smiles when I walked past. She'll lose that smirk when the action starts.

Damn! Look at all those TVs. Maybe I should take out the TV section instead. God knows they're worse than commie jungle rats. No. Keep on track, Private. That's another campaign.

Look at all those plastic garbage cans, toilet bowl scrubbers, dish drainers. We're wasting all our strategic petrochemical reserves on kitchen accessories. Jell-O for brains, that's what Americans have. But what can you expect? Look at what we eat. Greasy cheeseburgers and fries for lunch. Pizza for supper. Sugar-saturated cereal for breakfast. Body poison. Brain poison.

Look at that luscious broccoli, those carrots, the heads of lettuce.

All poisoned with insecticides. That's your next campaign, Private, after the TVs. And they're all right here under one big roof. Hell, why did I ever waste my time at small-time groceries, when I could find it all at my local Wal-Mart Super Center?

I pass the frozen food section. Weight Watcher's microwave light dinners, Lean Cuisine skinless chicken breasts, spinach quiche. I almost gag. Americans are so ignorant. We should be eating boot camp rations. If the Marines, the proud and the strong who protect our nation, can eat field rations, everyone can.

My heart's pounding so fast I'm afraid I'm having a cardiac arrest. Fear? Not this soldier. It's pure, gut-wrenching excitement. I slip my hand inside my jacket and feel the cold hard steel of my automatic weapon, and I'm back in total control again. I can't take my hand off the gun. They've melded together. The gun and my hand, one flesh, trained to kill.

I see a crowd of people around a frozen food display. Some would call them innocent, but I know perpetrators when I see them. Just look in their grocery baskets. Full of 99-cent frozen cheeseburgers.

Three more meters and I'm there. No, don't take the gun out yet. Wait ... step ... wait ... step ... wait ... now ... Waste 'em!

DIE, YOU POISON MONGERS!!

My gun erupts, spitting death like an avenging angel. First, I take out the Nut & Honey and that fake drill sergeant, then the chocolate Cocoa Puffs. I blast Tony the Tiger's butt right off the Sugar Frosted Flakes box and waste Mr. Fruit Loops. Life goes into slow motion. *Oh, the beauty of it!* I rip the guts out of the Breakfast of Champions and watch package after package of Cap'n Crunch explode in raw splendor. Marshmallow Alpha-Bits and Double Dip Crunch Frosted Flakes shower around me in a crispy rain.

I waste 20 meters of packaged poison before my clip runs out. Silence fills the store. Then the screaming starts. I feel the satisfying crunch under my steel-soled combat boots as I stomp through ankle-deep litter of ruptured boxes of sugared-covered crapola. I stop and smile at the only survivor. I snap to attention and salute six boxes of Nabisco Shredded Wheat—no sugar, no salt added. Then I break and run for my waiting car.

I fade into the night like a stalking panther. Another clean getaway. Now, I'm pacing anxiously. I can't wait to see the headlines in tomorrow's paper: *Cereal Killer Strikes Again.* ☉

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TECH TIPS

BANDIT II UPDATE Forged in the Fires of Hell

"I need your help, man," Bandit spat into the phone with a voice like broken glass. "I'm in Durango and met this wild, flame-haired bitch with a lust for Panheads."

"Lemme guess," I said, "you partied all night with this devil-spawned red-head, wrecked your scooter, shot some dude, and you need me to come bail you out, right?"

"No, gawddammit!" Bandit hollered into the receiver. "This time, I'm really in dutch. I drank some clear shit the hardbelly was haulin' around in a gallon jug, and I can't see!"

"You what?" I whispered.

"I can't fuckin' see, muthafucker!"

"All right," I stammered. "Hang in, bro. Probably just a temporary reaction to that ever-clear shit you were chugin'. How much did you drink?"

Bandit thought for a moment, then slurred, "All of it!" And that is how I got the honor of writing about one of Bandit's motorized creations, known as Bandit II, an honor that is usually reserved for Bandit alone.

Despite his weakness for long-legged redheads, Bandit has the right idea when it comes to building custom scoots. After years of fabricating and riding minimalist hard-core choppers and one-of-a-kind customs, he's going all-out to create a truly unique ride. Bandit II first appeared in the pages of *Easyriders* as a David Mann-styled art masterpiece, embodying the essence of high style and graceful lines while, at the same time, bending the rules of what can be done with modern materials and high-tech components.

Always one to push the bike-building envelope, Bandit devised the futuristic look and feel of this two-wheeled luxury cruiser to also echo the classic lines of hand-built motorcars such as the daringly deco Delahaye. The bike symbolizes the heart of American ingenuity, hand-crafted from American parts built by outstanding American companies. First stop was Ron Simms' Bay Area Custom Cycles to create a bulletproof rolling chassis. At the same time, across the country in Lynchburg,

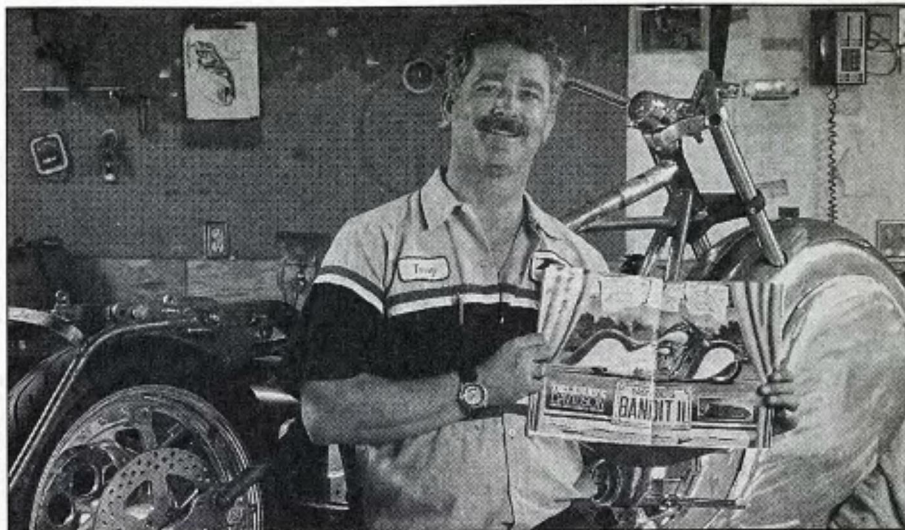


Photo 1



Photo 4

Virginia, Randy Simpson of Milwaukee Iron created precision-cut patterns for the long and lascivious steel fenders.

Next stop for Bandit II was Carmen Tom's Downtown Harley-Davidson in Seattle, Washington, known worldwide for their breath-taking ground-up custom Harleys, many of which have graced the pages of *Easyriders* and *VQ*. Downtown Harley began as a custom bike shop 38 years ago. Owner Carmen Tom is known as one of the finest builders of radical choppers from the golden age of '70s chops. The shop turned into an H-D dealership in 1983, and Carmen's son, Russ, general manager of DH-D, has earned quite a reputation as well in the arena of ground-up customs. "We design and



Photo 5

create around thirty complete ground-up custom bikes a year," Russ told us. "Our philosophy has always been to make world-class custom bikes in which everything flows, and is neat, clean, and functional."

Knowing of the shop's dedication to quality, Bandit sent the rolling chassis and the sheet metal patterns for Bandit II to the land of lattes. Russ and his metal-sculpting marvel, Terry Breitsprecher, opened the crate from *Easyriders* and held up the David Mann rendition of the bike (photo 1) to the fluorescent shop lights, laying out their basic plan of attack. "We wanted to stay true to the spirit of the original design, while incorporating our own flair for the dramatic," Terry says. What that means,

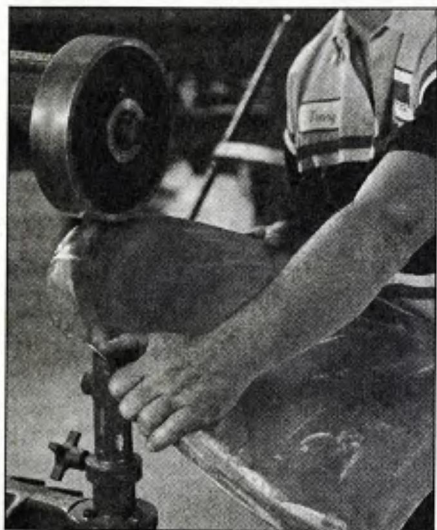


Photo 2

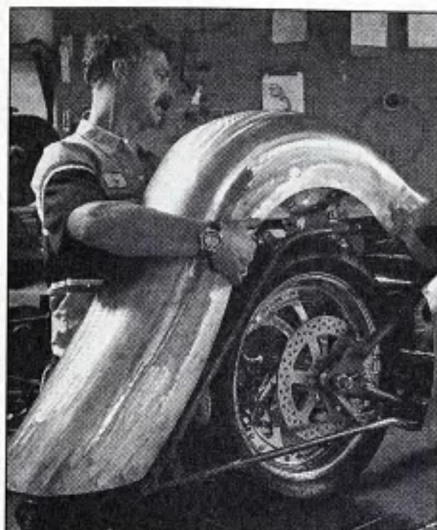


Photo 3

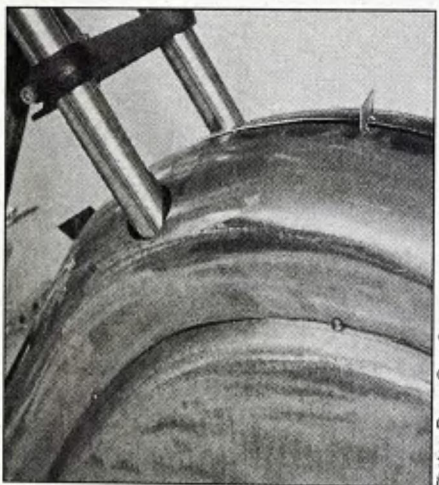


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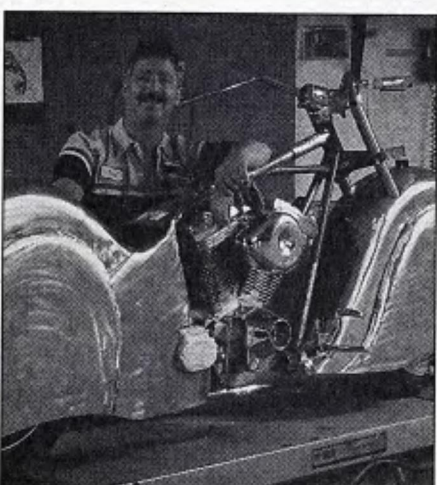


Photo 7

Photos: Bruce Carroll

in layman's terms, is blood and sweat.

Terry shaved the four pieces of patterned 16-gauge cold-rolled steel that would become the massive rear fender and skirts. The biggest challenge was properly welding and fitting together the separate pieces uniformly (photo 4), since each is hand formed by the might of Terry's awesome fists welding the hammer on glinting steel. Because of the thickness of the steel, a shrinker would be of no use, and every precision bend and curve was the result of hours of pummeling. Step after tedious step, the pieces were smoothed out on the wheelie machine (photo 2), pounded, smoothed, and so on. The result after over 70 hours of back-breaking, laborious work, is about 20 pounds

of hand-hewn rear fender (photo 5).

Many more hours were spent on making a complex series of mounts for the fenders (photo 3), which were hell to get at on the wheelie machine, welding those into place, and fitting them on the chassis (which looks more like a drag bike than anything else), without Terry's armor in place. There was still a lot of hammering, sanding, and clean-up work before the modern-day ironsmith called it a day. Terry also took the original tank design a step further by crafting handmade side inserts to create a concave appearance—you will see the tanks come to life next issue.

The front fairing is being redesigned for Bandit II to flow with the look of

the motorcycle and to incorporate a one-of-a-kind Headwinds headlight. Each piece will be mounted and checked for proper fit, again and again (photo 6). "I spend a great deal of time mounting, then tearing down, reworking, then reinstalling," says Terry, a natural-born perfectionist. You begin to see why Bandit chose Russ, Terry, and Downtown H-D to forge the skin for his ground-breaking namesake (photo 7). "It's just bending metal," Terry says, modestly. But the very American pride and craftsmanship found in every molecule of Bandit II makes for a ride worthy of the man whose hands fashion the greatest motorcycle magazine on the planet.

—Phantom

Sources

Downtown Harley-Davidson
Russ Tom
6727 Martin Luther King Way
Seattle, WA 98118
(206) 722-8457
Fax (206) 722-8442

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

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Randy Simpson
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TECH TIPS



Photo 1

DRAGIN' COASTER 98-inch Motors

A while back, the Scarsdale Diet was making headlines as the ultimate health and pep remedy for whatever ailed or failed ya. Today, the guys at Dragin' Coaster Motorcycles have a new prescription for personal horsepower hop-up, a 98-incher that'll turn your knuckles white and then some. Appropriately, Dragin' Coaster is located in Scarsdale, New York.

Lonny Silverman and his father, Buddy Silverman, got their start in the industry 10 years ago. Five years ago, they opened the doors to Dragin' Coaster, expanding into custom bike work, tank stretching, body and parts fabrication, and frame modification.

The only area left unattended was some fire-breathin' engine work. In addition to fabricating custom bikes, they now build their own motors and

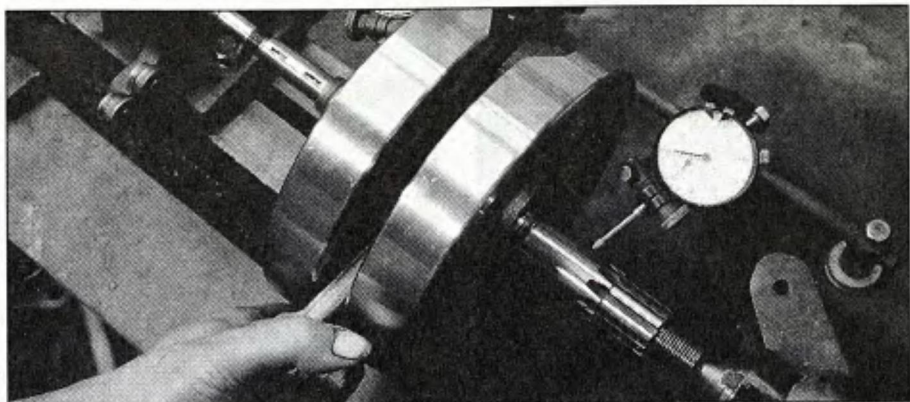


Photo 2

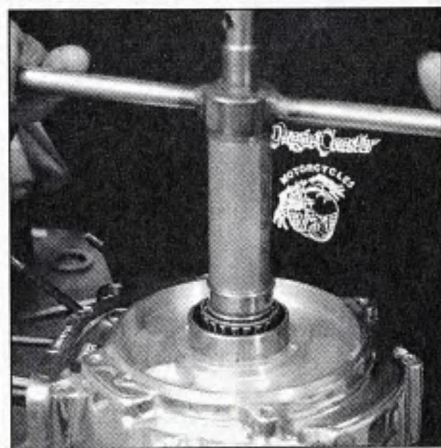


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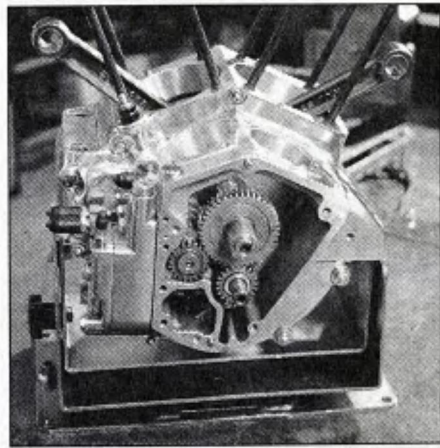


Photo 4

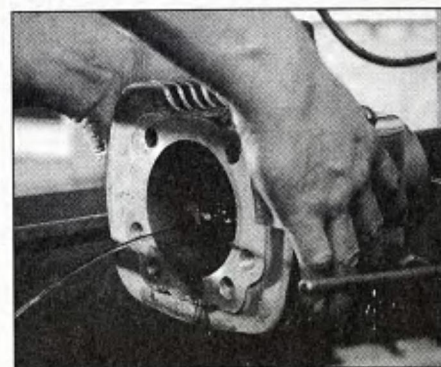


Photo 5



Photo 6

trannys, and specialize in smooth-flowing headwork. Now, along with custom motor work and construction, Dragin' Coaster offers a supply of daily shippable 89- and 98-inch motors, the latter of which are the subject of today's class in Motor 101.

Their philosophy behind the 98's construction is simple. "In performance, it's always a trade-off, so when we build a custom bike, we take all things into consideration," Lonny says. "The 98-inch motor is a brute at low rpms, great for coming out of the hole, but it will also get you to Sturgis, no problem. With our combination, we provide a balance in performance, and we keep the trade-off to a minimum."

They walked us through their testosterone design of the 98-inch motor that began its life with a set of S&S cases. Photo 1 shows the crew torquing the S&S flywheels to 600 foot-pounds. In photo 2, he's truing

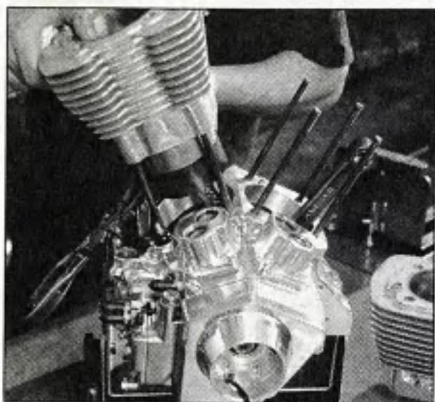


Photo 7

S&S 3 1/8-inch standard pistons are mounted on S&S Heavy Duty connecting rods (photo 7). Photo 6 reveals the 98-incher's ported STD headwork, where Lonny is looking to establish 140-145 cubic feet per minute (cfm) on intake and 120-125 cfm on exhaust.

They complete the heads with Black Diamond valves (photo 8), Rowe guides, and a set of Andrews springs, then torque it all down to 55 inch-pounds. The S&S pushrods and H-D pushrod covers are installed, then CCI rocker boxes with their JIMS rocker

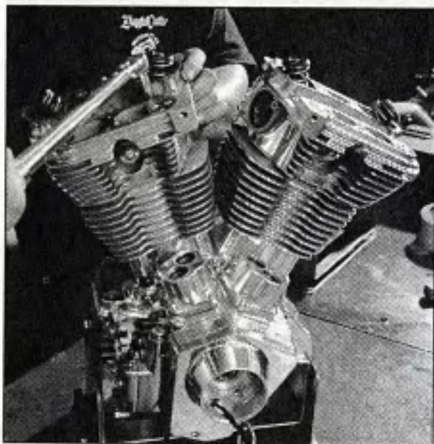
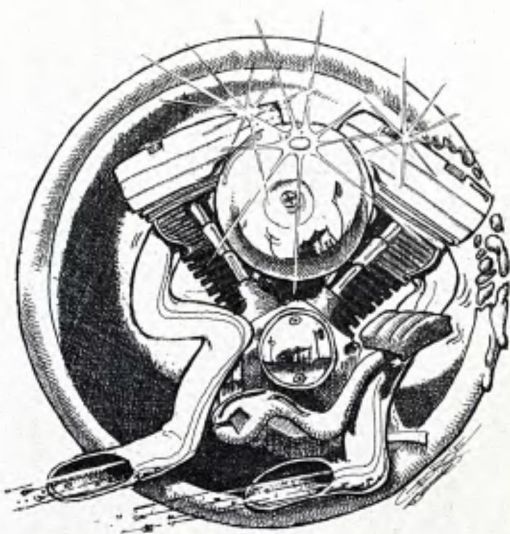


Photo 8

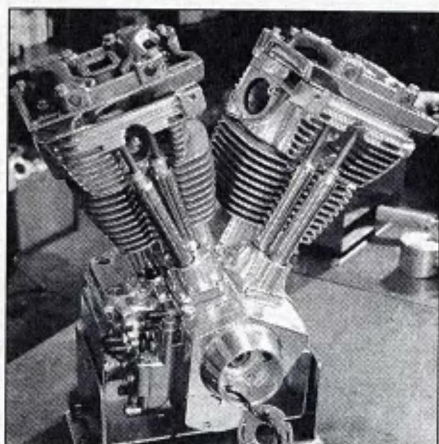


Photo 9

the flywheels to zero, ensuring absolutely no run-off. Photo 3 has them installing the Timken bearings, after which they adjust the case bearing end play to between .001 and .002 inches. They are sticklers for double-checking steps, especially here, so all clearances are once again verified thoroughly before the cases are assembled.

Next came the S&S oil pump (photo 4), torqued to 110 inch-pounds, where they make sure the pump has no bind and is free. End play on the 3Sun 560 Lift cam was set between .007 and .009 inches, and the S&S pinion breather gear was adjusted to between .0010 and .0015 inches. Installing the JIMS tappet blocks required ensuring that the lifters have enough travel so they don't bottom out over the block.

Photo 5 shows them honing the S&S cylinder for a piston-to-wall clearance of .0035 inches. The

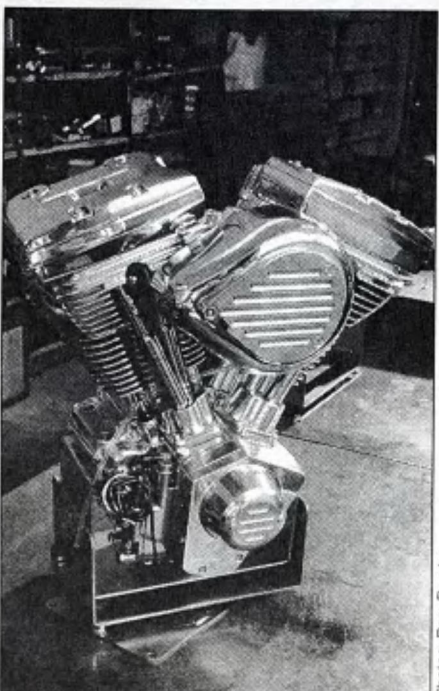


Photo 10

Photos: Pam Proctor

Sources

Dragin' Coaster
Motorcycles
791 Central Ave.
Scarsdale, NY 10583
(914) 725-9200

S&S Cycle Inc.
Box 215, Rt.2
County G
Viola, WI 54664
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Chatsworth, CA
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arms are bolted on (photo 9). After installing the H-D cam cover and Dyna ignition, Tom's final engine assembly step was to add on the S&S "G" carb (photo 10).

The motor was pre-run, and Lonny was a very satisfied camper. "We opened up the heads to a D port," he says. "We got intake flow anywhere from 140-150 cfm, and we got exhaust flow between 120-125 cfm. We wanted, and also got, instant throttle response, where you turn on the throttle and don't have a lot of lag time. We're making anywhere from 105 to 125 horsepower from the rear wheel, not the motor. We've gone from 10:1 compression to between 11.5:1 and 12:1, where we're not waiting for 3000 rpm before the motor turns on."

The guys at Dragin' Coaster took their time explaining all aspects of their operation, and I gotta believe they do that—and more—with their motors.

—Captain Trash

TECH TIPS

THE (ALMOST) Invisible Oil Tank

If you, like me, dig minimal designs in motorcycles for a clean, custom look, then less is more. The fewer—or smaller—apparent parts you have to hang off your Harley, the better. Eliminated parts save weight, cut costs, enhance looks, or even improve reliability. I mean, if it doesn't exist, it can't break, right? Thanks to aftermarket wizardry, much trickery of this sort is bolt-on easy. Good examples include:

Magnetos and capacitor modules that can do away with bulky batteries, clunky coils, even electric-start stuff. Hydraulic clutch covers (photo 1) eliminate the need for mousetraps and clutch lever arms. One-piece wheels send spokes, nipples, and inner tubes to a well-deserved grave.

Another stop along this track is a tad more challenging. Making a voluminous Big Twin or Sporty five-quart oil tank virtually invisible sounds impossible, but it can be done. Here are the pros and cons.

Start smaller. First, consider reducing your oil bottle instead of having it vanish altogether. With a kickstart engine, you can do away with the battery, which generally mounts in the center of the oil tank. Result? A much smaller oil tank with little or no loss in capacity (photo 2). If you go to four quarts or less, increase your oil change frequency and seriously consider a filter and cooler (photo 4).

Down the tubes. Over the years, some customizers and even a few vendors have successfully run oil inside the bike's frame. Standard small-diameter frame tubing means a capacity problem, though. There are several ways over this hurdle. A widened top frame rail (photo 5) adds capacity and hides underneath the gas tank. For Sportsters, the extra space behind the engine/transmission unit can accommodate an oversized rear down-tube that carries oil—note this mod by Cycle Fabrications of Brockton, Mass. (photo 6). Another way to stretch frame fluid capacity: a big rear tube plus fake battery box mounted low, ahead of the rear fender. The big rails of single down-tube frame designs (photo 7) make them potential oil carriers, as well.

With these oil-in-frame (and also other) choices, observe the following cautions.

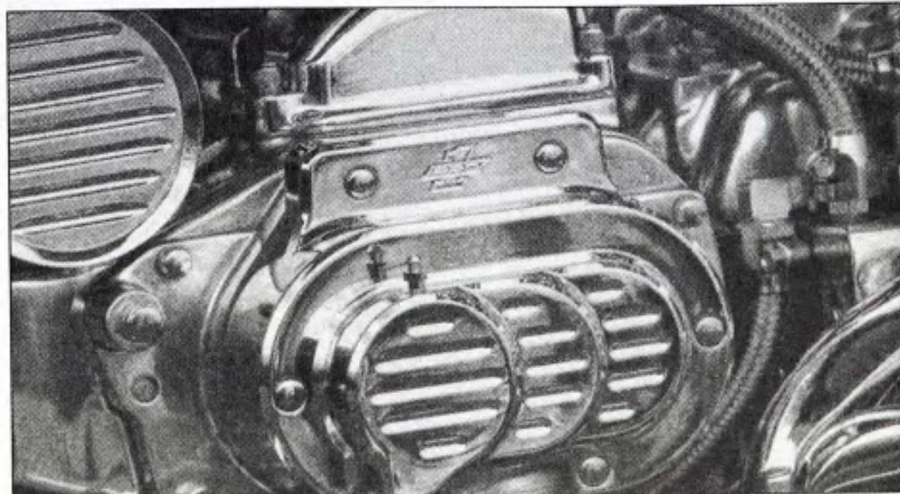
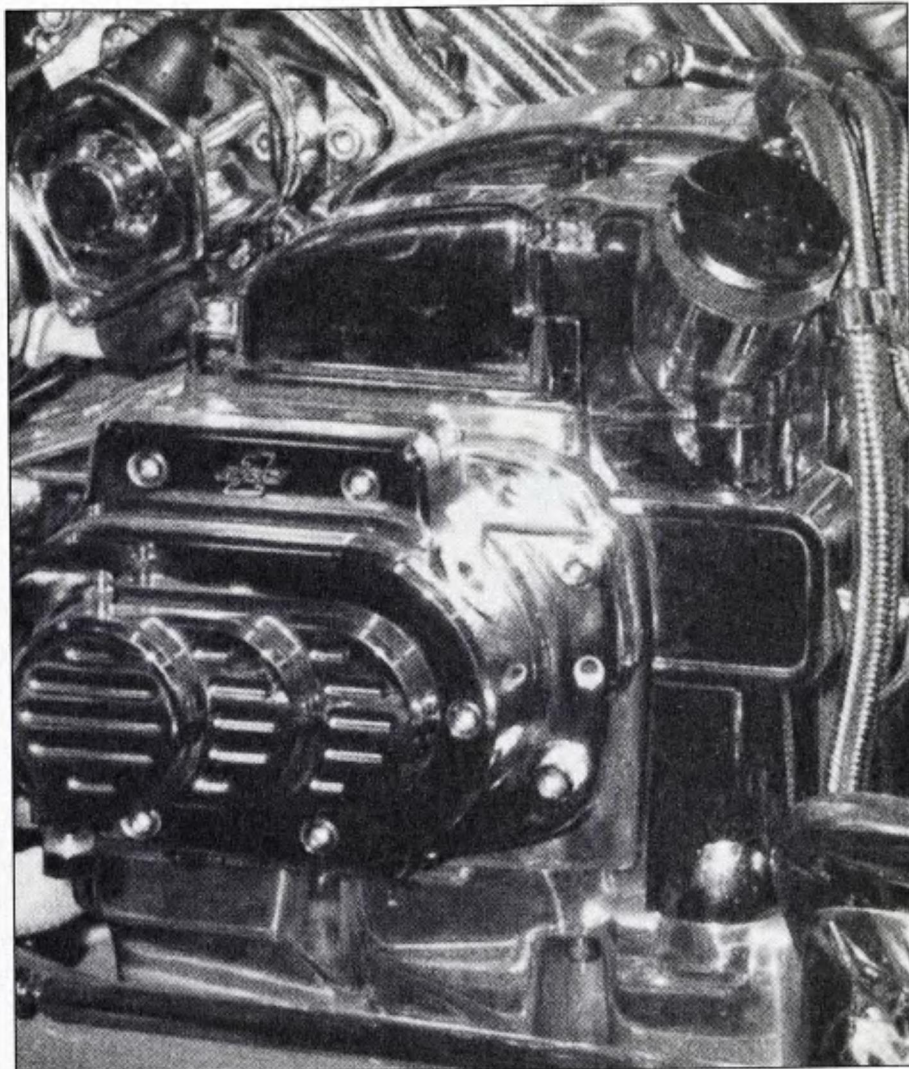


Photo 1

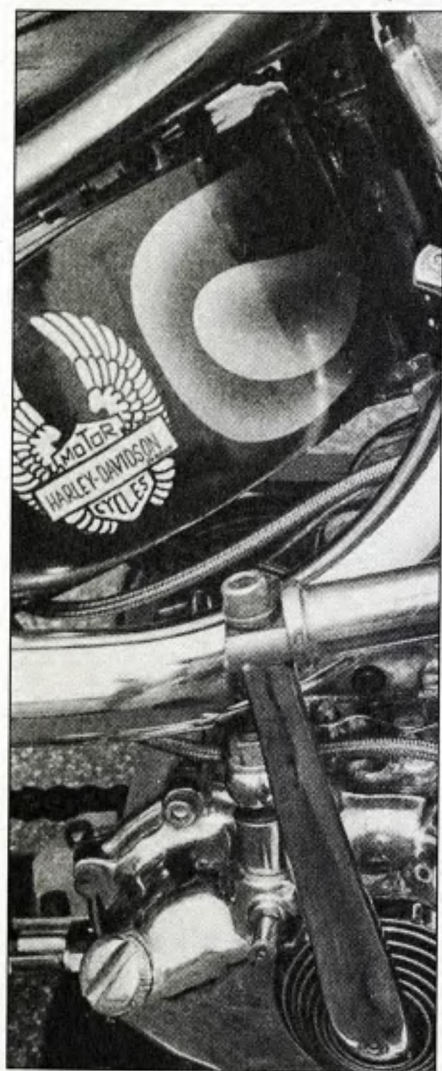


Photo 2

One, generally you want the oil supply to tap low and return high; that encourages circulation through a vessel much more constricted and convoluted than a simple oil tank. Two, if fabricating a frame, make sure the tube-to-tube unions are open so that oil can flow freely; this may necessitate extra structural strengthening like double-sleeving at joints. Three, clean all tubing bores with great care; often, the tubing arrives from the mill loaded with dirt, grit, and/or metal chips. Not the kind of stuff you want in your carefully filtered, \$4-a-quart, teflon-fortified synth-lube, right? For the same reason, avoid reworking old components, since it is difficult to clean the insides thoroughly. The first time things warm →

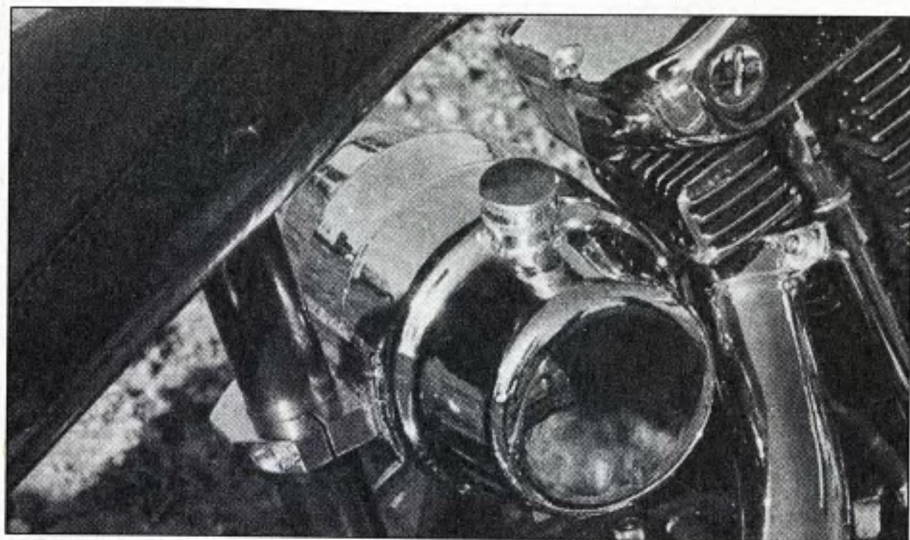


Photo 3

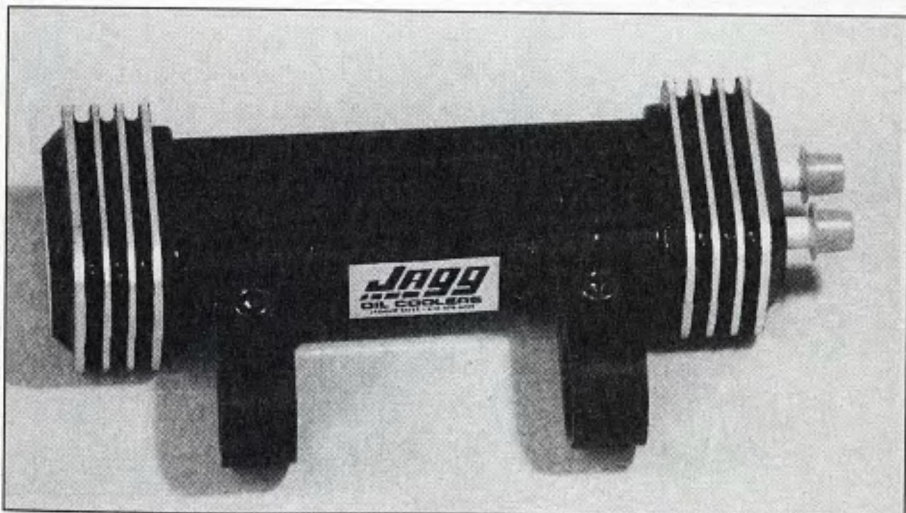


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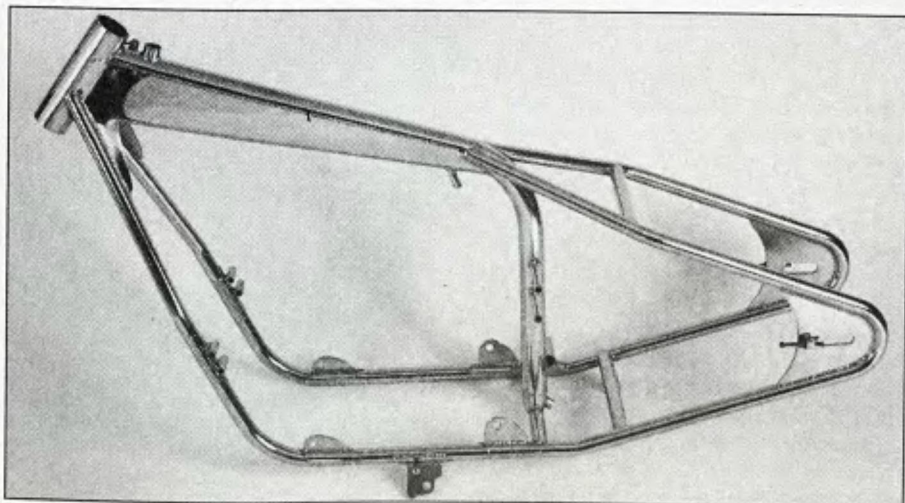


Photo 5

TECH TIPS



Photo 6

up, old crud gets loose and goes into your bearings.

Below the box. Recently, H-D has given us squinty-eyed minimizers yet another place to hide oil—in a tank integral with the gearbox. Various '94-up Dynas (FXD, etc.) and '93-up Electra Glides (FLH, FLHTC, etc.) offer unique trans castings that incorporate the engine oil supply below the gearbox case. In the Dyna (photo 8), the tank is short and deep, while the Glide case (photo 9) is shallower, but longer. While this route is expensive, check it out if you're doing or planning a scratch-built scooter and you need a tranny anyway. Note that custom aftermarket frames may need alterations to fit these transmissions, since their oil

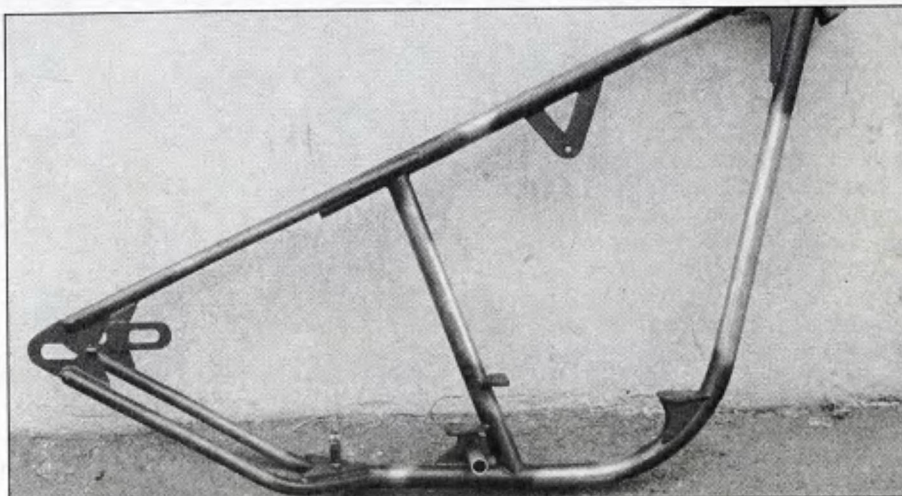


Photo 7

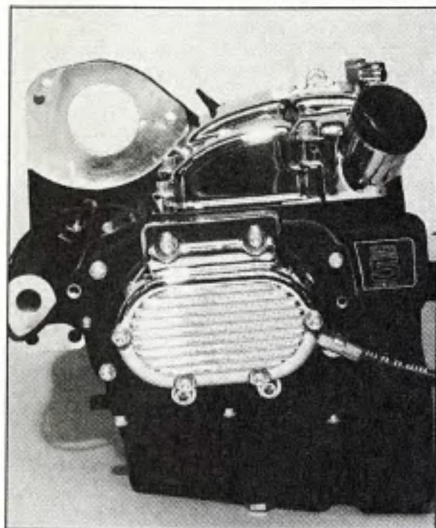


Photo 8

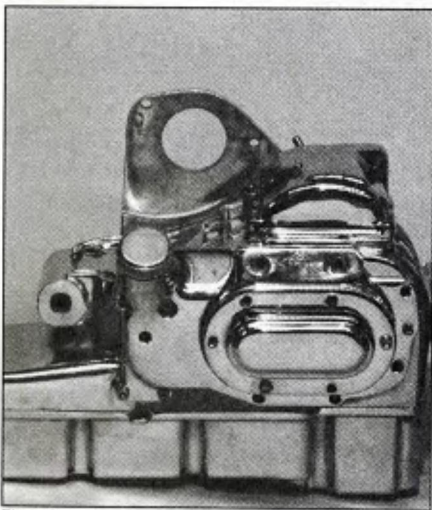


Photo 9



Photo 10



Photo 11

tanks can fill the space occupied by lower frame rails, fender bottoms, etc.

Send it to the fender. On smaller displacement scoots, we've sometimes seen a modified hollow rear fender double as an oil tank (photo 11). Again, you have a capacity limitation. This trick can work if you convert a deeply valanced mudguard, restrict rear wheel travel, and extend the fender's capacity with a mock battery enclosure.

Bob-job benefits. A final, simple hide-your-oil tank trick comes from the ol' bob-job days. One of the dual fatbob gas tanks (photo 10) is converted to an oil tank. You get gobs of oil capacity and still keep 2.5 to 3 gallons of gas in the other tank. One caveat: make sure an

errant gas pump jockey does not fill your new, secret oil tank with 95 octane. It's dynamite in that Dell 'Orto, but lousy for lubing your lower end!

—Jake

Sources

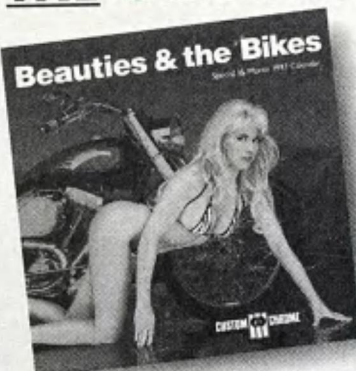
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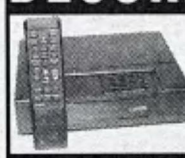
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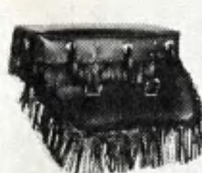
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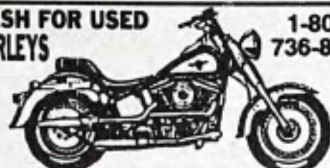
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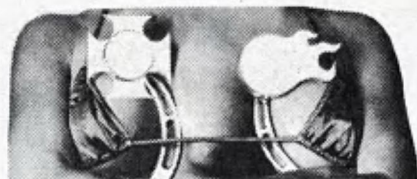
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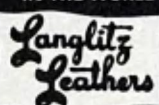
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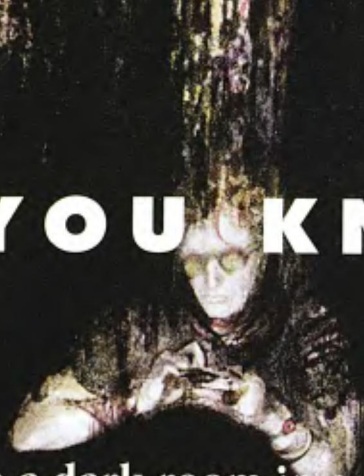
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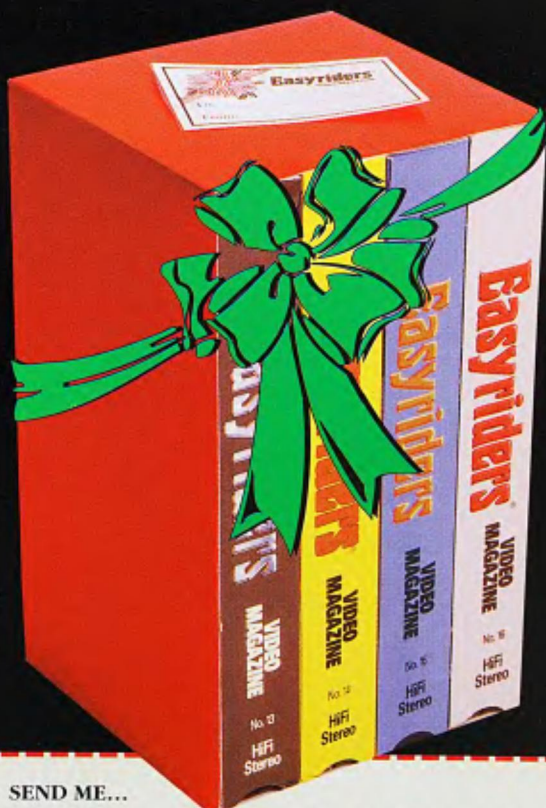


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READERS' RIDES



Photos: Billy Tinney

JAMES JENNETTE Worcester, Massachusetts 1963 H-D Panhead

When I sit down to write these articles every month, I try to imagine a biker in another country reading them. Just as David Mann's artwork has influenced bikers worldwide with the common link of motorcycle lifestyle experiences, I'd like to think that when I write an article about a biker in Iowa, that a biker in Spanbroeh, Holland, can relate because of a common experience. The one single trait that simply floors me every time, no matter what ethnic or cultural background, is the triumph of the human spirit.

It is really easy to sit back and complain about high prices, low pay, and what Joe Yuppie dared wear to the Harley dealer. How easily we forget that the right of complaining carries with it the obligation to act to remedy the problem. So, when I called James Jennette and asked him if he had a few minutes to



talk to me about his '63 Pan, he said, "I have nothing but time." James informed me that he had been in a wheelchair for seven years as a result of a carpentry accident. But James didn't ask for my pity—he only wanted to talk about Panheads. He had no time for petty complaining or patronizing apologies from a stranger.

James picked up the '63 Pan from his neighbor who had bought it, done a horrible job redoing it, and eventually

wrecked it. So James bought it and started the long, slow process of restoring the Police Special back to original, using only real NOS or original parts. No aftermarket stuff. Although the '63 looks damn near perfect, he said he wants to get a set of original state police spotlights and repaint the bike its original black and white.

Where there is true passion for machinery, there is also true brotherhood to be found from like individuals with the same passion. As long as the mind is strong, the body's ability doesn't matter. James is assisted by some great bros like Paul Gabe who is his hands in his projects, and Ed Nevski at Simone Auto Body in Worcester, Mass., who paints James' projects.

James is also working on a '79 Shovelhead and a '67 Servi-car. For now, he counts on an El Dorado convertible to feel the wind in his hair, but said he found an original sidcar, which he hopes to get. I have no doubt.

—Flynn →

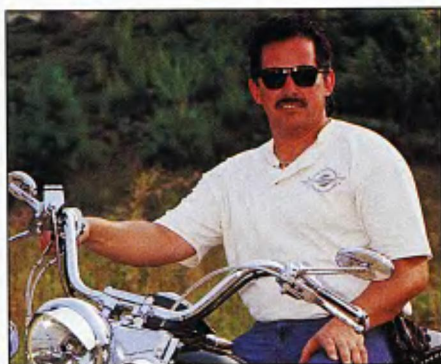
READERS' RIDES



KEVIN GORDON Walpole, New Hampshire 1993 H-D FLSTC

It never occurred to me to question why someone would chrome their swingarm, or stroke their engine. Custom paint? Right up there with mowing the yard and feeding the dog, right? I do wonder about the rest of the world. I mean, how do they deal with it? Golfing? Oh boy, what a get-away. Yawn. I mean, just this week my hot water heater blew up all over my garage, the Democratic National Convention is on every channel and in every newspaper, the real estate agent who found me land for a garage needs \$500, and the rent is due. So, naturally, as soon as I get done writing this, I'm going to go to the kitchen and stare at the cool aluminum rear wheel on my chopper—the garage is flooded, ya know.

Imagine if you had a really important job (not that this job isn't important, mind you). Oh, I don't know—say like



being a Radiation Protector at a nuclear power plant, making sure the area around and in a power plant is surveyed and monitored. Can you imagine the stress relief you would need? Well, check it out, bros. This is Kevin Gordon, and this is what it is all about.

As you can see, Kevin doesn't fool around. What started out as a 1993 Heritage Softail is now slowly splitting apart its stock layer and new molecular structure. Kevin took his bike to Jay at

the Biker Brake bike shop in Northfield, Massachusetts. Able to start with a solid platform, Biker Brake installed a 96-inch S&S Sidewinder kit for the grunt. Then they added a marbledized House of Kolor green paint behind a graphic of an atom (nuclear plant, remember?). They also rechromed the headlight tin, shaved the rivets from the front and rear fenders, and painted the word "Unstable" underneath the molded-in Pro-One taillight. Did I mention the chrome swingarm, splash pan, floating disc brakes, chromed brake calipers, and a custom brake pedal made by Pedalmaster in Miami?

But don't think Kevin's condition has stabilized because he's planning to add a stretched frame, Delkron cases, a wider rear wheel, and shave the cylinders. But like Kevin said, buying a stock Harley is like buying a starter kit to base your ideas on. From the sound of it, Kevin might want to check his equipment, 'cause those neutrons are going to his head—and bike!

—Flynn



Photos: Steve Kelly

KEVIN RUSSELL Coventry, England 1983 H-D FLT

Working long hours as a fork-lift truck driver, Kevin scrimped, saved, and did without until he had enough money to buy a crash-damaged FLT, allowing him to build his Harley on a tight budget. Kev soon had the bike back on the road in a smart three-inch stretched Cobra Engineering frame, but instead of taking the bolt-on route to complete the project, he hand-crafted the items that he needed himself. The most noticeable parts Kevin created are the mega-wide bars that span some 24 inches, an item that has started a craze with other Harley riders throughout the Midlands.

Kev further demonstrated his metalwork talents by turning out the headlight nacelle, number plate mount, coil bracket, and forward controls from aluminum. Even after



the motorcycle was up and running, it was still continuing to undergo progression: the swingarm was altered, the rear light was molded into the fender, and Kev made a seat base from fiberglass, then stitched up the cover, proving the fact that if you can't afford to purchase off-the-shelf items, you can still have a class custom cruiser if you're willing to put in the time and effort.

Content with the cosmetic end, Kev turned his attention to the Shovelhead engine. It now boasts an S&S oil pump, Crane solid lifters, a mild performance Crane cam, Dyna single-fire ignition, and twin-plugged heads. To this little package, he added a performance exhaust system that he made himself, turning his Harley into a trail-blazer of a ride—it might not be glitzy, but it sure as hell is hard to keep up with. And more than that, it's a bike built from the blood and sweat of a man who knows the sacrifices you need to make to get what you want.

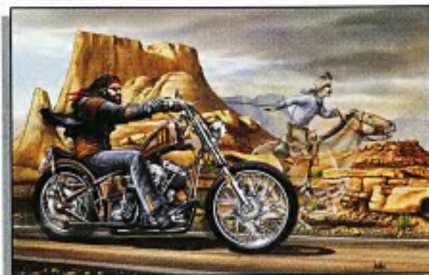
—Steve Kelly →

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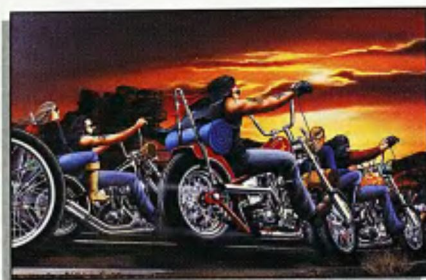
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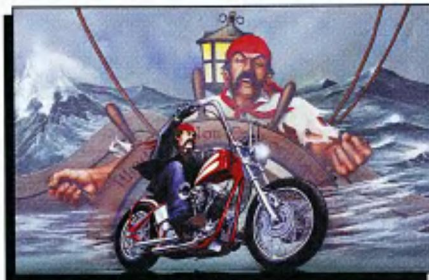
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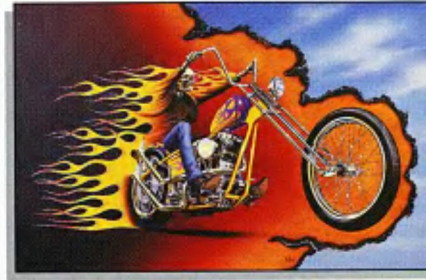
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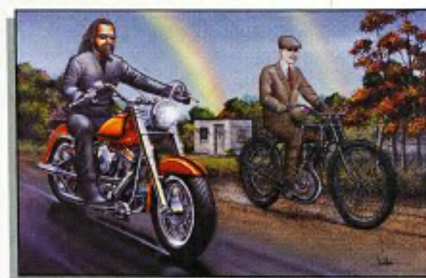
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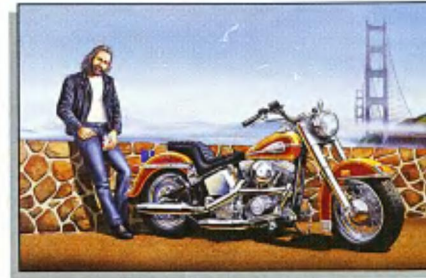
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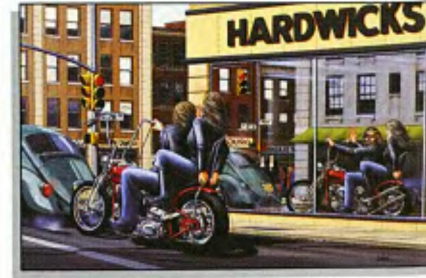
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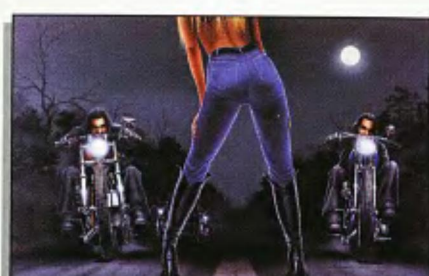
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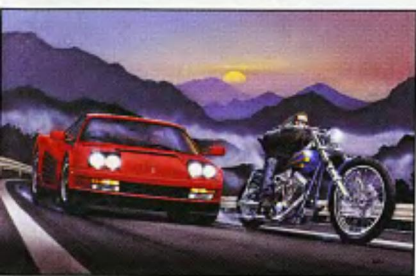
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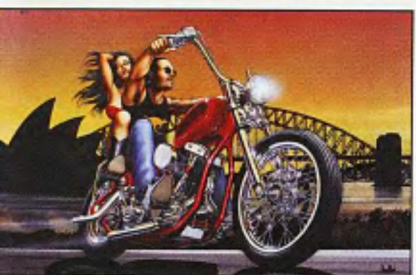
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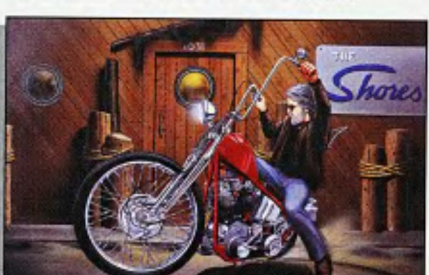
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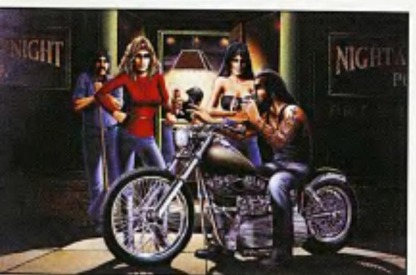
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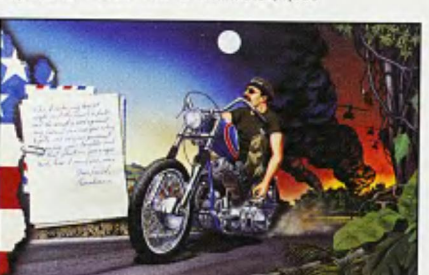
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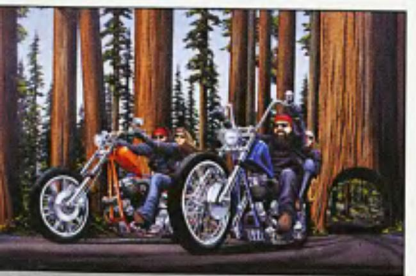
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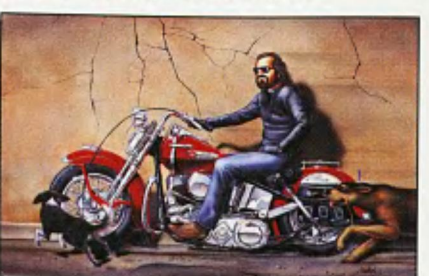
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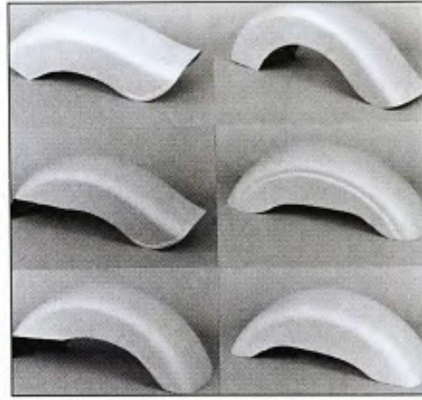
HALLCRAFT'S BACK

In 1974, I bolted a Hallcraft 21-inch wheel on my Durfee girder. Somewhere in this country, it's still on the road. Well, after 20 years, the original man behind the company is back at the helm and has just introduced a new 80-spoke chrome wire wheel. These hand-assembled wheels feature muscular-looking large diameter 6-gauge spokes, aircraft-quality billet aluminum hubs with a strong ripple design and premium quality triple chrome plating. Write Hallcraft Ind., Inc., P.O. Box 1036, Gainesville, TX 76241-1036.



WILD CHAIN BARS

From the man who originated flamed exhaust pipes, comes the Chain Bars by Fireside Design. They're solid, high-grade stainless steel constructed, then chrome-plated. No way they'll rust. Each double 5/16-inch chain link is welded four times per link, and if you ain't into chrome, there's a myriad of colors to be powdercoated to the surface. Think that's trick, hold on—they're available in 12-, 16- and 35-inch widths with a 6.5-inch pullback. Call Fireside at (800) 921-4952.



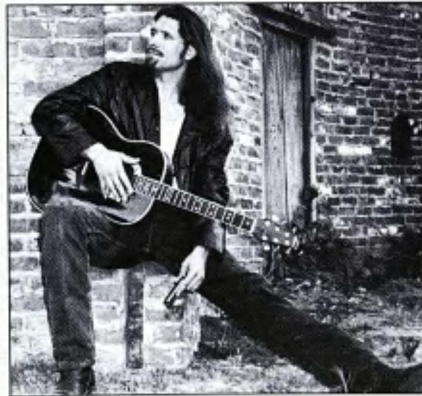
18-GAUGE ATLAS FENDERS

Let's get straight to the product. Everyone knows Atlas for their frames, and now they're into custom fenders. Sizes are 8½ and 9 inches wide for Softail applications. They're all 18-gauge steel, rolled, welded with wiring tubes on both sides of the inside of the fenders for sano wiring hiding. They come in a bunch of styles and sizes, but I'm getting lazy, so you need to contact Atlas Precision/Pro Magnum, 16091 Damana Rd., Apple Valley, CA 92307; (619) 242-9111.



BARBED WIRE

Kryptonite's new Barbed Wire security cable weighs 2.8 lbs., is 5 feet 6 inches long, made of braided steel, and features a dark smoke-colored vinyl covering that protects against scratches. This unit was designed for use with a Kryptonite U-lock. Hey, the cables roll up and will fit anywhere. It's either that or watch your bike constantly. Contact Kryptonite Corp., Dept. ER, 320 Turnpike St., Canton, MA 02021-2703; (617) 828-6655.



MODEL MAKES GOOD

In addition to looking good in our *Roadware* catalog, Jon T. Howard has been plunking and writing, strumming and singing, and traveling around the country promoting his new album, *Americana*. Now I ain't a music critic, but his tunes are laid-back and heart-felt; other than that, you'll have to check 'em out for yourself. Drop a note to 9Lives Entertainment, Dept. ER, 1537 Lake St., Suite A, Glendale, CA 91201, or call (818) 548-8032.



SUGAR BEAR'S SPRINGERS

Hey, true choppers deserve custom springers. Now Sugar Bear has reintroduced his springer in lengths from 2-under to 30-over stock. Each is built by the Bear himself. There are three sizes of rockers besides the standard length shown. All springers are set up for single- or dual-disc brakes. If you want a serious long bike, with that narrow look, write Bear at 1344 N. Highland Ave., Hollywood, CA 90028, or call (213) 462-0888.

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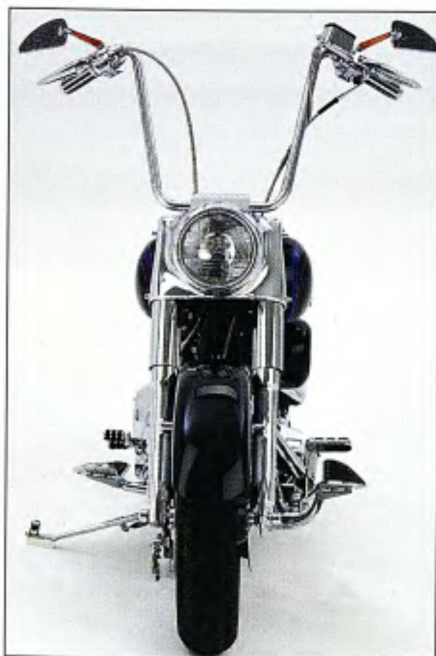
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NEW BREED AND THE SEASONED MASTER



William "J-Bird" Asmussen discovered Bob Solomon, aka "Von Sol," quite accidentally. It seems J-Bird wasn't happy with a brand-new Fat Boy he had just finished customizing, and when he learned from sources that there was a man with a reputation for fine custom paint work who had just relocated to the Palm Springs area, J-Bird sent out a search party.

Bird had recently gotten financially involved in making molds to replicate fiberglass Indian skirted fenders for custom Harley applications, and he was still working the bugs out. (See the *Easyriders* January '91 issue, which featured two other full-skirted machines J-Bird built.) Bob Von Sol proved to be the catalyst J-Bird was looking for. He was given the newly customized '91 Fat Boy with instructions to massage it with the Von Sol touch. After revamping it with a beautiful magenta and blue pearl two-tone paint job, the machine immediately began winning every custom bike show it entered, including wins in two *Easyriders* Regional Shows, the Rat's Hole Show in Sturgis, and a show in Laughlin, Nevada—not too shabby.

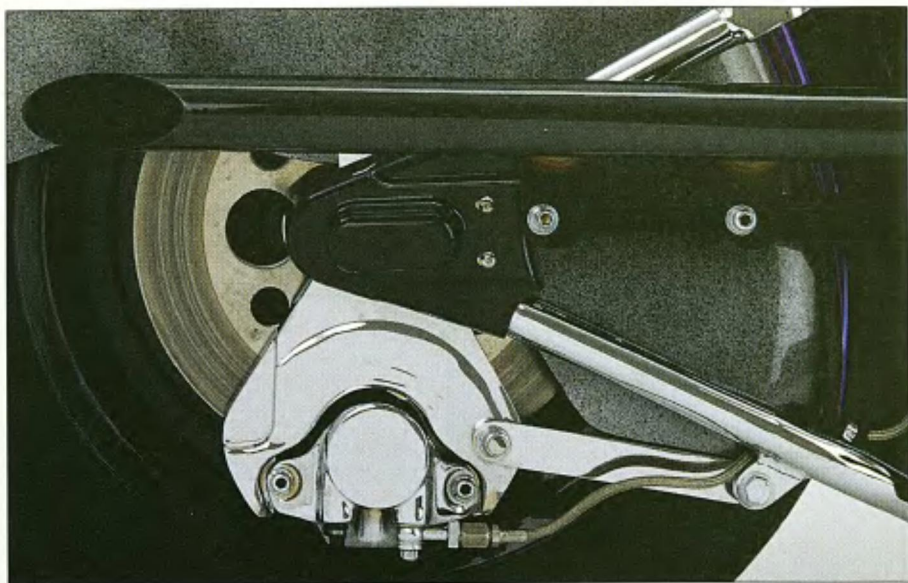
Von Sol hadn't lost his touch, even after a five-year hiatus from the custom world when he worked as an art director for an amusement theme park. He cut his artistic teeth as a teenager in the 1960s, hanging around immortal greats like Von Dutch. Von Dutch, father of the American Custom Culture, but not known for his patience, encouraged Bob in his pursuit of artistic excellence. Much to Bob's surprise, Dutch said to him one day, "You've gotten so creative, I'm going to name you 'Von Sol'." Shortly thereafter, George Barris took Von Sol under his wing as a journeyman fabricator and together they collaborated on scores of celebrity and movie cars.

Von Sol has never worried about his paint schemes being frequently copied, because he feels it is the ultimate compliment. His girlfriend, Kathy, has a Sportster featuring custom Big Twin fenders and gas tank. A cartoon caricature of Betty Boop graces the tank. The Sportster's multi-colored pearl paint work draws lots of attention wherever it is parked, and a ton of interest from curious riders. Von Sol has recently reassembled a Fat Boy in the '50s style for Eric Burdon, former lead singer of the Animals.

So how did J-Bird's Fat Boy get from magenta and blue to granite, you ask? He entrusted his mechanic at Birds Custom Cycles in Cathedral City, California, to ride the machine to a weekend show in Palm Springs. On →

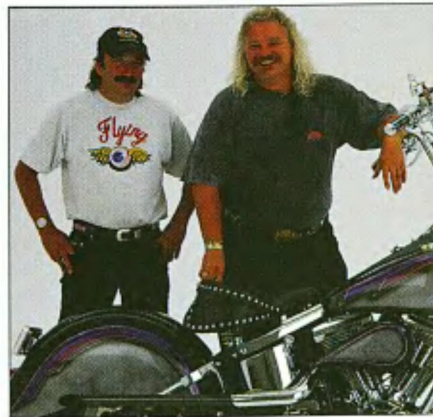
the way, a little old lady in a Cadillac El Dorado T-boned the bike at an intersection. The mechanic, Jacques Berry, bailed off before contact (and broke his arm as a result) when he realized the blue-haired old broad probably never saw him (because she was too busy petting the poodle on her lap). The cage came to a halt right on top of J-Bird's showstopper. After months of waiting for insurance money, and another restoration by Bird, the machine was delivered to Von Sol for an injection of new life of custom colors, hence "New Breed."

J-Bird, who has more than two decades of riding under his belt, knows what he likes in a custom machine, and Von Sol has expanded his horizons to the unlimited possibilities of creativity, skill, and craftsmanship that can be applied when customizing



Harleys. New Breed exemplifies the outstanding collaboration between a builder and a painter. J-Bird wants the scooter public to know that he has plans to fly the coop and will be opening The Bird Nest, a new shop in the Black Hills near Sturgis, South Dakota, in the summer of 1997. To reach J-Bird call (619) 324-3671. To get in touch with Von Sol, call (619) 228-0817, write, P.O. Box 145, Joshua Tree, CA 92252, or for you Internet junkies check him out online: <http://www.flyneye.com/VONSOL/>.

—M.F. Egan





Owner: William "J-Bird" Asmusen
 City: Cathedral City, California
General
 Fabrication: Birds Custom Cycles
 Year and make: 1990 H-D
 Model: Fat Boy
 Price: \$38,000
 Assembly: Birds/H.D. Connection
 Finishing: South Bay Plating
Engine
 Year and model: 1990 Evo
 Builder: Birds/H.D. Connection
 Displacement: 80 cubic inches
 Power end: H-D
 Pistons: Wiseco

Cases: H-D
 Heads: ported and polished,
 H.D. Connection
 Cam: Andrews
 Carb(s): S&S
 Pipes: S&S
 Modifications: Balance Master
 balancing, S&S air cleaner

Transmission
 Year: 1990
 Modifications: polished case,
 cleaned

Paint
 Painter: Bobby Von Sol
 Color/type: black, granite/epoxy
 Special paint: Bobby Von Sol

Frame
 Builder: H-D/Birds Custom Cycles
 Modifications: removed fender struts

Accessories
 Bars: apes
 Fender(s): Del Carlo
 Headlight: H-D/Exotica
 Taillight: '58 M.G.
 Speedo: Nempco
 Pegs: footboards, Cycle Smith
 Gas tank: 5-gallon H-D
 Oil tank: horseshoe
 Oil system: H-D
 Primary cover: Sturgis custom
 Seat: Mike Corbin
 Mirrors: Whiskers

Grips: Cycle Smith

Forks
 Builder: H.D. Connection
 Modifications: Exotica cowlings

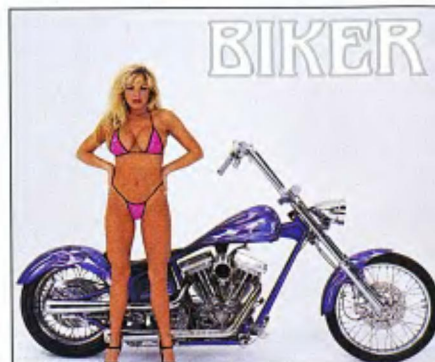
Wheels
Front
 Type: H-D
 Size: 16-inch
 Tire: Dunlop
 Brake: H-D

Rear
 Type: H-D
 Size: 16-inch
 Tire: Dunlop
 Brake: H-D
Photos: John Wycoff

COMING AT YA

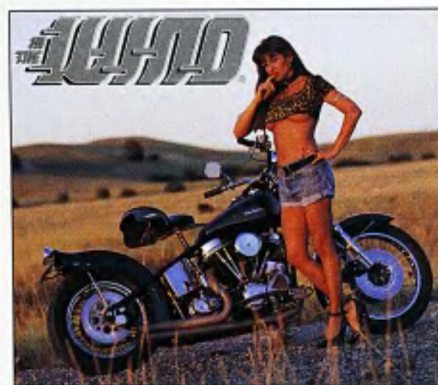
It's the **February** issue, and that only means one thing around here: the Invitational Bike Show extravaganza. It's time to shake off that New Year's hang-over, forget about the Christmas credit card bills rolling in, ignore the snow filling up your driveway, and escape into your once-a-year opportunity to get reacquainted with all the screaming scoots featured in last year's *Easyriders*, *VQ*, *Biker*, *Quick Throttle*, and *In The Wind*. While everything around you is going hay-wire, the one thing you can completely control is the selection of your five favorite custom motorcycles and fantasy fox. When you need a break from the judging, the February issue is also offering up a hefty dose of biker-styled entertainment: six sexy bike features, a slew of tech tips, a guide to the finest custom wheels, the unveiling of the new Excelsior-Henderson, coverage of the wild Chillicothe rodeo, and a whole lot more. Miss it and miss out.

On sale December 26



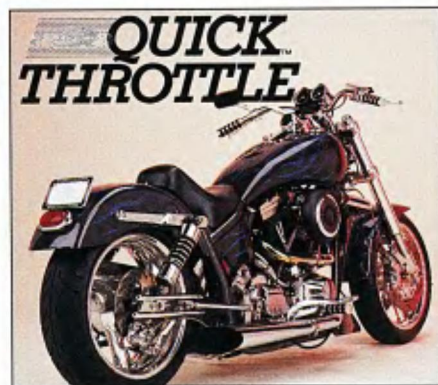
The **January** issue of *Biker*, the magazine for dissenting adults, cuts to the chase with four killer bike features, more tantalizing T&A than you can shake a dipstick at, seven loud, lewd, and lascivious biker parties, the usual unusually sick humor, the latest bike news, advice from dear old Mutha, completely demented fiction, another edition of Double Trouble, and all the other twisted stuff you can't get enough of.

On sale December 26



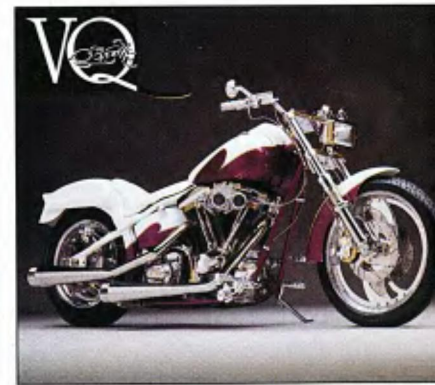
Eat your carrots cuz yer gonna wanna get your eyes ready to read all about the biggest motorcycle event of the summer riding season—the 56th running of the Sturgis Rally and Races. More than 30 pages will bring the Black Hills to your shop bench. The issue hits the stands at Christmastime and we'll be showing the biker spirit with toy runs and holiday pictures from the readers. Travelin' Trails goes down under with an incredible journey around Australia.

On sale December 10



Hang on tight to your drag bars 'cause the **March** issue of *Quick Throttle* is burning rubber to a newsstand near you. Feast your eyes on Ron Simms' 96-inch monster FXR, David Boss' show-winning Pro Streeter, and John Siroonian's gravel-grinding custom Softail. We've got enough racing action from Del Mar and Woodburn to knock you out of your saddle. And, as always, we've jammed this issue with plenty of high-performance tech tips and racing action.

On sale December 24



VQ No. 13 struts its stuff with classy custom creations like Paul DeMeester's Zygorg—stealth-like, S&S-powered scoot—Jay "JayBrake" Brainard's orange crush rigid, and the rolling artwork of Paragon Cycles. Also on the menu are Dave Tharp's Indian Chief, a look at the custom bootwork of Tony Murga, and a visit to Spearfish and the infamous Hamster hangout: the Cottonwood Lodge. Don't miss a glossy page of the magazine dedicated to the cycle connoisseur.

On sale January 3

Aims Fog Hollow.....41	Canyon Run.....99	Drag Specialties.....C2	John S. Riley & Associates.....C4	Nostalgia Cycle.....19
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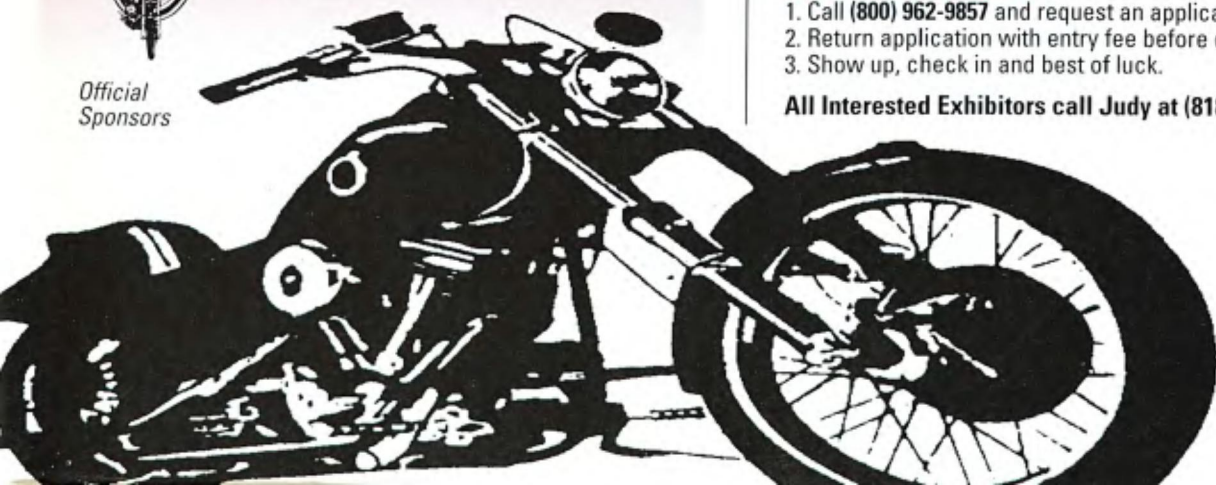
Here's How It Works:

We will award the top six bikes at each one day show with a \$1000 award, trophies and a Bike Feature in one of our mags, and they will all advance to the invitational for their chance to win a piece of \$35,000 in cash and prizes.

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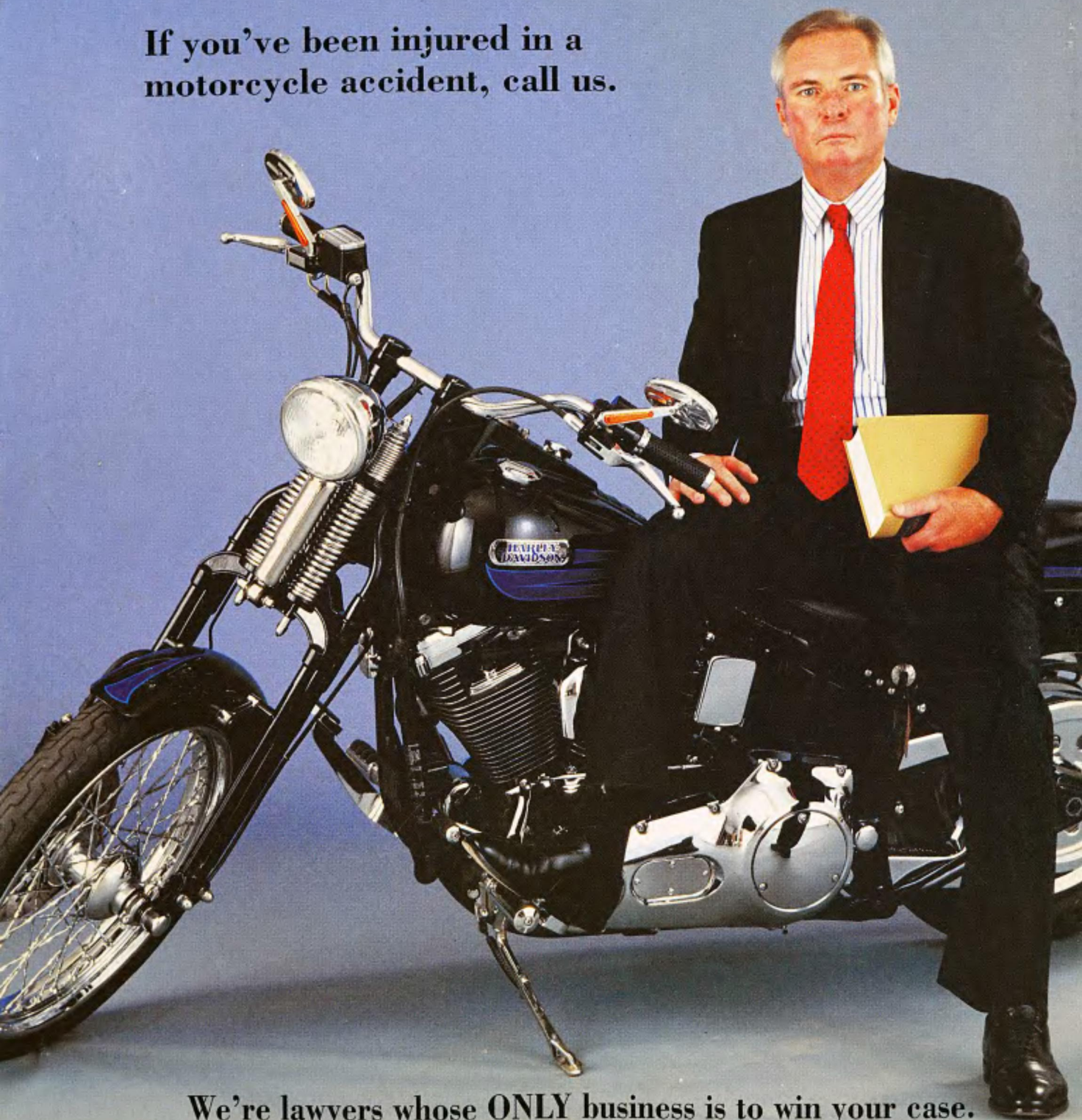
1. Call (800) 962-9857 and request an application.
2. Return application with entry fee before deadline.
3. Show up, check in and best of luck.

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