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TAKING IT EASY

This guy really liked beans and cabbage. He liked them so much that he ate them constantly. Well, it seems he lived in an airtight room and never opened his windows. One night while sleeping, he farted so much that a poisonous cloud grew above his head, killing him. It was so bad that three of the rescue workers got sick and one was hospitalized.

This guy was playing the slots in Vegas, and wouldn't you know it—it was his time to go. He dropped off his stool and onto the floor—dead. Did anyone on either side of him call the management (or anyone else for that matter)? No! They kept right on dropping their coins into their machines, ever hoping for the big win. Two hours later the casino people came by to pick up the body.

This man saw a truck that he thought he'd like and decided to steal it. But the female owner was in it and began talking to him nonstop when he tried to oust her from the vehicle so he could drive it home. She talked and talked and talked until he became so irritated that he decided it just wasn't worth it. He said, "I can't believe how this is going. This is like something out of the movies." (She even gave him a T-shirt to wipe his fingerprints off the truck before he fled.)

He was indicted for murder. He was done in by a list of instructions he had written to himself for a robbery, including a reminder to kill the victim, which he allegedly did.

After a prosecutor had waved his finger at a defense lawyer one too many times in accusing him of making inadmissible statements in the just-concluded closing arguments in a murder case, the two started wrestling. At one point the defense lawyer had the prosecutor in a headlock and was repeatedly ramming his head against the jury room door while the jury was inside deliberating. (According to the judge, jurors were taking bets on the outcome of the match.)

Well one thing led to another ... Seven men got jail sentences of three to four years after a fight that started when one of them threw a french fry at another while they stood waiting for a train.

He got so pissed at his wife for overcooking the pasta that he cut out her heart and lungs and impaled them on stakes!

Florida has a new law on the books: You can't have sexual relations with a corpse. It seems this guy killed a girl, had sex with her, and then tossed her down a well. The powers-that-be didn't think that was very cool.

This guy wanted to commit suicide, and he wanted it on film for posterity. So he lay on some train tracks (after setting up a camera) and waited for the inevitable. All worked out as planned except for the photo—all it showed was the headlight of the approaching train. Shucks!

This woman had consumed a gallon of vodka and a few beers. Feeling no pain, she decided it was time to get rid of

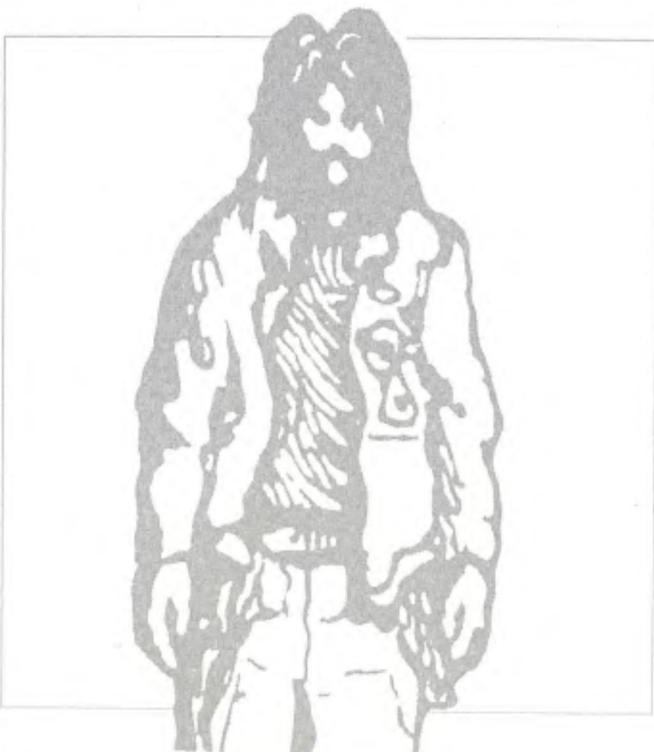
that bothersome callous on her foot. So she took out her ol' man's gun and blew it off (along with some of her foot). It's a good thing she didn't have hemorrhoids.

We've all heard of prenuptial agreements, right? Well, this couple left absolutely nothing to chance. Among the requirements written up in their agreement were: engaging in healthy sex three to five times a week; nothing left on the floor overnight; lights out by 11:30 p.m., wake up at 6:30 a.m. (Monday through Friday); the wife is in charge of inside house chores, including laundry; the husband would maintain the outside, including the garage, cars, and inside repairs; they would buy Chevron Supreme unleaded gasoline ... blah, blah, blah. Sounds like a fun twosome.

He wanted to spit out the tobacco juice in his mouth and opened his door so he wouldn't get the juice on the side of the car. But he was in the wrong place at the wrong time—he plowed his face into a rock and died.

A man was issued a citation for disorderly conduct. Seems he was found in a women's restroom at a mall. He said he had gone to the restroom because he thought it would be a good place to meet women!

This happened in Czechoslovakia (well, it sure wouldn't happen here). This guy got so mad at his neighbor's dog who barked continually that he caught him (the dog) one dark night, took him home, and barbecued him the next day for dinner. But the neighbor found out (did that leg on the barbecue look familiar?) and killed the guy who ate his dog.



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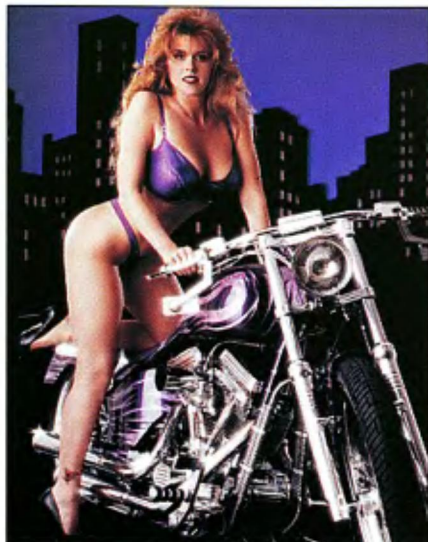
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Easyriders

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 284 • FEBRUARY 1997



Cover photo of Tina Louise on Mike Lisandro's '96 Special Construction Softail by Raiko Hartman. Special effects imaging by Daniel Ferguson.

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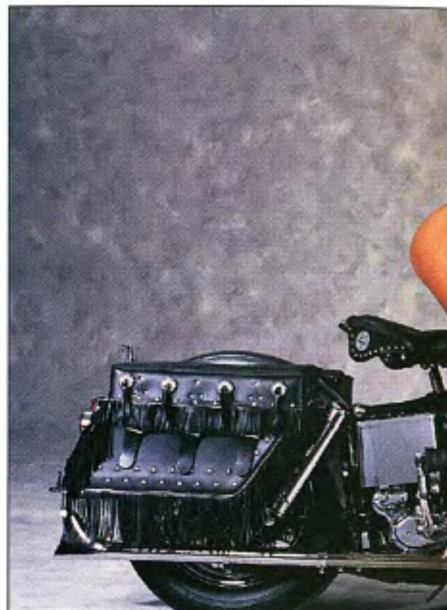
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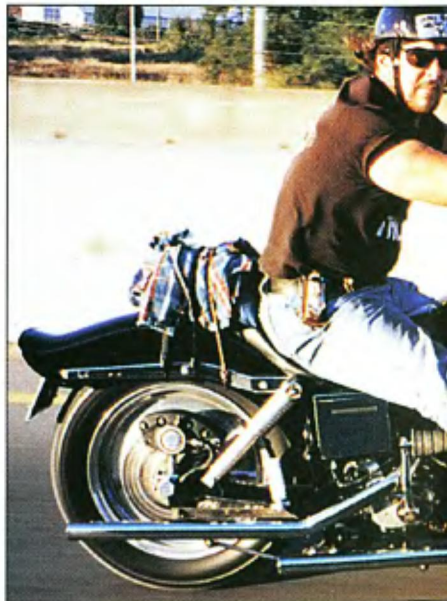
The mystery is removed from Joe Davis' Gray Ghost, page 10.



Cathy's girl, page 42.



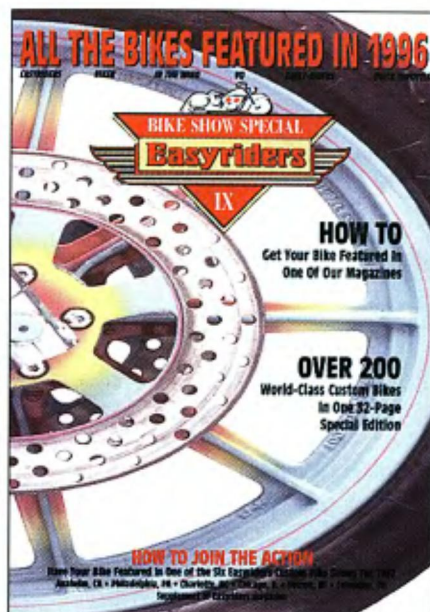
Bob's Dead sled, page 92.



Living' in the fast lane, In The Wind, page 78.



fe's all smiles at the Rodeo in Chillicothe, Ohio, page 50.



All the screamin' scoots from '96 are here. Rock the vote!

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WORDMONGER

Where's Recognition?

I'd like to know why y'all haven't covered the Memorial Day Blowout in Gulfport, Mississippi. Come on, folks—some of us can't make Sturgis and other larger events. We at least deserve some recognition for the smaller events.

Wildfire
Birmingham, Alabama

A Few Words

First off, slice your ass a piece of that juicy raisin pie, and while you're nibbling, allow me to say what a great shot ol' Tinney got of our lifestyle (pg. 82, August '96). Also, in the same In The Wind layout, Tracy Chioda (pg. 81) gets my vote for a future centerfold.

My only suggestion is ... well, after 15-plus years of reading this rag, I still want to know more. I see certain photos and damned if I wouldn't love a little explanation, a caption if you will. I know it's extra trouble and all, but "Rip's Run" is really good reading, especially because he lines the photos up with the story via the captions (kinda cluin' us in). Enough suggesting, on with the pie.

Dappy D.
Richmond, California

What? More work?

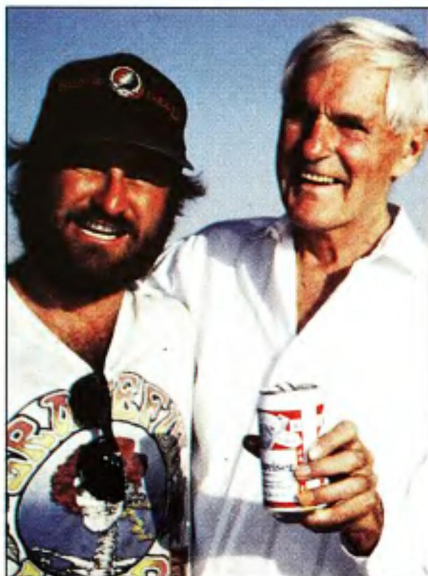
More Laconia

I looked forward to your issue covering Laconia and boy was I surprised to see only two pages and four photos (October '96). Next year don't bother!

You got the names of the good bars wrong. On rainy nights, Charlie from the Colorado Club has us put our bikes in the bar. And it's The Broken Antler Bar on Scenic Drive and the Naswa on Lakeside Drive (not the Broken Naswa as written in the article). Not to mention everything else you left out, like the kick-off parade on Sunday, the POW/MIA ride hosted by the H-D Riders MC on Thursday night, plus all the great shows Chris and Carol (owners of The Broken Antler) put on every night of the week.

So send me whatever you paid Jake Mosser because I put more fucking effort in this letter than he did for the oldest race in the country.

Joe
Campton, New Hampshire



Who's Timothy Leary?

In your 25th Anniversary issue (June '96) you have a photo of Kim Peterson with Timothy Leary. How about explaining who Leary was? A lot of guys who've read my mag come back with this question, and I find myself having to explain—some walk away not believing.

J. Stewart
Albion, Indiana

Ever hear the phrase, "Turn on. Tune in. Drop out"? That's your man. Leary lived to expand life's boundaries, sometimes with chemicals, always with love.

Thanks From Chillicothe

Every Labor Day weekend prisoners here at Chillicothe have a bird's-eye view of the thousands of bikers who rumble past our camp for the *Easysiders* Rodeo. For many of the convicts standing along the fence-line waving, whistling, extending a clenched fist, and hollering at the bikers riding by the prison, it's a reminder of the past. For others it's an invitation to share in the thrill.

To all of you who took time to acknowledge us standing along the fence watching you, I say, "Thanks." By acknowledging us as brothers, you've given us a feeling of connection that makes our days more bearable.

Tom "Chomp" Rausch
Chillicothe, Ohio

Sturgis Experience

I'm writing this to tell all the chicks who bitch at their ol' men for going to Sturgis to shut up and enjoy the week without them. After all, it's not an easy trip to make, and they deserve to party once they get there.

I should know. I just returned from the 2,000-mile ride of my life—St. Louis, Mo., to Sturgis, S.D. I'd be the first to admit it was great, but it was also a lot of work. You see, I opened my mouth and said, "I'm not going unless I have my own scooter to ride." So my dad called my bluff and found the perfect bike for me—a 1987 883 Sportster. (By the way, don't ever let anyone tell you an 883 won't make the trip—mine did!)

My ego was soaring; I just knew I could ride as far as the bros could. I threw my leg over the seat and sat my ass down, confident this would be a breeze. Boy, was I mistaken. After three days of being shaken to death, blown across Highway 90 (not that way, bros), rained on, blasted by 50-mph winds, and smacked in the face with bugs, I finally arrived—with muscles aching in places I didn't even know existed.

It was all worth it, though, because I now have my own scooter and a better outlook on what the bros have to deal with while riding. But to all the chicks who just hop on the back of their ol' men's scooters and try to look cute, remember that on the front of that bike is a guy who is dealing with riding into the wind, leaning correctly, getting smacked in the face with bugs, getting blown across the highway by truckers, and is still keeping it together so he can safely parade your cute ass around. And the last thing he needs to hear after all that work is your mouth bitching. So sit back there, look cute, and keep your grateful mouth shut (or get your own scooter).

Debbie Manley
De Soto, Missouri

David Allen Coe Inquiry

I'm looking for an address or any info on ordering copies of David Allen Coe's X-rated recordings. CD is preferred, but tapes will do. Thanks.

David Saukas
USS Klakring (FFG-42)
FPO/AE 09576-1492



Thanks

Here's a photo of some friends wearing "Rogue's Not Guilty" T-shirts. They've all been helpful to me in fighting my federal court case which, by the way, is turning out well. I'd really appreciate your printing the photo as a way of my saying thanks.

Rogue
Melbourne, Florida

Some Moving Words

The story about the vet and his ghost friend (*Mojo*) in the January '96 issue was very close to me.

When I was at The Wall for the dedication of the Women's Memorial I was taken through a healing ceremony by the Navajo who'd walked across the U.S. in honor of the women. (All the years I've been back from 'Nam, I've thought of the men I took care of in the wards and morgues and how I could have done more to save their lives.)

After the ceremony I went home and had a vision in my sleep. I saw all these men wearing their blood-soaked camis, but their flesh showed no wounds. They were carrying no weapons, no ammunition, nothing. They were standing in front of a black wall, their faces sad and tired, and they were looking at me with concern.

I walked up to them and told them I couldn't save them—then or now. I told them I was releasing their souls so they could go away in peace. They all looked

at me, their faces softened and relaxed, and they became 18 and 19 again. They turned and walked through The Wall, not saying a word. I woke up feeling more peace inside me than ever before.

Native Americans believe that if you continue to try and bring back a person from the dead, that person's soul never finds peace. Now I have given them their peace and have also found mine.

Now you see why that story about the vet riding back to The Wall in his friend's van, only to step onto the other side of the wall, meant so much to me.

Gary "Doc" Thompson
USAF Medic
Eugene, Oregon

Words From Bosnia

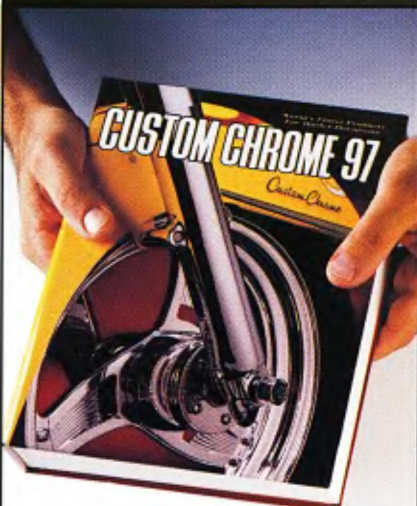
I'm over here in Bosnia (serving with pride) and each month I look forward to the next issue of *Easyriders*. With each new edition the chicks get better. Man, the ones on the August and October ('96) covers have got to be the best-looking *Easyriders* babes I've ever seen. Just look at those tits. I love women with big hooters. Well, keep up the good work. See ya next issue.

The Gambler
Bosnia

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

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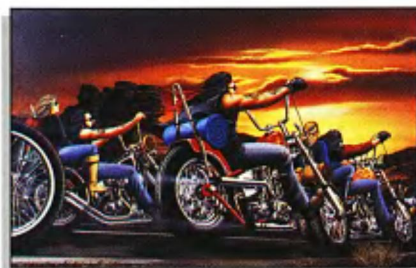
OWN A PIECE OF THE MANN! DAVID MANN, THAT IS, EASYRIDERS' LEGENDARY ARTIST

David Mann has been painting Easyriders art for more than 25 years, and, needless to say, we have quite a collection. As a matter of fact, we have such a large collection that we can't display it all in our offices, so a lot of it is kept stored away in trunks. Recently it dawned on us what a shame it was to keep these legendary works of biker folklore in the dark when they could be enjoyed daily by offering them to the people who would cherish them most—

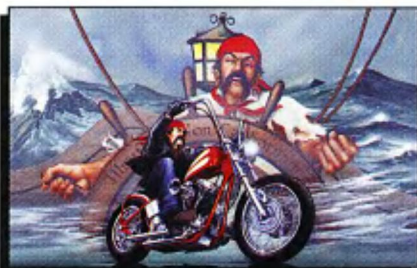
the readers of Easyriders. David's images reflect the Harley lifestyle like no other, capturing the excitement, power, spirit, and brotherhood of the biker world. Now you can call an original David Mann your own, each piece having appeared in Easyriders. Decide which painting you want for your wall. Then, call for an official bid form. We'll announce the winning bid after Bike Week '97. It's not only a serious art investment, it's owning a piece of biker history.



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Family — #158 Aug '86. Min. Bid \$5,000



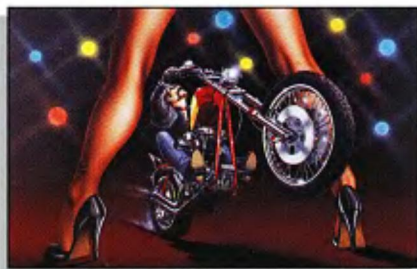
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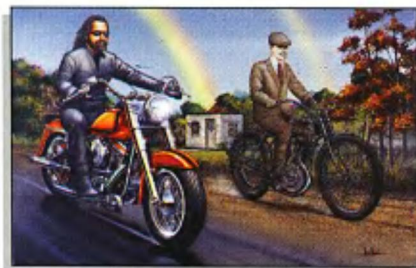
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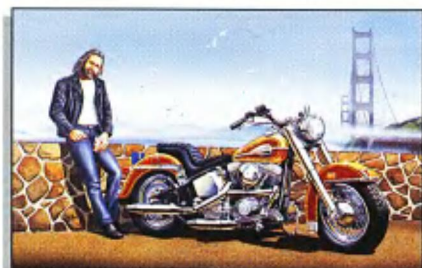
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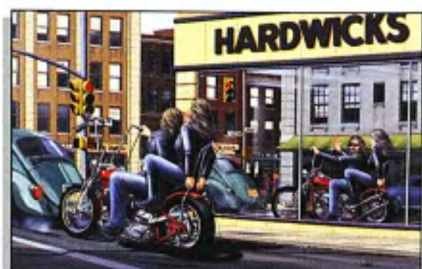
Golden Gate Softail — #176 Feb '88. Min. Bid \$1,500



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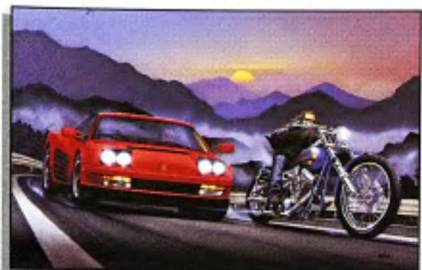
European Tour — #203 May '90. Min. Bid \$1,500



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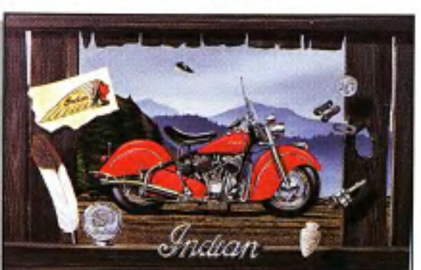
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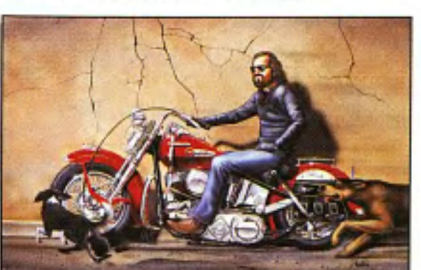
Wind Kiss - #229 July '92, Min. Bid \$3,000



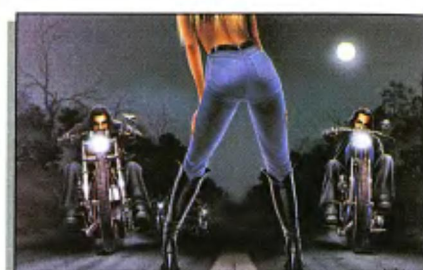
Tattoo - #242 Aug '93, Min. Bid \$2,500



War Chief - #209 Sept '90, Min. Bid \$3,500



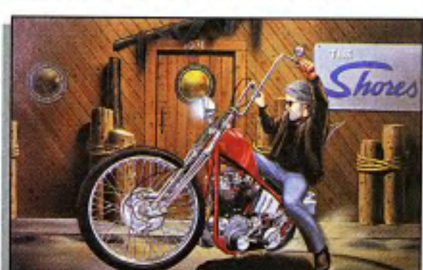
Dave's Dogs - #172 Oct '87, Min. Bid \$2,500



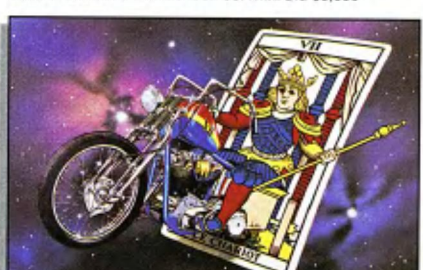
High Stakes - #105 March '90, Min. Bid \$2,500



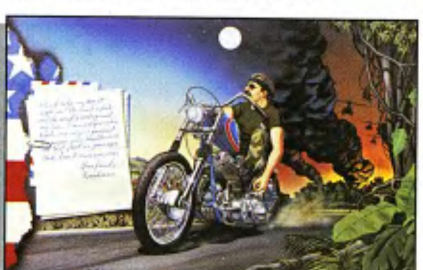
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Get an official bid form by calling (818) 889-8740. Read the rules, fill it out, send it in with your 20% bid deposit by check, money order, or credit card. Remember, each painting has a minimum reserve bid. All nonwinning bid money will be returned. You can also place your bid at any Easyriders Bike Show, where each piece will be displayed. Remember, if your bid wins, you'll own a David Mann original. You can enjoy it, show it or sell it, but, because Paisano Publications, Inc., is not selling the copyrights or commercial usage rights, you can't copy it, reproduce it, or commercially use it. It's the rules.

RETURN OF THE **GRAY** **GHOST**





What does Joe Davis' 1972 Shovelhead have in common with Dracula's ol' lady? They both went down for the Count. Only Joe's ride rose once more, returning, better than ever, as The Gray Ghost.

Joe is a welder from Zanesville, Ohio, who first bought his beauty around 1985. "It was my everyday ride for about three years," he says. "It was pretty ragged at the time, but I fell in love with that bike."

Joe loved the bike so much that when rebuild time came, he just couldn't help sporting it up. Big time. One winter he put it in the garage and commenced to do all the tear-down and restoration himself.

While the engine was with local rebuilder Clyde Dickerson, Joe had the frame powdercoated, and →

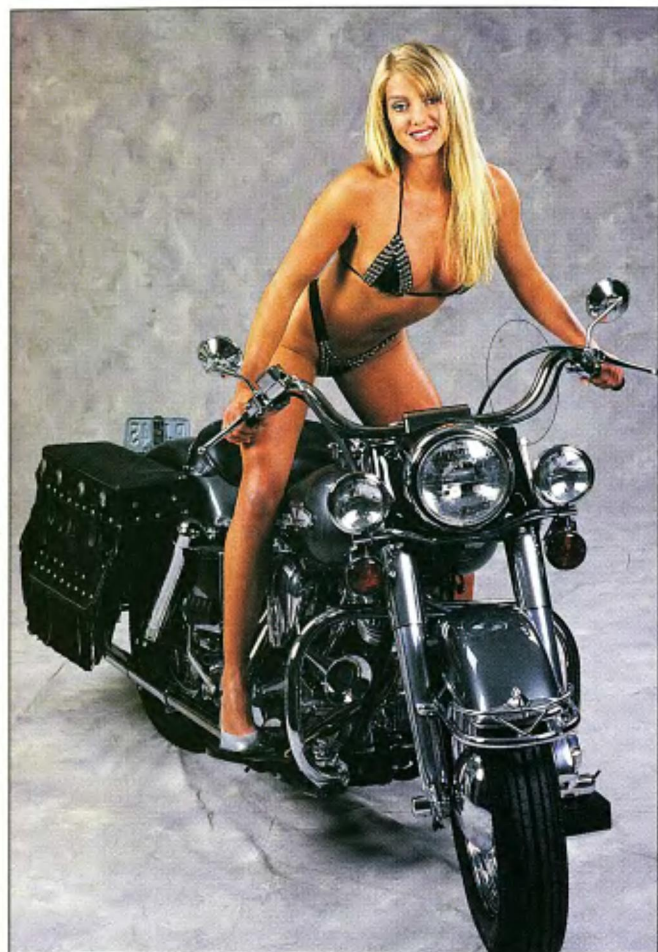
he polished the engine and trans cases himself. All other polishing was done by Jack's Custom Metal. The paint deserves special mention. It is a Deltron charcoal gray poly, and the look is unique.

"It's really a Dodge truck paint color," says Joe, "with a little metallic in it." The combination of deep charcoal gray paint with just a starlight background of metal flake gives the paint a deep, rich look so striking that people named the bike after it. "It's the strangest thing," says Joe. "Folks take one look at the bike and say, 'Hey! That's the Gray Ghost.'"

Joe says the project started out simple enough. He just wanted a clean, light, stripped-down dresser, something that was dependable and something that →







cooked as good as it looked. "I didn't start out to build a show bike," he says, "I just wanted to go through the motor and stuff. But between my brother and me, we got carried away. We kept adding one more thing."

We know how that goes, bro. He may not have started out to build a show bike, but the next thing you know, Joe's ride was winning prizes. "It's won a bunch of local awards, and I took it to the Richmond, Virginia, winter show a couple of times and won first place," says Joe. "But I'm really looking forward to doing the 1997 *Easyriders* Bike Show in Columbus."

Well, Joe, for a chance to see the Gray Ghost up close, so are we.

—Rank Rogers

Owner:.....Joe Davis
City:.....Zanesville, Ohio

General

Fabrication:.....owner
Year and make:.....1972 H-D
Model:.....FLH
Value:.....plenty
Assembly:.....owner
Chroming:.....Brown's Plating

Engine

Year and model:.....1972 Shovelhead
Rebuilder:.....Clyde Dickerson
Ignition:.....points
Displacement:.....74 cubic inches
Lower end:.....H-D
Pistons:.....factory

Cases:.....polished
Heads:.....polished, unleaded valve seats
Cam:.....Andrews
Carb(s):.....Zenith
Pipes:.....Paughco fishtails
Modifications:.....1937 Siren air cleaner, all polishing by Joe's Custom Metal

Transmission

Year:.....1972
Modifications:.....polished cases

Paint

Painter:.....Gene's Body Shop
Color/type:.....charcoal gray/Deltron poly
Special paint:.....Gene's, PPG

Frame

Year:.....1972

Builder:.....H-D
Type:.....swingarm
Modifications:.....powdercoated

Accessories

Bars:.....H-D, two-piece
Fenders:.....factory
Headlight:.....H-D
Tailight:.....original
Speedo:.....three-light dash
Pegs:.....footboards
Electrics:.....12-volt
Gas tank:.....5-gallon
Oil tank:.....H-D
Primary cover:.....polished
Seat:.....V-Twin solo
Mirrors:.....Custom Chrome

Grips:.....H-D

Forks

Type:.....wide glide
Modifications:.....polished

Wheels

Front

Type:.....H-D
Size:.....16-inch

Tire:.....Coker
Brake:.....single disc

Rear

Type:.....H-D
Size:.....16-inch

Tire:.....Coker
Brake:.....drum

Photos:.....Scott Cunningham



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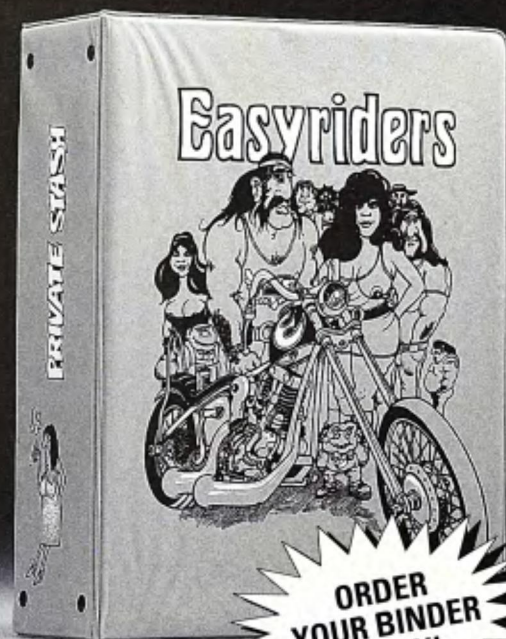
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EASYNEWS

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

NUTS AND BOLTS BIKER NEWS & VIEWS

Skating Responsibility

Recently, an irresponsible female rollerblader died of head injuries after smashing into a bicyclist in New York's Central Park, making her the latest pointman for enforced helmet use. The usual suspects are up in arms because, of some 2,000 skaters that afternoon, one woman allowed her equally irresponsible boyfriend to swing her around repeatedly and then release her, sending her sailing off (at a good clip) into the approaching bicyclist.

Yet no one said a word about reckless rollerblading. No, just a bunch of babble about forcing helmets on adults out enjoying the sun. Are we so helpless and heedless that we need jackbooted enforcers telling us what to do? Hey, don't fly, don't skate, don't ride, don't swim ... Damn, it's all so dangerous!

—Gary Introne

United ABATE of New Jersey



Gus Gustafson, left, receives Image Award.

MMA's Positive Image Award

Gus Gustafson, owner of Pristine Cycles in Braintree, Massachusetts, received the 1996 Modified Motorcycle Association's (MMA) Positive Image Award, presented to an organization or business based on its efforts to enhance a positive image for motorcycling. Pristine Cycles was given the award for its exemplary efforts to repeal the national helmet law last year.

—from *The Motorcycle Post*

Ups & Downs In Maryland

ABATE of Maryland successfully pushed through the state legislature a bill that allows two motorcycles to legally share a single metered parking space. Previously, when a second bike shared a parking spot, both motorcycles could be ticketed for parking illegally.

ABATE of Maryland had also worked to get a helmet law amendment out of committee. Initially, Representative Obey Patterson met with ABATE members and agreed to support their bill; however, when the vote was taken, Patterson (a Democrat) voted no. The bill failed by one vote. Some Maryland ABATE members bought a Pinocchio doll and dressed it in leathers. They then took the doll to the capitol, where the majority whip carried it on the floor and presented it to Representative Patterson. Way to go! —Twigg

Bikers Battle Bogus Ban

The American Motorcyclists Association (AMA) reported that a bill preventing communities in California from banning street legal motorcycles on their roadways has been approved by the State Legislature and sent to Governor Pete Wilson for his signature.

California Assembly Bill 3056 is a direct outgrowth of an ongoing legal battle between the AMA and the property owners association in Canyon Lake, a private community in Southern California, that prohibits motorcycle use on its streets. As originally drafted, the bill would have eliminated all motorcycle bans in private communities throughout the state. But after strong lobbying by Canyon Lake representatives, the bill was amended in the Senate to prohibit only those bans implemented after January 1, 1997.



Betty's Boondoggle

Ohio Attorney General Betty Montgomery has embarked on a vendetta to eradicate gambling at every level, and now she's focusing on bikers. She's already shut down the Pakrats MC and has sent cease and desist letters to the Goldwingers and H.O.G. chapters. Now she's started on the clubs from the same angle: 50/50s and other raffles.

Folks should be aware that this is happening and be very cautious about their "schemes and games of chance." Advertising raffles of all and any kind unless your organization has a 501 (c) (3) tax status is definitely out.

Remember, however, that the office of Attorney General is an elected position. 'Nuff said.

—Dave Trebing, ABATE/CMRO

Three Flags Classic

The 22nd Annual Three Flags Classic, a three-country, four-day run that tests the hard rider's mettle, starts in Nogales, Mexico, on August 29, 1997, and finishes up in Moose Jaw, Saskatchewan, Canada, on September 2, 1997. The entry fee is \$190 (two entries per envelope, one entry per person). Entries must be postmarked no later than January 15, 1997. Sorry, no walk-in entries will be accepted.

The drawing for eligible entries will be at noon on Saturday, January 25, 1997, at Moffitt School, 13324 Goller Ave., in Norwalk, California.

Those interested can mail their entries to 1997 Three Flags Classic, P.O. Box 902436, Palmdale, CA 93550. For additional information call Jan Staws (chairperson) at (310) 437-4116, or Jane Weininger (vice chairperson) at (619) 554-0904.

NO "TRAILER QUEENS" HERE B.C. CUSTOM BIKE SHOW

The British Columbia Custom Motorcycle Show was held May 3-4, 1996, at Queen's Park in New Westminster and featured a treasure trove of awe-inspiring custom creations. Each display of the builder's artistic abilities left the observer shaking his head in wonder at the talent and dedication required to put together these rolling works of art. Not one of these bikes was a "trailer queen." Each was built to be ridden.

This was the sixth year for the show, and it just keeps getting bigger and better. Thousands of appreciative spectators came through the doors to look at the entries from B.C., Alberta, Washington, Oregon, and California, and it truly lived up to its billing as Canada's Best Custom Bike Show.

Also on hand was *Easyriders* Editor Keith R. Ball. It seems our fame has spread, and the editor of the "Biker's Bible" had to come and see for himself. His exact words were, "You guys build some of the best bikes anywhere."

My heartfelt thanks goes out to

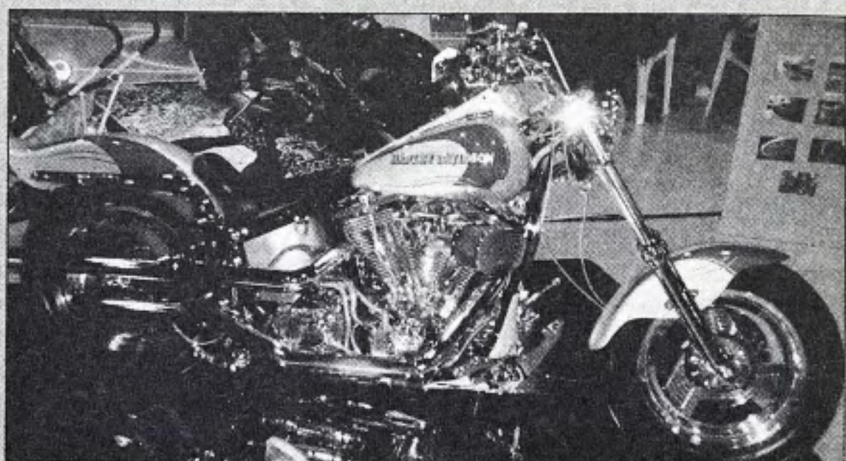


Photo: Joy Gerow

each of our commercial supporters, without whose commitment and contribution this show could not have been possible. The continued support of the motorcycling community is acknowledged and appreciated.

Because of the show's success, the B.C. Coalition of Motorcyclists

(BCCOM), which puts this on as its yearly fundraiser, can continue to battle for motorcyclists' rights.

The 1997 B.C. Custom Motorcycle Show will be held May 3-4. For information call BCCOM at (604) 580-0111.

—Errol N. Hannigan
Executive Director, BCCOM

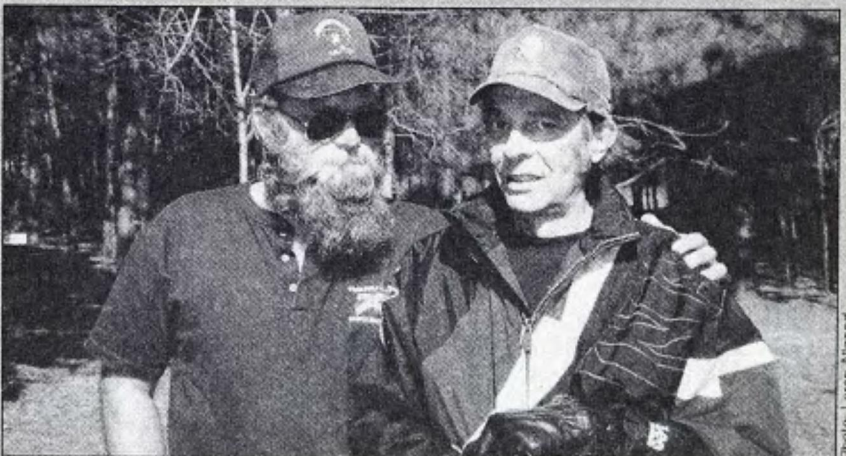
NOT FADE AWAY ... THE FAMILY OF BIKERS

For those who believe the brotherhood aspect of our organization has faded away, I want to share a personal story:

Around the first of '96, my dad started losing a lot of weight. In February, we learned he had cancer. Even worse, he didn't have any health insurance. Looking at a bunch of hospital bills, the future looked dim.

A while back, my dad had asked, "What has ABATE ever done for you?" He had a hard time understanding why I would spend so much time publishing a newsletter and not getting paid for it. My folks didn't understand that ABATE is more than just an organization of people who are concerned about their freedom. It is also a "family" of brothers and sisters who really care about one other, and I'm glad that they got to see that this is true.

Some time later, in a conversation with Benita Moore, who puts out the newsletter for ABATE of Greenville, S.C., I mentioned my dad's plight. The next thing I knew, individuals and chapters throughout the state were



Parkay and his father, Robert

doing what they could to help our family. After seeing all the cards and donations from everyone, Dad told Mom he could see that there was something more to ABATE than he had realized.

My father, Robert L. Butters, died at home on May 6, 1996. He was the best father a son could ever have, and God knows how much I miss him. It

comforts me to know that we have so many brothers and sisters who care about one other in ABATE of South Carolina and ABATE organizations throughout the country.

I want to thank everyone, from the bottom of my heart, for your help and support during our time of crisis.

—Parkay, ABATE of S.C.

Photo: Laren Allgood

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TROUBLE IN CONN.

The Advocates for Highway Safety, led by Ralph Nader's cronies, has targeted four states for a grass-roots lobbying effort to enact various pieces of so-called safety legislation in the 1997 session.

Connecticut is one of the four states being targeted, and one of the items on the proposed agenda is reinstating the mandatory helmet law for adult motorcyclists. Other items include lowering the threshold for being legally intoxicated, banning the use of radar detectors, and changing the licensing process to a graduated level of steps which would apparently prevent someone who rides a mid-size bike from riding a full-size motorcycle without a further license endorsement.

This group is funded with big bucks from the Nader empire and from the insurance industry. Apparently, they have already visited Connecticut, seeking to entice volunteers and find financial support for these groups. Organizations like MADD will be prime candidates to join forces and lead the effort to lobby for the helmet law and the other items in the agenda. This is what we will be up against this winter and it should scare the hell out of you. I know it scares me.

The time to act is now! The Connecticut Motorcycle Riders Association (CMRA), can beat these "carpetbaggers," but it will take effort, brains, and money. We've got the smarts, we'll make the effort, but we can't create the finances that will be needed without your support. Timing will be of the utmost importance. Please be as generous as you can be. Mail your checks to CMRA BIKEPAC, P.O. Box 56, New Britain, CT 06050. It's important to note that the checks must be made payable to CMRA BIKEPAC, which is a separate legal entity from the CMRA. Under existing tax laws the CMRA cannot and does not get involved in political campaigns. Only individual donors may contribute. No corporate checks are allowable under state campaign laws. Together we can meet this challenge.

—Richard Paukner
Legislative Committee Chairman,
CMRA

HALL OF FAME

MIKE AND LINDA TAPSCOTT

July 12, 1996, is a day Mike and Linda Tapscott won't soon forget. Riding home from Bend, Ore., to their home in Salmon, Idaho, on their '96 Fat Boy, Linda saw a raft in Idaho's Salmon River, just below Bayhorse Bridge, with its occupants in trouble.

At first glance, Linda thought she saw two people in the water, but was unsure as to how many others there may have been. Quickly pulling over, this well-organized husband and wife team went into action. Mike ran for the river while Linda stayed on the roadside to stop the next vehicle and have them call Search and Rescue. The last thing Mike heard Linda yell as he ran down the embankment was, "Promise you won't drown on me."

At the river's edge, Mike saw

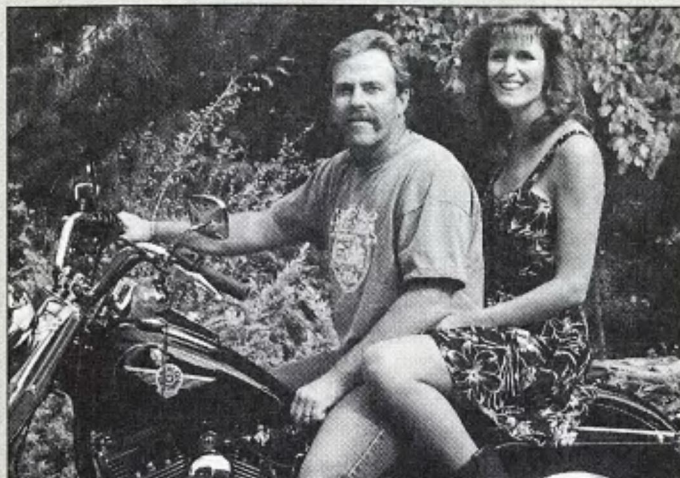


Photo: Mark Lindquist

one woman in the water and tried unsuccessfully to break a branch from a tree to reach her. Without regard for his own life, he entered the cold water and pulled the woman to safety.

It turns out there were two couples in the raft who'd gone out for an evening ride when the raft hit a rock and

began filling with water.

One has to question the wisdom of these four individuals. The two women in the raft were both pregnant, and none of them wore life jackets. Not only did these people foolishly risk their own lives, but Mike Tapscott's as well.

Mike, however, is well trained for these situations. He's a guide for the Idaho White Water Adventure Outfitters. When asked how it feels to be a hero, he said, "It was a humbling experience for us and maybe a little embarrassing because our friends are gonna be flickin' us back some shit on this!"

Without a doubt, Mike and Linda Tapscott are one hell of a team, and Easyriders is proud to induct them into our Hall of Fame. Congratulations!

—Debbie Tobin

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PUTTS & POLITICS

August 11, 1996 was a day that will go down in biker history. That Sunday marked the full recognition of the political power of motorcyclists. We rode to open the Republican National Convention, accompanied by the leaders of the free world.

We gathered at Fiesta Island in San Diego, Calif., and, with an escort of CHP and San Diego P.D. officers, closed down the interstate for hours as we rode to the San Diego Convention Center.

We could have held a National Security Conference meeting with the crew we had leading the column. In the lead was Senator Ben Nighthorse Campbell, packing Senate Majority Leader Trent Lott (who noticed too late that his license endorsement had expired); following close behind was House Majority Leader Dick Armey. The next 20 rows read like a who's-who of D.C. Speaker Gingrich was there to see us off, walking through the crowd greeting people and promising to support



San Diego H-D owner N.Y. Myke with House Speaker Newt Gingrich at the Ride On The Republican Convention.

Photo: Bart Perry

the rights of bikers. Other dignitaries included our own Joe Teresi, California Assemblyman Bill Morrow, California Congressmen Chris Cox, Randy "Duke" Cunningham (top Vietnam Fighter Ace and the guy the Top Gun school was patterned after), and many more.

The Convention Center event was a blast—good music, good food and, once again, the recognition that bikers had risen to the challenge of taking on the government ... and winning.

The riders pushed into the lot and the SDPD radioed the Secret Service with a crowd estimate of more than 10,000. This far exceeded original esti-

mates and made it impossible for the Secret Service to create a secure zone, which forced Candidate Dole to take a pass. He did, however, send along his respects, and two Purple Heart pins for New York Myke and myself.

The event went off without a hitch and, although every major media organization was in attendance, got no real press. The media probably would have preferred pillaging and burning, but what they got was a great day where everyone went away feeling good and knowing one thing for certain: They'll remember the bikers—in D.C. and everywhere else laws are made. —Oz

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TECH TIP BOOK 4



Feel like you're tryin' to install your points with a pipe wrench? Well, you're not alone, bro, and you're in luck, cause Wrench's here to throw you a lifeline. *Easyriders Tech Tips And Tricks Volume 4* has hit the stands, and you can still get a deal on it.

This is the latest offering from the pages of *Easyriders* and *Quick Throttle* to help the bro on the street keep his scoot runnin' and ridin' right. Wrench and his pals have spared no expense, and have even taken to drinking Renegade's homemade beer, to be able to afford to put together these tips, just for you.

Volume 4 starts up where *Volume 3* left off, and has some brand-new stuff and some jewels from the past. You'll find a state-of-the-art cam bearing tool and a tip for building a fire-breathin' Knuckle. The late-model performance guys are takin' care of, too, with tips on everything from nitrous and fuel injection to the proper way to set up your camshaft.

If you're workin' on your own scoot, this book is a must-have item. And for you bros just gettin' started, all four of *Easyriders Tech Tips And Tricks* books will be available in a package deal soon. Get 'em now, so you'll have 'em before you need 'em. Stop by any *Easyriders* franchise store or call (800) 247-6246, (818) 889-8740 (for overseas orders). Just tell 'em Wrench sent ya.

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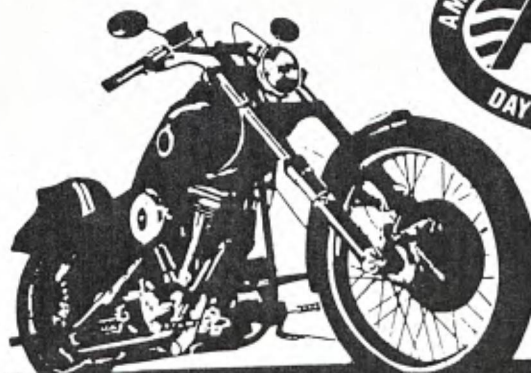
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SMOKIN' TIRES SMOKIN' SALMON

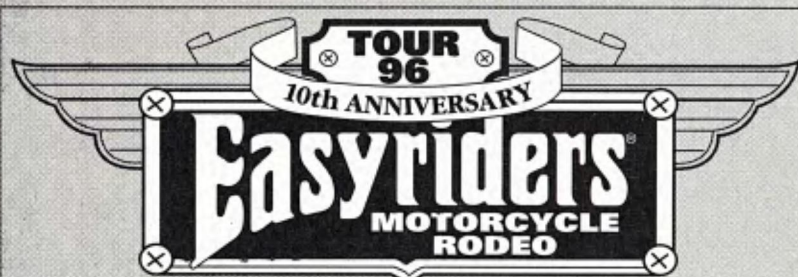
Listen up, Bandit's only given me 150 words to slip ya the skinny on the *Easyriders* Motorcycle Rodeo in wild and woolly Enumclaw, Wash., so here goes! Hot on the heels of the outrageous Oyster Run, which draws more than 10,000 scoots, Washington wet riders were on hand to hear the howl of Harleys at the King County Fairgrounds on September 27-29, 1996. The grounds are used by lumberjacks to train their axe hands the rest of the year, but for one sunny weekend, two-wheeled warriors kicked ass.

A rider all the way from Germany, Vic Kloeppinger, took first place in the tattoo contest with his dragon-riding H-D backpiece. Rich Meyer of Seattle took first in the custom bike

show with his 1995 Fat Boy. When the rodeo action slammed into gear Sunday, the trophy girl, Kathy, was literally passed arm to arm to the following Harley horsemen for takin' home the cash and prizes:

Highlights included Bob Hanna nudging Robert Tabor out of the Barrel Race by .01 seconds. Kari Sioux showed almost as much heart as Ivan Eaton shows gold chains, goin' up against Mike Poisson in the fuel sled pulls. It was racing so close, the judges had to watch the instant replay. Gary Freel is working hard to pull out all the stops to catch Poisson's massive lead, but Poisson still has the evil "elixir" to shut down all comers!

—Phantom



ENUMCLAW, WASHINGTON, RESULTS

Trike Sled Pulls

1st: Rick Van Voorhis,
Gary Freel Team
2nd: Rodeo Ray
Tewksbury
3rd: Ed Crepeau

Slow Race

1st: Bob Hanna
2nd: Robert Tabor
3rd: Ivan Eaton
4th: Gary Freel

Solo Novice Sled Pulls

1st: The Mailman
2nd: Little Jim
3rd: Fred Bateman

Keg Derby

1st: Robert Tabor
2nd: Gary Freel
3rd: Bob Hanna
4th: The Mailman

Tire Ride

1st: Bob Hanna/
Wendy Dupell
2nd: Lyle Coyle/
Leslie Jakeman
3rd: Ivan Eaton/Cheryl

Barrel Race

1st: Bob Hanna
2nd: Robert Tabor
3rd: Gary Freel

Solo Fuel Sled Pull

1st: Michael Poisson
2nd: Gary Freel
3rd: Mark Berutis

Potato Haystack:

1st: Kari Sioux/
Rodeo Ray
2nd: Lorri Parker/
Gary Freel
3rd: Leslie Jakeman/
Lyle Coyle
4th: Wendy Dupell/
Bob Hanna

Wienie Bite

1st: Wendy Dupell/
Bob Hanna
2nd: Helen/The
Mailman
3rd: Lorri Parker/
Gary Freel
4th: Kari Sioux/
Rodeo Ray

Fuel Trike Sled Pulls

1st: Michael Poisson
2nd: Kari Sioux
Tewksbury
3rd: Harvey Sagady
4th: Ivan Eaton

Top Cowboy

Michael Poisson:
1700 points



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SHORT STROKES

LIFE'S QUANDARIES

Hey, I'm not sure whether I should kick this off with Sturgis Run preparation tales (or how I slammed a full dresser into a parked car one week before leaving), or the Pan restoration story (and why stock replacement parts don't fit and don't come with fasteners).

Ya see, I recently finished the first draft of my second book, *Outlaw Justice*, and had some time on my hands. So I filled the gap with a '48 Pan restoration. Aw, to hell with the stories, let's get to the news. Oh, by the way, in an upcoming issue I will outline the resto. It was an interesting project, and my knuckle-busting experiences might assist brothers handling similar projects...**I've got a couple of tech tips** this time: Phantom relates that a friend caught fire while filling a small gas can in the back of his pickup. Seems he has a bed liner. Investigation determined the cause to be static electricity buildup from the bed liner. This is not uncommon. Standard Oil and Ford have both circulated bulletins on the subject—so beware, dammit. I had another tech here someplace. I'll get back to it...**Daddy Bob of the Survivors MC**, a clean and sober group, slipped me his card. On the back it read: "Sought my soul and could not see, sought my god and he alluded me, sought my brother and found all three." Amen. Thanks, Bob...

Ya know, people don't stop to think. They don't think, when they pass laws, that someday one of those new ordinances may come back to bite them. They don't think, when they promote another helmet law, that someday they will be facing mandatory helmet use themselves. Mike Larrick of Dublin, Ohio, wrote to his local paper, "If I saw it once, I saw it half a dozen times: Olympic gymnasts performing on the balance beam, slipping, and hitting their heads on the beam. I have one word for the International Olympic Committee: helmets."...**Look for an upcoming Easynews** article about proposed legislation

to require bull riders to wear protective attire...**Now, for a tourist note.** The most sought-after destination in York County, Pa., is the York H-D plant. More than 78,000 watched the assembly line in motion last year...

Every year I throw a birthday block party for my old man, who turned



86 this year. More than 50 riders, mostly Hamsters, Ugliers, and Weasels attended. What an ugly bunch of animals. I want to thank everyone who came, and send my regrets to the members of the Ugliers who were mowed down by an uninsured low-life in an

Explorer. Gene, Jan, and Fritz—get well soon, dammit. If you'd like to assist these riders call Micah McCloskey at (818) 348-8967. Their medical bills are staggering...**And, yes there was another tech item** lost in the rubble on my desk. Mike from *Easyriders* of San Diego explains the history of Linkerts (I needed a refresher course for the '48). "The M45 and 45A were manufactured with a 1 1/8-inch venturi, and the carbs were used from late 1949 to early 1950 F and FL models. The M74 was used on the late 1950 and early 1951 F and FL models. My E and EL models used the M35, as did the F and FL from 1942 to 1948. The M35 had a 1 1/8-inch venturi. An M74B came on the late 1951 models and were used until 1965 F and FL bikes. The major difference between the 74 and 74B carb is the fixed jet size." More on Linkerts to come...**With that, I'd like to ask you a favor.** I know the jerk who wrote the fiction this issue. Let me know what you think of it and its premise. Actually, we discovered a group of women in Seattle who've created an organization to legalize prostitution. It's called Coyote Seattle on the web...**Well, the sun is down** down and it's time to ride, and perhaps look around for a woman to share the adventure with. 'Cause, as you know, every night behind handlebars is an adventure. That is, if you ride like I do. Ride forever.

—Bandit

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PASSING GAS



"You were out getting high?! Thank God—we thought you might be smoking cigarettes!"

Bosco dies and goes to Heaven. Passing through the Pearly Gates, he sees two doors—one door has a long line of guys standing in front of it, and the other door has just one dude standing all by himself in front of it.

Sidling over to Saint Peter, Bosco asks, "Hey, Pete, what's with the two doors?"

Saint Peter says, "Well, the door with the long line is for men who were pussy-whipped their whole lives, and the other door is for men who weren't."

Curious, Bosco walks up to the little squirrely guy standing all alone and asks him, "Hey, man, what are you doing here?"

The guy shrugs and says, "I don't know—my ol' lady told me to stand here."

Slasher
The Colony, Texas

The uneducated young chick stood before the judge, pleading for a divorce after only seven days of marriage. "Yer Honor, my new husband saw fit to pleasure himself three times with me on the morning we was married, three more times after dinner that evening, twice more before bedtime, and five more times before the rooster crowed," she cried. "And that's how it's been every day for a week. I'm only one woman—I can't go on no longer!"

The sympathetic magistrate signed a piece of paper and handed it to her. "Take this to the front office," he said, "and file your affidavit."

"File it?" she whimpered. "I can't even pat it with a powder puff anymore!"

Joey
America



"Now who are we gonna pin this one on, Sarge?"

A redhead, a brunette, and a bleached-blond sat down at the bar. "I'll have a BL," the redhead told the bartender.

"BL?" said the barman. "Hmm, would that be a Bud Light?"

"Right," she replied.

"Okay," said the barkeep, smiling. "Coming right up."

"And I'll have a CL," said the brunette.

"Let me guess," said the bartender. "A Coors Light?"

"You got it," she said.

Just then the bleached-blond spoke up. "Me, I'd like a fifteen."

The barkeep stopped dead in his tracks. "A fifteen?" he said. "A BL and a CL I can figure out, but what the hell is a fifteen?"

"Well, duh!" said the blonde, rolling her eyes. "A Seven and Seven, of course."

Tonette
Jackin' Up

Kimbo was a sports fanatic who studied the sports page every morning, subscribed to every sports magazine, knew all the relevant stats for all the games, and spent the better part of each day switching channels from one sporting event to another.

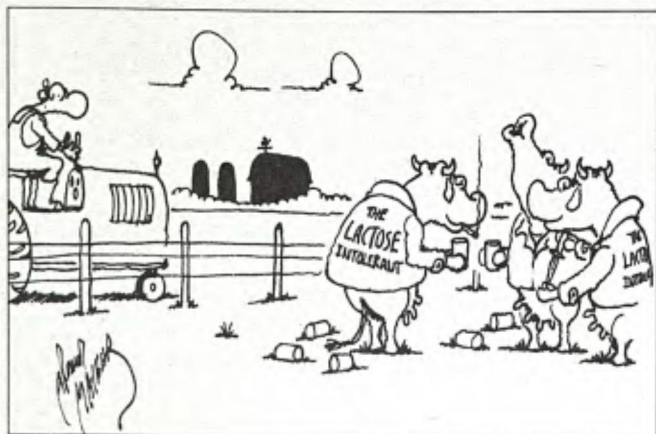
One night, as he was lying next to his ol' lady in bed, watching a Raiders game, she got up, walked across the room, and abruptly unplugged the TV set.

"Hey!" Kimbo shouted. "Whatdafuck do ya think you're doing, woman?"

"Listen," she replied. "I'm sick of sports, and you haven't touched me in months. I insist we have a talk about sex."

"Okay," said Kimbo, giving in. "How often do ya think Jeff Hostetler gets laid?"

J. Capes
Hayfork, Calif.



The ultimate singles bar: one where the chicks have to show their IUDs to get in.

Sprockethead
Wrenching

Whaddaya call a fight between two test-tube babies?

Jar Wars.
Ron Crawford
Crescent City, Calif.

How do they play strip poker in a nudist colony?

With tweezers.
Shark
Circling

Sexy Suzy, finally fed up with her long-time boyfriend's lack of attention, sought out new companionship in the form of a handsome, Harley-riding stud. Unaware of this sexual turn of events, the old abandoned boyfriend called her on the phone to apologize for his past neglect.

"Babe," he said, "I hope you're not holding a grudge."

"Gee," Sexy Suzy said, nestling against her new beau, "I don't think I've ever heard it called *that* before."

Dago
Simi, Calif.



"I suppose introductions are in order."

How do we know God is definitely a man?
'Cause if God were a woman, sperm would taste like chocolate.
Thumper
Carlisle, Ind.

What's the difference between a dead camel and a frigid chick?
None—they're both dry humps.
TMG
Guarding The Gulf

How's a biker like a snowstorm?
You never know when he's coming, how many inches you'll get, or how long he'll stay.
Lucky
Ogden, Utah

What's the difference between humans and Jap bikes?
Humans make noise when they have gas in 'em.
Lovely Lori
Decatur, Ill.



"But I am acting my age, Wilbur—women under 65 years old can't do this."



"I stopped you 'cause you're haulin' ass."

Did you hear about the bro whose ol' lady is half-Chinese and half-German?
An hour after he eats her, he feels like he can conquer the world!
Howard?
Pretty Hard

What's the difference between mornings and nights to a stripper?
The mornings are when she takes her shits ...
Bobwire
Fenced In



"I promised the ol' lady I'd do the dishes before she got back from her mother's."

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 olde 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

PAUGHCO PREFERENCE

I recently purchased a Sportster 883 and am looking for a different fuel tank. I noticed one in your magazine some time ago that seemed to fit the bill. According to the article it was produced by Paughco, but as yet I haven't been able to obtain any further information on this line of products. Do you have any contact details for Paughco? If so, I'd be grateful if you could forward me the information.

G. C. Mitchell
Hong Kong

According to the folks at Paughco, their latest catalog (December 1996) is available to overseas customers for \$15 U.S. You contact them at P.O. Box 3390, Carson City, NV 89702-3390; (702) 246-5738, (702) 246-0372 fax. They should be able to give you just what you're looking for.

SPORTY SHUTDOWN

I have an '83 Sporty that runs like a top; however, if I keep a constant speed anywhere above 60 mph it just shuts down! I pull in the clutch, let off the gas five seconds, and I'm cruising again.

I took it to a Harley mechanic, and he rebuilt my carb ... nothing. I replaced the plugs, wires, coil, and black box. What next? And don't tell me it's my drag pipes; otherwise, the engine is stock.

Mike Maennchen
Marwayne, Alberta

Okay. Since you went to all of the trouble to replace most of the ignition components, let's look into the fuel system. Ignition would cause an intermittent power loss, like hitting a rev limiter or a bad wire. Since you seem to be able to cure the situation by letting off the throttle for five seconds, and it comes back to life, that tells me to check your fuel system starting with the float level. At your 60 mph cutoff point, the carb may simply be starved for fuel. Reset the level (higher) and try again. Also, you may want a larger fuel valve, such as a Pingel, to increase the flow and prevent fuel starvation. If you have an in-line fuel filter, check it to see if it is clogged. Finally, and maybe do this first since

it's the simplest, check to make sure that your tank is venting properly. I have more friends who have been bitten by a nonventing cap, and they all agree that it's a simple and embarrassing oversight. Check it out, and let us know how you do.

FADING LIGHTS

I have a 1988 FXRS 85th Anniversary model. My problem is that my headlight, taillight, turn signals, and dash lights go dim, then bright very rapidly, while I'm moving or stopped, but only when the engine is running. All the ignition is stock, and it does it at any rpm. I've taken it to my local H-D dealer, and they checked the charging system, the ground wires, and the headlight. Battery also checks out okay. Is there something I'm missing? I need help, because I was told that I can be ticketed for this.

Rafe
Eldorado, Illinois

Hell, they'll pull you over for damn near any reason, so it's best to keep things in working order. Start with the simple things first, like the regulator. From the sounds of it, since the "flickering" only occurs when the engine is running, it sounds as though the charging system is on the blink. The trouble is, changing the stator and/or the magnet require a bit of work, since you have to get into the primary. It could very well be a bad magnet, or rotor as they call it, but, fortunately, V-Twin Manufacturing has them in stock now that are a bit less expensive than the H-D dealer prices. The thing is, though, it's extremely unlikely that the magnet would have gone bad, so try hooking up a small volt meter to the system and run the engine. When the flickering starts, look at the meter and see if the voltage is dropping when this happens. If so, you've got either a charging or regulating problem, and this should tell you right then and there which parts should be replaced.

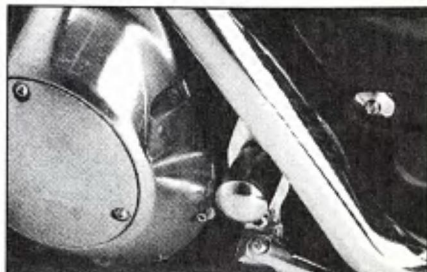
How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a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

SLIPPERY SIDEBAR

Okay, so we got this dresser ready for Sturgis, and the bros were standing around sipping beers, farting and congratulating us on a fine design, when some loudmouth said, "Hey, what about passenger pegs?"

My ol' lady walked by just then and chimed in, "Yeah, what about 'em?" I kicked Loudmouth and dug through my vast repertoire of excuses. Most of them were well-worn.

"Ya see, the design calls for building the dresser as light as possible," I began. The brothers began to back away from me, knowing full well that "light" and "dresser" didn't belong in the same sentence. I was standing alone with a spotlight in my eyes, as if being interrogated by the FBI for abandoning my wife. I gave in. This set of pegs is manufactured by and distributed by Custom Chrome. They're polished and retractable and Marty at Hi-Tech Custom in Van Nuys, Calif. (818-901-7037) installed them in the center of the swingarm bracket area through the Arlen Ness kickstand mounting plate on the left, and on the right he taped the hole in the frame with the same size tape as the top of the fork tubes, drilled a fork tube cap for the peg and installed the unit—very slick. Now any time the ol' lady snivels about riding, I call a bro. "Hey, Loudmouth. Get over here and take the little woman for a ride." —Wrench



Photos: Markus Cuff

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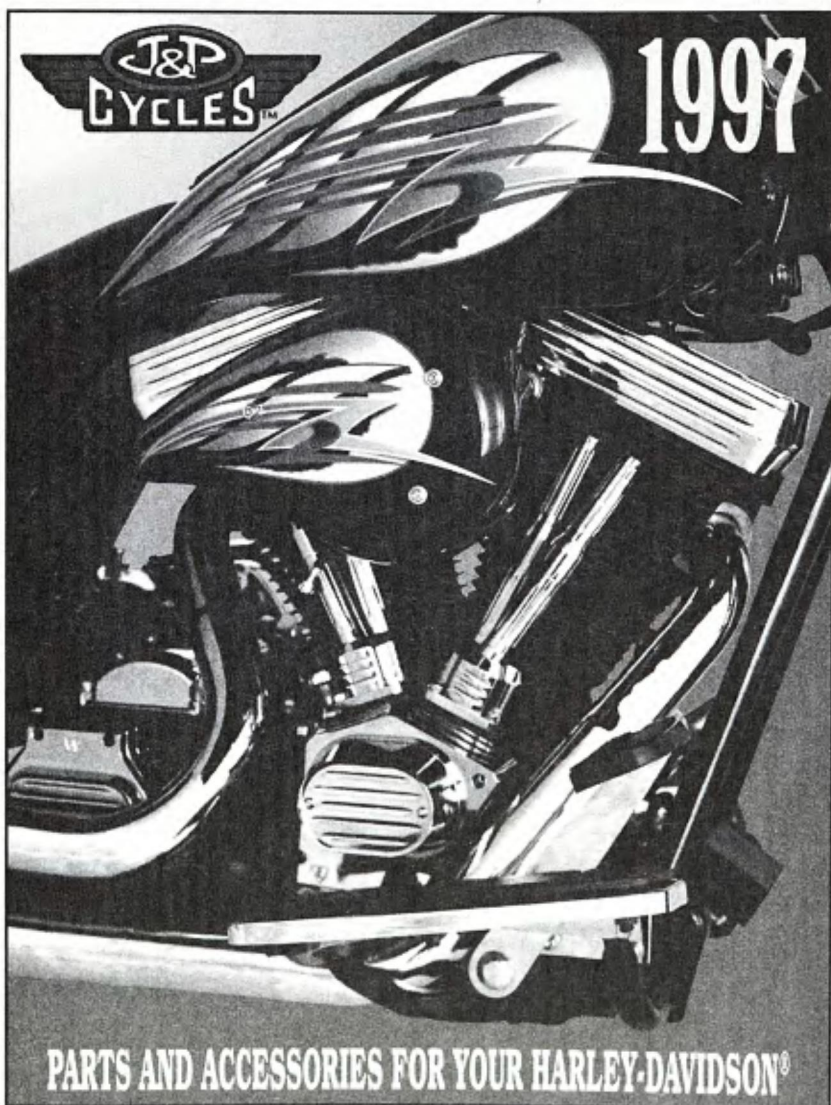
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F.I.G.H.T.® UPDATE

Taking Aim For '97 We're All In This Together

January 1997 marks the fourth birthday of the *Easyriders* Freedom F.I.G.H.T.®, and the 22nd anniversary of *Easyriders'* total commitment to the rights of motorcyclists. As we continue our F.I.G.H.T.® for justice and to put an end to the stereotyping and mistreatment that has plagued all of us who live and breathe the two-wheel lifestyle, we need to pause a moment, refocus on our goals, and make sure we are aiming at the proper targets.

We have fought many battles in the last few years, and we have done

**IF WE ARE TO
SUCCEED, WE
WILL SUCCEED
AS ONE BODY,
ONE VOICE,
ONE SONG.**

well. The ones that come immediately to mind include the repeal of the penalty sections of the ISTFA highway funding bill, and the *Easyriders* vs. *California Highway Patrol* lawsuit. Each battle was fought in its own arena, and each was a great victory. The repeal of the federal blackmail provisions took a huge number of people from every state in the nation; the *Easyriders* case took relatively few people in comparison.

The repeal of the federal law was done in Congress, sometimes involving loud arguments, floor fights, and times when tempers ran hot. The lawsuit, on the other hand, was done in quiet courtrooms where decorum was the order of the day. These two tremendous accomplishments are as different as night and day, yet they have one thing in common: They were both accomplished by dedicated motorcyclists who kept a clear focus on their targets, and never let anything turn them from their path.

Something that every racer knows is that it's harder to run in front than it is to catch up. When you're chasing something you know how fast you

have to run. But when you're leading, you sometimes have a tendency to get complacent, not pay attention to who might be gaining on you, and slow down a little. The point is, you don't know you've lost until it's too late. This seems to be happening, once again, to the bikers' rights movement.

Someone once said that the graveyard of bikers' rights is littered with the bodies of those who made mistakes—never mind if it was by accident or on purpose—and whose apologies were not accepted. This anomaly only seems to happen when our successes give us a sense of security (mostly false), and we start believing in our own self-importance. We strut around with our chests puffed out and worry about who gets the most credit for what. The infighting that inevitably follows is always the downfall of both the innocent and the guilty.

This cannot be allowed to happen—not now, not ever. If we are to succeed, we will succeed as one body, one voice, one song. Who gets credit for what, whose organization did how much for whom, who worked harder than whom ... these are all petty concerns, and there's simply no place in the rights movement for that kind of thinking. Similarly, "the placing of blame" needs to lose its importance. We need to remember that nothing was ever made better by destruction. No organization was ever made stronger by being built on the bones of another. If there is a lesson to be learned by the events that closed out 1996, it should be tolerance for mistakes.

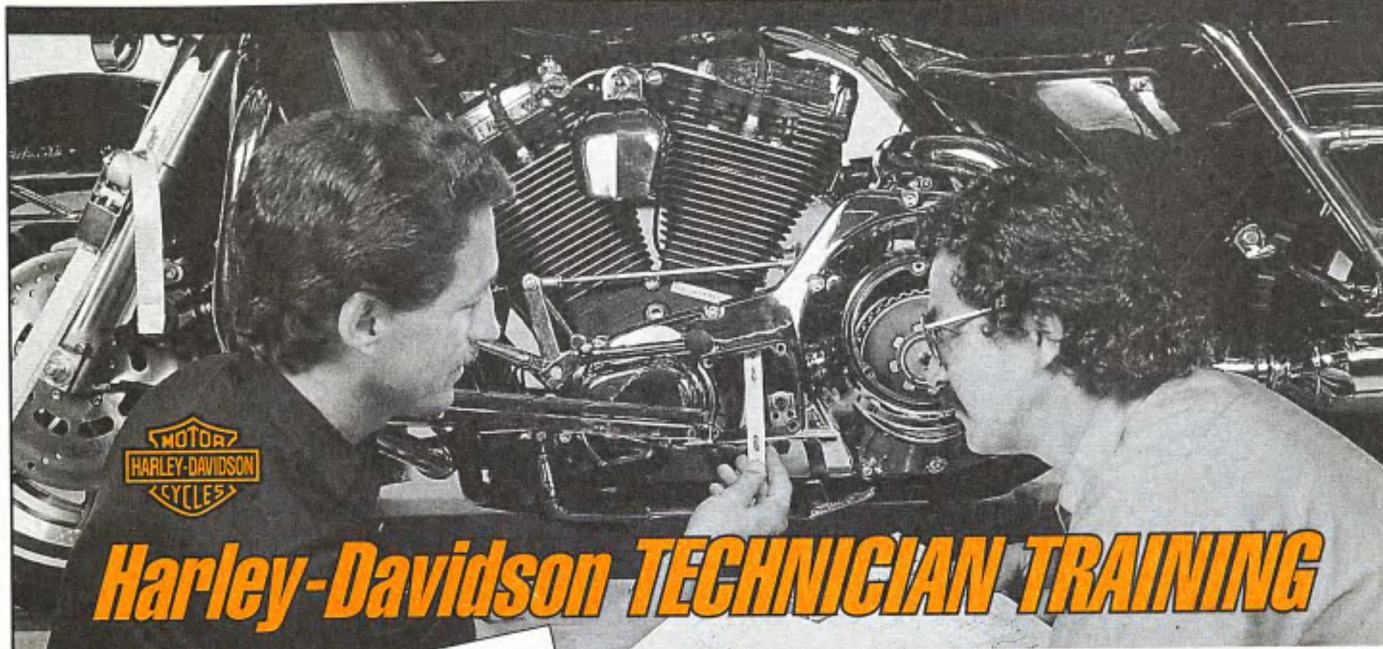
Already, 1997 is shaping up to be a banner year. Many state organizations are positioning themselves for an all-out assault on their helmet laws, and we here at *Easyriders* are taking aim with our Constitutional gun. The only thing that can go wrong is us, so let's keep our aim steady and our focus clear ... and let's win the F.I.G.H.T.!

—Oz

If you'd like to voice your questions, concerns, or experiences about the F.I.G.H.T. for freedom, write to *Easyriders* Freedom F.I.G.H.T., P.O. Box 3000, Agoura Hills, CA 91376-3000. And remember, you can be a part of the solution by purchasing a F.I.G.H.T. kit. Details are on the ad on this page.

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WHAT'S HAPPENING

ARIZONA

Freedom Rally
Date: January 12
Place: State Capitol, Phoenix
Info: MMA (520) 645-5365
ABATE (602) 678-4012

Miracle in the Desert
Date: January 23
Place: Tempe
Info: CMA (602) 969-5916

Florence Prison Run
Date: February 9-10
(tentative, call first)
Place: Florence
Info: Terry (602) 242-7076

AMA Superbike Series
Date: February 14-16
Place: Phoenix International
Raceway, Phoenix
Info: (614) 891-2427

ARKANSAS

Antique Bike Show & Swap
Date: February 16
Place: Little Rock Expo Center
Info: (501) 988-1480

CALIFORNIA

Freedom Rally
Date: January 6
Place: State Capitol,
Sacramento
Info: (805) 641-2334

Michelin Formula USA
California Championship
Date: March 15-16
Place: Willow Springs Raceway,
Rosamond
Info: (805) 256-2471

COLORADO

19th Annual Bike Show
& Swap Meet
Date: February 1-2
Place: Western Stock
Show, Denver
Info: Jack Portice, P.O. Box 59,
Como, CO 80432

Spring Super Show & Swap
Date: February 15-16
Place: Pace Plaza,
Colorado Springs
Info: (719) 636-3682

FLORIDA

ABATE State Meet
Date: February 7-9
Place: Ocala
Info: (407) 668-5006

Daytona Bike Week
Date: February 28-March 9
Place: Daytona Beach
Info: (904) 255-0981
*Watch for our complete Daytona
guide next issue, March 1997, #265*

NASB Daytona Bike Week Kickoff
Date: February 27-March 2
Place: Daytona International
Speedway, Daytona
Info: (904) 253-7223

AMA Superbike Series
Date: March 5-9
Place: Daytona International
Speedway, Daytona
Info: (904) 253-7223

GEORGIA

Bike Show & Swap Meet
Date: January 26
Place: Lakewood
Fairgrounds, Atlanta
Info: (404) 294-8900

IDAHO

Cabin Fever Cure
Date: February 15
Place: Boise
Info: ICMS, P.O. Box 2732,
Boise ID 83701; e-mail:
ironhors@primenet.com

ILLINOIS

M/C Parts Extravaganza
Date: January 5
Place: Belleville
Info: (319) 462-6011

IOWA

Midwest M/C Show & Swap
Date: January 11-12
Place: Sioux City Convention
Center, Sioux City
Info: (712) 262-8910

Super Series Show & Swap
Date: January 26
Place: Downtown River Center,
Davenport
Info: (319) 462-6011

MICHIGAN

Giant Swap Meet
Date: February 9
Place: Lansing Center, Lansing
Info: (616) 941-0815

Motorcycle Swap Meet
Date: February 16
Place: Lanawee Fairgrounds,
Adrian
Info: (517) 547-6077

MISSOURI

Super Series Show & Swap
Date: January 19
Place: American Royal Complex,
Kansas City
Info: (319) 462-6011

NEW YORK

Am-Jam Tattoo Expo 1997
Date: January 11-12
Place: Schenectady Armory
Info: (518) 346-0521

NORTH CAROLINA

Carolina Tattoo Arts Invitational
Date: January 24-26
Place: Greensboro Hilton
Info: (910) 271-2030

OHIO

State Motorcyclists'
Rights Seminar
Date: February 8
Place: Best Western, Columbus
Info: ABATE (800) 252-4537

TEXAS

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

Motorcycle Expo Swap Meet
Date: February 9
Place: Waco Convention Center
Info: (214) 216-5520

WISCONSIN

7th Annual Shades Of Blue
Date: February 1-2
Place: La Crosse Center
Info: (608) 857-3100

CANADA

Canadian International
Motorcycle Super Show
Date: January 3-5
Place: Toronto
Info: (905) 427-4201

NEW ZEALAND

MDA Love Ride Down Under:
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Date: January 25
Info: David Bailey, (03) 332-5285

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AHDRA: (919) 229-4877
AMA: (614) 891-2427

EASYRIDERS EVENTS

Easyriders 1997 Bike Show Tour

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

Date: January 25
Place: Navy Pier Convention Center
Chicago, Illinois
Info: (818) 597-2686

Date: February 8
Place: Cobo Convention Center
Detroit, Michigan
Info: (818) 597-2686

Date: February 14-16
Place: Veteran's Memorial Exhibition Hall
Columbus, Ohio
Info: (818) 597-2686

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

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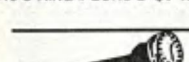


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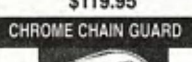
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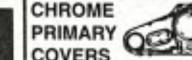


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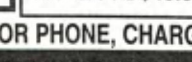
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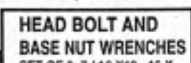


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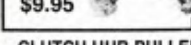
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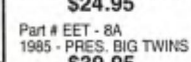


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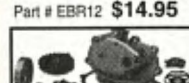
Part # EET - 6 1970 - '84 **\$24.95**

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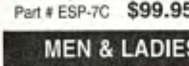
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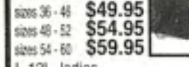


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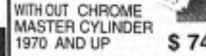
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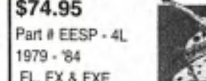
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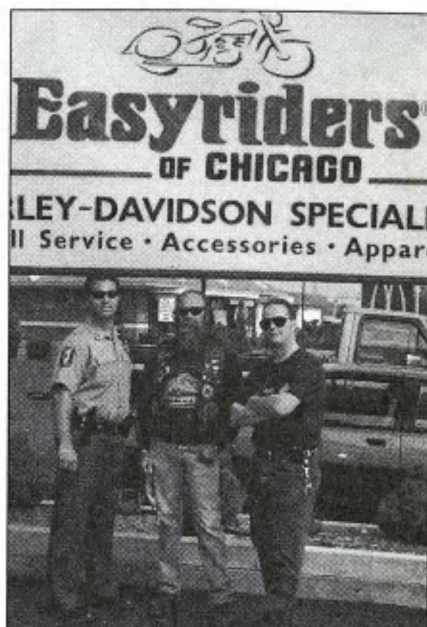
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BROS CLUB NEWS



The Bros Club of Chicago, in front of the store, before we set out for the Easyriders Milwaukee Rodeo in Waukesha. What a group—we made a lot of stops!



That's me (in the middle) with Joe Micci and Bill Golden, co-owners of Easyriders of Chicago.

Photo: Chuck Samella

Doin' The Midwest Shuffle Gregg Rounds Out The Riding Season In The Heartland

Ooops! I left something out of my last column. After visiting the folks at Easyriders of Detroit I decided to run up to Ontario, Canada, and visit the Easyriders of Cambridge, Ontario, franchise store. I figured that I would be just in time for their "Mid-Summer Bash." Tom and Sue Pheinegar of the Detroit Easyriders store decided to ride along (did someone say party?). Tom bolted the sidecar onto his dresser, tossed their daughter, Nicole, into it, and, with Sue on the back, announced himself ready.

We got through customs okay (of course, I behaved myself) and rode the beautiful byways of Ontario till we arrived at the Desert Inn (in Canada?), where we were to spend the night.

Later that evening, Dave Anderson, his wife, Bonnie, and her sister, Christine, came over to the hotel bar and proceeded to "show us how they do it in Newfoundland." It was kinda like a pre-party warm-up.

Saturday we got up and went to the Mid-Summer Bash. It was a good thing we practiced the night before—those people up there know how to party.



Just before the Bros Club run from Easyriders of San Diego to the Lake Perris, California, Rodeo. You can see we choose our women carefully!

There was a bike show, a couple of live bands, games, and they even had a burnout contest that wasn't scheduled. I liked it! This was some party, and it wouldn't have stood a chance without the efforts of Ron Doyle (owner), Dave Anderson (GM), all their staff, and a couple thousand of their dedicated and deviant customers.

The next day we got up and rolled back to Michigan, taking in some scenic back roads and even a ferry ride.

Then it was back to Columbus, Ohio, to prepare for the monster Chillicothe Rodeo, where I lead two big Bros Club packs: 25 on Friday and 75 on Saturday. Everything went off without a hitch, just like it's supposed



Bros Club member Wayne Wheeler and wife, Karen, with new recruit Clayton Miller at the Columbus Bike Show '96. Why are they looking at me like that?

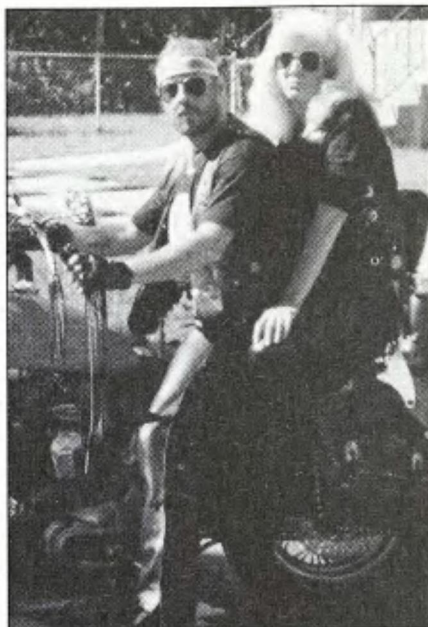
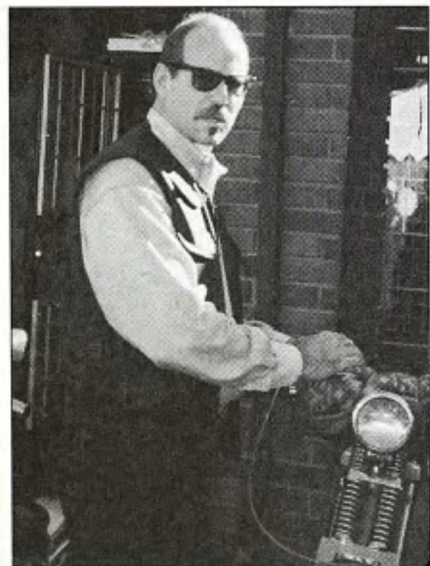
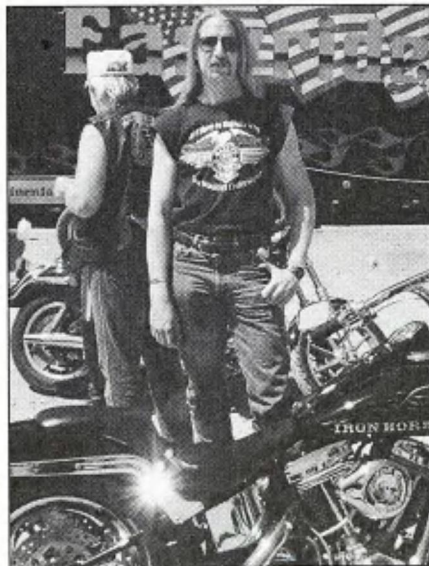


Photo: Larry Dean Porter

Bros Club member Larry Dean Porter from Elmwood Park, Illinois, with a friend and his ride.



"Take that picture and you're ..." Bandit with one of his bikes—the Bandit 1.



Bros Club member Jack Hartman with his '95 FLSTN ride-in bike show winner, Fowlerville Rodeo, Milwaukee Rodeo site on Saturday.

We made a few stops because we had a stowaway on the ride who wasn't a Bros Club member and had a few breakdowns. Well, he's a member now! Welcome aboard, Jim Pawela.

We had a great time, with most of the Bros Club members camping out. It was cool, not too cold, and it hardly



Jackie Jones from Antelope, California, at the Santa Rosa Easyriders Rodeo last year.

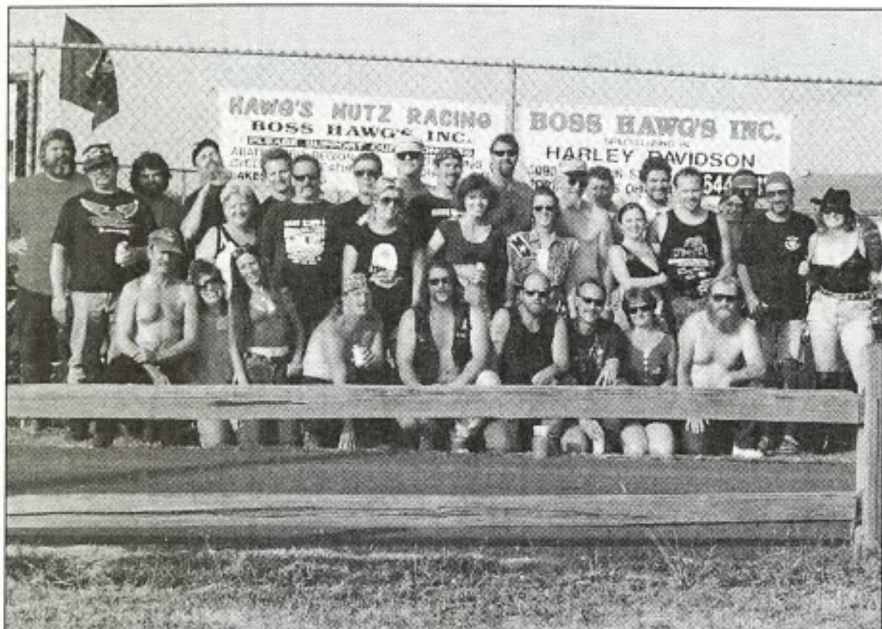
rained at all. From there I stopped at a barbecue at Bros Club member Harry Quadracci's house in Pine Lake, Wisconsin. Harry puts this on every year for his employees who ride motorcycles. It's quite a party.

The longest part of my trip was ahead of me, as the next stop was the Easyriders of Denver franchise store. →

to for Bros Club members. You can read and more about the Rodeo in this issue (page 49).

After Chillicothe, I stopped in Indiana, at Chuck's Hotel, before heading up to Easyriders of Chicago where owners Joe Micci and Bill Golden had 25 Bros Club members chomping at the bit to head out for the Easyriders

BROS CLUB NEWS



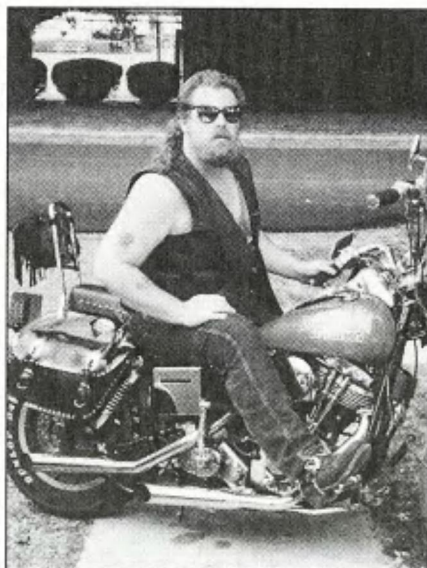
Here are 40 employees of Boss Hawg in Akron, Ohio, after their ride south to the *Easyriders* Rodeo in Chilloothe. Looks like a happy crew.

Now, since it was late September, it was getting cooler earlier (yes, I am from Southern California). Lucky for me, Doug Ford and his crew at Warm Suit had sent me one of their light-weight suits (kind of looks like a surfer's wet suit, only different) to test out. Well, Doug, the temperatures got down to the mid-40s, along with some drizzling rain at times, and I was able to ride until nightfall every day and stay warm. I think it worked. Thanks a bunch.

This product is advertised in *Easyriders*. So, if you want to ride further into the year, or just want a light-weight suit to wear when the nights get cool, check it out.

As I was getting closer to Denver it really became colder, and the National Weather Radio was forecasting snow. I chickened out, called Frank and Tammy Dispera at the Denver *Easyriders* store, put all plans on hold, and made a beeline south for New Mexico, Arizona, and California.

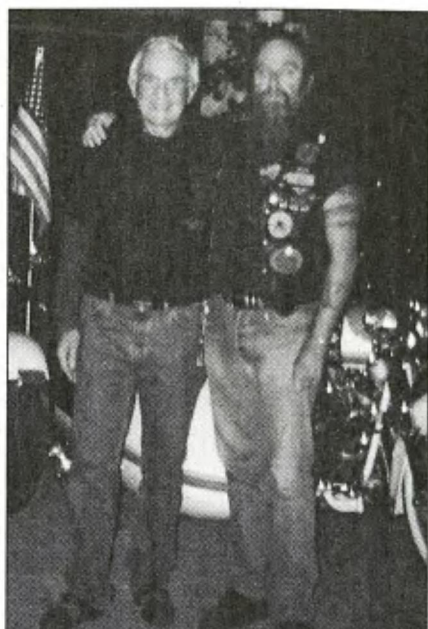
I got back to home base just in time for the Lake Perris, California, Rodeo. I promptly putted down to *Easyriders* of San Diego where Big Daddy Drew, Michael D., Ron, and Ron had the rest of the run revved up and raring to go.



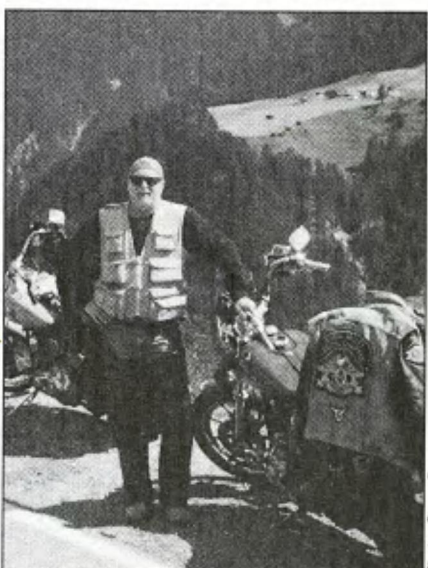
Bros member D. Girdler from Findlay, Ohio, with his number one ride.

The ride to the Rodeo took us through some fog, then heat, to arrive at Lake Perris. (By the way, where's the lake?) The Lake Perris Fairgrounds were pretty dusty, but you could always tell where the action was by looking upwind.

Okay, that's enough. Check out the pictures I put in here for ya, and



Me with Bros Club member Harry Quadracci at his house in Wisconsin, with his scooter collection.



Charter Bros Club member Steve Bopp, a foreign service officer stationed in Germany.

don't forget to send in some of your own—yeah, the ones you took while you were out and about last summer. Keep in touch. Remember, you can always contact me on-line at BrosClub1@aol.com or write to me in care of *Easyriders*/Bros Club P.O. Box 3000 Agoura Hills, CA 91376-3000.

—Gregg Daniel

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LOOK, BOB, YOUR ATTITUDE STINKS AND YOU DO LESS WORK THAN A LAME MULE! YOU'RE GONNA HAVE TO WORK OVERTIME TONIGHT!

I CAN'T! I'M GOING TO A HARLEY RODEO!

YOU EITHER WORK OR YOU'RE FIRED!

Later...

I'M SORRY I'M LATE, MIKE, BUT I HAD TO WORK OVERTIME! I HATE MY JOB... NEVER ANY FREE TIME, NEVER ENOUGH MONEY, AND I'D RATHER RIDE ON PAVEMENT THAN SHOVEL IT!

DON'T BE A FOOL, MAN... GET ANOTHER JOB!

I'VE TRIED, I'VE TRIED! WORKING FOR THAT JERK IS AS MUCH FUN AS WEARING A HELMET, BUT I DON'T HAVE ANY FORMAL TRAINING THAT BOSSES LOOK FOR WHEN HIRING. WHO'S GOT THE MONEY AND THE TIME TO GO TO TECH SCHOOL?

TELL YOUR SOB STORY TO SOMEBODY ELSE! YOU DON'T SEE ME CRYING THE BLUES DO YA? THAT'S BECAUSE MY LOVE OF BIKES AND MY DESIRE TO BE A MOTORCYCLE MECHANIC DROVE ME TO GET THE TRAINING I NEEDED...

I SAW AN AD IN EASYRIDERS THAT SAID I COULD TRAIN AT HOME IN MY SPARE TIME TO BECOME A MOTORCYCLE MECHANIC THROUGH

SURE I WAS SKEPTICAL AT FIRST, BUT WHEN THEIR FREE INFORMATION ARRIVED THAT SHOWED ME EVERYTHING I WOULD LEARN AND EXPLAINED HOW EMPLOYERS RECOGNIZE AN ICS CAREER DIPLOMA, I WAS SOLD!

NO KIDDING? IS THAT HOW YOU GOT YOUR JOB AS TOP MECHANIC?

YEP, AND NOW I'M MAKING THE KIND OF MONEY I DESERVE AND DOING WHAT I LIKE TO DO! AND JUST LOOK AT MY BIKE! IT'S THE BEST RUNNING PANHEAD IN THE RODEO!

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Back at the construction site...

YOU'RE LATE BOB, GET TO WORK!

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LITTLE



BIG BIKE

GET SPORTY

"I knew the look, the line ... even the color of this bike before I started the build. What you see is what I saw before we began." Sounds like some pro builder talking doesn't it, or at least a veteran of the chop, mold, and remake

game. It ain't. It's Cathy McClave, and just a few years ago not only didn't she own a bike, but she'd never had one before, and she didn't even have a license to ride. Hell of a coming out party here, wouldn't you say?

Cathy's reframed Sportster, with its big bike attitude, kicked off about half-way →

through the build of the McClave family's *other* Sportster, husband Marc's ride. Apparently, he was having way too much fun piecing together a custom Harley, and Cathy wanted in on the action—but on her own terms, and with her own bike. "Marc built a fast street runner," Cathy says. "It turned out real nice too; it was in the second issue of VQ. But it wasn't me. When I decided to do a bike for me, I knew it would have to be *detailed*, a full-on show bike, but one that I could ride. I figured the 883 Sportster was the base to build from, as low and as light as it is."

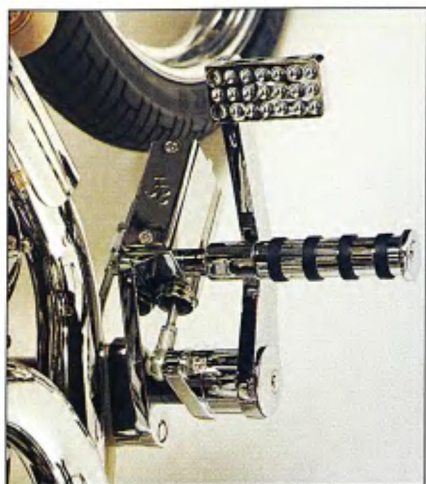
Kenny Gilley of Greensboro, North Carolina, spun all the wrenches during the 12 months it took to switch Cathy's



Sporty from stock to not, and Eddie Meeks, of Hardly Civilized, did the molding, all the sheet metal, and the paint, including that intricate, multi-colored detail art on the tanks. They began with a Tripoli Softail Sportster frame and took off from there, blending together Sportster, Softail, and Fat Boy Harley bits (take a run through the spec sheet for the particulars), with all the smoothed, chromed, and heavily rubbed accessory parts that Cathy had spec'd at the start. And, of course, some of that Eddie Meeks custom sheet metal. Internally, the Sportster →







motor was left stone stock, but on the outside it's a stone knockout. Details such as defined and polished barrels are just the start.

Check this one over closely, and take your time doing it. In eight shows, Cathy's first-time Sporty has grabbed eight first-place wins, including the *In The Wind* class at the 1996 *Easyriders* Bike Show in Charlotte. Nice start, but it ain't the end, 'cause Cathy's already planning out bike number three. "It'll have a sidecar," she says. "Something for my daughter to ride in." Once bitten, never done.

—J.K.





Owner:Cathy McClave
City:Graham, North Carolina
General
Fabrication:Kenny Gilley, David Thorpe
Year and make:1995 H-D
Model:XL
Value:don't ask
Assembly:Kenny Gilley, David Thorpe
Chroming:Custom Chrome Plating
Engine
Year and model:1995 Sportster
Rebuilder:H-D
Ignition:Dyna 2000
Displacement:883cc
Lower end:stock
Pistons:H-D

Cases:polished
Heads:defined and polished barrels
Cam:more than one
Carb:Yost power tube
Pipes:2-into-1, Strader
Modifications:S&S air cleaner turned
90 degrees, mucho chrome
Transmission
Year:1995
Modifications:Pro-One narrowed
wheel sprocket
Paint
Painter:Eddie Meeks, Hardly Civilized
Color/type:mocha frost/acrylic urethane
Special paint:tank details, burgundy
panel art over silver and goldleaf

Frame
Builder:Tripoli
Type:Sportster Softail
Modifications:molding
Accessories
Bars:FXLR
Fender(s):Sportster front/Softail rear
Headlight:Low Rider Custom
Taillight:custom fatbob
Pegs:JayBrake
Electrics:H-D, 12-volt
Gas tank:Fat Boy
Oil tank:Tripoli
Seat:Le Pera
Mirror:one
Grips:custom

Forks
Type:FXLR
Builder:H-D
Modifications:smoothed and chromed
Wheels
Front
Type:Pro-One Scorpion, reversed
Size:21-inch
Tire:Avon
Brake:P.M. caliper, RC Comp. rotor
Rear
Type:Pro-One Scorpion, reversed
Size:18-inch
Tire:Avon
Brake:P.M. caliper, RC Comp. rotor
Photos:Bill Ellis

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48	E-68G
50	E-68H
52	E-68I

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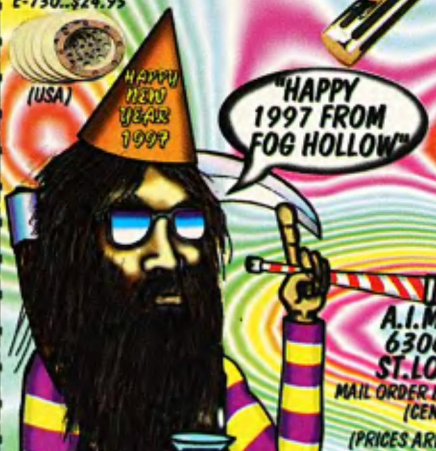


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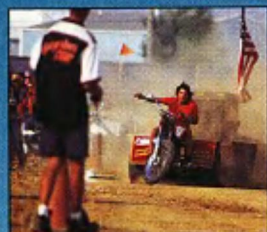
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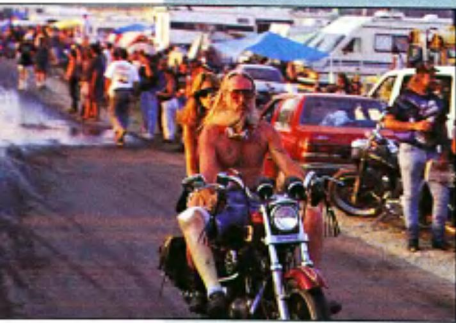
96



I was all ready for another big Labor Day Weekend *Easyriders* Rodeo at the Ross County Fairgrounds in Chillicothe, Ohio. When I got there Friday morning people were already hanging out in any place possible, waiting for the gates to open.

By 5 p.m. people were standing in the acre-long lines, waiting patiently for their turn at the ticket windows. Even though

the lines are always long to get into the Chillicothe Rodeo, the crowd always seems to be more than patient as they wait their turn. The people in the ticket trailer do their best and everyone knows it. The Bros Club window was, as usual, the place to be, because Bros Club members always get VIP treatment and are rushed right in (ya get what ya pay for). →



Friday night everybody set up their camping spots and settled in for the four-day event. Some occupants built two-story suites, while others even had an observation deck for a 360-degree view of the festivities. By nightfall most people had their camps set up the way they wanted and were beginning to wander through the vendor and tattoo malls to scope out what they'd buy for the folks back home. They also began to line up at the numerous beer stands



along the route to quench their thirst. Throughout the night the thundering sound of bikes arriving was omnipresent.

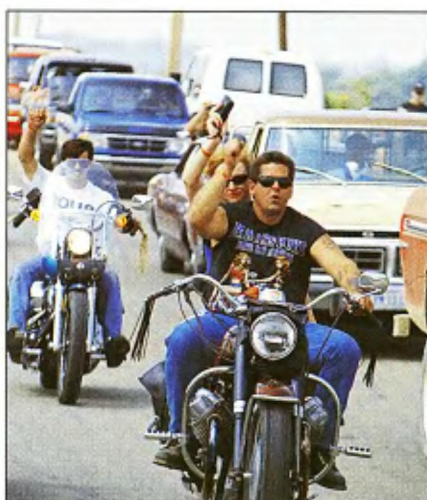
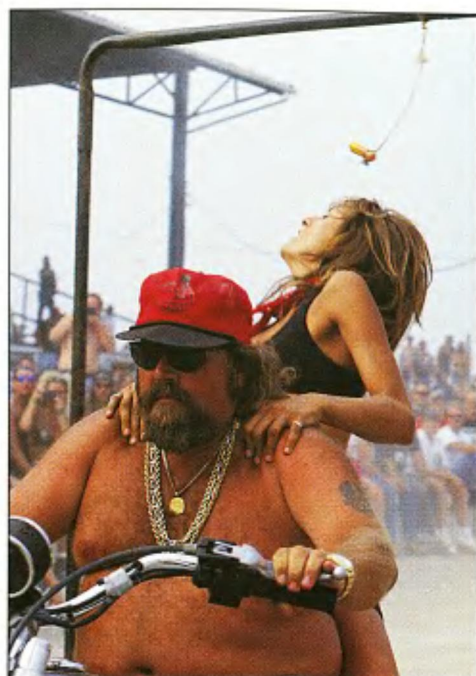
Saturday was total madness as everyone who was coming arrived at the same time and those already there were in the midst of getting well oiled. Only in America can you have a party like this—doncha just love it?

At 1 p.m. on Saturday the air around the arena was shattered by high-performance Harley-Davidson engines



working out as practice started and the Rodeo contestants began tuning motors and testing the arena for traction. The crowd was giving their full, unbridled support to their favorite riders. As usual, the earthshaking fuel trikes and wienie bite gobblers drew the most attention. (Why is that?)

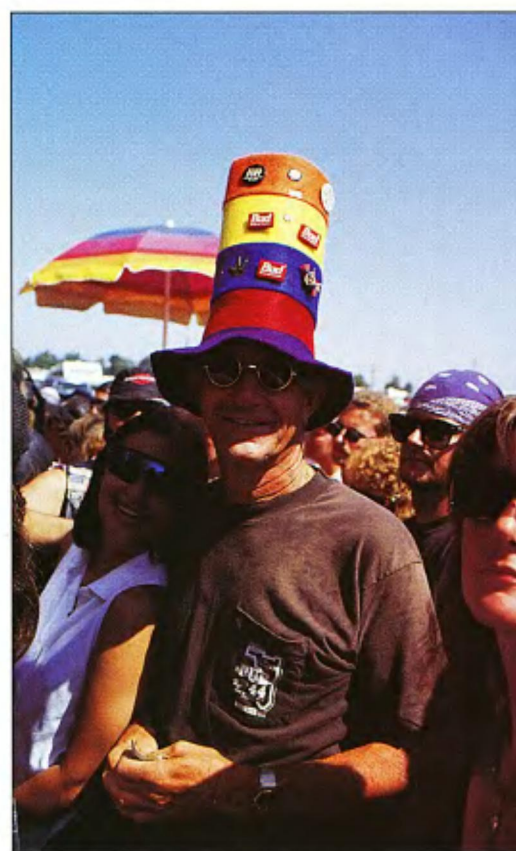
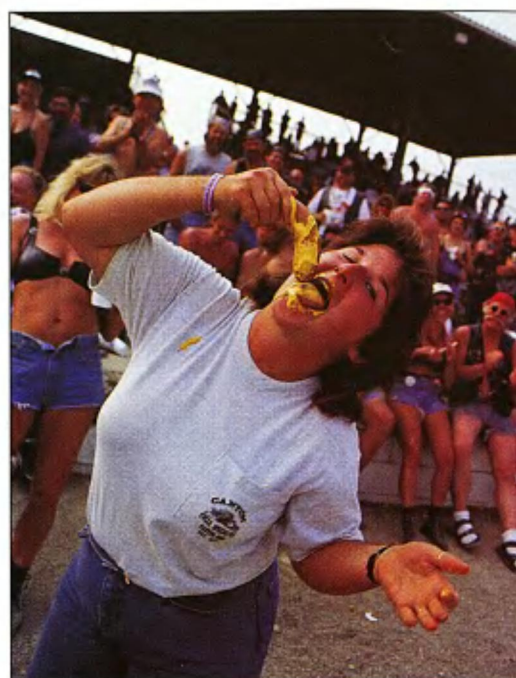
On Saturday a Rodeopalooza of bands played on and off all day, with Power Train as the top bill. These guys have been on the *Easyriders* event tour the →

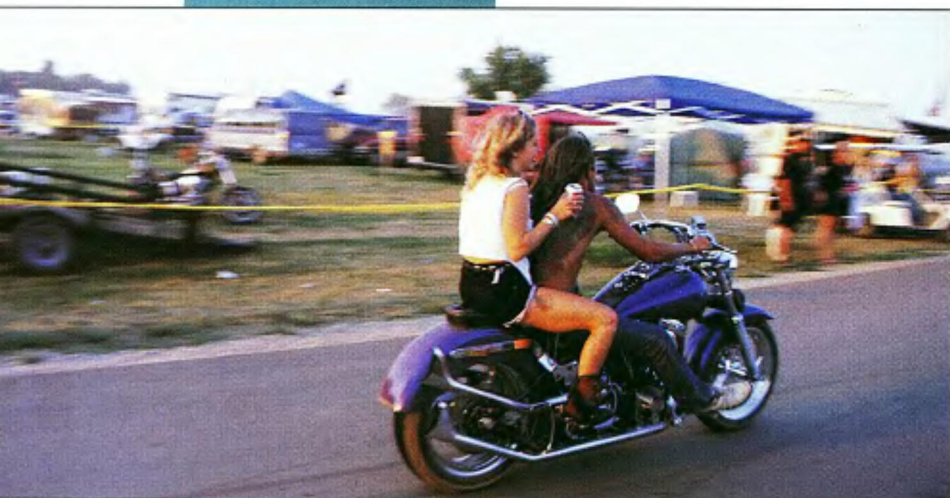


last couple of years and it seems to me, judging by crowd response, they just keep getting better.

Everyone was having a great time and it was getting happier by the minute as preparations started for the Trophy Girl Contest at midnight. Before that, the campground was the place to be; the joint was jumping until about 11:30 p.m., when people started wading toward the Trophy Girl Contest stage, like high tide in Cabo. →







Photos: Billy Tinney, Dan Roberts



All the girls tried their best to win the favor of the crowd, but it was a dead heat (hell I couldn't decide myself). After much anguish, the crowd decided on two girls who would hand out prizes for the next day's events. After that, everyone went back into the campgrounds for the traditional all-night party furor.

Sunday morning was quiet, to say the least, until about noon when people started stirring and getting ready for

the Tattoo Contest and the Rodeo Finals. For a while it looked as if the female division at the Tattoo Contest was going to turn into an impromptu skin contest, but our announcer, Larry Tomei, and contest coordinator/photographer, Billy Tinney, took control and it went on without a hitch (damn the luck).

Now, the Rodeo Finals. That's what we all came for, right? Well, maybe not, but it is a big part of it. This



event is the best of the best, and it showed as the grandstands were stuffed with passionate Rodeo fans throughout the afternoon. The day ended with Mike Poisson coming out as Top Cowboy.

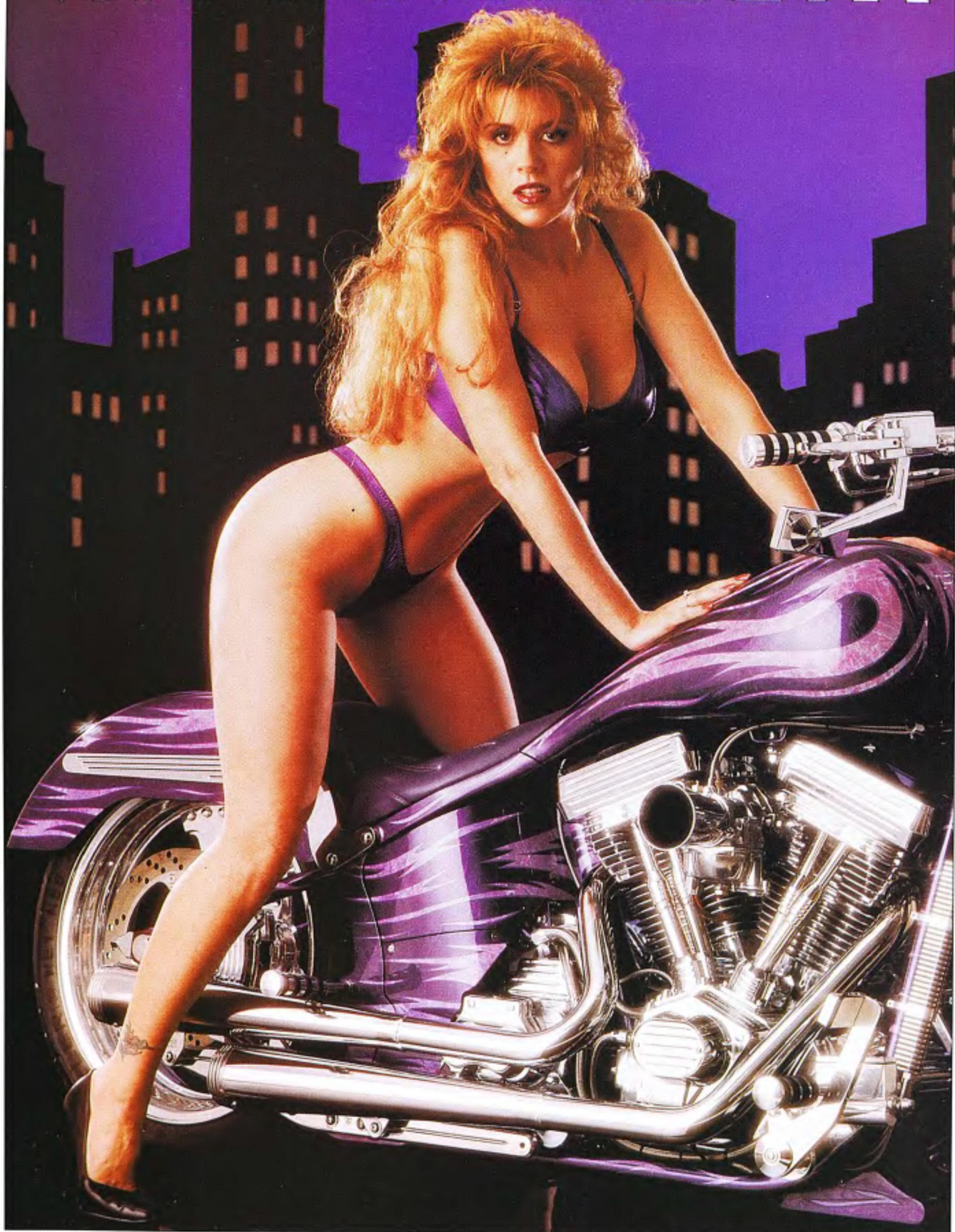
If you only make one *Easyriders* Rodeo a year, this is the one to go to. It is an entire weekend packed chock-full of festivity, and you will peak your fun meter at it. See you next year.

—Speed

EASYSIDERS RODEO WINNER'S LIST Chillicothe, Ohio, Aug. 30 - Sept. 2, 1996

Event	Winner's Name	City, State	Prize \$	Points
Slow Race				
1st:	Bob Hanna	Claymont, Del.	\$200	200
2nd:	Robert Tabor	Canton, Ohio	\$150	150
3rd:	Ivan Eaton	Seabrook, N.H.	\$100	100
4th:	T. Smitty	Flatlick, Ky.	\$25	
Wienie Bite				
1st:	Robert Tabor Tonia Church	Canton, Ohio	\$200	100 100
2nd:	Bob Hanna Wendy Dupell	Claymont, Del.	\$100	75 75
3rd:	Benni Lori Gunia		\$100	50 50
4th:	Gary Freel Audra Piittmann	Ames, Iowa	\$50	25 25
Potato Haystack				
1st:	Bob Hanna Wendy Dupell	Claymont, Del.	\$200	100 100
2nd:	Robert Tabor Tonia Church	Canton, Ohio	\$150	75 75
3rd:	Tim Wood	Cascade, Iowa	\$100	50
4th:	Mike G'Herron Margita Schafer	Gowen, Mich.	\$25	
Keg Derby				
1st:	Robert Tabor	Canton, Ohio	\$200	200
2nd:	Gary Freel	Ames, Iowa	\$150	150
3rd:	Bob Hanna	Claymont, Del.	\$100	100
4th:	Ivan Eaton	Seabrook, N.H.	\$50	50
Barrel Race				
1st:	Bob Hanna	Claymont, Del.	\$200	200
2nd:	Gary Freel	Ames, Iowa	\$150	150
3rd:	Robert Tabor	Canton, Ohio	\$100	100
4th:	Tommy Schenck	Mt. Ulla, N.C.	\$50	50
1,000 lb Gas Sled				
1st:	Bryan Mustard	Muskegon, Mich.	\$400	400
2nd:	Zachary Neff	New Holland, Ohio	\$120	
3rd:	Tim Wood	Cascade, Iowa	\$200	200
1,000 lb Fuel Sled				
1st:	Mike Poisson	Flint, Mich.	\$700	700
2nd:	Ivan Eaton	Seabrook, N.H.	\$400	400
3rd:	Al Tarr	Canton, Ohio	\$300	300
4th:	Norm Greenleaf	Taylor, Mich.	\$150	150
Trike Gas Class				
1st:	Mike Myers	Ionia, Mich.	\$700	700
2nd:	Bernie Beatty	Old Saybrook, Conn.	\$400	400
3rd:	Norm Greenleaf	Taylor, Mich.	\$300	300
Trike Fuel Class				
1st:	Mike Poisson	Flint, Mich.	\$1,000	1000
2nd:	Gary Freel	Ames, Iowa	\$600	600
3rd:	Rick Van Voorhis	Ames, Iowa	\$400	400
4th:	Tom McNeily	Coeymans, N.Y.	\$200	200
Tire Ride				
1st:	Ivan Eaton	Seabrook, N.H.	\$300	150
2nd:	Gary Freel Audra Piittmann	Ames, Iowa	\$200	100 100
3rd:	Dale Addis	White Cloud, Mich.	\$100	50
Top Cowboy				
	Mike Poisson	Flint, Mich.	\$400	400

LISANDRO'S OWN

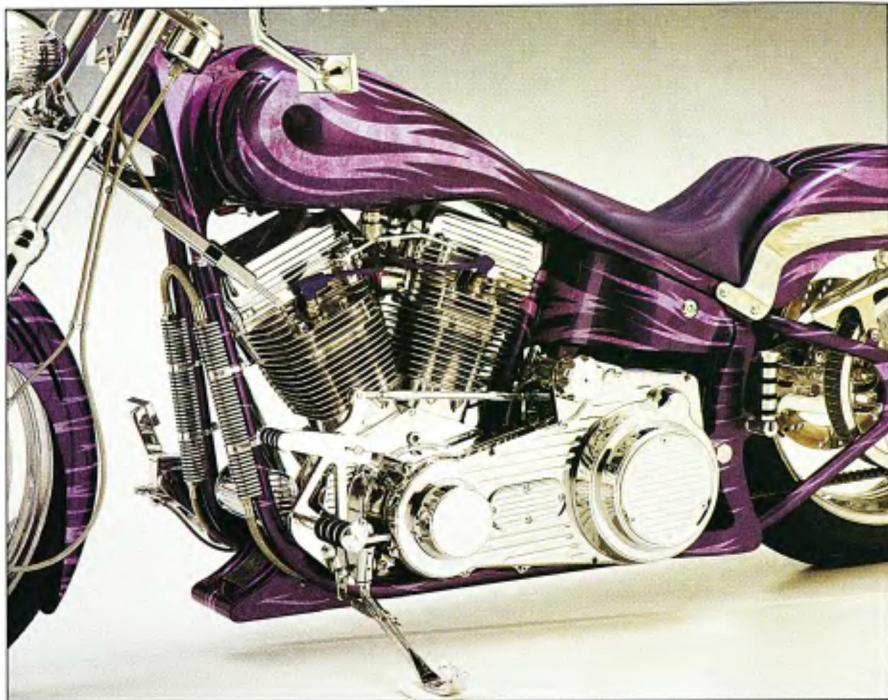
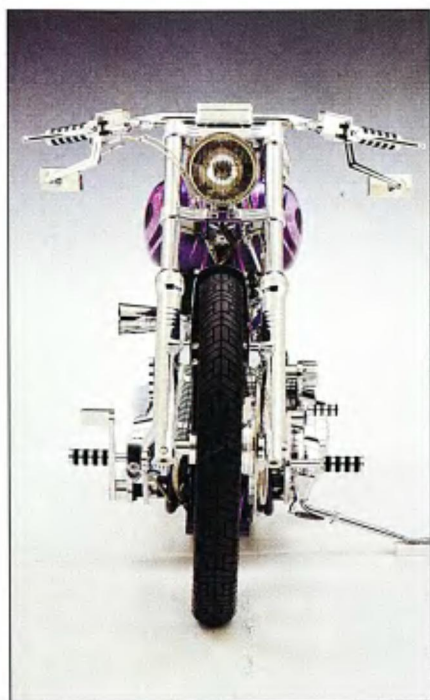


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A MASTER BUILDER CARVES AN UPSIDE- DOWN CUSTOM

Mike Lisandro is a prolific kind of guy. You've seen his work in several issues of *VQ*, including the premier issue. Mike's thrown paint over so many motorcycles, and built so many customs, that he rarely has time to get down and dirty with something personal for himself.

"Hell, the last time I had a bike featured in a magazine was back in July 1971, the same year *Easyriders* first appeared," says Mike, taking time out from wrenching on six customer project bikes at his Sherman Oaks, California, shop. "Speaking of *Easyriders*, one of the first *Easyriders* girls, Angela Capris, they called her the 'Boda Bag Girl,' came over to my house to borrow my H-D tank top to stuff her big boobs into for that photo shoot twenty-five years ago. You know, she never brought it back."

Yeah, Mike goes back more than a mile or two. Over the years he's been heavy into restoring Ferraris, Cobras, and GT40s, that kind of cool, old, four-wheeled racing stuff, but he's been building bikes since he was 17.

"Partial to Purple" was built in a flash of three weeks, all the components prepared in advance, like the motor, built by Marty Ruthman at Hi-Tech Custom (Van Nuys, California), then the whole shooting match was bolted together the night before →



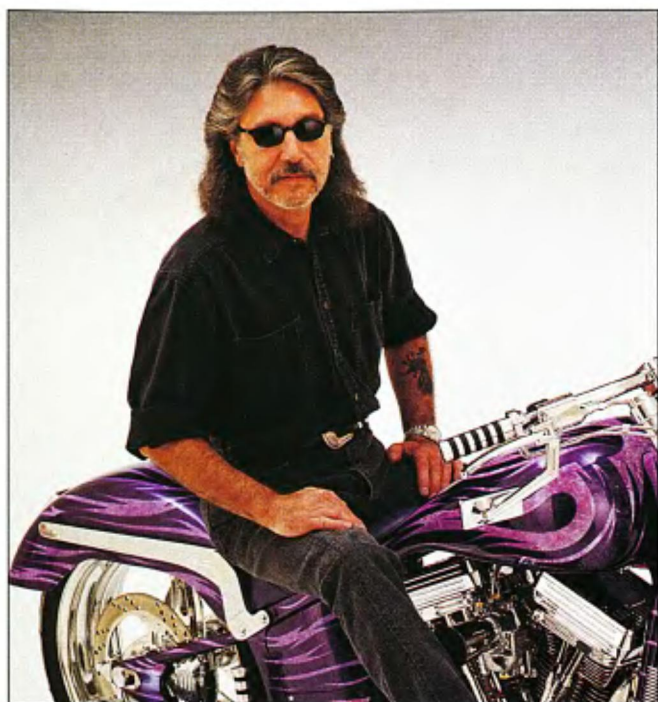


the Laughlin Run where Mike's bike stirred up considerable interest. "I like building low, sleek, hot rod bikes," says Mike. "You know, I fabricated about every nitpicking part on that bike ... like the fenders we're selling, call 'em Pro Street front and rear fenders until I figure out something better. And those mirrors, I hung them upside-down and gave the bike a few of my own personal tweaks to set it apart. Now I hear Raiko Hartman, who shot these photos, ran home and turned his mirrors upside-down. Call it a trendsetter.

"As for the color, I've always been partial to purple, so I mixed up a small vat of secret shades, my own smorgasbord. When I paint for myself, I make up one batch and toss it when I've finished. The graphics are that tribal look. Speaking of paint, I don't powdercoat my frames. Like the Atlas frame on this custom, I paint rather than powdercoat because the molding work will not take the high temperatures produced when powdercoating. But just now we're experimenting with a new kind of graphite filler that might make powdercoating possible. It could be the new, better way to go. In another area, I got hold of some of that new trick BASF mystic black paint exclusive to Ford's new Mustang. I was going to use it, but now I hear it's going public, so everybody will be splattering it on bikes. That's not my game; I like one-off colors, so I'm taking a new approach, which you'll see in my new project bike. Could be a purple approach, could be something else. Who knows, maybe the engine will be upside-down."

—X-Phile Paul





Owner:.....Mike Lisandro
City:.....Sherman Oaks, California
General
 Fabrication:.....Lisandro
 Year and make:1996 Special Const.
 Model:Softail
 Value:\$55,000
 Assembly:.....Lisandro
 Chroming:.....Astro Plating
Engine
 Year and model:1996 Evo
 Rebuilder:.....Marty Ruthman
 Ignition:Dyna
 Displacement:96 cubic inches
 Lower end:S&S
 Pistons:.....Wiseco

Cases:.....Delkron
 Heads:.....S&S
 Cam:S&S
 Carb(s):.....S&S
 Pipes:.....BUB/Arlen Ness
 Modifications: ..Williams Motors balancing
Transmission
 Year:1996
 Modifications:Marty Ruthman
Paint
 Painter:.....Lisandro
 Color/type:special mix/shiny
 Special paint:Lisandro secret brew
Frame
 Year:1996
 Builder:.....Atlas

Type:Softail
 Modifications:.....slightly raked,
 2-inch stretch

Accessories

Bars:.....Drag
 Risers:.....Pro-One
 Fender(s):.....owner
 Headlight:Headwinds
 Taillight:Ness
 Pegs:JayBrake
 Electrics:owner, 12-volt
 Gas tank:Lisandro
 Oil tank:owner
 Primary cover:S&S
 Seat:LePera
 Mirrors:upside-down

Grips:.....Arlen Ness

Forks

Type:.....39mm mid-glide
 Modifications:.....check sliders

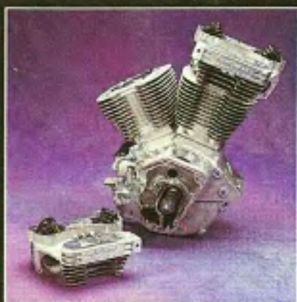
Wheels

Front
 Type:.....Pro-One
 Size:21-inch
 Tire:Metzeler
 Brake:.....Ness

Rear

Type:.....Pro-One
 Size:18-inch
 Tire:Metzeler
 Brake:.....Ness
Photos:.....Raiko Hartman

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



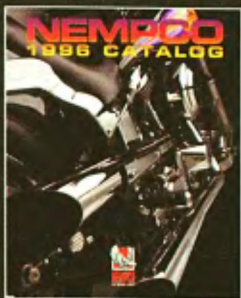
StyleGlide Chopper Frame: 41-0495
StyleGlide Fat Bob Tank: 59-9315
StyleGlide Dash: 51-0426



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



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CUSTOM 1997 EASYRIDERS WHEEL GUIDE

Your custom scoot's finally starting to come together. The frame's back from the powdercoater, and the shiny parts look great, mocked up on the 90-inch engine and tranny. The flamed gas tanks and matching custom sheet metal scream out for closure. But what's missing in this picture? Wheels, of course, you fool! Well, *Easyrider*s is going to make it easy for all of you customizers out there to wade through the

universe of shockingly cool custom wheels that are available to finish off anybody's righteous ride, today.

We've scoured the country, from coast to coast, for radical wheels, and I'll bet everyone can find something here to fit his needs, whether you want to find just the right wheel combination to finish off that full-custom barhopper, bolt up the strongest and lightest billet aluminum job to drop the E.T. a couple

of tenths on your dragster, or just relive the days when triple-chrome spokes were the coolest thing available. We've done the tough part, bros—now, it's up to you to choose from the awesome selection contained in the next several pages from your local dealer, or contact the manufacturers at the addresses and telephone numbers given for ordering information. 'Nuff said.

—J.P.



A RevTech Wheels by Custom Chrome, Inc., have been around a long time, and their Chrome Billet Wheels feature elegant designs based on three-spoke designs that combine a billet hub section with a center hub that extends 360 degrees under forged aluminum rim halves. The rims come highly polished or with chrome-plated finish, were designed specifically for tubeless tires, and will bolt up to your stock rotors or drive pulley. Sizes range from 16 x 3.25-inch fronts to 18 x 5.50-inch rears. Clockwise from the bottom, we see the Scorpion, DF5, Double Swept, VR-22 and 3-Spoke Swept. Custom Chrome, Inc., 16100 Jacqueline Ct., Morgan Hill, CA 95037, (408) 778-0500.

B Boyds Motorcycle Wheels are machined from solid 6061 billet aluminum and feature Boyds' exclusive "Invisible Weld" technology. They can be ordered show polished or chrome finished. You can use stock or aftermarket single or dual disc rotors, chain or belt drive, because of Boyds' unique hub design. Sizes include: 16 x 3.5, 4.5, and 5.25 inches; 17 x 3.5, 4.5, and 6 inches; 18 x 2.15, 3.5, 4.25, and 5.5 inches; 19 x 2.15; and 21 x 2.15 inches. Boyds Motorcycle Accessories, 8380 Cerritos Ave., Stanton, CA 90680 (714) 952-4038.



C In the '60s and '70s, almost every custom chopper sported a Hallcraft 21-inch wire wheel on their girder front ends. Today, Hallcraft Industries has recently come out with a stunning new 80-spoke Chrome Wire Wheel for Harleys. Six-gauge spokes, aircraft-quality billet aluminum hubs, and triple chrome plating guarantee this choice is for keeps! Wheels are available in 15- x 4.5- through 21- x 2.15-inch sizes, which should fit most any custom application or your own stock hubs, pulley, or rotors. Hallcraft Industries Corp., P.O. Box 1036, Gainesville, TX 76241, (817) 668-0771.



D MID-USA Cycle Parts brings you three futuristic custom wheel designs in their Galaxy line. Precision CNC-machined wheel centers and hubs spun from 6061-T6 aircraft billet aluminum are assembled with the finest quality Grade 8 fasteners. The tubeless wheels come with spacers, bearings, and seals, and are designed to bolt up directly to your stock components. Sizes range from 16 to 21 inches and widths up to 16 x 6 to 18 x 5.50 inches for those fat rear skins. MID-USA Motorcycle Parts, 4937 Flyer Ave., St. Louis, MO 63139, (314) 351-3733.



E Every Sturgis custom wheel is cast in permanent molds of tough A356-T6 aluminum and polished to a mirror finish. Changeable end caps give the customer the flexibility of converting the same wheels for a new motorcycle. Wheels are supplied with races, Timken bearings and spacers, and will fit stock drive pulleys, rotors or sprockets. There are six wild styles in the Sturgis line and an exciting, new three-blade "Rally" version will be added this fall. Sturgis Wheel Company, Inc., 2281 South Plaza Dr., Rapid City, SD 57702, (605) 394-9525.



F Performance Machine has been making fine wheels and other stuff for custom scoots for more than 25 years; I bought my chopped '74 with a P.M. 16 x 5 rear mag—just look at the line of unique wheels P.M. now offers for custom Harleys. The Fusion Billet line features distinctive and exciting designs, which are also superior in originality, strength, and balance. Your stock axles, sprockets and pulleys can be used, but try a P.M. brake system, if you need the *ultimate* in stopping power. P.M. (as if ya didn't know this means "Performance Machine") billet wheels are 100-percent show polished. Performance Machine, Inc., 15535 Garfield Ave., Paramount, CA 90723, (310) 634-6532.



G The folks at Pro-One offer a complete line of stunning billet wheels for Harley-Davidsons. Six 6061-T6 billet wheels styles are available in 16-, 18-, 19-, and 21-inch sizes and range in widths from 2.25 to 5.5 inches. All Pro-One wheels are sold complete with billet hubs and show-polished hardware. They'll fit your stock setup, but add Pro-One's own matching polished rotors and drive pulleys for your bike's ultimate finishing touch. Pro-One, 1715 Corrigan Ct., La Verne, CA 91750, (909) 596-4711.



H It goes without saying that Arlen Ness' wild designs and creations are legendary in the custom bike building world, and what better way is there to finish off a Ness accessorized creation, than with Ness wheels? His wheels are precision cast, CNC machined to exacting tolerances, then highly polished. Exclusive flush-mounted tire valves give your bike the ultimate sanitary look. Ness wheels will bolt up to your stock drive pulleys and spacers, but you can order matching design components to complement your wild wheel choice. Sizes 16 x 3.5, 19 x 2.5, and 21 x 2.15 are available. Arlen Ness, 6085 Scarlett Ct., Dublin, CA 94568, (510) 828-3395.



I Dave Perewitz's custom creations are legendary for their attention to detail and outright outrageousness. Boyds is now offering "Perewitz by Boyds" Signature Series Wheels, available through Sullivan Brothers. These four unique one-piece hub designs accept single- or dual-disc brake rotors which fit most custom Harley applications. They're show polished and are available with matching brilliantly shined rotors. Fronts, 16 x 3.5 through 19 x 2.15, and 16 x 3.5 rears can be ordered. Sullivan Brothers, P.O. Box 598, Hanson, MA, (800) 343-5984.

J If your ride needs that custom-spoked look, Pat Kennedy has just what ya need. He makes dynamite 80- and 120-spoke wheel assemblies featuring polished stainless steel hubs, a wide choice of spokes (including traditional round, twisted, land-mark, and diamond cut), and heavy-gauge chrome-finished custom rims. Kennedys wheels are completely pre-fitted with internal bearings and seals; they're made to bolt up to your stock sprockets, pulleys, or rotors. Everything Pat offers is precision-machined, precisely made, and it fits! Pat Kennedy's Custom Cycles, 905 E. Fremont St., Tombstone, AZ 85638, (520) 457-2237.

K All RC Components wheels feature detailed machining that accentuates their fluid, smooth lines. If the bike you're building demands a sharp, uncluttered look, better take a good look at RC's wheels. Sizes range from 16- through 21-inch, and matching pulleys, in 61-, 65-, and 70-tooth are available. You can use your stock brake rotors and drive pulleys with RC's unique wheels. RC Components, 140 Hunters Ct., Bowling Green, KY 42103, (502) 842-6000.

L Precision Metal Fab Racing offers both twist beam and straight beam wheels designed to bolt on with the use of stock rotors, wheel spacers, and rear sprockets. Both front and rear wheels come assembled with bearings, seals, and bearing spacers. This combo should handle that extra torque and horsepower your worked power plant puts out. Most sizes can be accommodated. Precision Metal Fab Racing, 1646 E. Hwy. 101, Shakopee, MN 55379, (612) 496-0053.

M Nempco features a line of Style Glide polished cast aluminum wheels made exclusively for them by the Sturgis Wheel Co. They include Timken bearings, spacers, and Grade 8 hardware. Most aftermarket and stock drive pulleys and rotors will bolt right up to Nempco wheels. Sizes available include 16 x 3.5, 19, and 21 x 2.15 inches. They come in straight and directional spokes and are guaranteed to put the finishing touches on any custom or stock ride you want to give a little different look to. Nempco, 7 Perry Dr., Foxboro, MA 02035, (800) 347-8080.



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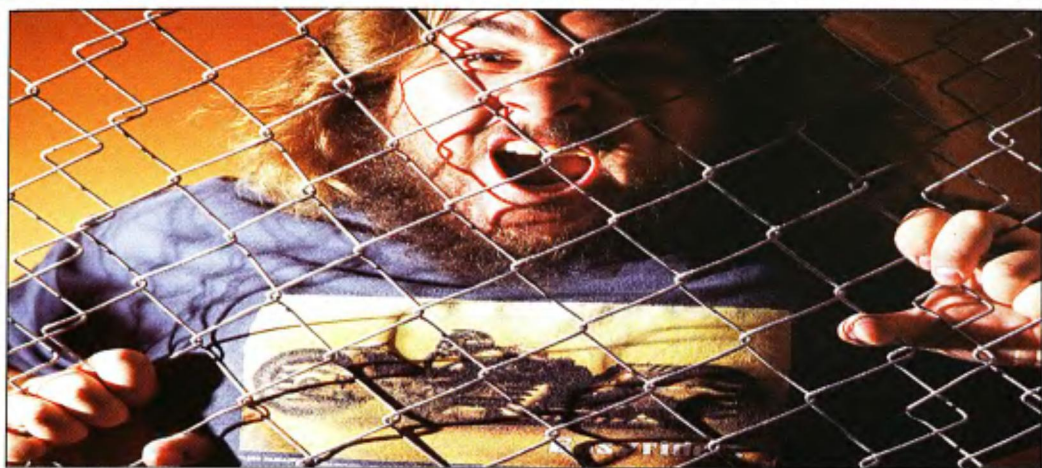
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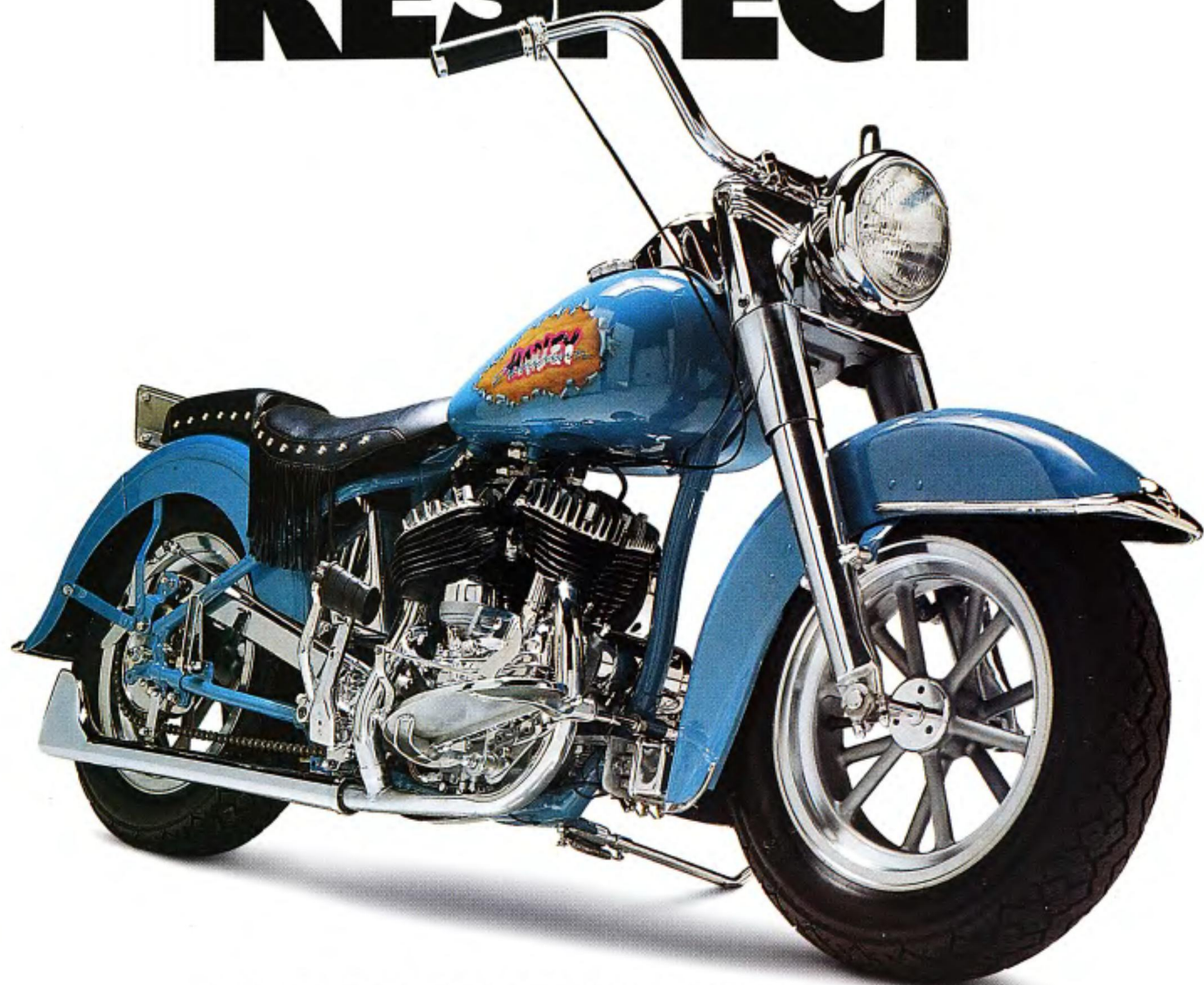
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BA284

RESPECT



FOR THE HARDWORKING 45 AND ITS OWNER

I called everybody—my buddy Keith in Blanchester, Nancy in editorial, Mike in Pittsburgh. I tried to call Bill Hayes, left a message on Dan Klemensic's and Martin Rosenblum's voice mail. I even called Jesse James at West Coast Choppers. He called Glen Danzig, who knows Johnny Cash, who knows Bob Dylan. You see, I can't for the life of me remember what kind of bike Bob Dylan was on when he went down and broke his neck. I always thought it was a 45 Flathead, since I used to have a photo of him sitting on a 45 in his denim jacket, smiling.

Ya gotta respect the 45 anyway. Born

in 1929 and used in every industrial transportation function—police bike, military implement (the WLA, better known as the Liberator), and in '32 (after gaining a third wheel), a Servi-Car, which ran until '74. More importantly, as the WLA, it probably inspired many a soldier during WWII to return to the States and build choppers. It is easy to see the parallel between models like the WR and the WWRT and that of the archetype choppers: short, flat rear fender on a short springer, solo seat, and a p-pad.

Ya also gotta respect 40-year-old Gerald Grosch. He has owned this '52 →



Flathead since he was 19. It was his first Harley and still remains his only form of two-wheeled transportation, meaning it's a daily rider. The 45 was living life as a severely chopped Servi-Car, complete with reverse and a mile-long springer, when Gerald bought it for \$600 in 1975. Gerald, who'd chopped his bicycles as a kid (who amongst us hasn't?), rode the trike for a while until he purchased a '61 Pan/Shovel. So he took the Flatty apart and shelved it until he sold the '61. Resurrection time! This time the 45 Flathead sported a solo frame from Sarafan in New Mexico.

An aluminum shipfitter, Gerald is no stranger to machining. He machined the American Racing wheels, which originated as front wheels for old-time Model T's, and welded on passenger footpeg mounts and a kickstand mount in order to run a Sportster kickstand. He machined the bearing cups so that he could run the wide glide front end, which he whacked the front brake tab off of. We don't need no stinking brakes. (Right, Bob?) He had help from his cousin Lamar, owner of the Voodoo Racing Team in New Orleans. The 45 took first place at the *Easyriders* 25th



Anniversary Party and Bike Show held in the Big Easy last June.

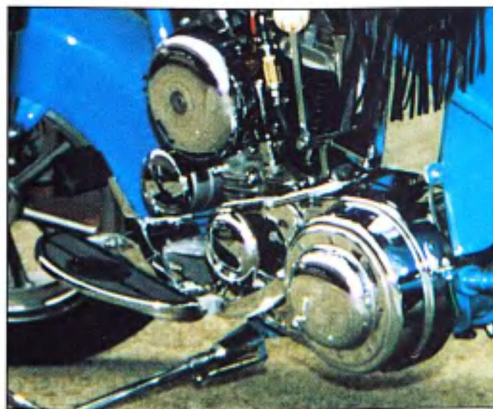
Gerald lives on the outskirts of New Orleans in Chalmette, with his wife, Jackie, who rides a '77 Sporty that Gerald built, a daughter, Misty, 20, and Gerald Jr., 13, whom Gerald Sr. described as "pushing a bike." Gerald says since he started with a basket case, so must Junior. Just remember, Junior, not all motorcycles have reverse like your old man's!

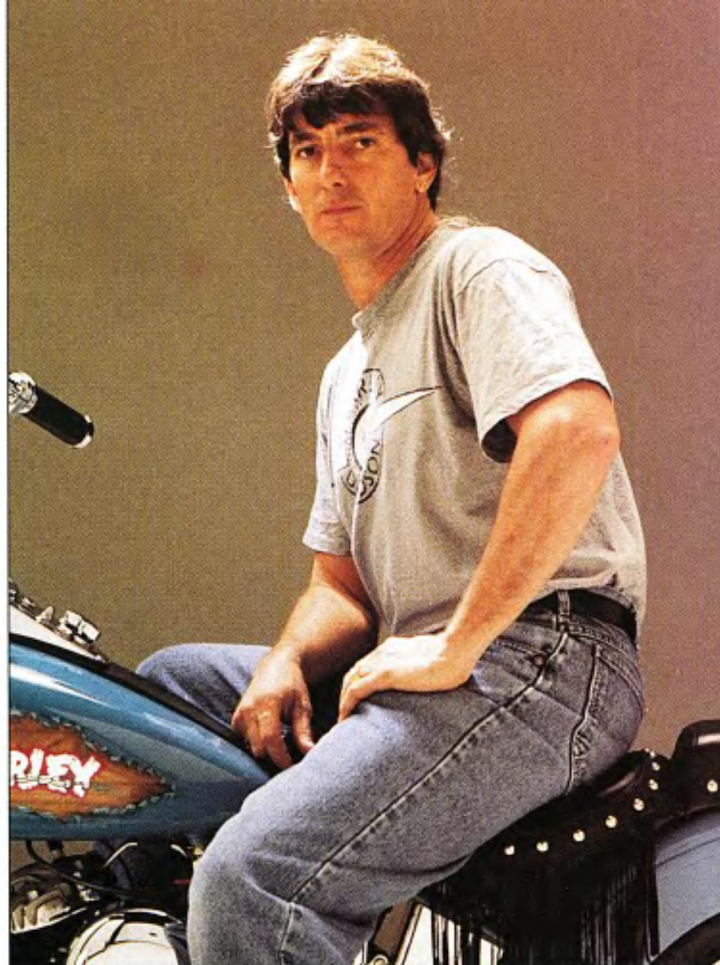
Just as I was about to call Loudmouth at the infamous Dume Room in Malibu (Loudmouth grew up down the street from Bobby D.), the phone rang. It was



Marty Rosenblum, Ugly MC member and the H-D Motor Company historian (featured last month), who'd called to inform me that Bob Dylan had, in fact, wrecked on a brand-new 1964 scarlet red and arctic white Triumph Tiger. So, I was wrong, but as a consolation prize, while speaking with Marty on the phone, he loaded a .45-caliber Colt for me to hear in preparation of killing a spider for his daughter. Colonel Cooper once described the Colt as being able to kill your target, even if you miss it. Ah, love and a 45!

—Flynch





Owner:Gerald Grosch
City:Chalmette, Louisiana
General
 Fabrication:owner
 Year and make:1952 H-D
 Model:Flathead
 Value:changes every day
 Assembly:owner
 Chroming:Brown's Plating/Simmons
Engine
 Year and model:1952 H-D
 Rebuilder:owner/Martin Foster
 Ignition:points
 Displacement:45 cubic inches
 Lower end:Martin Foster
 Pistons:030 over

Cases:H-D
 Heads:chromed fins
 Cam:H-D
 Carb(s):Linkert
 Pipes:Custom Cycles
 Modifications:Midwest air cleaner
Transmission
 Year:1952 with reverse
 Shifting:jockey
 Modifications:chromed case
Paint
 Painter:Tim and Jim Pontiff
 Color/type:Peacock Blue/DuPont clear
 Special paint:handpainted murals
Frame
 Year:1940

Builder:H-D
 Type:rigid
 Modifications:welded-on footpegs
 and kickstand mounts
Accessories
 Bars:8-inch buckhorns
 Fender(s):H-D
 Headlight:Bates
 Taillight:'39 Ford
 Pegs:footboards/Midwest rear
 Electrics:distributor, custom battery box
 Gas tank:leftside fatbob
 Oil tank:rightside fatbob
 Primary cover:chromed
 Seat:Corbin
 Mirrors:none

Grips:Jammer
Forks
 Type:wide glide
 Modifications:polished by owner
Wheels
Front
 Type:American Racing
 Size:15-inch
 Tire:Cheng Shin
 Brake:none
Rear
 Type:American Racing
 Size:15-inch
 Tire:Cheng Shin
 Brake:mechanical drum
PhotosBill Ellis

EXCELSIOR HENDERSON

THE SUPER X AT STURGIS

A FIRST LOOK AT THE
REBORN EXCELSIOR-
HENDERSON ... THREE
YEARS FROM PLANS TO
PLANT TO PROTOTYPE

Cards-on-the-table time, put-up or shut-up. The Hanlon brothers' reborn Excelsior-Henderson bike had been touted long enough, and at Sturgis they showed what they had. T-shirts and press releases for an all-new bike and manufacturing company only go so far. Since 1993, when Dan and Dave set out to put their rethought and updated member of the original "Big Three" of American motorcycling back on the road, they'd offered up little else.

The "Super X" prototypes unveiled at Sturgis were something else; they were real, and running. Rolled out before the most critical crowd possible, the bikers gathered in the Black Hills, it was like dropping four aces onto the table. Excelsior-Henderson had been doing more than just selling shirts, raising money, and negotiating a factory location; they'd designed and built a motorcycle, the 85-cubic-inch Super X.

"We knew we had to do this," says Excelsior-Henderson's marketing man John LaVoie, referring to the Sturgis preview. "It was time. We had to show everyone that we were real." The debut site was fitting, too, because it was at Sturgis that Dave and Dan decided to produce an authentic, all-American ride, a new factory-built motorcycle, not an assembled kit bike.

The Super X didn't disappoint. While it's an all-new design and loaded with up-to-date technology, the DOHC, four-valve, fuel-injected, 50-degree twin carries much of the style and substance that an Excelsior-Henderson might have had today if the original company, brought to its heels by the Great Depression, hadn't quit production in 1931. The long, low silhouette, curved frame, valanced fenders, and massive forks all point back to a bike from another decade, now with '90s-think technology and technique.

The 5,000 motorcyclists who almost tore down the tent for that first look on



Dan Hanlon answering questions about the Super X prototype.

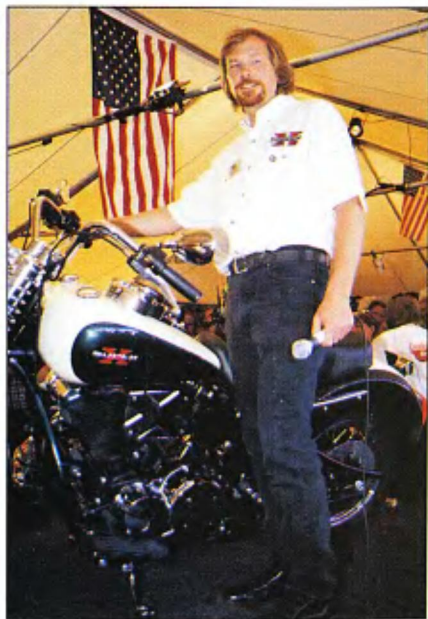


Monday, and those who saw the bike during the rest of Sturgis, all had the same question: When will these things be up and ready for sale?

The answer is 1998. A 170,000-square-foot, \$30 million assembly plant is under construction in Belle Plaine, Minnesota, and pilot-production bikes are scheduled to roll out in 12 to 18 months. While it's too early to set a final dollar figure for the Super X, the Excelsior-Henderson plan from the beginning was, not only to put another American-made motorcycle on the road, but to make it a dollar-for-dollar competitive one, too. "If someone decides not to buy one of our bikes," says John, "it won't be because of price."

With the Sturgis preview as an indication, a fair number of riders are anxious and itching for a ride. Excelsior-Henderson and its Super X are closer to scratching that itch.

—J.K.



Dave Harlow at the unveiling of the Super X.

Photos: Pam Proctor



Allen & Mary
KRYLON JOHN
Jonie & Scott
Cliff
KIM JAC
RICK BIRD DOG
LINDA DOG
SCREWY LOUIE
Fat Kenny
LARRY
Gary KING
FAT BOB

BRITTANY
KICKSTAND
LEE ELLEN
JETHRO
BILLY
D.C.
Gimp

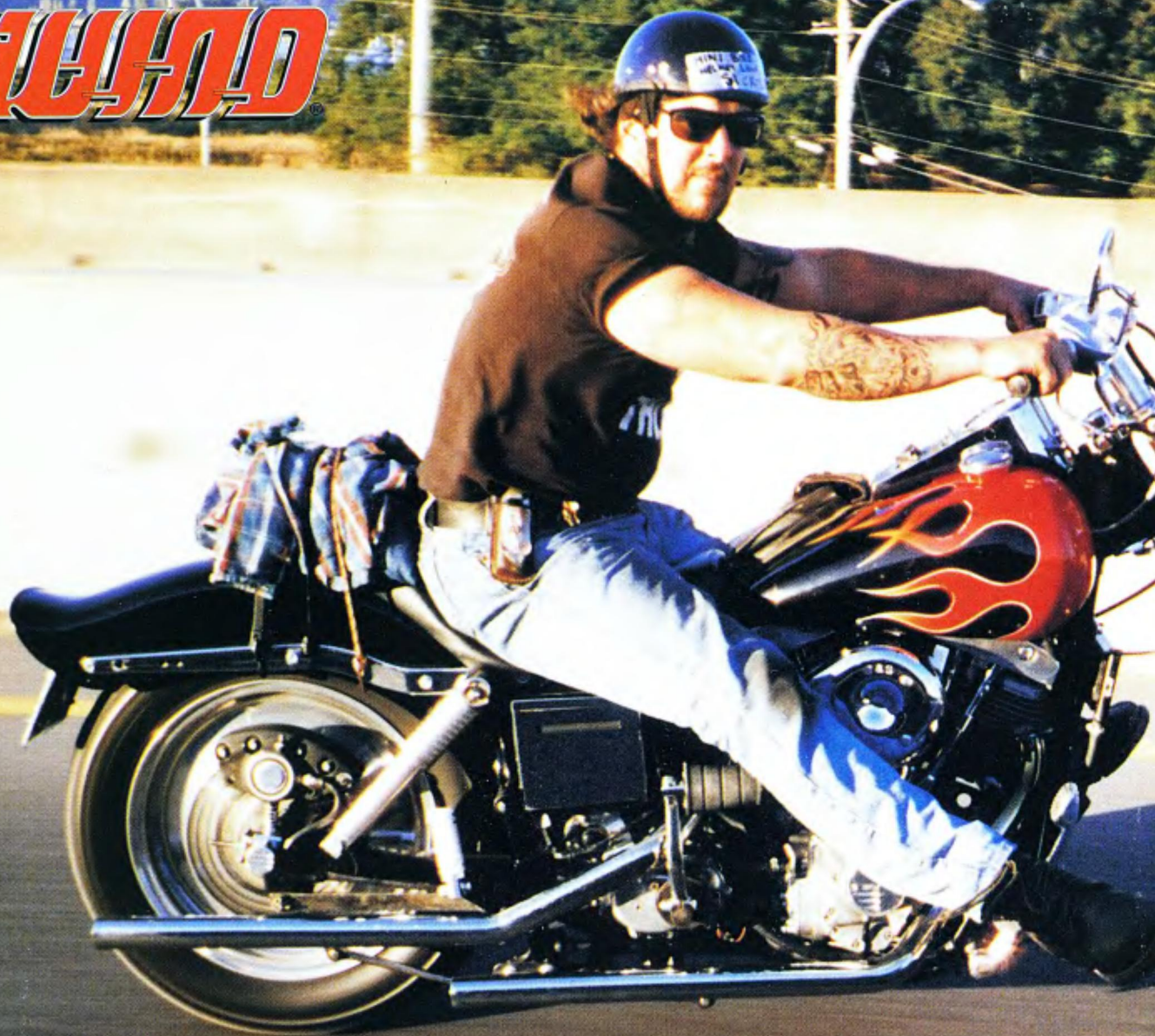
BRUNA
KIM & Chris
JUST BOB
KATHY A.
RUS
Suzanne
RED
MELISSA

DATE	TYPE	RECORD	QUEST	NEEDS	REMARKS
1					
2	X				
3	X				
4	X				
5	X				
6	X				
7	X				
8	X				
9	X				
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11	X				
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19	X				
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21	X				
22	X				
23	X				
24	X				
25	X				
26	X				
27	X				
28	X				

BIG DAVE & Tammy
TIM & TRACY
BILLY RAY & Kathy
Peggy & Jim
NOODLES
JIM & Rindi
BIG JIM
KATI
Jacqui
Don & Carol
JAMIE
MISSY

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AT THE
WIND



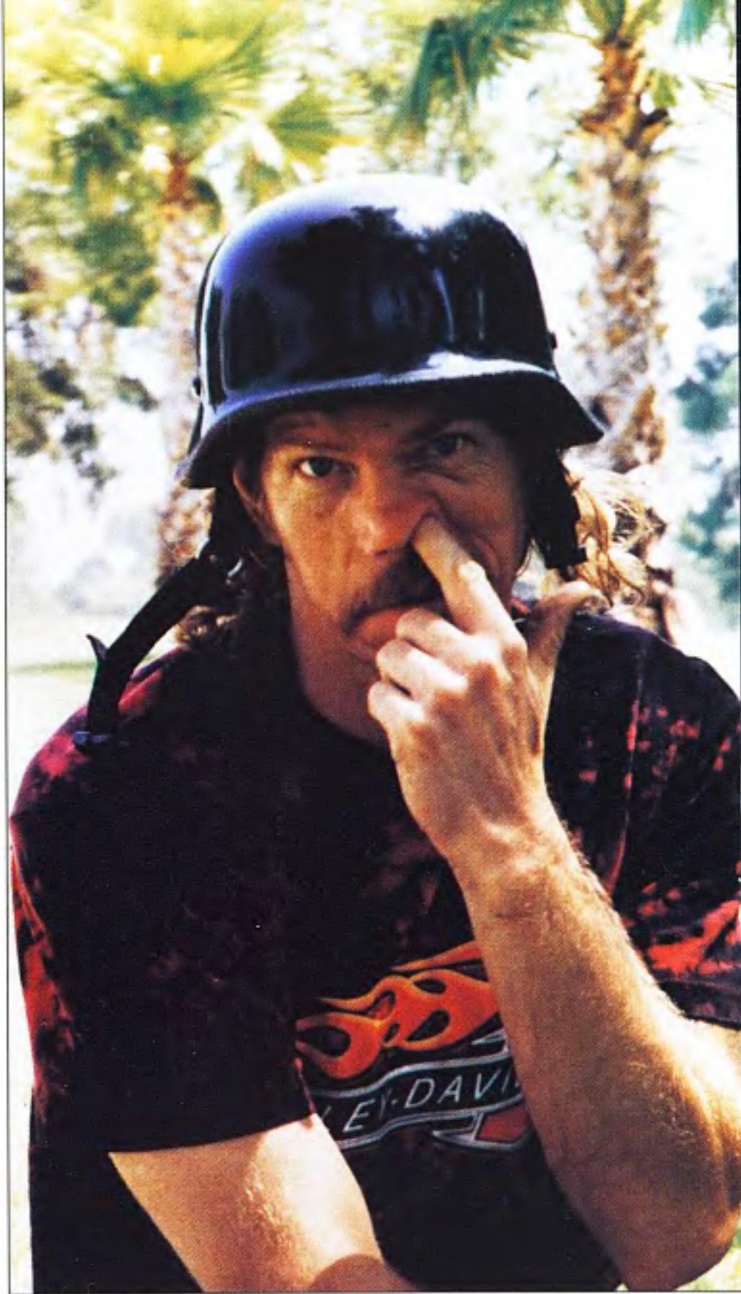
—Bird Dog McDaniel, Everett, Wash.



—L.G. Photo, Turner Falls, Okla.



—Michael "Phoenix" Mine, Wilkes-Barre, Pa.



—Noel Dickinson, Burbank, Calif.



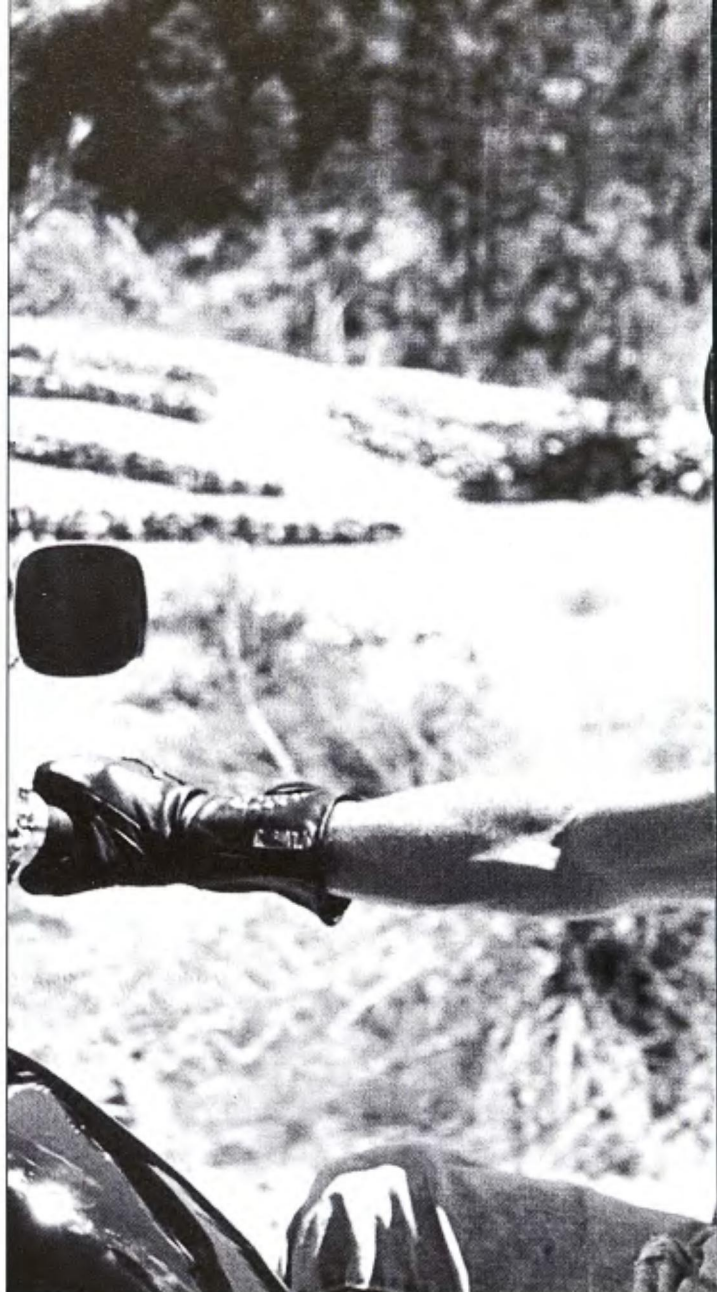
—David Guglielmo, Phoenix, Ariz.



—Ms. Red, Laconia Bike Week '96



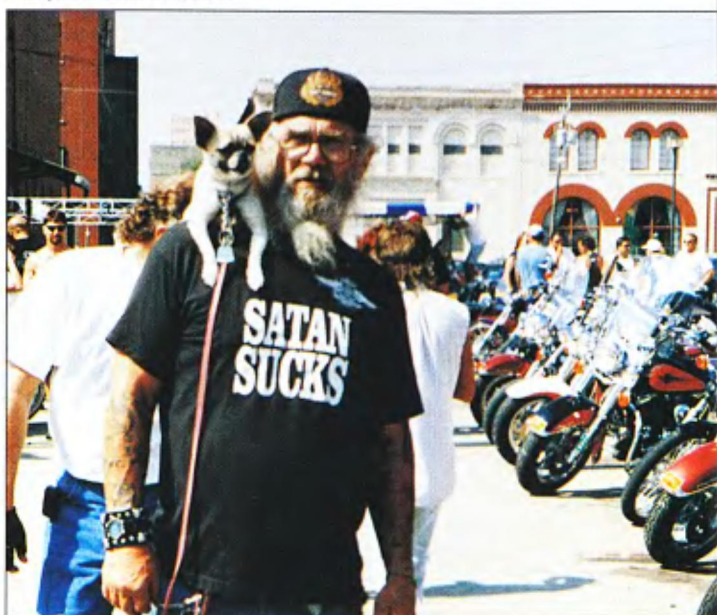
—Blaster and Shadow, Darien, Conn.



—Kelly Weaver, Moscow, Idaho



—The Bosk, Laconia Bike Week '96



—Channon Greenwood, Oklahoma City, Okla.



—Richard Wagner, Run For The Wild, Calamigos Ranch, Agoura Hills, Calif.



—Melanie Cook, Burlington, N.C.



—Miserable George and Patti, Cape Canaveral, Fla.



—Doug Schaal, Eaton Township, Ohio



—G. Kelly Jones and Marsha, Austinville, Va.



—Kurt Messner, Cross Plains, Wis.

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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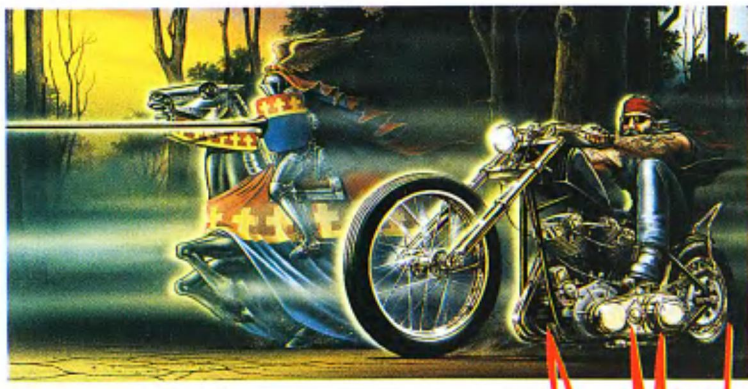
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masterpieces hand-picked by artist, David Mann, commemorating 25 years of biker folklore from the archives of Easyriders magazine

DAVID MANN

FOX HUNT

SEPTEMBER WINNER

October in Florida! Thousands flock to the Sunshine State every year, fleeing the onset of winter's cold and bitter bite up north, coming south to attend Biketoberfest in Daytona Beach, the last warm-weather event of the season. This year, however, our Fox Hunt winner, Lisa Lynne, of Erie, Pennsylvania, was the one heating things up. Lisa Lynne stands a whopping 5-foot-2, but, as evidenced by her photos, packs a lot into that well-built package. Lisa is a Gannon University grad, and is pursuing a career in Criminal Law. So, if you're unlucky enough to end up in front of da judge, hopefully, this gorgeous dream-teamer will be on your side. Perry Mason with a wonderbra. Lisa was encouraged to enter the Hunt by her attorney friend, Gary. She enjoys riding with him on his custom Fat Boy whenever the opportunity arises. We should all be that lucky. When she wasn't draped over Bob Cashwell's 1997 Pro Street, Lisa Lynne spent her time breakin' hearts both on and off the sand, takin' in the sights and sounds of Fort Lauderdale's nightlife. Flip to page 92 to see Lisa Lynne add fire to Cashwell's Pro Street.

—Oil Can



The first ride I took on a Harley was the ultimate experience—a nice, long run, plenty of sun, and too much fun.
Nichole, Oregon—#201



I've been around Harleys all my life. My first ride was on the back of my father's bike when I was five. It was a bonding moment.
Barbara, Indiana—#202



I like riding on a Harley in one of my "dental floss" bikinis. It gets me plenty of attention, and that's what I dig—attention!
Mitzy, Florida—#203



That first putt on a Harley-Davidson put a smile on my face that stretched from ear to ear.
Gina, Connecticut—#204



My first ride on a Harley got my panties wet. Now that I'm single there's no one to stop me from sitting on a new model Harley.
Tara, California—#205



My first ride on a Harley was unforgettable, especially since I wasn't wearing any panties! One thing's for sure, it wasn't my last.
Amy, Michigan—#206

FOX HUNT

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

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

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

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

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

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

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

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

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

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

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

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #284 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.



Here she is, bros, the October 1996 winner in our monthly Fox Hunt, Rebecca, #1002, from Houston, Texas. See more of her next issue.

For this issue, you can begin sending in your votes beginning January 1, 1997.

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 January 31, 1997. We'll print the winner in the June 1997 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.

284

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 () _____
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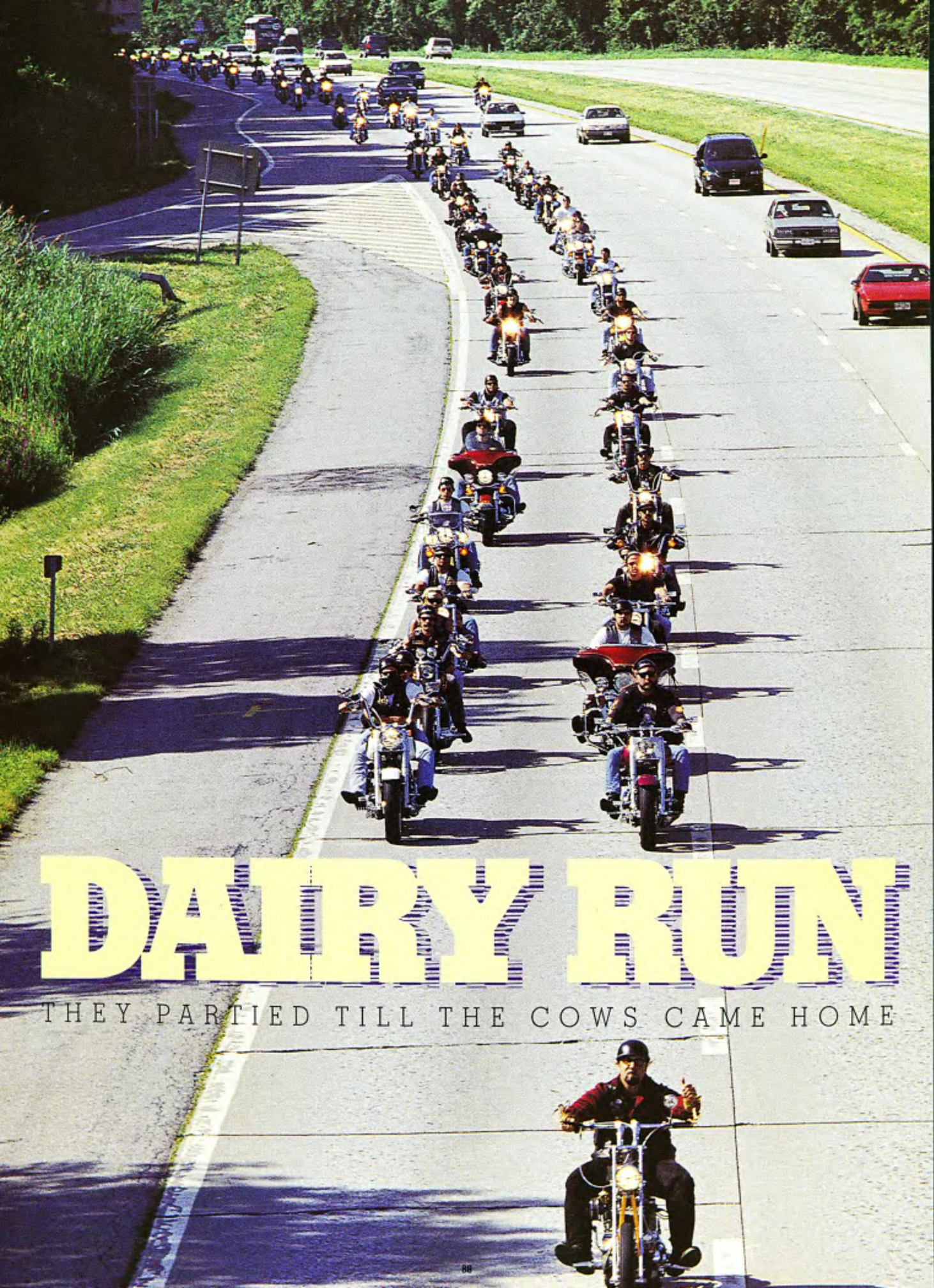
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DAIRY RUN

THEY PARTIED TILL THE COWS CAME HOME

Over the past 28 years, the blue-blooded cattle of Danbury, Connecticut, have grown accustomed to the sound of scooters cruising back and forth, every Sunday that weather permits, for a weekly biker hangout in their backyard at Marcus Dairy.

This working dairy and diner has also been home for the last decade to a bike event known as Super Sunday that draws up to 40,000 die-hards, three to four times a year. But last July 28, the herd of Holsteins could tell something really special was comin' down the pike, as 500 dedicated riders and 2,000 other partygoers gathered at Marcus Dairy, all to help raise money to combat

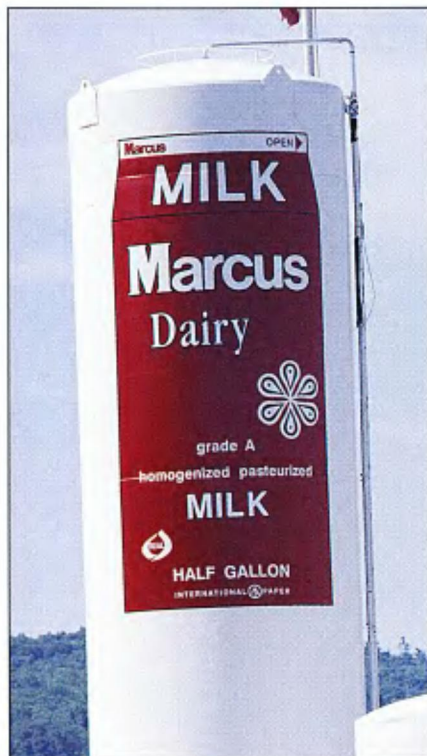
Sudden Infant Death Disorder (SIDS).

Dragin' Coaster Motorcycles of Scarsdale, New York, along with Company Maverick Productions and the law offices of John Haymond, were putting on the Second Annual Charity Run and Bike Show to benefit the C.J. Foundation for SIDS. Also known as crib or cot death, SIDS strikes some 8,000 children a year. It occurs more among boys, and more often in those born prematurely or with a low birth weight. The victims generally have no prior serious illness, and there is no trace of the cause other than signs of oxygen shortage.

Dragin' Coaster co-owner Lonny Silverman explained that he and the

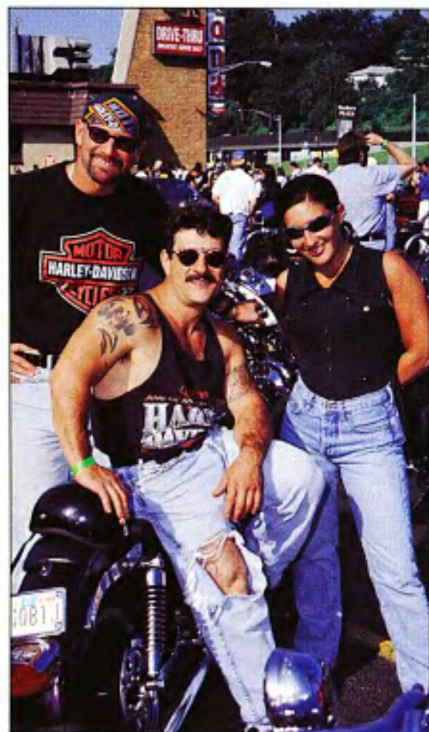
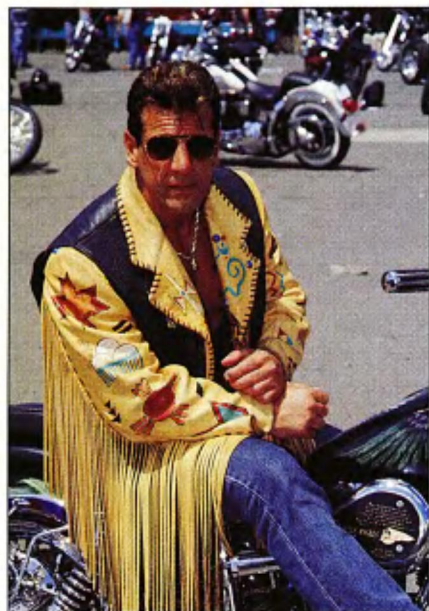
company became involved with this charity run last year, after meeting with Joel Hollinder, station manager at New York's sports radio 66 AM, WFAN. "Joel's daughter, C.J., had died from SIDS," said Lonny, "and a foundation run by his wife was established to raise money for research."

That inaugural ride was launched by 150 riders, and this year they came back with 350 of their friends. They gathered at Nathan's, a famous hot dog joint in Yonkers, N.Y., that was serving up coffee and donuts donated by Nathan's and Dunkin' Donuts. Led by Charming Chuck Zito, the attitude-free pack of clubs and independents rolled out after →



breakfast, cruising down Central Avenue with a police escort through two towns. They then commandeered I-684 for an hour-and-a-half pleasure putt through the upper Westchester countryside.

The party kicked in around noon, featuring a ride-in bike show with trophies, plus an auction offering gift certificates, leathers, motorcycle parts, a trip to Daytona's Biketoberfest, advertising space in motorcycle newspapers, and vendor booths at Super Sunday. In addition, Performance Machine, Custom Chrome, Drag Specialties, Chrome Specialties, Corbin Seats, Company Maverick Productions, Dragin' Coaster





Motorcycles, and even this rag offered gifts and door prizes.

Dragin' Coaster's booth housed the bike show trophies and other winning items: a few of Ron Simms' Bay Area Custom Cycles creations. "Dragin' Coaster is Ron's East Coast distributor," said Lonny, "so we displayed two of Ron's bikes from California plus six that we had on hand."

The Whitewood Band and country music artist Mike James provided entertainment, and authors Mark Bradley (*Out There*) and Anne Ferrar (*Hear Me Roar*) made autograph appearances. But the scene stealer was 1994 Trails Riding Champion

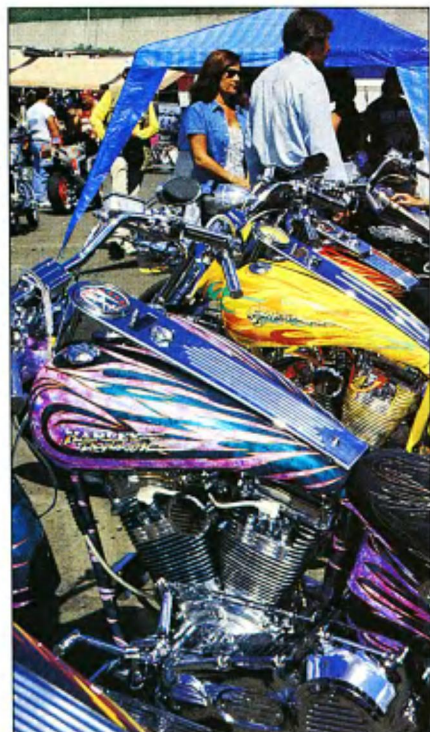
Geoff Aaron, riding across logs, over cars, doing 360 front wheelies, and leaping over a few fearless stuffed bikinis.

Former Marcus Dairy manager, Don Clady, owner of Company Maverick Productions, hopes to promote the SIDS Charity Run into the East Coast's version of the Love Ride. He's the man to do it, going from sweeping the Marcus Dairy parking lot 20 years ago, to organizing and promoting one of the country's largest weekly Sunday bike gatherings. This event was no exception, so bring a friend next year, and give the Holsteins a honk on the way in. They'll be expecting you.

—Captain Trash



Photos: Pam Proctor



When construction was nearing completion, friends of owner/builder Bob Cashwell kept asking him what name he intended to bestow on his eye-dazzling custom stroker. Bob spent weeks thinking up—and rejecting—name after name. The Crimson Cannonball, maybe? Naw, too hillbilly. How 'bout The Garmino Catapult? No way—sounds like a Mafia hit man. Well, perhaps The Cherry Conflagration? Forget it—people would think he named it after a porno actress. When Bob came up with The Rubescent Rocket, he knew he'd hit bottom. Maybe, he thought miserably, this marvelous motorcycle was destined →



DEAD MAN RIDING

"WHAT WE DO IS
AS AMERICAN AS LYNCH MOBS.
AMERICA HAS ALWAYS BEEN
A COMPLEX PLACE."

—Jerry Garcia



to be nameless, like some unidentified, blood-drenched corpse in the city morgue, whose toe tag reads simply, "John Doe."

Then, in the very depths of his despair, Bob was struck with a tie-dyed flash of inspiration. A lifelong fan of the Grateful Dead, he recalled the album cover for the band's 1971 release, *American Beauty*. What name could better describe his brand-new, radically red ride, and what better finishing touch for the tank than the vivid artwork from the album cover?

"Mike Alexander did a terrific job replicating the album cover, but the —





round design looked like a target, so we added the skeleton from the band's *Blues For Allah* album, sitting to the side of the artwork in a red robe that flows down the side of the tank," says Bob. "The skeleton motif also appears on the oil tank and the front of the air dam."

Thanks to the support of Palm Beach (Florida) Harley-Davidson (where Bob is Parts Manager), and the help of friends at Crane Cams, Bob Kay at Nempco, and Jim Betlach at Drag Specialties, the bike was completed last year, just before Daytona, where it took second place at both the Rat's Hole Show and in the full Custom Class at the Boardwalk Show. But this is no pampered show bike—Bob rides it daily, as well as to runs and events throughout the Sunshine State. Furthermore, he rides to Sturgis every year, with his wife, Karen, seated behind him.

"Karen's unflagging loyalty and support," Bob states unequivocally, "along with her boundless enthusiasm for riding, are what really made it possible for me to achieve my goals."

So that's the story of an American Beauty. Speaking of American beauties, this month's fox, lovely Lisa of Pa., is a sweet sugar magnolia all her own.

—"Pop" Dee Klutch





Forks
Type:mid glide
Builder:owner
Modifications:billet trees

Wheels

Front
Type:RC Components
Size:19-inch
Tire:Metzeler
Brake:Performance Machine

Rear
Type:RC Components
Size:18-inch
Tire:Avon
Brake:Performance Machine

Photos:Don Rogers

LAUNCHING THE IMPORTANT PROJECT



Ladies with implants ... Uncle Bandit Wants YOU (well, yer picture, at least).

That's right, ladies: If you've had yer tits pumped up (a boob job), Bandit the Lecher—I mean, our beloved editor, advisor, and drinker of fine, bulk-packaged spirits—wants to know about it.

Why?

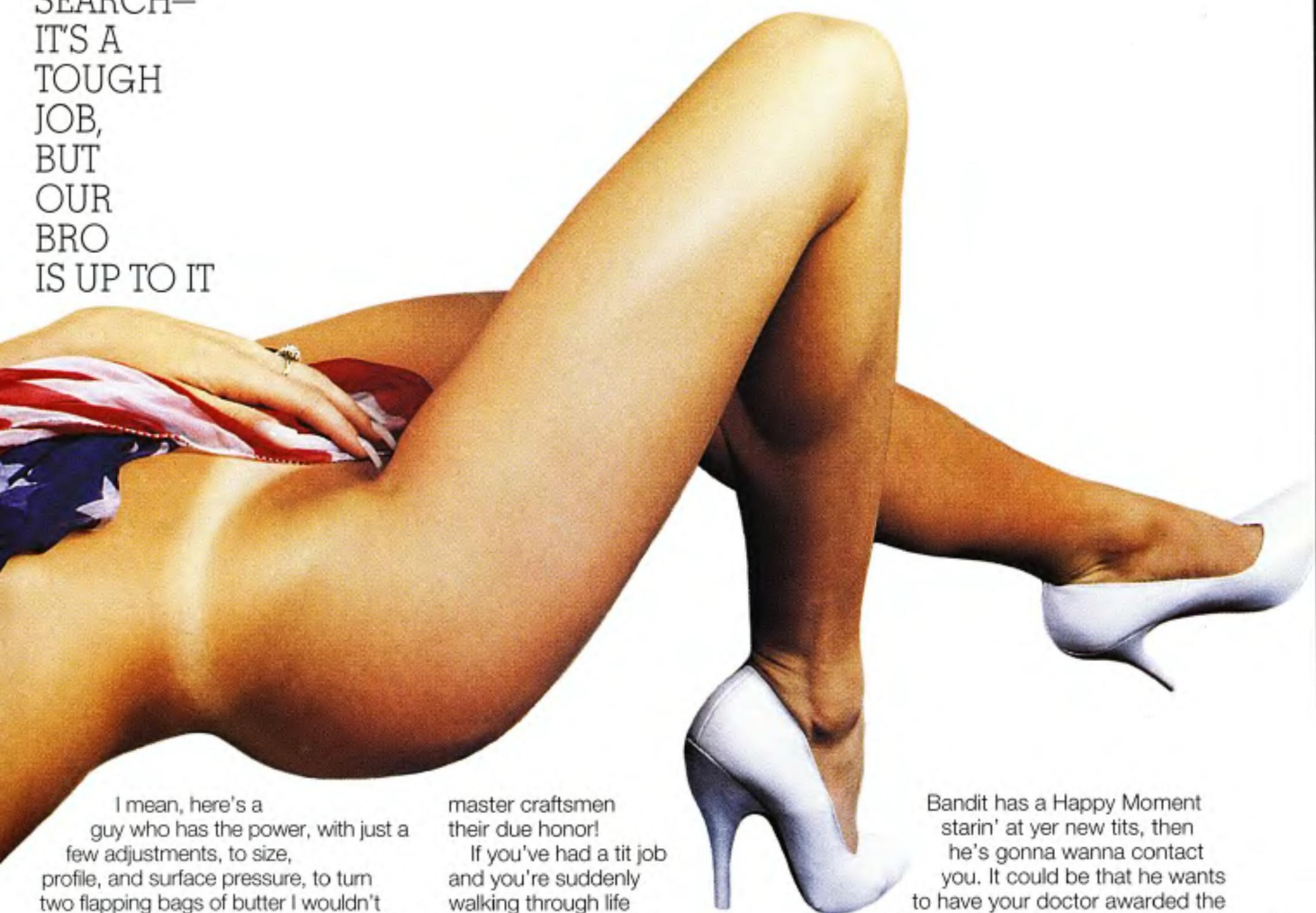
Well, one reason is because he's a carnal, tree-humping degenerate. The other reason is because he believes that behind every good tit job is a doctor who 1) is now masturbating himself, and 2) is an unheralded, unrecognized artist of museum quality who'll probably die undiscovered, forgotten, and in a real expensive coffin because at least he'll die rich.

But Bandit sees no reason why the dude should have riches but no fame.



Photos: Paul Martinez

BANDIT'S
BOOB
SEARCH—
IT'S A
TOUGH
JOB,
BUT
OUR
BRO
IS UP TO IT



I mean, here's a guy who has the power, with just a few adjustments, to size, profile, and surface pressure, to turn two flapping bags of butter I wouldn't even piss on, into two spherical majestic sperm-churners that can have my tongue to the floor, my eyes to the next block, and my hand choking the life out of a summer sausage that just grew through a cheap pair of underwear and a thick pair of trousers.

A man who can do this for me is a pal. He may not want to be my pal, but, hey, fuck 'im. Who cares what he wants? He's doin' me a big favor—he's got me for a pal. He don't like it, too bad; he's stuck with it.

Let me put this another way: *Tit-job doctors are the saviors of the world.*

But do we know who they are? No. Do we know where to find them? No. Do we honor the true geniuses among them? No. We lump them in with the fumblethumbs, the burglars, the students of the chain saw surgeon, the quacks, and the inartistic—the guys who couldn't make a sandcastle with a golden shovel and quick-dry cement.

Ladies, you can now give these

master craftsmen their due honor!

If you've had a tit job and you're suddenly walking through life dodging flyin' jizzballs, Bandit wants to know about it.

If you've gone from having beer bottles broken over your head to having flowers, candy, and small dead animals laid at your feet, all because you had new tits installed, Bandit wants to know about it.

If you are now treated with courtesy, respect, and the attention of men and women alike, even though you're still a shrill, annoying harpy, Bandit wants you ...

Well, a picture of yer tits, at any rate, and some way to get in touch with you. Because if your ceramic salad bowls make "Bruno," (as Bandit calls 'im) begin to stir his mighty 2-inch length ... I'm kidding, Keith, okay? I'm kidding. It's a quick, cheap joke. Okay?

Because if yer new tits make Bandit order everyone outta the office for two seconds (as Bandit says, "There ain't no such thing as premature ejaculation. If it comes out, then it's on time.") ... if

Bandit has a Happy Moment starin' at yer new tits, then he's gonna wanna contact you. It could be that he wants to have your doctor awarded the

Medal of Honor, or, if he's Jack The Ripper, have him shot. Either way, you win. We're not quite sure how, but, hey, let's have a positive attitude here.

So if you've had yer tits turned into righteous eye candy, why keep it a secret underneath yer clothing? Uncover them, take some pictures of 'em, and send 'em to Bandit just as quick as you can—along with some way to get a hold of ya, cuz he might have lotsa questions about 'em.

Thanks.

Oh yeah, one more thing: *Breast surgeons are the true heroes of the universe!*
—J.J.

Editor's note: Hey, I know it's hard to take J.J. seriously, but we are serious about seeing these photos and giving plastic surgeons the credit they so richly deserve for their fine custom body work. Send your photos to Bandit's Boob Search, P.O. Box 3000, Agoura Hills, CA 91376-3000.



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Stock #: NM011 Color: Orange Mileage: 250 Break in



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1995 HARLEY-DAVIDSON
Stock #: UM146 Model: Road King Engine: 80ci Evo Mileage: 3100



1982 HARLEY-DAVIDSON
Stock #: UM144 Model: FXR Engine: 80ci shovel Mileage: 37,334



1995 HARLEY-DAVIDSON
Stock #: NM146 Model: Road King Engine: 80 ci EVO Mileage: 3100



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



1981 HARLEY-DAVIDSON
Stock #: UM90 Model: FLH custom Engine: 1200cc Features: Dual disc brakes, engine totally rebuilt



1994 HARLEY-DAVIDSON
Stock #: UM157 Model: FXSTC Engine: 1340 cc Color: Blue Mileage: 4700



TITAN
Stock #: 092 Model: Scorpion Engine: 1570cc 96ci 108 h.p. Color: Black/Gray metal flake Mileage: Unlimited mileage warranty



1993 HARLEY-DAVIDSON
Stock #: UM154 Model: XLH 1200 Color: Black Mileage: 3400



1996 HARLEY-DAVIDSON
Stock #: UM160 Model: FLHT Color: Black gold trim Mileage: 3700 like new



1991 HARLEY-DAVIDSON Stock #: UM75
Model: Panhead Engine: 1200cc Color: Brown Mileage: 1100 on rebuilt engine



1982 HARLEY-DAVIDSON
Stock #: UM144 Model: FXR Engine: 80ci shovel Mileage: 37,334



1991 HARLEY-DAVIDSON
Stock #: UM135 Model: Fat Boy Engine: 80ci Color: Black Mileage: 1,652



1994 HARLEY-DAVIDSON
Stock #: UM110 Model: FXDL Engine: 80ci shovel Color: Teal and silver



• OF AMERICA •

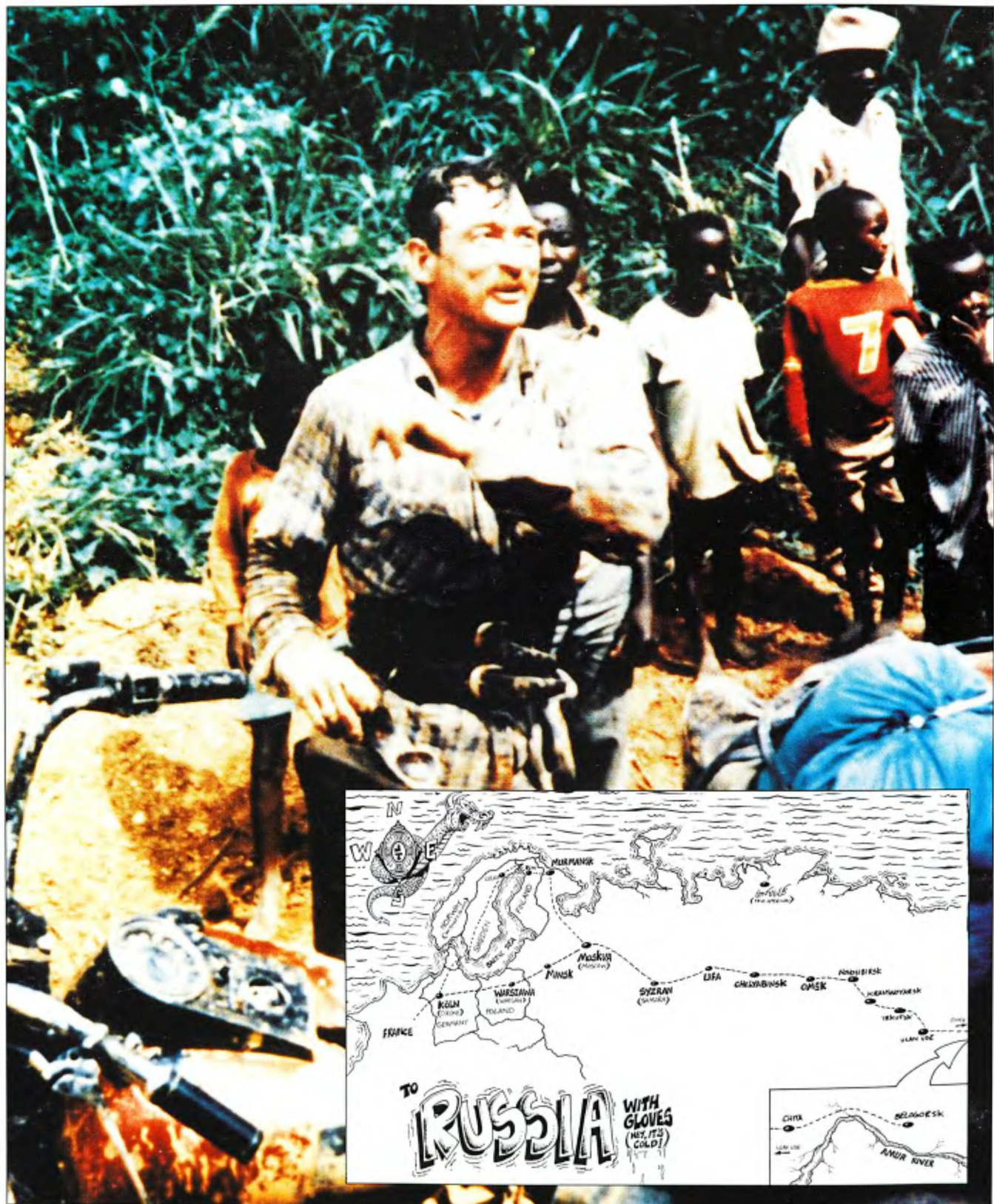
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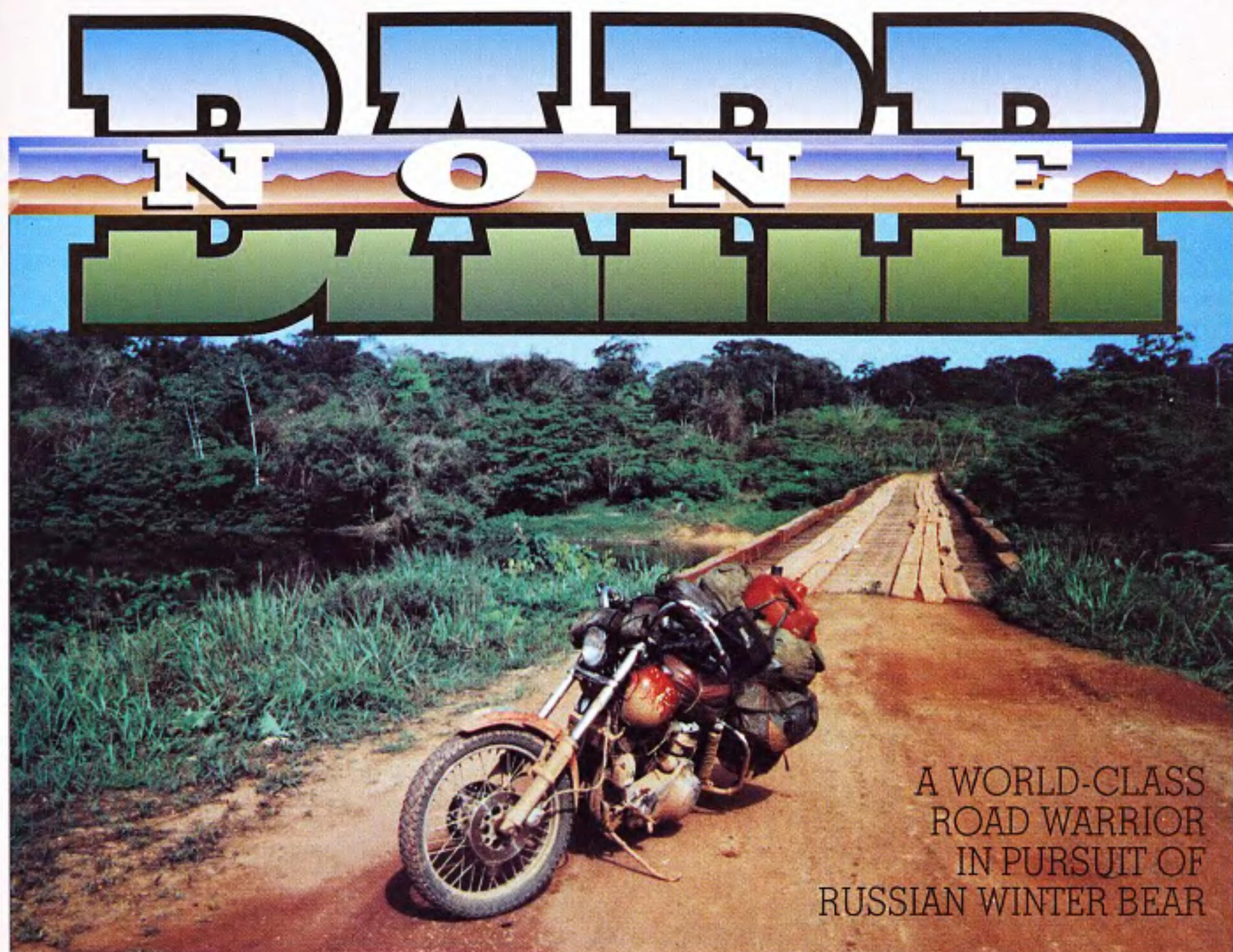
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- **Easyriders** of Denver, CO (303) 584-9886
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RIP'S RUN



Toughing it out in the jungles of Central Africa, October 1990.



A WORLD-CLASS ROAD WARRIOR IN PURSUIT OF RUSSIAN WINTER BEAR

Common bridge, down the Trans-Amazon Road, March 1992.

Editor's Note: I'm not going to sugarcoat the facts. Rip has cancer. He's had his ups and downs with it over the last several months. One day, we're sure he has it beat; the next, he seems on his last leg. But we're all pulling for him and know that Rip won't give up without one helluva fight. So that's why there's no Rip's Run this month and we're publishing this article on Dave Barr's exploits through Europe and Russia. In the months to come, Gregg Daniel will handle Rip's column in his stead—but the title won't change. Hopefully, Rip will kick this bastard and be back on his feet (and in the saddle) before summer. If you want to send Rip a donation, a card, or a letter—don't hesitate. Send it to Rip's Run, P.O. Box 3000, Agoura Hills, CA 91376-3000. Rip sends his best to all his loyal readers.

—Bandit

Howdy-doo from Captain Trash. Bandit asked me to fill in for Rip this month, and I'm here to tell you about a truly courageous bro named Dave Barr.

While a mercenary, Dave lost part of both legs to an antitank mine in Angola a few years back, got over it, then bought a new '72 FX and proceeded to ride solo around the world for three and a half years and 83,000 miles. He saved the best stuff for his new book, *Riding the Edge*, a 502-page romp, complete with photos, that's an absolute must read (call 800-231-1776, ext. 72).

My buddy Clay Dog met Dave and captured his record-setting spirit in this rag twice (March 1992 and May 1996). It's an honest to God privilege to be able to tell you about Dave again, because he's about to fire up for a third shot at the history books. On November 30, 1996, Dave ships out for Germany, →



Tiananmen Square, Beijing, China, November 1992.



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A hospital in Western Siberia.

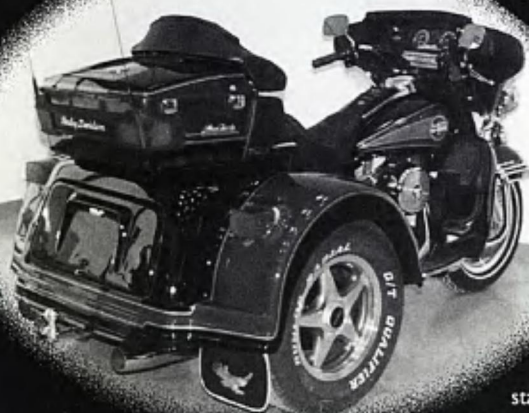


Arctic Circle, Norway, May 1991.

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eventually heading for Russia to be the
first man to ride across Eastern Siberia.
It's sure to be a neat trick, because
where he's going, there are no roads ...
just swamp. So, how's he gonna do it?
In the dead of winter, that's how, over
several thousand miles of frozen goo.

The guy ain't nuts. He's just fuckin'
driven to ride the road to high adventure.
He's also a man on a mission.
Besides carving a notch into the
cajones history books, Dave has estab-
lished a foundation dedicated to bring-
ing aid to the war disabled in Third
World countries, removing land mines
from Cambodia (one million at last
count), and providing affordable pros-
thetics. Cleverly, his cause is called the
Dave Barr Foundation.

He's a man who's served in four
wars under four flags, and wants to
make known the plight of the military
disabled, particularly men in Russia.
Any guy who recovers from an antitank
mine knows something about the
forces bigger than life, and he wants to
give that back to military comrades
whose spirits have been drained.

Maybe it won't work for everyone,
but there are plenty of men who will
take one look at Dave's accomplish-
ments and say, "Damn, time to move
on." Dave'll be meeting a few of them
as he makes stops at Russian military



Red Square, Moscow, Russia, June 1993.

hospitals along the way. But I'm gettin' ahead of myself. Did I mention that this time, Dave's gonna be doing it on a 1996 Sportster 883?

Okay, so maybe he is fucking nuts.

From his sponsor's factory near Cologne, Germany, Dave will putt south-west to Brest in northwestern France. Then it's east back up through Germany, through Warsaw, Poland, and over to Minsk, the capital of Belarus. It's part of what used to be the USSR, and it's where he'll add a sidecar for storage of the car battery used to jump-start his bike. Next, it's a straight shot to Moscow, where he'll fit his 883 with a winter fairing and Russian snow tires (replacing his almost all-terrain Sahara Metzlers).

Fully loaded for a Russian winter bear, Dave will then head southeast to Samara (formally called Kuybyshev), the capital of Samara-Oblast. He'll then turn northwest to Ufa, Bashkortostan, proceeding north to Chelyabinsk and onto Yekaterinburg (formally called Sverdlosk). It's also the home of the Ural Motorcycle Company.

From here, it's east to Omsk, capital of Omsk Oblast, in southwestern Siberia, where Dave hopes to speak with the disabled Russian Army veterans from the Afghan and Chechen wars. He'll then head onto the republic of Kazakhstan. Next, it's northwest to Novosibirsk, capital of Novosibirsk

Oblast, in southern Siberia on the Ob' river. He'll hang out with a few scooter clubs, speak with more Army veterans, then light out for Krasnoyarsk, capital of the Krasnoyarsk Territory. There's gonna be more hurrah from the Army there, and the next shot will focus on eastern Siberia to the southwest side of Irkutsk, the capital of Irkutsk Oblast.

Romping around the bottom corner of Lake Baykal, it's on to Ulan-Ude, Siberia, and Chita, in Chita Oblast, a major repair facility of the Trans-Siberian Railroad. Here, Dave will meet up with three hardy souls from Russia's *Moto* magazine: Boris Demchenko (editor), Ivan Ksenofontov (assistant editor), and a large mechanic-muscleman known as Dima. They'll be riding Urals donated by the Ural Motorcycle Company, joining Dave on the most insane leg of his trip.

The next 500 miles will be the worst, as Dave and company head over frozen swampland in -40 degree temperatures, wearing old ski suits and foul-weather gear. It's where Dave's rig will really be tested, and where, after he warms the cylinders to 80 degrees with a Russian gas light, his 290 cranking hours, gel-filled H-D battery fitted with studs, had better take the jump 100 percent of the time from the car battery in his sidecar. If he loses the nine volts, he can kiss the electronic ignition good-fucking-night. →

Smooth Moves

from Cory Ness



Smooth Style Diamond Cam Cover



Smooth Style Trans Top Cover



Radius Smooth RockerBoxes

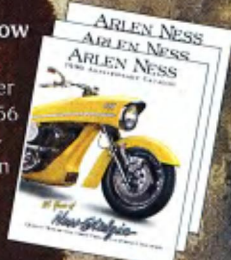
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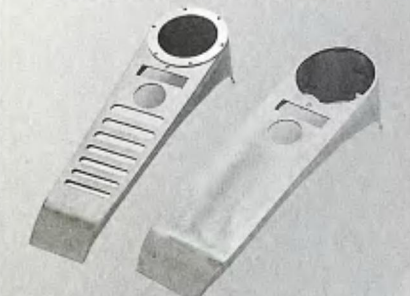
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Caravan in the Gobi Desert, Mongolia, April 1993.

Here's where a guy with no phone and no radio will be plowing through Siberia in the dead of winter at 35 to 40 mph and hoping like hell there's no bullshit come sundown when it's time to find a place to sack out. He covered part of Siberia the last time around, coming in below Ulan from Mongolia, but no one's ever been through this shit on a bike. No one.

His trail will follow the Amur River, bordering northeast China, as he heads east to Vladivostok. The river is patrolled by Russian and Chinese border troops who occasionally like to fuck with each other, something Dave left to my imagination; in other words, he'd better not get a flat tire in this part of town. Armed with only raw bacon, salami, and a trusty gas cooker, Dave aims to make the most of his five-day-at-a-time meal portions.

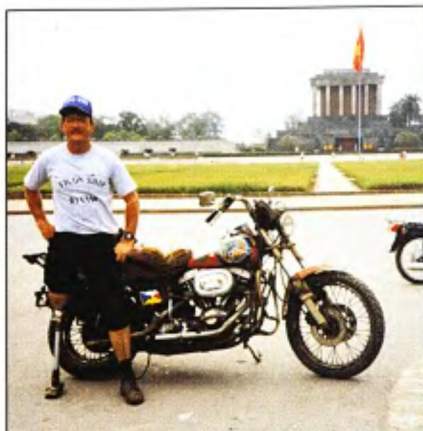
Past this frozen swamp noise, Dave will head around the Amur river to Belogorsk, leaving the *Moto* guys to connect with the Trans-Siberian Railroad for their trip home. Dave will continue some 1,500 more miles on to Vladivostok. From there, his 883 will be shipped back to Moscow where he'll return for a second ride into Red Square (celebrating his departure a few months before) and a skydive jump with parachutists from the Russian Army. Did I mention Dave has also been into skydiving for 23 years?

And he still won't be fuckin' done!

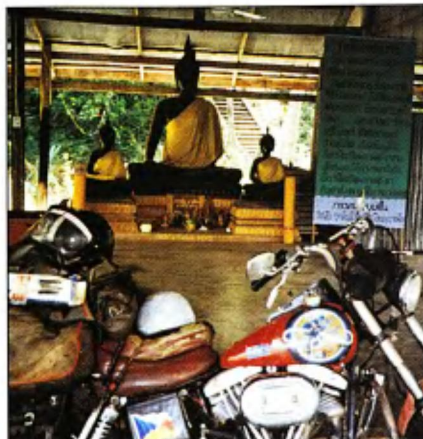
After Moscow, Dave will fire it all up and head north again, across the Arctic Circle and some 250 miles to Murmasnk (the largest city in the world north of the Arctic Circle), where the welcome warmth of spring will hopefully thaw this man's insanity and tell him to get the hell back to sunny California.

But noooooo, not until he rolls through Norway and Finland, down through Lapland to Kemi (on the border of Finland and Sweden) and around to Lulea, home of the Aurora Chopper Club. After raising no small amount of hell with these year-round, frozen ballski riders, Dave will work his way through Sweden, Denmark, and back to Germany, where it'll be the end of April and time to stop. So soon?

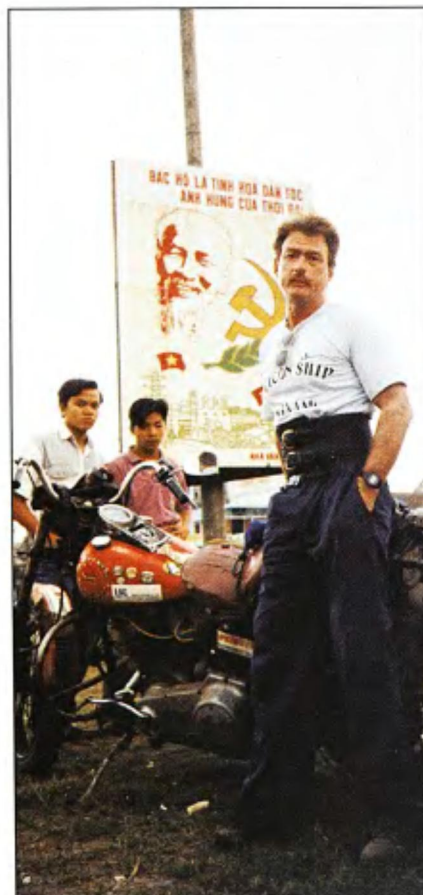
Dave will then reunite with sponsor Reinard Wirtgen, a German industrialist who manufactures milling machines that recycle pavement. Kinda ironic, considering Dave will have covered most of his trip without the benefit of asphalt. Wirtgen heard about Dave a few years back through a South African customer (Jergen Schultz) and insisted on meeting him *mach schnell!* A friendship ensued, and after Dave spoke at Wirtgen's annual sales meeting, he pitched this romp itinerary. Wirtgen's response was straightforward: "Yah, this is a good idea ... if you can survive it." →



Ho Chi Minh Square, Hanoi, Vietnam, April 1994.



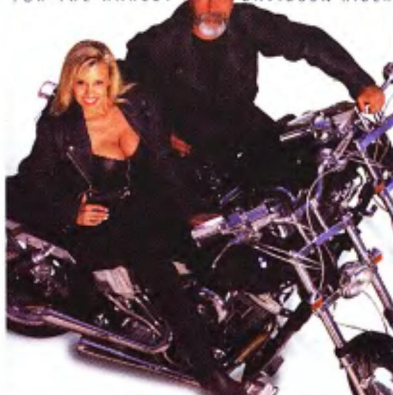
Buddhist Temple, jungles of Thailand, March 1994.



Da Nang City, Vietnam, April 1994.

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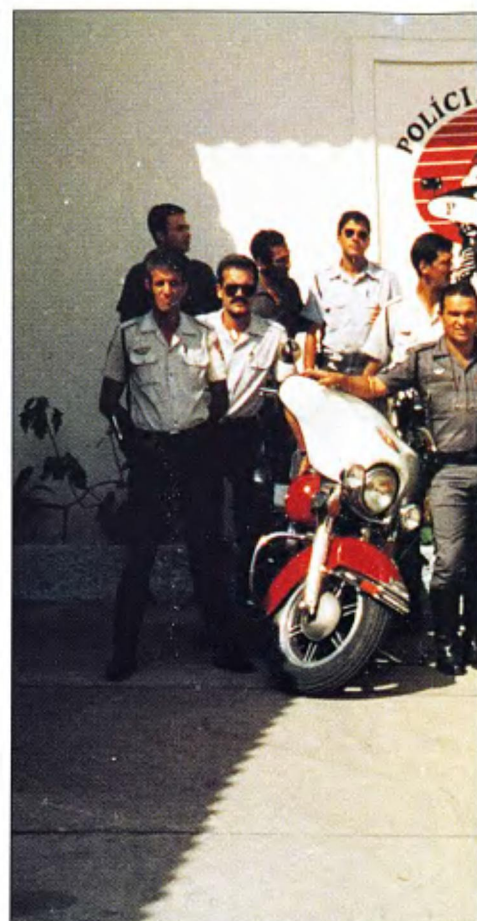
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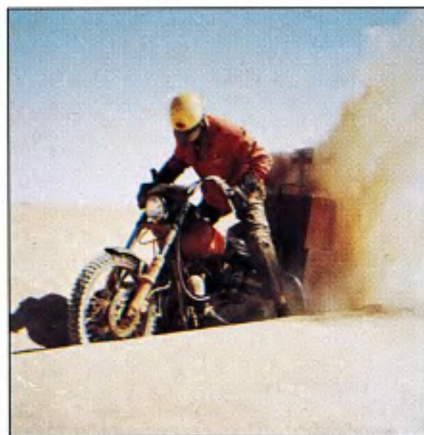
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Duchess of York Hospital, Hong Kong, August 1992.

Dave's trusting his '96 Sporty (spe-
cially outfitted with a crash bar and
modified rear brake), purchased at cost
from Scotty Kellerman and Bill
Buchanan, two supportive bros at
Lancaster H-D, Lancaster, Calif., to get
him to hell and back. The Lancaster
H-D crew has let Dave wrench his
scooter in their workbay, given him tech
tips, and supplied him with parts (also
at cost) for his last trip to many far-
reaching corners of the globe. They're
in his corner this time around, too.

All the former Marine and Vietnam
Huey gunner/chief mechanic really had
to say about the upcoming trip was
this: "I'm living in the buildup, and it's



Battling the Sahara, Niger, Algeria, December 1990.

nerve-wracking. Lots of people in Russia are counting on me to run this thing for thousands of miles, and the tension is mounting. But it's like a war: once the battle starts, you're all right. It's just getting to that point."

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GETTING THE MESSAGE ACROSS

FICTION BY K. RANDALL BALL

In the hallway outside Senator Charles Chafed's office, three shapely young women stood whispering to one another. Well dressed—indeed, perhaps too well—they struck provocative poses unintentionally. They had a certain edge, but from their business attire, it was difficult to say exactly what it was. Maybe it was the pumps the tall blonde was wearing, or the tiny straps encircling her ankles, or the jewelry, more abundant than conservative female federal executives or agency bureaucrats normally wear. Perhaps the makeup was a bit heavier than customary, or maybe it had something to do with the way they stood—seductively, with their hips slightly askance. In any event, they were definitely different.

In point of fact, they were prostitutes, two of whom had ridden to the capital on bikes, while the other arrived in a Mercedes, along with the women's, meet-the-senator-wardrobes.

"Excuse me." The senator's assistant interrupted their chatter while assessing their every move. "Please come in. Senator Chafed is running a bit behind schedule, but will meet with you soon."

"Thank you," said Norma, the leader of ProHo, a national organization lobbying to legalize prostitution. The assistant led the trio through the door leading to the reception area outside the stately offices of Senator Chafed. As befits a political post of such power and respect, the office rooms were very large, with ceilings reaching 15 feet above the visitors' heads. The doors and windows were framed by ornate woodwork, and the rooms were painted a creamy, elegant off-white, except for the floor, which was hardwood, polished to a mirror finish. The walls held numerous citations, awards, and similar documents testifying to the senator's civic accomplishments.

"Please sit down," the aide said, smirking, as though these women were getting away with some unspoken crime. "The senator will be with you before long." The assistant, wearing a navy business suit that clung to her

slight figure, was petite, pretty, and adept at her job of running the daily routines of the powerful office. Despite her initial disdain, something about the way these women moved entranced her. She had dealt with heads of state, foreign leaders, military personnel, and lobbyists of every ilk. But this was a first.

The small group waited comfortably while authoritative, important-looking groups of men came and went from the office. Each time another group left, the senator's assistant would come out and offer to reschedule the women's appointment. "He's really sorry it's taken so long," she began each time, quivering, as if someone were intimidating her. "Wouldn't you prefer to return another day? He may not be able to see you until well after five." She smirked once again, then blushed. In truth, she was envious of the sexual command these women possessed, the sensual aura they exuded that made a portion of her body tingle. At the same time, her demeanor betrayed traces of fear.

"We made the appointment, interrupted our busy schedules to be here at the designated time, and we have no intention of leaving," said Genevieve, a statuesque blonde whose body language and mannerisms said she was all business.

"I understand," said the petite assistant, now visibly shaken. "The senator will be with you shortly."

At 6:15 p.m., well after the entire staff had left the building, with the exception of his personal assistant, the senator emerged from his inner office. He scanned the reception area before greeting the three knockouts. "Hello, ladies," he said, fumbling with his necktie. "Sorry to keep you waiting. Please come in."

Senator Chafed's massive office projected an understated elegance while simultaneously congratulating him on his many accomplishments. Trophies and awards filled a large glass case, while diplomas, certificates, and plaques adorned every wall. Also on →

display was the senator's honorable discharge from the Navy, as well as a summary of his war record. As intended, his office gave off a commanding aura, that of a man who had achieved much, and who had done so by the book. The senator knew the right people, rocked the right boats, and walked the talk.

"Well, what can I do for you ladies?" Chafed asked, easing himself into the mammoth leather chair behind his desk. As he spoke, he studied each of his three visitors, becoming a bit embarrassed that he had used the term "ladies." The senator was a large, hardy man, with thick features and blunt extremities. He had played football in college, had been a naval officer, and studied at all the right universities. He prided himself on an ability to discuss any issue, with any nationality, while maintaining political correctness in all situations.

Norma stood 5 feet 8 inches tall, with a physique rivaling Demi Moore's. She wore her long, brunette hair pulled back into a ponytail running to the center of her back. Genevieve, the blonde, was bigger-boned, bigger-chested, and more voluptuous than Norma, but no less self-confident. She held a BA as well as an MBA, and was very direct in her manner. Finally, there was Trina, a petite brunette with fragile features. She wore her hair permed, and a hint of bashfulness played beneath the blush of her skin. In her tasteful plaid outfit, Trina could have been a model for a country home magazine. Her frilly blouse hugged her throat and, except for her wrists and hands, left nothing visible above her waist. Somehow, she didn't seem to fit with the other two.

"As you know, Senator," Norma began, "I am the president of ProHo, a national organization of women and their male supporters who have joined together to promote a new image for the hard-working prostitute. ProHo supports the repeal of all anti-prostitution laws, and we are here to ask you to introduce a bill calling for such a repeal, nationwide."

The fourth-term, balding senator sat back in his chair, stunned. His name had appeared on, or he had voted for, every straight-up-citizen bill introduced during his time in office, and he could barely believe these women could make such a request of him. "You've got to be out of your minds," he sputtered, glancing momentarily at the citations on the wall from the Moral Majority, alongside a plaque presented to him by Reverend Billy Graham.

Before he could utter another word, Genevieve stood up. "Hear us out," she said, her impressive shape and

imposing stature silencing the politician, capturing all his attention. Genevieve was dressed in a classic light gray business suit. Under the fitted jacket, she wore a tasteful white blouse, but her tits thrust hard against the top button, fastened 8 inches below her creamy white neck. "If you don't agree with us by the time we finish, you are under no obligation to endorse our bill. But, because of your strong support of women's issues in the past, we believe you will give us your backing, once you hear what we have to say. It is destined to be a piece of historic, landmark legislation."

The senator was struck dumb. Leaning back in his chair, he made a weak gesture indicating that Genevieve

"WE ARE FULLY AWARE THAT MEN NEED THE COMFORTS OF WOMEN ON A REGULAR BASIS"

should carry on. Pulling his handkerchief from his jacket pocket, he wiped his balding brow and removed his jacket, indicating that he was prepared for the long haul. Although he had spent the day meeting with powerful lobbyists, wealthy constituents, and foreign dignitaries, this was the first group to shake his iron facade and make him sweat.

Genevieve sat down as Norma stood up. "What are the major concerns of the women's movement?" Norma asked, rhetorically. She was obviously prepared, but her voice carried considerably more compassion and understanding than Genevieve's blunt directness. "Equal rights for women. Elimination of sexual harassment in the workplace and in public. Reduction of unwanted pregnancies. Reduction of rapes. Reduction of sexually transmitted diseases. Reduction of domestic violence. Reduction of divorces and broken homes. The list goes on, as you are well aware, correct?" The somber-faced legislator nodded, leaning forward slightly in his chair. "Well, we have the solution—legalize prostitution. Another member of our group will explain how we propose to accomplish this. So, at this time, may I introduce our vice president, legal counsel, and chapter president for WOW, Trina."

"Thank you, Norma," Trina said, standing valiantly, but shaking slightly. "We have studied the issues extensively, and have drafted a bill that will bring laws and attitudes about prostitution forward into the 20th century. Its



"You need more exercise—hop on that little tricycle and chase Nurse Murphy around the room."

passage will change the way people feel about prostitutes forever. Briefly, we are proposing legislation establishing a federal agency to govern and regulate houses of prostitution, or "sexual clinics," as we prefer to call them, much the same way doctors are regulated. These places of business would be comparable to a chiropractor's or physical therapist's office. A nurse would be on call at all times, patients would be tested before partaking of the services, and the girls would be tested regularly for diseases. Patients would be counseled before being serviced. Their activities would be monitored, patrons would be required to sign a release stating that if the girl was abused in any fashion, they would be turned over to the authorities at once."

"Wait a minute," the senator stammered. "I'm still not sure I understand how these 'sexual clinics' would help women." His voice was grim, his manner somber, as if someone had threatened to kick his ass and he wanted to run, but was trying to muster a resolve he didn't really feel.

"Let me put it in plain language," Norma said, preparing to clarify the matter. "We have done a great deal for women over the last fifteen years, but in the process we left men behind. Men have sexual urges that are fundamentally different from those of women. But for many men, there is no outlet for these natural cravings. Society expects men to ignore these impulses, yet we might as well ask them to forget hunger pangs, or require them to go to the same place to eat every day. And even then, an establishment can turn him away hungry, without fear of retaliation. Ultimately, this discrimination comes back to haunt the women of America because if you deny and regulate a man's sexual desires, the only way around it is for him to have an affair, or abuse his woman, or commit rape, or become a sexual deviate, and so on ... These actions are directly harmful to women, and we could reduce this behavior substantially by offering safe sex, under controlled conditions."

"Imagine a family," Trina added, looking poignantly at the senator, her eyes filled with concern, "in which the woman of the house is working to build a career and has lost her drive, or has no time for sex. Is it fair for her to ignore her husband's natural urges? And what is the outcome of this conflict? Well, her husband could divorce her because of her failure to provide sex. Or he could become involved with another woman, or find a prostitute, at the risk of contracting AIDS and transmitting it to his wife."

"And just for a moment," Genevieve interrupted, "consider the women who make their living as prostitutes. They're pushed around by pimps, beat up by johns, and mistreated by society because of their profession. As a consequence, they have no self-esteem, or hope for the future. Moreover, most of them have little or no training in the world's oldest profession."

"Not only would these sexual clinics be legitimate places of business, offering a vital service for men," Norma continued, "but they would also provide a major benefit for the women of America by protecting young girls from inexperienced boys and premature sexual contact that could damage them for life. As it is now, a young man with a tremendous need for sexual release has no alternative except to hit on young girls, the daughters of caring families. Young men have no experience, no understanding, of a woman's body. They need sexual release, counseling, and the training necessary to avoid unwanted pregnancies, crimes against women, and further destruction of young lives. Our clinics would mean a solution to all such problems."

"Yes, I suppose so," Chafed said, tentatively. "But how do you expect to sell this to the American people?"

"Good question, Senator," Genevieve interjected. "In Nevada, we're in the process of building what will be the most professional whorehouse in the country. It will serve as a model for similar businesses in the future. We intend to hold press conferences, and work with local women's groups on methods to ensure that the business will better the status of women, and further all issues pertaining to women. In addition, we hope our efforts will improve relations between men and women at home."

"And what groups are supporting this bill?" Senator Chafed asked, sensing the conclusion of the women's presentation. He was gearing up to interrogate the trio.

"So far," Trina said, taking the floor, "there are both houses of the Nevada legislature, along with a considerable number of other Nevada lawmakers. In addition, there's WOW, the law firm of Gloria Allwong, MADDLY, the Police Officers' Association, and numerous smaller organizations fighting domestic violence. And that's just a partial list."

The senator was impressed. "Let me ask a couple more questions," he said, scratching the stubble on his chin while pondering the implications of legalized prostitution. "Wasn't this battle originally fought by women in the '40s?"

"That's right," Trina spoke up. "Of course, they fought for entirely different

reasons than those pertinent to women of the '90s. There are issues today far more significant than the problem of men running off with whores."

"Do you really think you can change the way society perceives all this?" Chafed asked, beginning to wonder how he could maintain his political career while endorsing such a notion.

"Of course," Norma replied, confidently. "Public beliefs and attitudes regarding cigarettes, drinking—you name it—have changed substantially over the years, and it's time the same was true of prostitution."

Senator Chafed seemed lost in thought, continuing to scratch his stubble absent-mindedly. Finally, he sighed heavily, like an animal cornered by a hunter, and said, "Do you realize the danger this measure could represent to someone's political career? How can anyone be sure that this idea will work as you have said?"

"We plan to open the door to our first sexual clinic in three months," Norma said, leaning forward in her chair enthusiastically, while pulling at her ponytail. "We'll test the program for six months before introducing our first bill. Our public relations campaign will devote that entire time period to building momentum. Our plan is to have the campaign, our studies, and the bill intersect at the end of the year. The effort would culminate in the successful passage of the bill in your state before moving on to other states. Eventually, of course, we expect to propose federal legislation."

"There is one benefit we have failed to mention," Genevieve said, staring at the beads of sweat building up on the senator's forehead. "And that is the financial benefit to communities and to increasing tax revenues. Our clinics would constitute an entire industry run by women. It would be a new industry, free of pollutants, gangsters, drugs, and so forth. We estimate that, in the first five years of operation, our sexual clinics would generate \$1.3 billion in revenue, and more than \$300 million in taxes. Furthermore, we plan to tie the main thrust of our sexual legislation to any and all women's issues."

"You see, Senator," Trina said, moving forward to sit on the edge of Chafed's ornate, hard oak desk, "we are fully aware that men need the comforts of women on a regular basis. We know the depth of this natural drive, and we plan to provide the American male an outlet for that drive—without pain, conflict, crime, disease, or sexual abuse. With your help, we will revolutionize an industry which has been harmful to women in the past. We want to turn it around →

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

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North Coast Thunder Bikes, 2417 Broadway, Everett
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Mischler's H-D & BMW LLC, N. 8063, Hwy. 33,
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and service outlets around.

and make it serve women far better
than the temporary relief we give to
men." Chafed's eyes were glued to
Trina's shapely legs as she continued
her remarks while perched on the
senator's desk. "We aren't asking for
your support this minute, Senator
Chafed. But we ask your commitment
to assist us at the end of next year,
when we introduce our first bill."

"Your arguments are stimulating,"
the politician said, his voice dry and
raspy. Uncertain how to respond, he
closed his eyes, imagining his career
gone, his power only a memory, his
wife a divorced woman. "But there is
absolutely no way I can support this
measure. I don't give a shit whether
it would save the world, reduce violent
crime, and guarantee equal pay for
equal work. I simply cannot condone
prostitution."

"But don't you see, Senator,"
Norma blurted out, leaping to her feet,
suddenly sensing their opportunity
slipping away, their arguments falling
on deaf ears. "Historically, women
have used varying degrees of prostitu-
tion for personal gain, marriage, bigger
rings, you name it. We're simply ask-
ing you to recognize something that
already exists, and to acknowledge
its benefits when properly used."

"But that's precisely why women



fight it tooth and nail," Chafed retorted, thrusting himself forward in his chair, a smirk crossing his wrinkled face. "The majority of women don't want organized prostitution interfering with their covert and camouflaged uses of it. For example, how is a woman going to use her sexual powers to cajole her man into having another child if he can safely have all the sex he wants down the street? No, ladies, I'm afraid it won't work. And I certainly won't be the fool who sponsors such legislation." The senator's tone conveyed finality. "And now, if you'll excuse me, I have a family to go home to. Pushing himself away from the desk, Chafed rose to his feet, preparing to depart.

All three women stood simultaneously. "But Senator," Genevieve said, "don't you see the perfect logic in what we propose?"

"There's logic, and there's political suicide, and I understand the difference," the legislator said, curtly. Shutting his briefcase, he motioned them toward the door.

Looking determined and righteous, the senator left the office, striding down the hallowed halls like some ancient ruler. The women stood together in the hallway, staring in disbelief.

"He's betraying all women," Genevieve spat angrily. "But we will overcome, dammit. We'll show him."

Trina began to sob, while Norma stared at her two companions, wondering what to do next. Her impassive expression indicated that she regarded all this as merely a political setback along the road toward ultimate success. Outside, the senator sat in his car, examining his face in the rearview mirror as if he had just experienced a brush with death. Sweating profusely, he was both angry and relieved at the same time.

In the weeks following his meeting

"HISTORICALLY, WOMEN HAVE USED VARYING DEGREES OF PROSTITUTION FOR PERSONAL GAIN"

with the women, Chafed's recollection of the encounter faded like the memory of a bad dream. Still, he hoped they would realize that their proposals had no future and give up the campaign.

Six months passed. The women regrouped far away from the capital. Then, on a warm Sunday evening, millions of viewers across America tuned into the award-winning news program, *90 Minutes*. Morely Safety began to describe the opening segment: "Tonight, the story of the most astonishing new business to rock this country in decades: sexual clinics, supported by women's groups throughout the nation. In addition, we'll cover last week's arrest of arch-conservative Senator Charles Chafed on charges stemming from years of sexual harassment of his personal assistant. Tonight, that assistant speaks with *90 Minutes* correspondent, Ed Bradford.

A photo of the senator's petite assistant briefly flashed on the screen. Surrounded by film crews and reporters, she rushed inside the courthouse where she was scheduled to give further testimony regarding her former boss' sexual demands.

"That—and more—on tonight's *90 Minutes*, Safety said. "We'll be back in a moment." ☉

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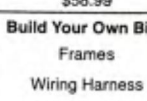
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TECH TIPS

KENNEDY LONG FORKS Expanding The Experience

I could call this a tech, but it ain't. This is an announcement concerning a product distributed by Pat Kennedy of Pat Kennedys Custom Cycles in Tombstone, Arizona. For the stretched bike aficionado, Pat's one of the few, if not the only, builder in the U.S. who specializes in long bikes with long front ends. Since it's been his bailiwick for the last couple of decades, he has taught himself all there is to know about the geometry and handling characteristics of the true chopper.

Before I ramble into the tech side of this description, I want to point out one aspect that demonstrates the level of desire Pat and Brook, his wife, have for their goals. Long, stretched bikes, and I'm not talking about the little low ones, are perfect for the big or tall-framed rider who looks like a monkey fucking a football on anything else.

But here's Pat at 5-foot-10 and Brook at 5-foot-2, and they both ride long bikes. They both make striking figures straddling bikes longer than they are, and almost as tall. "We had to build the bikes so even shrimps could handle them," Brook says. Well, they did, and they continue to develop products that afford riders perfect handling for their size and demeanor.

So, we're rolling toward the bottom line and the tech shit. Actually, I don't enjoy writing the tech as much as I do rambling about riding and all the wild shit that accompanies it. Consequently, I avoid the tech shit for as long as I can, but it's time to get down to it.

Here are the two major aspects of the long forks that Pat has under control: rake and trail for handling and maneuverability, and front end suspension for comfort. Pat's billet triple trees (photo 1) offer rake adjustments from zero to 15 degrees forward, allowing builders to set up proper rake and trail for perfect handling. Raked triple trees can completely alter the low-speed maneuverability, turning radius, and high-speed stability of any bike with a straight frame. Pat has designed his trees to be so flexible they give a rider the dialing characteristics of a

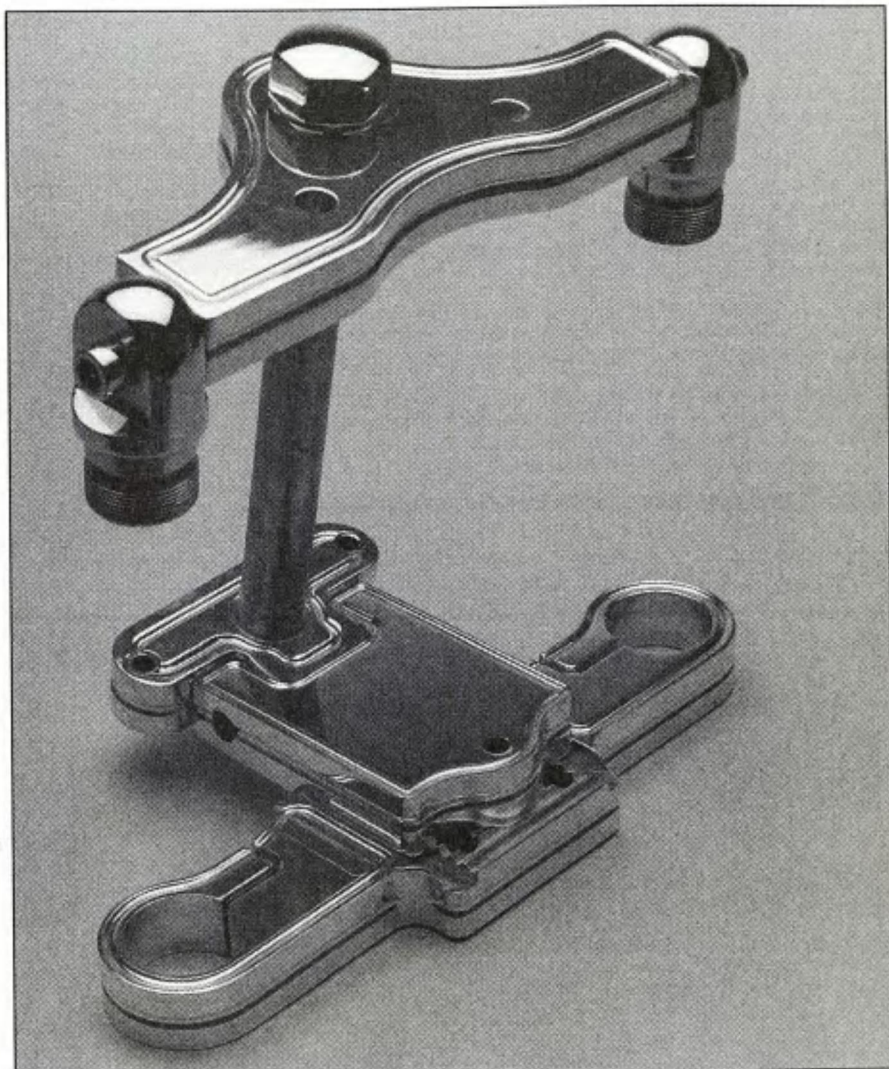


Photo 1

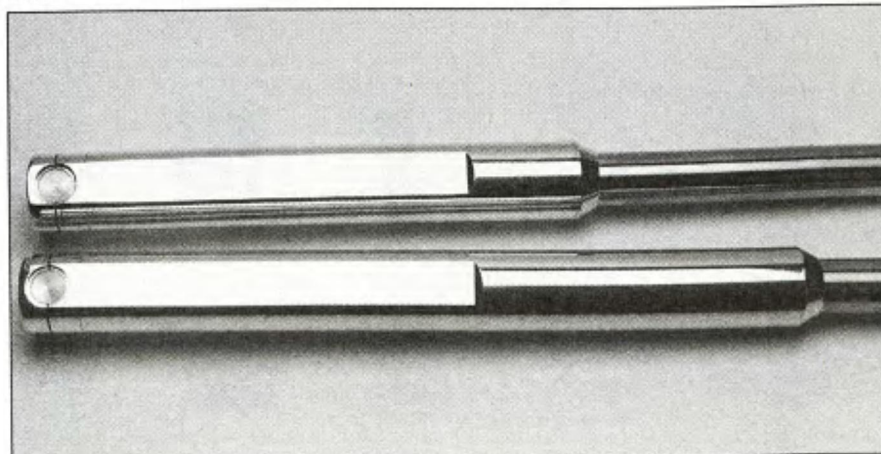


Photo 2

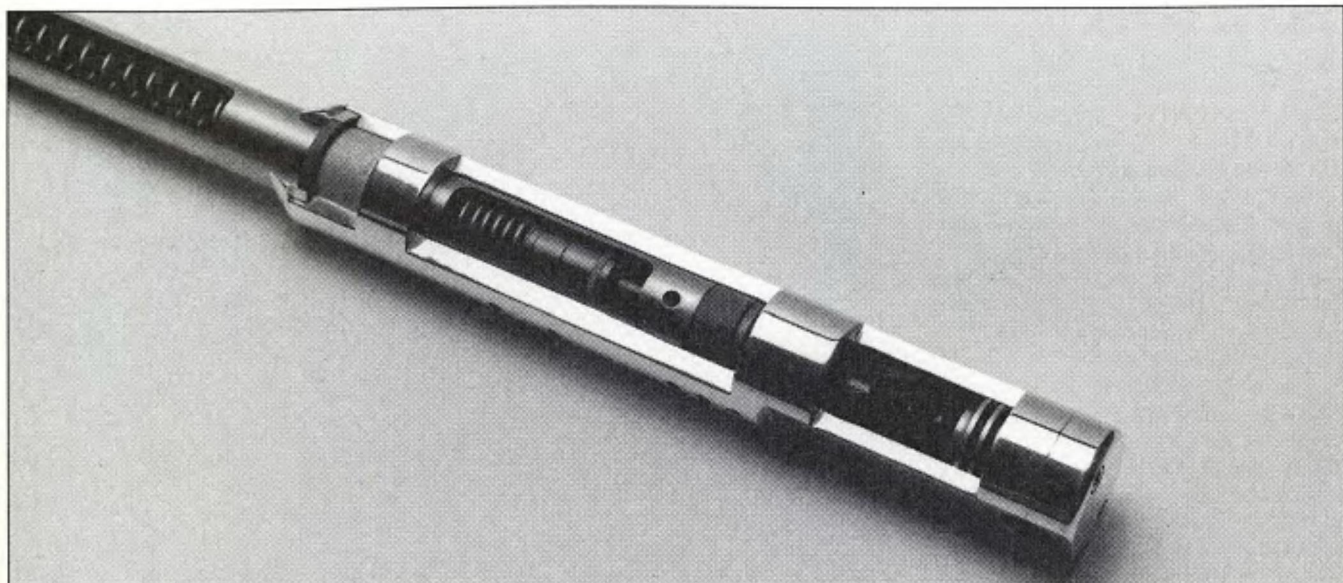


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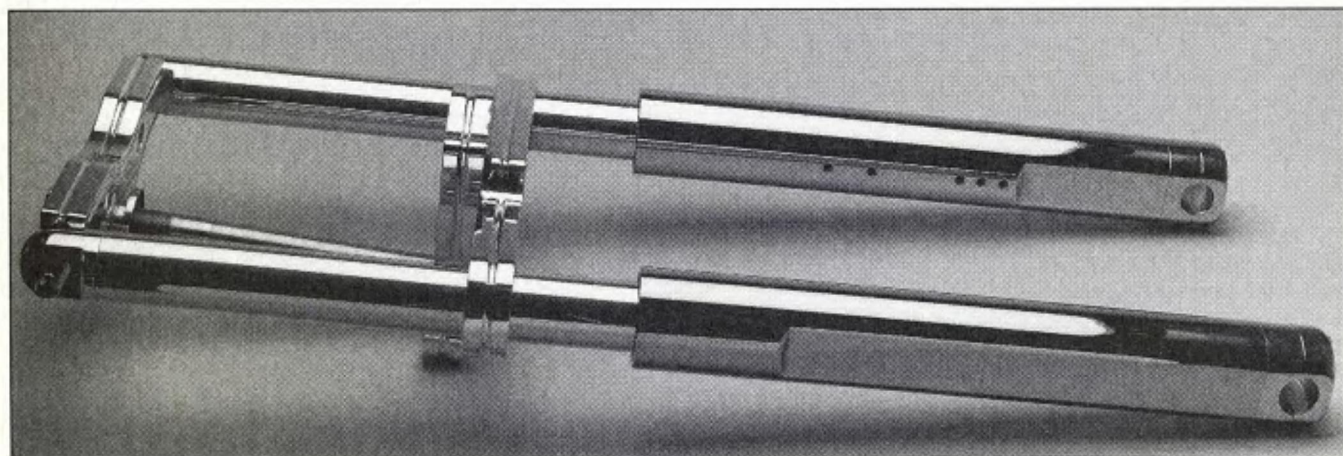


Photo 4

Photos: Brook Kennedy

main jet on a carb. This is an area most riders miss. They build a bike, rake it, and alter it for their style. If they get on and handling is acceptable, fine. If not, tough shit, 'cause the chassis is a done deal.

His fork tubes are double-wall tubing, hard-chromed, and centerless ground (photo 4). Each machined billet aluminum (6061-T6) lower leg houses a Teflon-coated dampener unit that also offers a variety of adjustments (photo 3). The tractable reed valve is completely tunable for all weights of bikes and types of riding. The rider sets the spring load to increase or decrease oil flow to suit his or her individual taste. The internal fork tube springs are a two spring

progressive system that will prevent sagging or hard bottoming.

Lower leg assemblies accommodate dual-disc wheels as well as fender mounts for all wheel heights. A Teflon-coated axle is equipped with each front end as well as stainless steel spacers. Axles are countersunk and come with billet covers to conceal axle bolts. These front ends are available in overstock sizes ranging from 2 to 20 inches over. Long fork assemblies, 15 to 20 inches over, come with longer, lower legs for greater strength and stability (photo 2).

Now you may wonder what adjusting the weight of the ride is going to do for the rider. It's like this: You can make

your bike roll down the road like a Cadillac, and it won't handle like a Ferrari in the corners, or vice versa. This front end gives you the option to calibrate your bike to suit your riding style.

All right, that's the deal and I'm sticking with it till late tonight when Bandit pours me way too much whiskey.

—Wrench

Source

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TECH TIPS

THE 61 LIVES Departure Rebuilds A '48

Snake rolled out of his cot last Thursday and fell into a bed of beer cans. Half an hour later he called the garage and mumbled something about feeling sick. He had a terrible metal taste in his mouth. I suspected foul play and decided to place a call to Lee Clemens of Departure Bike Works in Richmond, Virginia. "Hey, Lee, Snake is feeling left out again. Ya got a project he could follow?"

"Sure," Lee said. "He can sweep the shop. Send him out." Lee hung up. I don't think he got it. But the next morning at 8:30 sharp, the phone rang at Snake's desk. His hair was a mess and he still reeked of beer, but we've all been there once a week ... I mean, once in a while. I looked over at Snake as he answered the phone, since it was his first call in a couple of weeks. He sorta sat up straight as the receiver rattled in its carriage.

"Yeah?" he said.

"This is Musky from Departure Bike Works," he said. "Lee is sending you shots of a 61-cubic-inch 1948 Pan rebuild we just completed."

Snake look flustered all of a sudden; shit was flying everywhere as he grappled for a pen and paper.

"This is important shit, Snake. You've got to get all the details. Ready?"

Snake broke into a running sweat. I tossed a legal pad at him, Renegade pushed a cup of black coffee under his nose, and Nancy gave him a shot of cleavage as she smiled and handed him a pen. His eyes sparkled momentarily, then the frustration returned. "Shoot," Snake snapped with false confidence, sweeping his rumpled mane of hair out of his face, then ducking instinctively as Bandit glared at his comment. *Shoot* means different things to different people.

"We got this crusty original motor a couple of months ago," Musky started and Snake's pen turned into a blur against the pad. "Harley produced the 61-inchers from 1935 to '49, but the 61-inch Pan was only made in '48 and '49. It was a popular configuration manufactured by most of the bike builders of the day. Actually 61 inches represents 1 liter, which made sense

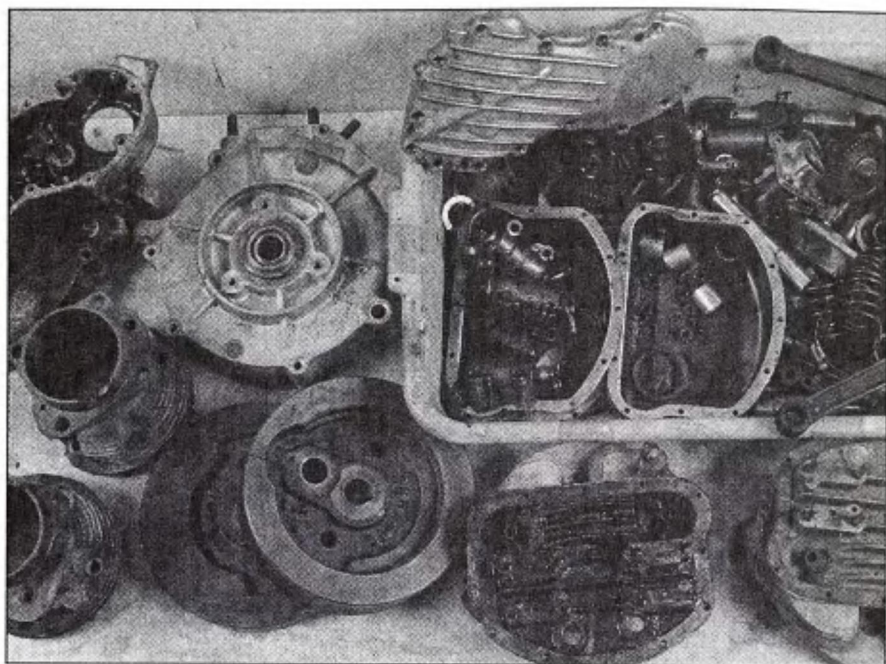


Photo 1

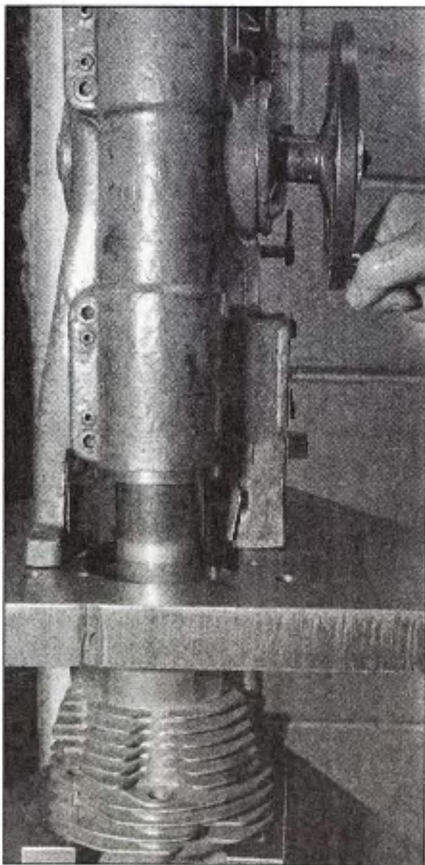


Photo 4



Photo 5

to the Europeans. The 61-inch formula was determined with a 3 1/2-inch stroke and 3 1/8 bore, while the 74-cubic-inch model came to life with a 3 3/32-inch stroke and 3 1/8 bore. Later the 80-cubic-inch motor had a 4 1/4-inch stroke and 3 1/2 bore."

As Musky paused, Snake gulped coffee and shook his hand in a feeble effort to renew circulation to the cramped muscles in his fingers.

"So we got this motor and tore it down," (photo 1) Musky began again.

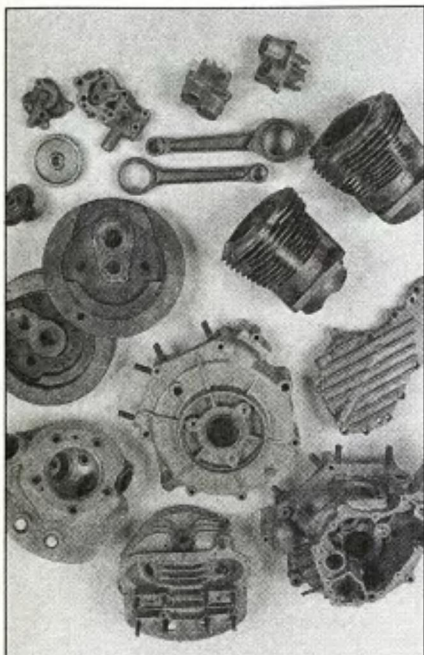


Photo 2



Photo 3

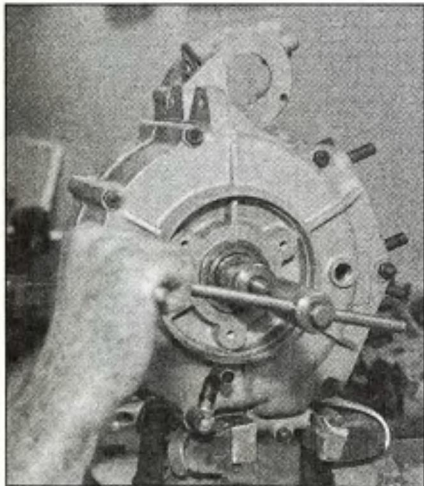


Photo 6

"Then we bead blasted and cleaned all the parts without throwing anything away (photo 2). It's crucial to inspect everything inside the engine. Excessive wear can mean balancing problems, cracks, or circulation problems. I mic'd everything for roundness and wear. Then I bolted together the cases and dropped them on the pavement from 6 inches off the ground. That's the way I check for cracks. Cracked cases have a distinct sound. Usually, if they're cracked, it's from

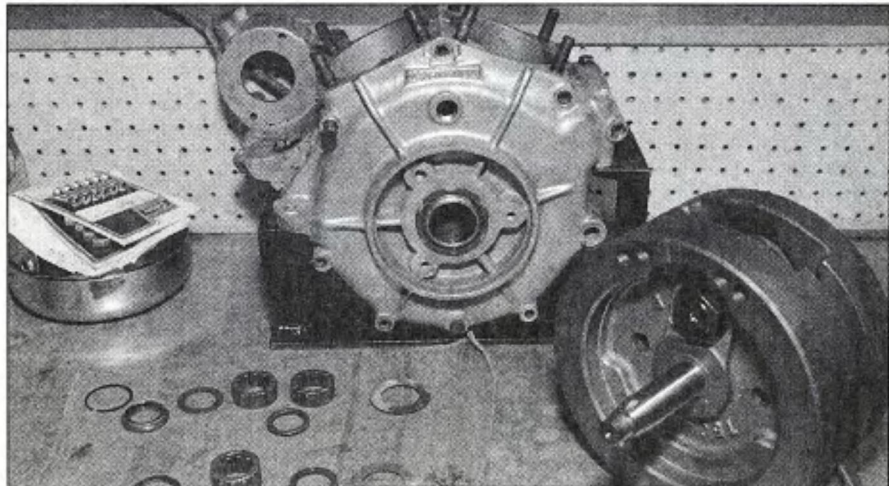


Photo 7

the cam bushing boss to the main bearing. I don't usually magnaflux motor parts unless it's a performance motor we're building, or there are indications of strange wear patterns.

"Then I make a list and hit the parts department (photo 3). We usually order all the parts for old rebuilds from three or four sources. Dixie supplies us with all the bearings we need. They always have them in stock and carry the appropriate sizes. Eastern supplies the case races and shafts. For

Evos, JIMS is the only outfit that makes Evo rocker arm shafts. They also carry a variety of engine shafts and internal components. Paughco, out of Carson City, carries a line of obsolete components and Custom Chrome carries several engine parts for various models; specifically, we use the ACCELL crank pins that Custom Chrome carries."

Snake's pad was about to catch fire. As Musky paused we could smell the ink burning in his pen. Nancy →

TECH TIPS

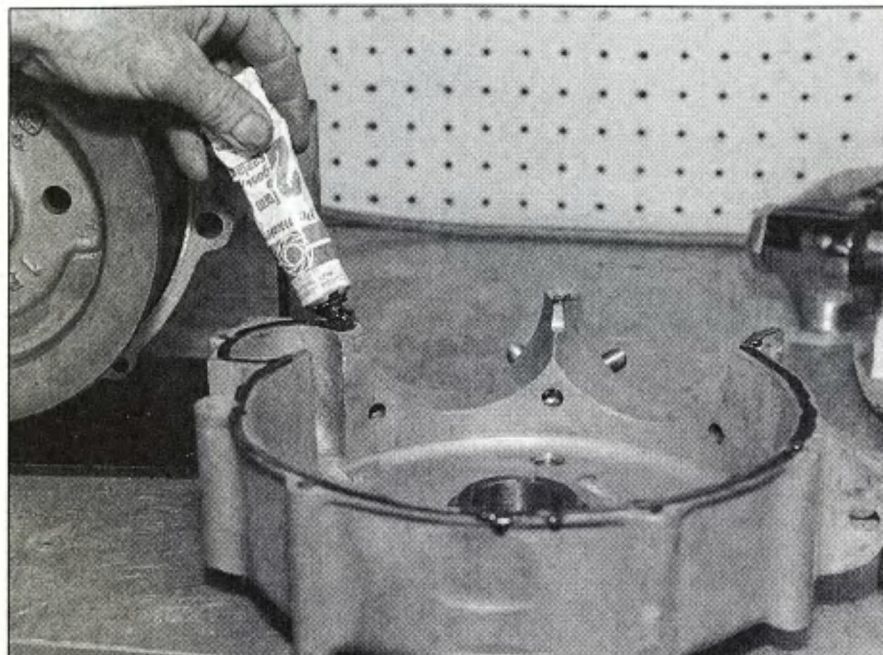


Photo 8

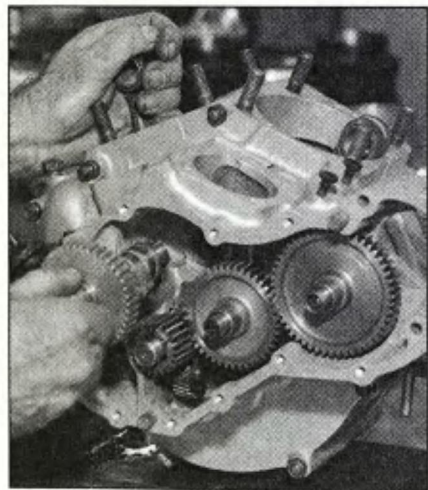


Photo 11

ran to his aid and exchanged pens. "Breathe," she instructed. Snake gasped and took another slug of java.

"We always begin an engine rebuild by boring the barrels (photo 4). I balance all the motors we build, and I need the exact weight of the pistons. Then I fit the case races (photo 6). Generally, case races don't need replacing unless the engine has been run out of oil or it's sat for a long time and the acids in the oil have damaged the heat treating on the bearing sur-

faces. Once the case races are pressed into place and lapped, I assemble the flywheels (photo 7) after honing the new rod races. Every part of the lower end must be fitted, so the exact weight is used for balancing, including pressing in and honing new wrist pin bushings (photo 5). Generally, the female rod is heavier so we polish it or drill the piston to compensate. If there is any wear to the thrust washers we replace them. Sometimes the crankpins vary in length, and people have ground the rods because of a narrow crankpin. Beware that if there's too much end play you may begin to lose crankpin oiling. I set them up to .015 to .020 end play. While truing wheels we shoot for .002 or less run-out on early motors. The tighter the true, the longer it will last. Once the lower end has been assembled, checked for tolerances, balanced, and trued—I rebuild the oil pump.

"At this point I often put the lower end together in the cases and check the end play (photo 10). It should be between .012 and .016. We start by installing some .040-inch-thick thrust washers which we know are too slim. Then we adjust from there."

SNAKE lit a cigarette and dug

through his desk drawer for a warm beer. Bandit glared at him, and Nancy, the nonsmoker, threw water on him.

"Ya listening?" Musky started again. "I ain't got all day. Rebuilding the oil pump is a matter of attention and replacing parts. If the pump body is scored, you may need to find a new one, or hit the swap meets—no one makes replacement bodies. Then we replace the shafts, keys, and gears (photo 11) if there's any damage or sign of wear. After all the appropriate parts are found and replaced, we install the pump with new springs and check balls. If there is any wear to the seats we lap them in. But generally I buy four balls and use two to tap them against the seat for proper fit. I assemble the oil pump into the gear case first to make sure the shafts turn smoothly.

"Generally the screws that hold the shafts for the distributor drive

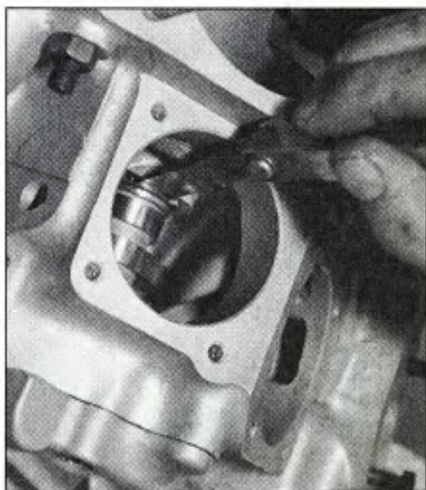


Photo 12

gear and the idler gear are fine. The distributor drive gear can be fastened in place with either a left-handed or right-handed screw. The left ones are marked with an "L" on the head; ya gotta watch for it. If the bushings are worn, replace them and relap for fit. I always check the tappet rollers and replace them if worn (photo 13). You must check the blocks and lifters at the same time. It's no good to replace one without the other."

SNAKE gasped and Renegade

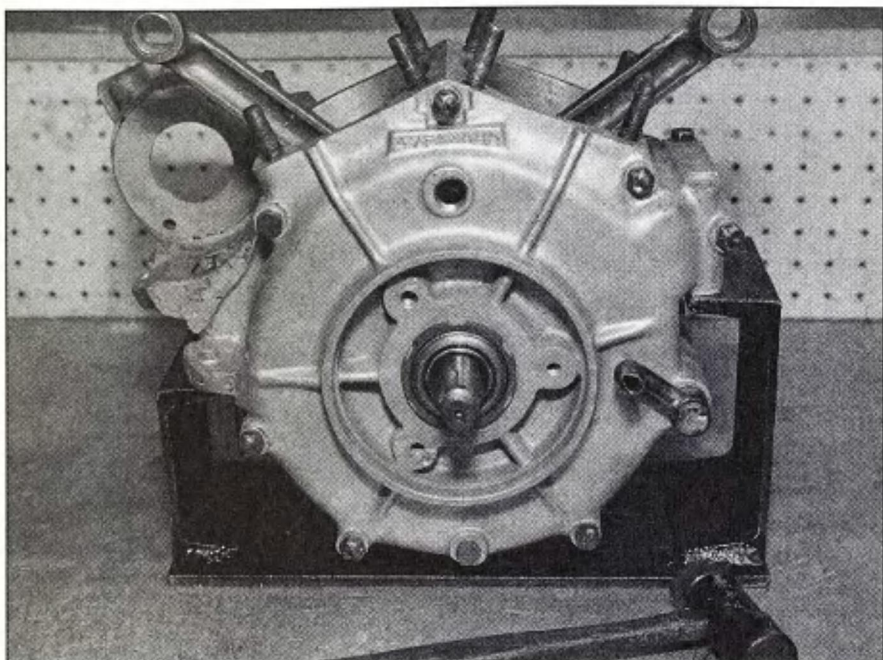


Photo 9

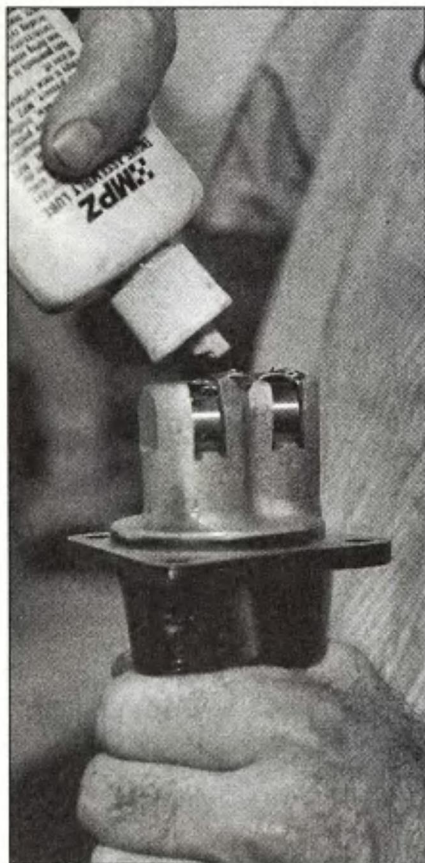


Photo 13

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thought he was going to collapse. Loudmouth ran to his side just as Snake spoke into the phone, "So what if a brother doesn't have much change. Can he do some of this at home?"

"Sure," Musky said. "Any rider can properly tear down his motor, clean the parts, and actually handle most of the top end, which I'll get to next time. Other than the flywheel assembly and case race lapping, any rider can replace any needed parts. For instance, he can tear down the engine,

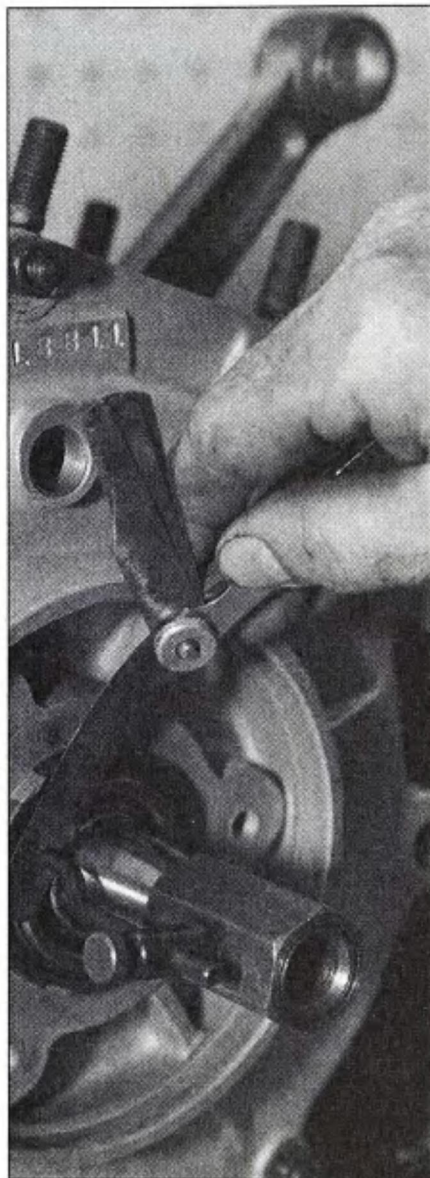


Photo 10

take care of the bead blasting, then, while the cases and lower end are in the shop, he can handle the entire gear case, oil pump, and assemble the lower end into the cases when it's complete (photo 9). Well, it's closing time—time to tune the dragster with Lee, then hit the bar."

Snake looked at the clock and sighed. The time difference between coasts hit home. "Shit, he said. "Do me a favor. Hold a beer up to the phone and open it."

—Wrench

TECH TIPS

STORAGE SOLUTIONS The Art Of Putt Preservation

Do your jammin' around sunny San Diego, arid Arizona, or balmy Biscayne Bay? Then ride on. For this tome is tilted to those who inhabit hardier homelands, those who may need to store their scooter while blizzards blow. Like moth flakes for wool, a little putt preservative prevents problems like clogged carb jets, stuck valves, and corroded crankcase covers. It keeps more green in your wallet and more future sunny days for riding, not wrenching. So, here goes.

Location, location. Above all, pick a place to cocoon your doubloon that's dry. Cold is okay if it's not damp. If possible, check it out with a cheap humidity gauge (photo 2). You're looking to stay below 60 percent. Avoid basements with water problems, garages with salty cages goin' in and out, seaside cottages, and tarps over bare soil. A heat source like a furnace or water heater need not be feared if you evacuate gasoline carefully (see below). Consider a second-hand dehumidifier (inexpensive in the off season). Operate intermittently if below 65 degrees to melt ice on the condenser.

Embalm that engine. Change engine oil before the last ride of the season. You want that mill to take a final bath with fresh lube, unsullied by lengthy exposure to acidic combustion by-products. Aluminum pistons, heads, and cases are especially vulnerable. Feeling fanatic? Do the tranny too. And, since you're at it, consider overdue periodic maintenance. Exterior? Metal preservatives range from light spray lubricants (photo 3) to heavy-duty, wax-based stuff. For polished or bare aluminum, we lean to the former; cleanup is easier. For paint, chrome, and stainless, a little soft wax (photo 5) won't hurt (avoid heavy abrasive cleaners).

Running on fumes. Gasoline stores about as well as raw milk. So, first add some stabilizer (photo 4) to what's left in your tank. It's common at lawn mower shops. Then pump out as much as possible; Black and Decker makes a nice hand unit. Put the remainder in your cage, or container made for fuel. Then start your engine and let it run

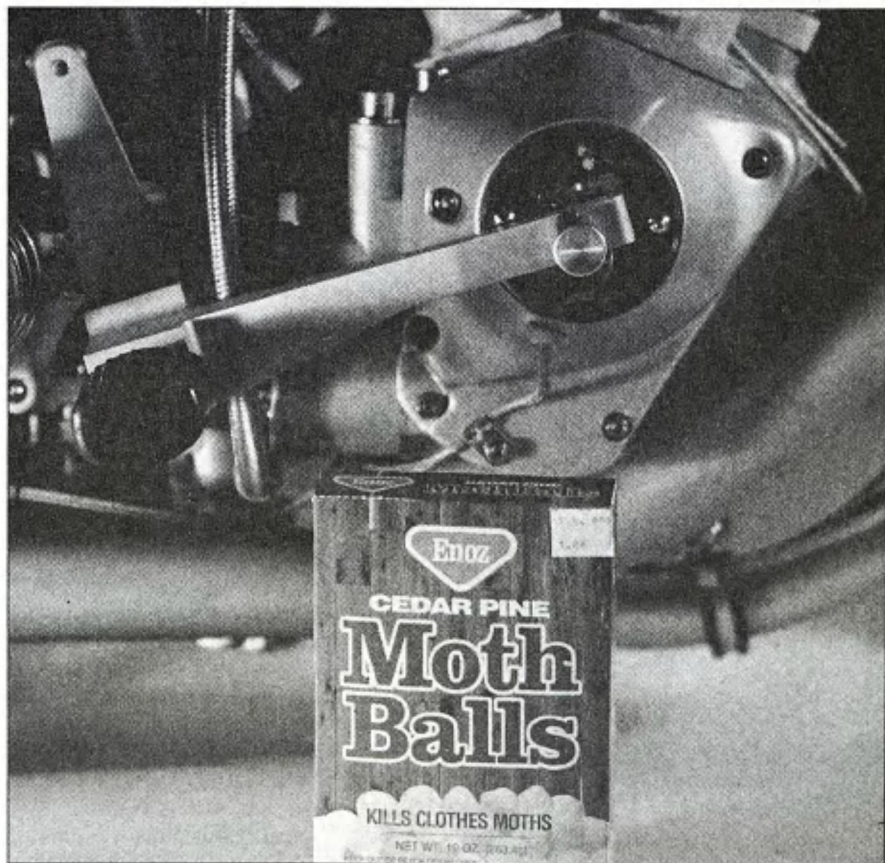


Photo 1

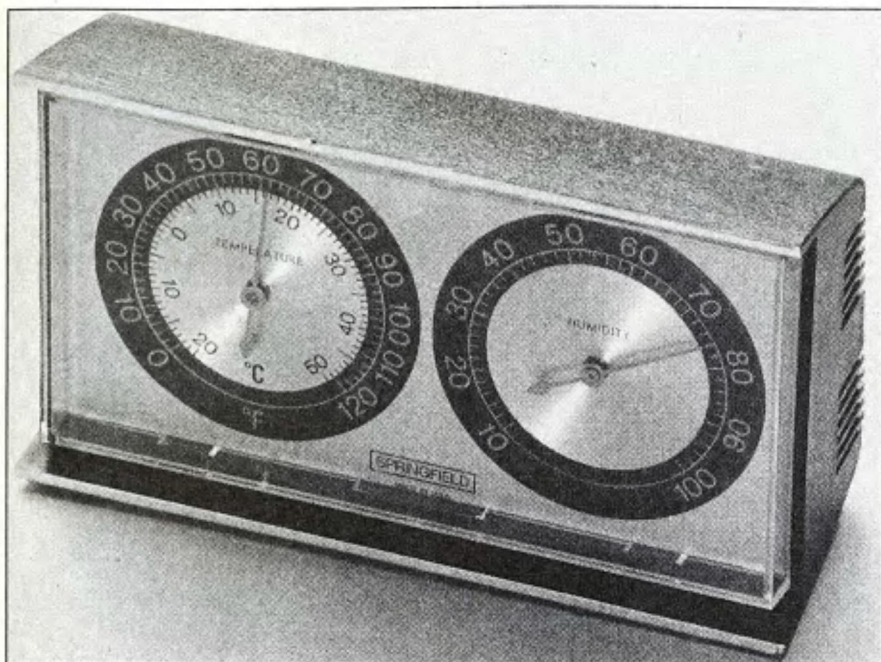


Photo 2



Photo 3



Photo 4



Photo 5

dry—till it quits. Now you have an empty fuel system with just a trace of stabilizer clinging to internal surfaces. Leave the bike outside for several hours, with gas cap off, to evaporate anything else. One caveat: drain, swab, or otherwise eliminate any fuel left in the rear of pitched-up gas tanks that couldn't drain.

Play misty. You can pour oil into the spark plug hole, but it makes the combustion chamber kinda messy next spring. A mist of spray oil with Teflon, moly, or other long-term lube will help lubricate rings and valve stems, the two items most likely to stick. There are also anti-corrosion emitters (photo 6) that

screw into spark plug holes. Also, cover exhaust pipe ends (photo 7) to keep out corrosion, spiders, even mice. (Our lead photo of mothballs isn't entirely a joke; they will keep small varmints away.) We're assuming you already have some tasty custom carb mouth covers (photo 8). If possible, crank the engine over at →

TECH TIPS

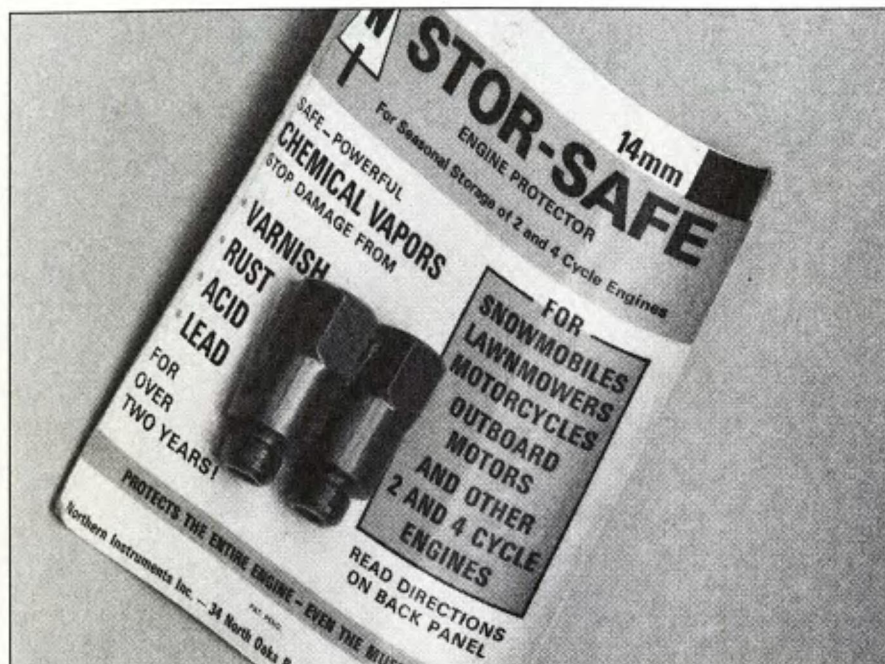


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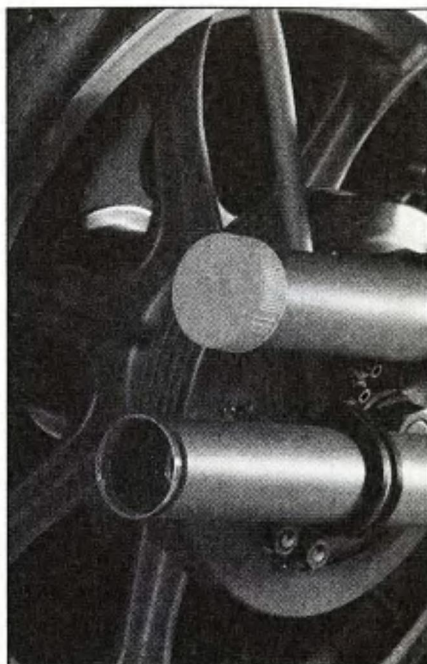


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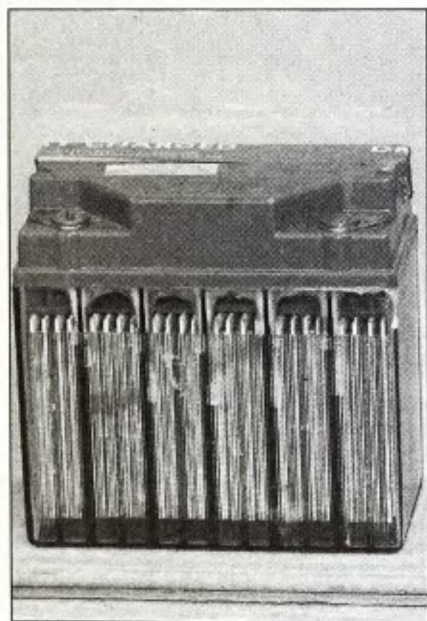


Photo 9

least once a week; keeping things moving just a taste will minimize trouble.

Juice—hydraulic and electric. Don't forget items outside the engine area. Disconnect the main battery, since the slightest trickle (like an electronic dashboard clock) can, over several months, discharge even a mighty

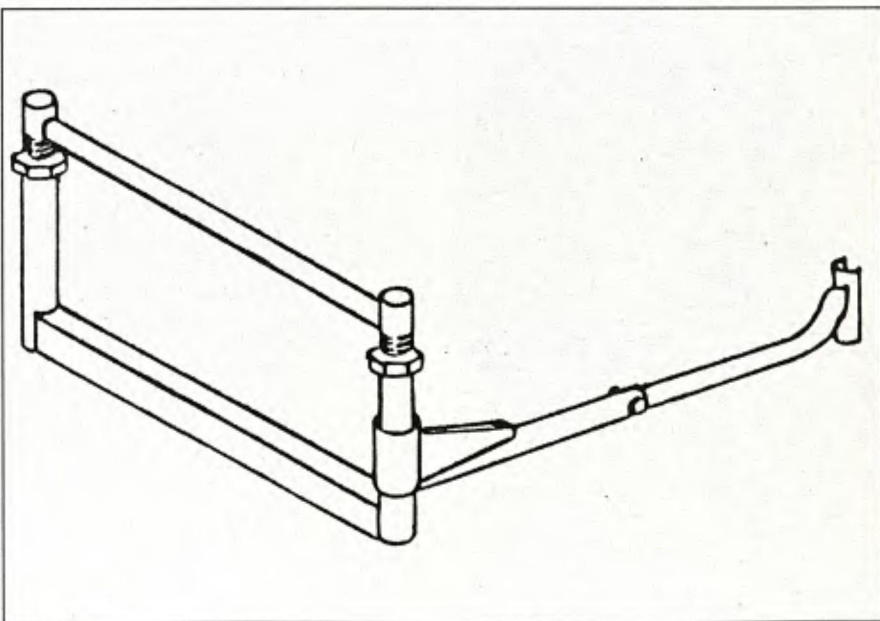


Photo 10

400-amp hour cell. Best bet: Remove the battery completely and store on wood (photo 9), not on bare concrete. Now's a good time to clean terminals. Connect a cheap, small charger about one week a month; don't overdo. Caution: for small batteries in electronic components, follow manufacturer's

instructions. Hydraulic brake and clutch systems should be serviced according to time, not mileage intervals. Use silicone-based DOT-5 fluids, which do not take up water and virtually eliminate storage problems like sticky calipers and line corrosion. Rubber relief. To avoid flat spots,

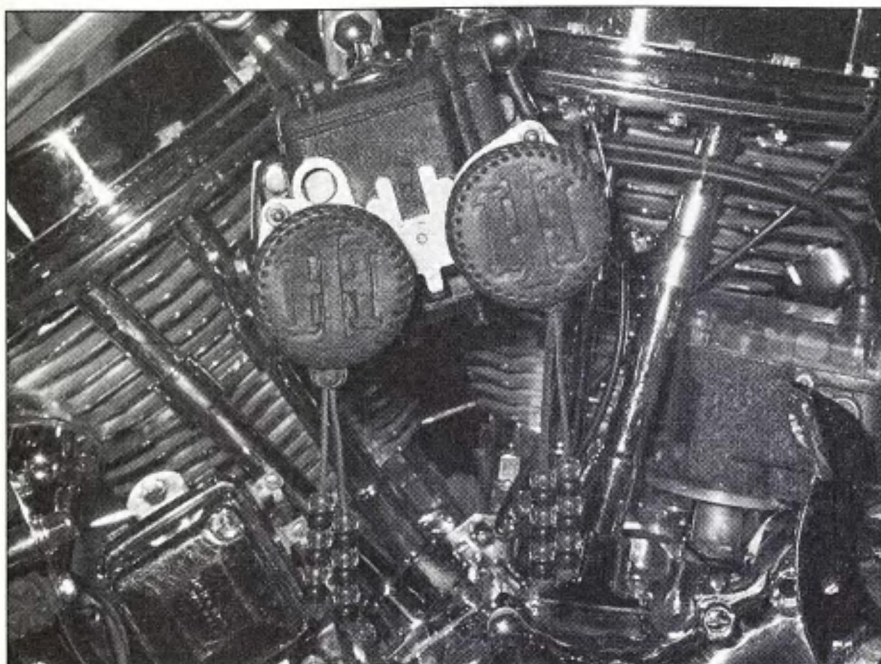


Photo 8

inflate tires to the maximum pressure specified. If possible, roll your machine occasionally so that weight is borne in a different place. Even better, raise the chassis off its tires via a frame lift. It's not as expensive as you might think, and it'll come in handy later. We carry one in our catalog.

It's in the bag. Keep dust off your preserved pride with a cover. Beware of heavy canvas or cloth with grommets or zippers—scratches happen. I go to a local polybag manufacturer and get a big hunk of their cheapest stock. Try building suppliers for plastic in 2mm thickness. You want something thin enough to drape closely over the chassis (photo 11).

Last, don't forget to undo your magic when riding returns. I know, I know, the sun is wailing, your honey is hailing, your bros want to be sailing, your memory's failing! Hope this check list helps.

—Jake

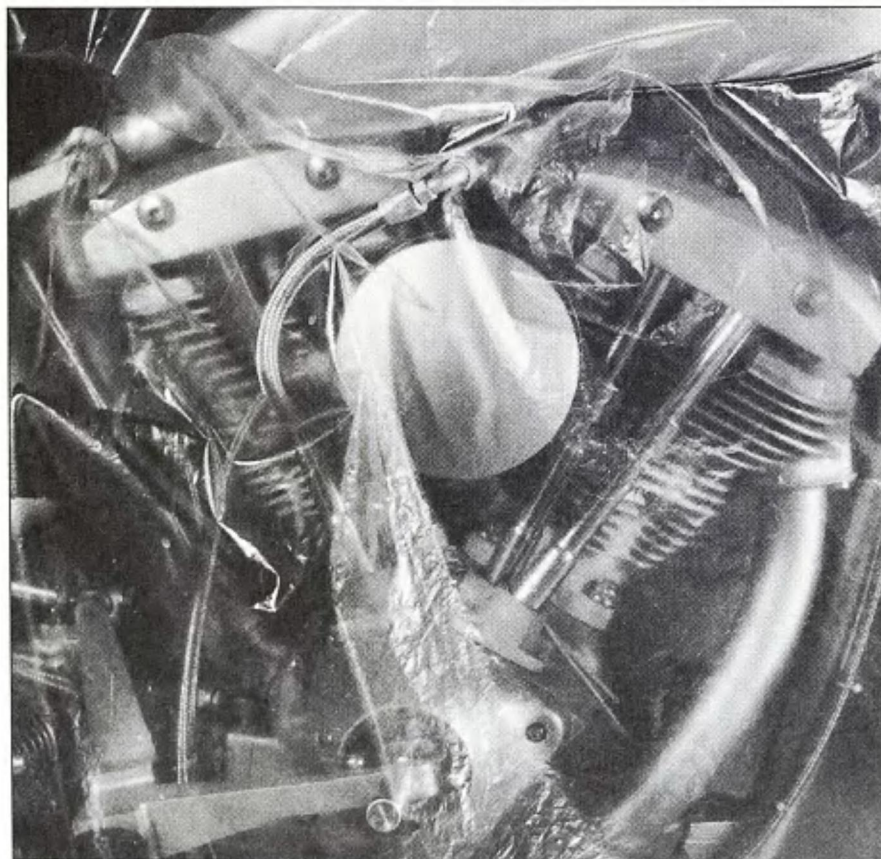


Photo 11

SPRINGTIME STARTUP

1. Take off cover
2. Have a brew
3. Install and torque spark plugs; attach wires
4. Remove exhaust plugs and carb mouth covers
5. Sip some more suds
6. Lower tire pressure to normal specs
7. Reattach battery
8. Exercise elbow with liquid weight
9. Clean off exterior preservatives
10. Fill tank with fuel
11. Lower chassis off stand
12. Turn engine over with clutch engaged to free plates
13. Open petcock if closed
14. Seek fluid energy for starting chores
15. Choke on
16. Kick over to prime
17. Ignition switch on
18. Start

Photos: Jake

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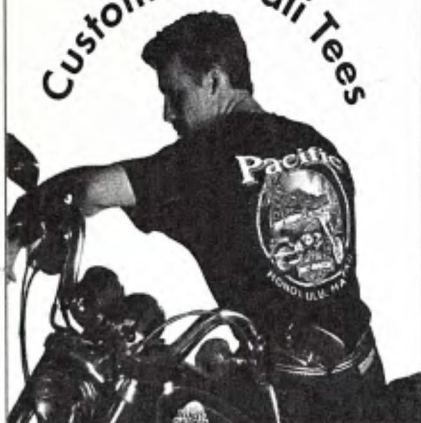


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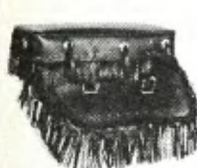
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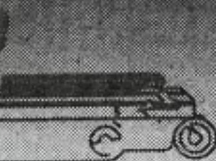
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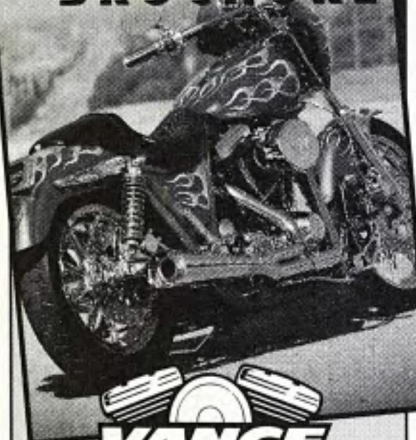


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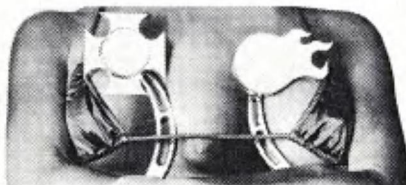
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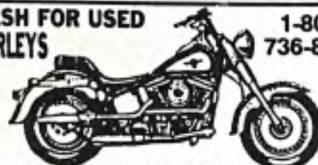
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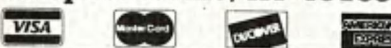
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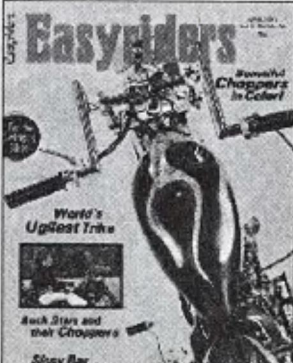
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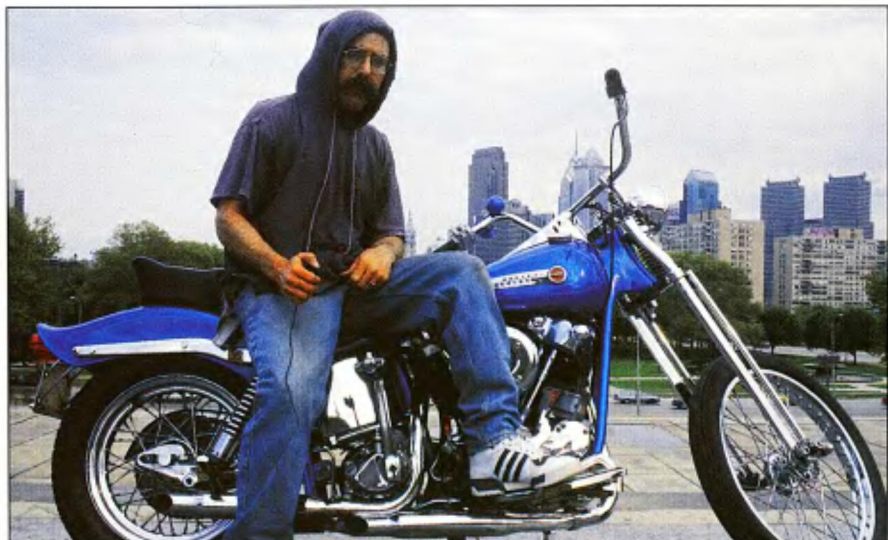
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"I got into the Knuckle fifteen years ago, and it's like having a witch for a wife. You know you should get a divorce 'cause she's going to kill you, but she's fuckin' you so good, you can't leave. Guess I do have to crush it and send it to the devil. After all, everybody knows the best machines are in hell!"

Raphael credits Bobby Ferguson for the rebuild of the 74-cubic-inch



Panhead-cylindered Knuckle motor, which was fitted with a Sifton 585 cam and S&S carb. Juice is from a Joe Hunt magneto. Mike Cesare handled the custom molding on the '58

Pan frame and also sprayed the candy blue over silver polyurethane.

By the way, Raphael is a photographer by trade and took the pics of his bike.

—Cajun Paul →

READERS' RIDES



Photos: Doug Kamicar

Ron Eenhuis Broomfield, Colorado 1953 FL Panhead

Here's a \$20 question: Say that you owned this super cool Panhead chopper, how could you bring yourself to do normal activities? It's not like you could lower yourself to cruise by the grocery store to buy a four-pack of toilet paper. Nope, this bike screams, "Let's go set off the car alarms at the Bohemian Women's Political Alliance bowling tournament, knock the mirrors off cop cars, and raise some hell!" It's a good thing that Ron Eenhuis is the owner of Heavy Metal Aluminum polishing in Denver—not like Ron would work the cash register at Toiletry Supplies and Tanning with his '53 Panhead, dubbed "Clear Vision."

Yes, I said "Clear Vision." Ron named his Panhead in memory of his late friend, Mario, who gave him great advice when tackling a chopper



project. He said, "Ron, when you build a chopper, you must have a clear vision of what you want when you're done."

The Panhead didn't always have the monumental presence you see here; in fact, Ron says his bro Stroker Joe was the owner when it had no style, and was painted a forgettable babyshit brown and gold. He had to teach

his bros how to show some class.

And Ron's no rookie at showing class; he built his first bike, a '41 Flathead, at age 17. So it was no surprise to anyone when he had a jockey shifter sculpted to match the wolf tattoo on his arm. The wheelie-popping Pan features lightened 80-inch flywheels and ported heads by Heavy Metal Huck, a 10-over wide glide, and a 12-inch stretch in the wishbone frame. The mile-deep black was applied by Randy Lofing, and the wolf mural was done by Rick Losh. Ron builds a couple bikes a year to sell, but says that the Pan will never be for sale.

Even Superman had a family, and Ron described his wife, Shannon, who rides a Shovel, as being even more beautiful than his chopper (now that's true love). And you can't forget the biker kids, John, 8, and Andrea, 9, who have a 125-Harley Colt and are already chompin' for a chance at the Pan—watch out Superdad!

—Flynch



Photos: Jake

Walt Miko Pocasset, Massachusetts 1995 Softail

Walt Miko is an *Easriders* reader with just a slight difference—he owns an authorized Harley dealership: Harley-Davidson Cycle Center. Both the physical plant (which is bright, modern and spacious) and the Pocasset, Mass., location (in picturesque Cape Cod) show how years of careful planning and hard work by Walt and his sons, Jim and Billy, paid off. It's a great place to visit.

Walt's own motorcycle reflects the same progressive thinking he put into his business. Built by Billy Miko, it's no stock dresser, but an unusual combination and conglomeration of aftermarket parts. A rubber-mounted Evolution drive train runs in a Softail setup. The secret is a special frame from Tripoli Manufacturing (Red Deer, Alberta, 403-347-8810) that also



adds a 2-inch stretch and a rake of 33 degrees. The result: old-time chopper looks, along with the comfort of modern springing and rubber engine/trans mounting.

This clever chassis was powder-coated, along with all major engine castings, by Tech-Kote and Sumax. Larry Hook finished the 5-gallon fatbobs in gas-resistant urethane candy. Walt added to the modern look of the motorcycle with Sturgis wheels, Astech billet pegs, a Sumax oil tank, KuryAkyn air cleaner, and AR2 exhaust pipes and mufflers. Other changes include: electrics and 480 lift cam from Screamin' Eagle, a Badlanders seat, and a Custom Chrome taillight.

So what does Walt do every day? He rides to work on a velvet smooth custom scoot, through seaside Cape Cod, to a shop that's surgically sano. You know the old line: It's a tough job—but somebody's got to do it!

—Jake →

READERS' RIDES



Photos: Pat Rancie

Yvonne Yerby **Pinellas Park, Florida** **1979 FLH Shovelhead**

From the moment Yvonne Yerby sat on her friend's FLH Shovelhead, she knew it had to be hers. Luckily enough, he was looking to unload it at the time in order to buy a piece of land. "My husband rides a 1960 Panhead, and we figured it wouldn't hurt having a Shovelhead in the family," she says.

While Yvonne had been riding on the back of bikes for years, she only had a few years' experience on her own, and on much smaller bikes. Some cynics warned her it'd be too much for her to handle, but she wasn't about to let her 5-foot-2-inch, 110-pound stature get in the way of riding. Her husband, Doug, set to work, first assembling shorty shocks, and then lowering it for her.

"We replaced the king/queen seat with a solo seat, and took the saddlebags and sissybar off," says Yvonne,



a waitress from Pinellas Park, Florida. "We streamlined it because it just looked too big for me."

The bike's motor was in good shape when they got it, but the paint job was beginning to rust, it had a few dents, and most of all it lacked that certain pizzazz Yvonne was after. Doug sent in most of the parts to be chromed, then painted it blue with white flames, the perfect colors, considering Yvonne has always been a bit on the "flashy" side.

The final touch, however, was adding the personalized license plates which read "Y-VONS." Now nobody can miss her whenever she's riding the Pinellas beaches or profiling at the local Turtle Club in Florida. One of the greatest benefits she finds residing in the sun-blessed state is the ability to ride year-round.

"I love to be in the wind, whether it be in the mountains, or right here on our beautiful beaches," she says. "They say life begins at forty, and it damn sure did for me!"

—Mac

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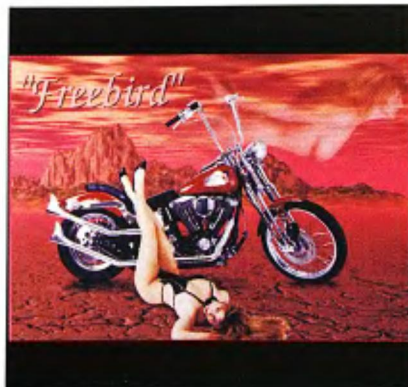
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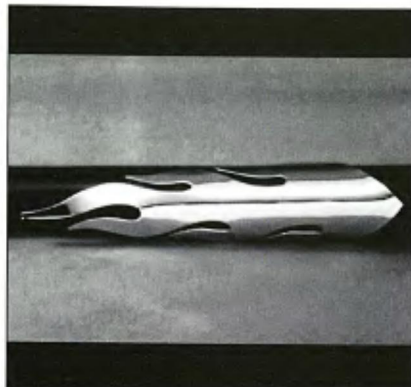
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FREEBIRD POSTER

East Coast photographer and computer imager Michael F. O'Neill brought his fantasies to the forefront in this poster that represents all of life's essentials: creative freedom, the lure of the open road, and sensual beauty. He did a nice job. If you're interested in getting your hands on one of these for your shop, studio, or garage, drop a note to Michael's Studio and Gallery at 404 Larkfield Rd., East Northport, NY 11731, or call (516) 754-0459.



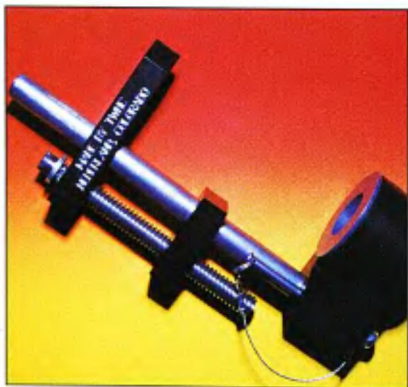
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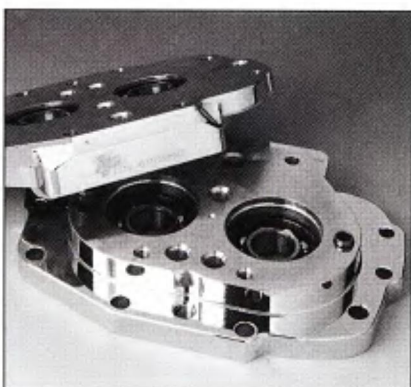
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Marty at Hi-Tech Custom in Van Nuys, Calif., calls me each time a featured bike builder doesn't line up the rotor, wheel, and pulley. So, dammit, keep him off my back and keep 'em aligned. This is Custom Chrome's new line of drive pulleys for Harleys. They're billet, CNC-machined and match several of CCI's most popular RevTech wheels. They're available in 61-, 65-, and 70-tooth versions, chromed or polished. Call CCI at (800) 729-3332.

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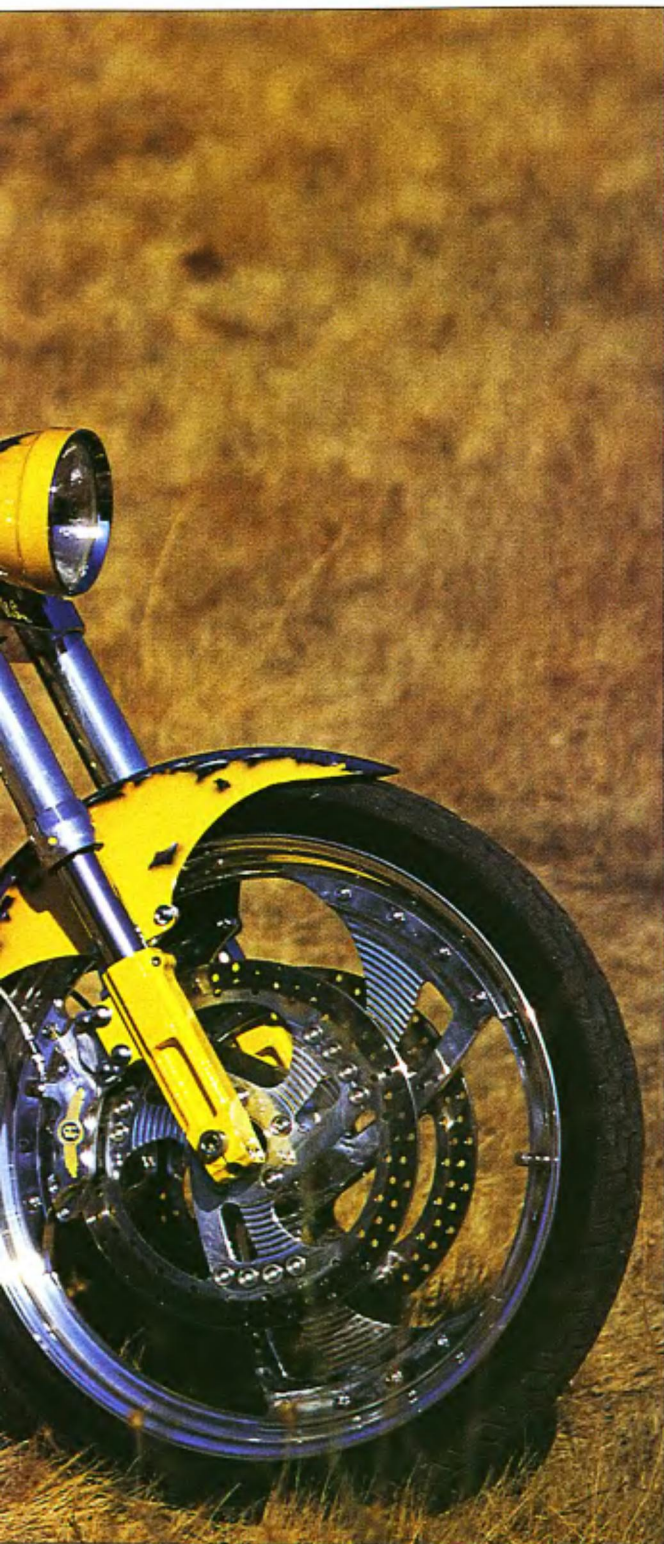
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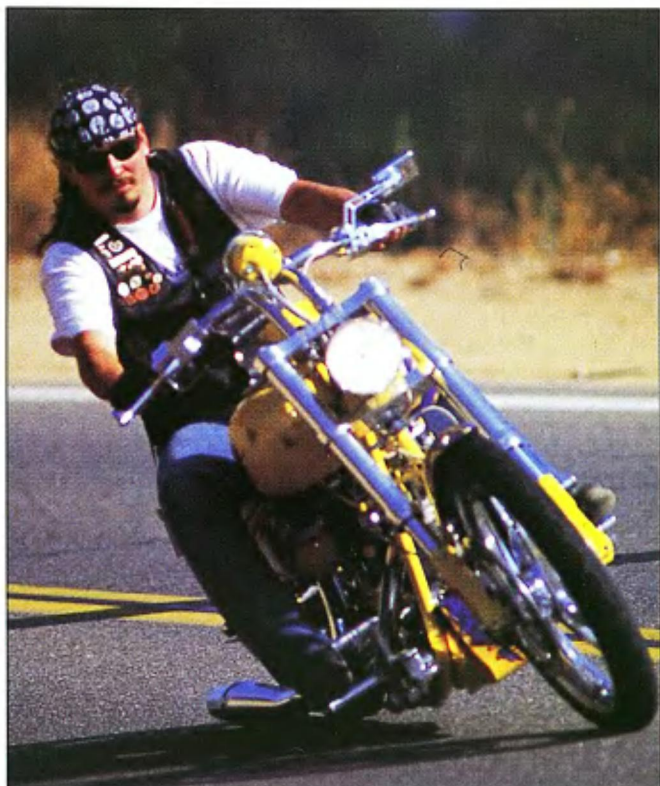
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THE TITAN GECKO



This is a first: a test of a new American-made custom hybrid. Also, we're letting our newest prospect test ride the thing and write an article about it, so bear with him.

Hybrids are similar to Ford Cobras and the Dodge Vipers, before they were mass-produced. They're not Harleys but, rather, high-performance, limited-edition, custom rides. Built with aftermarket parts, each bike is designed to offer the rider a

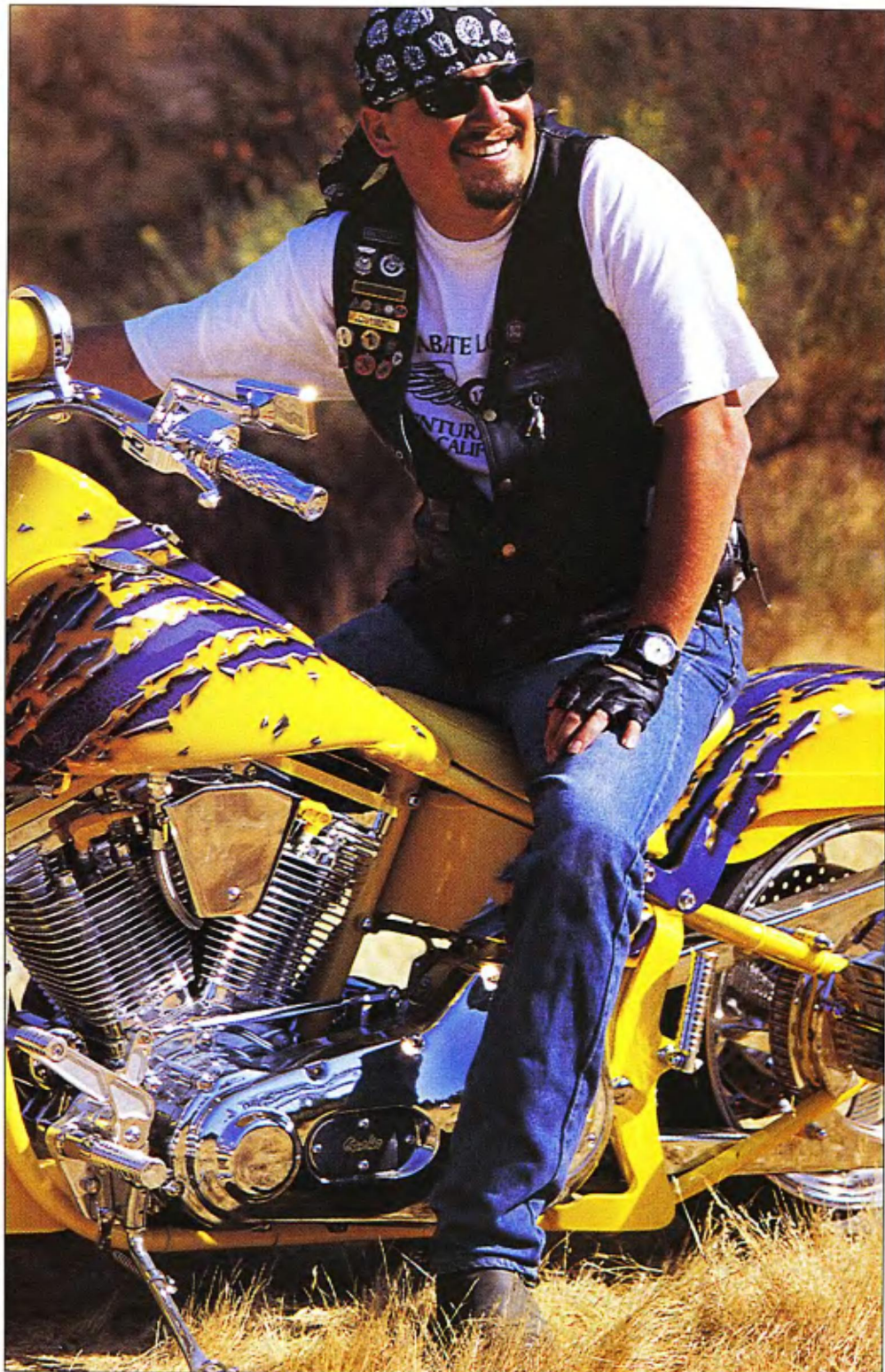
proven, full-custom, performance scooter that can be purchased from an aftermarket bike shop, such as the *Easyriders* franchise stores. These bikes come ready to rock, even down to the manufacturer's warranty.

This issue we're taking a look at the Titan Motorcycle Company's top-of-the-line Gecko. Titan produces a line of highly customized bikes that start at \$22,000 and roll up from there. →



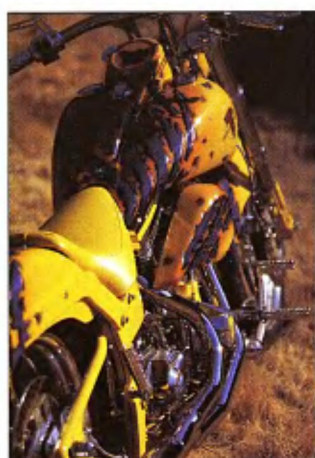
A devout Shovelhead rider, I was leery of this bike. You know, "See no Evo, ride no Evo." But I was impressed with the detail and the damn thing is equipped with a 96-cubic-inch S&S engine that smacks 108 horsepower to the rear tire. It was no surprise how much faster this scooter is than my old Shovel. Enhanced by Andrews gears, a Sputhe trans, Thunder-Header exhaust, and a Titan special cam, this rocket could pull away from anything at a moment's notice—and a couple of times I had to! She was cute, too, but as her Karman Ghia began to push my ass under a semi, I challenged this puppy to move.

The front end features a



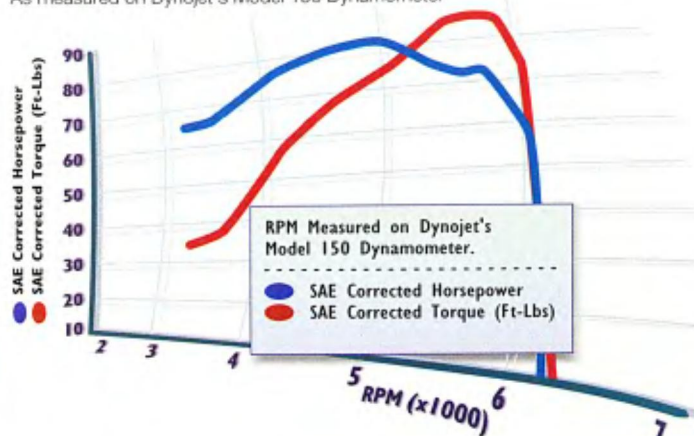
dual-disc, 6-piston racing caliper and 4-piston, dual-action rear brakes—both by Performance Machine—to bring you back into the gravitational pull. Going fast in L.A. is paramount, but stopping is an evil necessity, especially when a school marm, who's driving and grading papers at the same time, pulls in front of me. This chassis lit and held through a couple of smokers.

To test its mettle, I took the Gecko on a putt through the Santa Monica mountains—specifically, on Mulholland Highway, a road featuring some hellacious canyon curves. This bike has a seat height of 23.5 inches and a ground clearance of 4.3 inches. Because of the lowered suspension, this scooter is not a canyon cruiser, but it held in there. I've ridden a lot of customs and with a 36-degree rake, the front end may feel a little heavy to the novice rider,



but it doesn't take long to get used to it. The Gecko handled well on the long, sloping turns and the straightaways up and down the coast, and if I had adjusted the torsion bar and "Sof-spension" to give the frame more ground clearance, I could have handled the canyons without so many beer stops.

As measured on Dynojet's Model 150 Dynamometer



I have to agree with my brother's, "See no Evo ...", 'cause if I owned this monster there wouldn't be a Shovel rider around who could see me blow past 'em. If you're ever in the Phoenix area, or if you're in an *Easyriders* franchise store, take some time and check out these rides; they're definitely worth a

second look. Keep an eye out in the upcoming issues for our surveys on new Harley-Davidson and other hybrid scoots. Well, it's time to return the bike to them. Looks like we may have to stall them. The bike has mysteriously disappeared. Has anyone seen Bandit lately?

—Oil Can Scott

Manufacturer:Titan Motorcycle Co.
Year and model:1996 Gecko
Dimensions

Length:95.5 inches
 Seat height:23.5 inches
 Ground clearance:4.3 inches
 Rake:36 degrees
 Wheel base:67.3 inches
 Fuel capacity:5 gallons
 Oil capacity:3.5 quarts
 Dry weight:580 pounds
 Gross vehicle weight:1,100 pounds

Tires

Front
 Size:21 inches
 Hub:dual disc
 Rim width:2.15 inches
 Rear
 Size:17 inches
 Rim width:5.5 inches

Wheels

Front:Performance Machine Vipers
 Rear:Performance Machine Vipers

Performance

City:42 mpg
 Highway:58 mpg

Brakes

Front
 Rotors:Performance Machine, Floating Image series
 Calipers:Performance Machine, 6-piston racing caliper
 Rear
 Rotors:11.5-inch, Performance Machine Image series
 Calipers:Perf. Mach, 4-piston, dual action
 Turning radius:wide

Engine

Year and model:1996 S&S
 Displacement:96 cubic inches
 Ignition:Titan, electronic
 Lower end:S&S
 Balancing:Titan
 Pistons:S&S
 Compression ratio:10.5 to 1
 Cases:S&S
 Heads:S&S
 Cam:Titan special
 Lifters:JIMS
 Carb(s):S&S Super E
 Air cleaner:K&N
 Pipes:ThunderHeader, custom mounts

Transmission

Year:1996
 Model:Sputhe
 Shifting:forward controls
 Engine sprocket:Titan
 Trans pulley:Titan
 Wheel pulley:Titan
 Gears:Andrews
 Gear ratio:1st: 2.94, 2nd: 2.21, 3rd: 1.60, 4th: 1.23, 5th: 1.00
 Clutch:Bandit Racing
 Primary:Bandit Kevlar
 Final drive:Titan

Frame

Year:1996
 Builder:Titan custom by Daytec
 Rake:36 degrees
 Stretch:1.5 inches
 Swingarm:Titan custom by Daytec
 Fork stops:Titan
 Other alterations:molded neck

Forks

Type:54mm inverted
 Builder:Cerniani
 Special features:Titan billet triple trees, polished

Accessories/Instrumentation

Bars:fat bars
 Brake levers:Performance Machine
 Fenders:Titan custom
 Headlight:Headwinds
 Taillight:Joker Machine
 Speedo:Dakota digital
 Tach:Autometer with custom Titan bracket
 Pegs:UMI Racing/Titan
 Electrics:12-volt Titan
 Gas tank:Nempco/Perewitz
 Oil tank:Daytec
 Oil filter:chrome
 Oil cooler:Titan
 Oil pump:S&S
 Primary cover:chrome
 Coil cover assembly:Daytec
 Air dam:ART
 Seat:Titan custom
 Mirrors:Pro-One
 Grips:Ness billet
Paint
 Colors:yellow, orange, purple—"Parched Desert"
Photos:Doug Mazell



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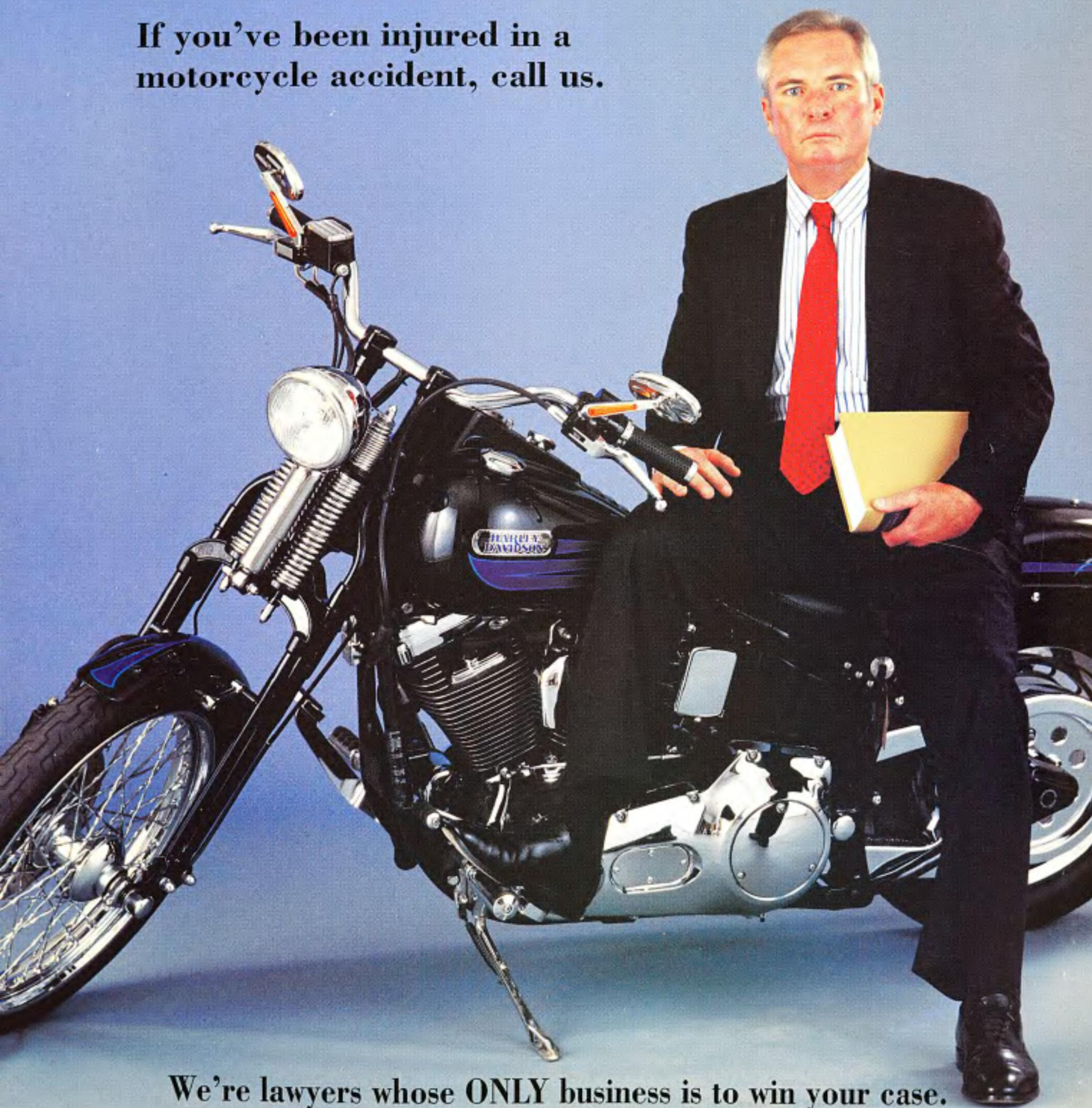
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