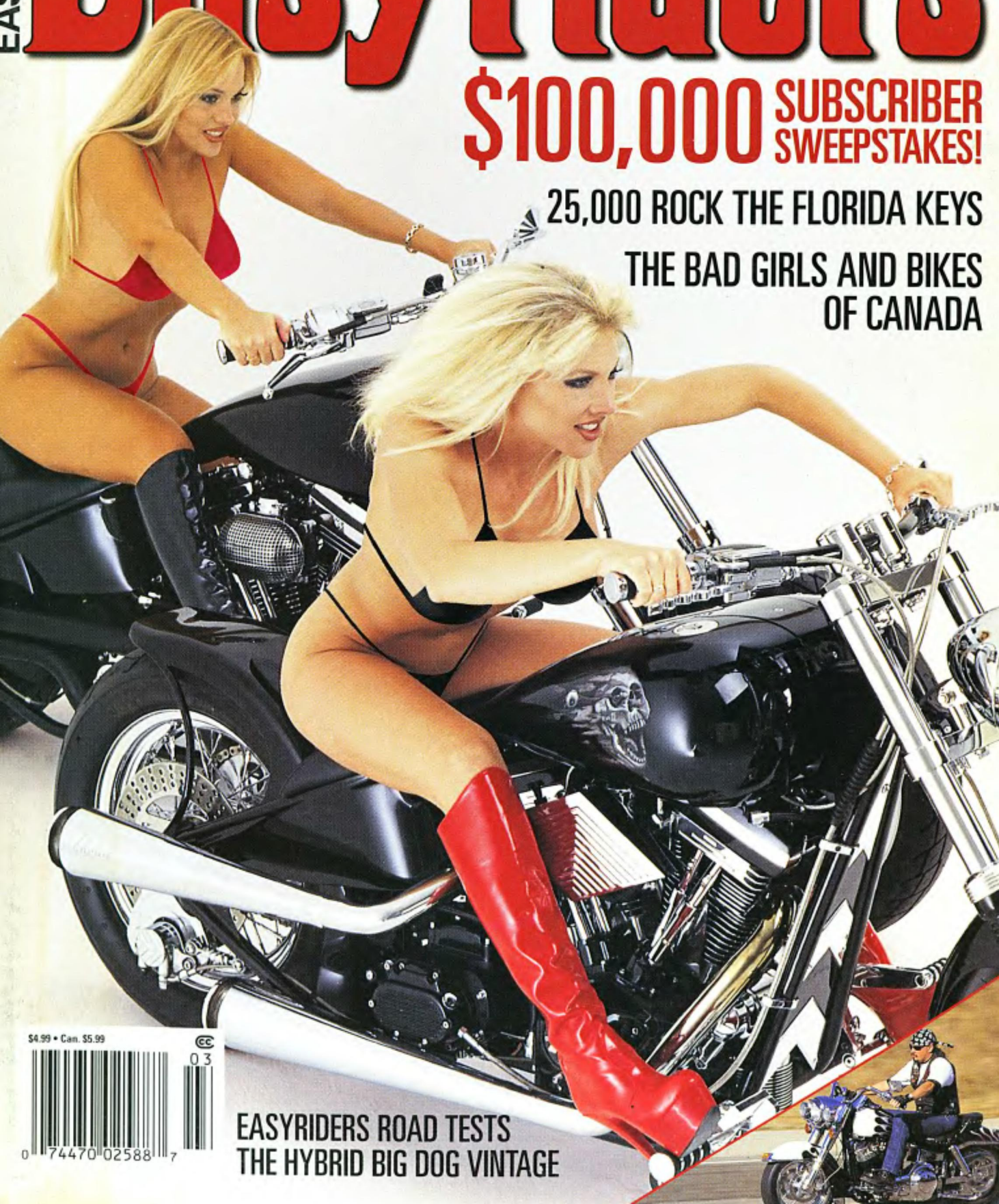


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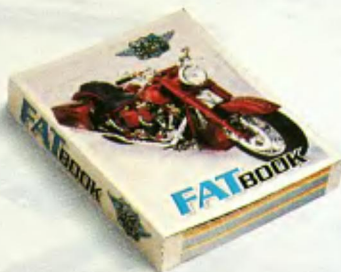


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TAKING IT EASY

Here are a few of the country's weirdest laws: In Alabama, it's illegal for a driver to be blindfolded while operating a vehicle. In Florida, if an elephant is left tied to a parking meter, the parking fee has to be paid just as it would for a vehicle. In Oklahoma, dogs must have a permit signed by the mayor in order to congregate in groups of three or more on private property. In Illinois, it's illegal for anyone to give lighted cigars to dogs, cats, and other domesticated animals kept as pets. In Kentucky, anyone who has been drinking is legally "sober" until he or she "cannot hold onto the ground."

This homeless guy was just trying to get by. So when he saw 22 rolls of toilet paper in a waste management yard, he figured he'd take it and sell it. It was worth less than \$22, but it seemed like plenty of money for a few cheap meals. So he lifted the toilet paper but was spotted by a security guard. Now get this! He was sentenced to 40—yes, 40!!—years in prison. Well, at least he won't have to figure out where his next meal is coming from.

This guy was sentenced to 30 months for drug charges but was released from jail due to a clerical error. Not sure what to do, he called his attorney but got no answer. So he went to his office to find out how to get back in jail but was told to wait two days till his lawyer returned from trial. Being a good guy, he waited the two days; then he and his attorney went to the court with the problem, but officials couldn't find the records saying he belonged in jail. Finally, they camped out in the office of the sentencing judge, who couldn't see them because she was in court. So they went to the bailiffs, who couldn't tell them anything and sent them back to the jail to find out what to do. When they got there, they had trouble finding anyone who would take him into custody. After a long wait they finally allowed the guy to be booked back in. Understatement made by the attorney: "Obviously, there was some type of problem here."

A dog came home one day carrying a leg in his mouth—a human leg. A few days later he came home again with another leg that appeared to be the mate to the first one. Now the cops are sitting around watching the dog with the hope that he'll go back for an arm or something, in which case they'll follow him.

We've all heard of frivolous lawsuits, especially from inmates. Here are a few: An inmate complained because his meal was in poor condition; his sandwich was soggy and his cookie was broken. A man who murdered five people sued after lightning knocked out the prison's satellite dish, forcing him to watch network TV shows, which he said contained violence, profanity, and other objectionable material. An ex-chef sued because the food was bad (even though he wanted bigger portions). A prisoner sued for not receiving a scheduled parole hearing, even though he was out on escape when the hearing was to be held.

She was so pissed at her husband after he told her he couldn't afford to buy her a Christmas gift that she grabbed a table leg and smashed his computer, printer, and fax machine, and then turned toward him. What's a man to do? He ran for his pistol and did her in. (That sorta took away the holiday spirit.)

He stuck his hand under his sweater to make it look like a gun, then went into a shop to rob it. When the cashier handed over \$325, the would-be robber pulled out his hand to accept it.

He stopped at a church to pray. The church was empty except for a coffin containing the remains of a man. Since the guy didn't have anything specific in mind to pray for, he prayed for the dead man for 20 minutes, then saw a condolence book with a note saying those who prayed for the dead man should enter their name and address, which he did. He was the only one to sign it and got a call several weeks later informing him he was a millionaire. It seems the man he'd prayed for had no close relatives and had specified in his will that "whoever prays for my soul gets all my belongings."

This old lady wasn't putting up with any shit, even though she was in a wheelchair and had only one leg. Her husband had taunted her for 40 years about his extramarital affairs. One day he taunted her one too many times, so she picked up her bedpan and beat him to death. (What took her so long?)

"I'm Wayne Black." These words were tattooed across the forehead of Wayne Black, a suspected thief in England. When confronted by police, Black insisted it wasn't him.

A graduate student of entomology (the study of insects) has a hobby: eating insects. He says he'll eat anything and has even written a collection of bug recipes including Herbed Rice au Termite (1½ cups water, 1 cup steamed wild rice, 2 tablespoons diced carrots, garlic, turmeric to taste, and as many termites as you can stand).



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Cover photo of Paul Yaffe's dual black beauties by Paul Martinez. Special effects imaging by Todd Kidder.

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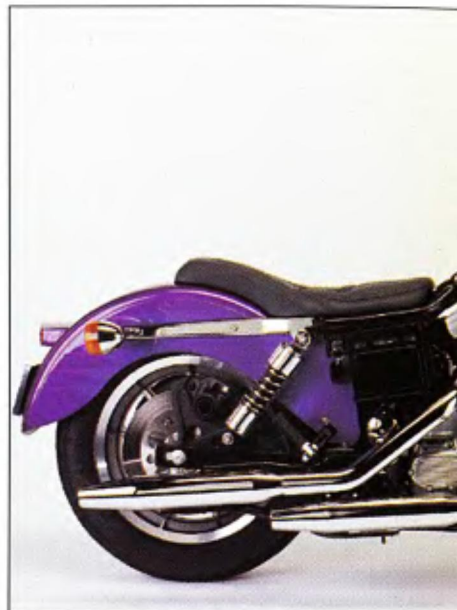
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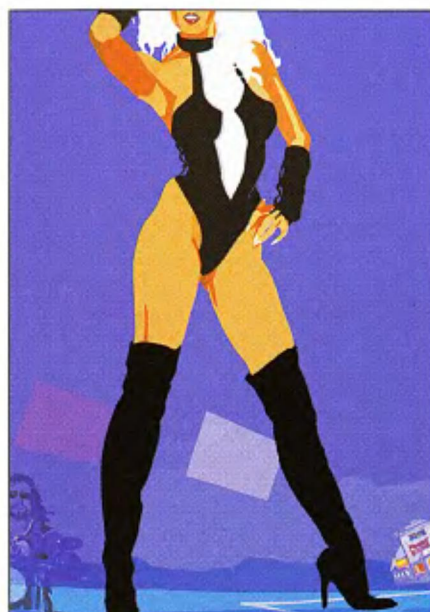
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A Merry Christmas?

Whatdafuck! Is this supposed to be a Merry Christmas issue or what? I'm talking about the *Roadware* outsert that came with the December issue. Did you guys run out of chicks up there? They on strike? You stop putting out? What is it with all the decapitated mannequin bitches modeling these fine goods? Put those rags on some real babes, and you might start selling more shit. Or at least make us horny guys more interested during these cold months when bikini sightings are few and far between. Remember, Merry Christmas, Ho Ho Ho. And we all know what a "ho" is.

Small
Philadelphia, Pennsylvania

A Bone To Pick

I just read "Taking It Easy" in the April '96 issue. One of the items was about supposed European laws ... what a bunch of shit. Where do you get your information?

As a Danish citizen, I can assure you no one can get into your house without a search warrant, which is very difficult to obtain. The police must have 100 percent proof before any judge will issue a warrant. Compared to the U.S., I think most European countries protect their citizens better against being bullied by the authorities. When you write crap like this, how can people take what else you write seriously? It also may be made up.

Don't try to make it look like we are totally stupid in Europe. After all, most laws coming up here have been adopted from laws made in the U.S., and many of them aren't very bright. Apart from that, I like this rag.

Klaus J. Hansen
Korsøer, Denmark

Nothing is "made up" in the "Taking It Easy" column. All information is obtained from media clippings sent to us by readers. Obviously, the publication this one came from was in error—our apologies.

Where's The Cajun?

During Sturgis 1995, we had the opportunity to partake of the most wonderful food ever! If you love hot, spicy food like we do, you should check out Cajun food from Louisiana. We had something called "étouffée." It was like our taste



buds had taken a shortcut to heaven.

The only problem is, we didn't get the names of the people who ran this particular food vending business. We did ask them where they were from, and they said Baton Rouge, Louisiana.

At Sturgis this year ('96), we scoured the streets for this Baton Rouge food business, to no avail. There were many who claimed to be genuine Cajun cuisine artists, and we even sampled some of the food they were so proud of, but none matched our first taste of étouffée. We even asked a few of them if they'd ever heard of étouffée—most never had.

We'd like to know where those people from Baton Rouge are now. Some of our friends from the Sturgis area told us about half of the vendors opted to do the Olympics in Atlanta this year. That's understandable, I guess, but we sure missed them and hope they return in '97.

Lee and Corrina
Colstrip, Montana

No Way

Hey, I want to see the rest of Slick Rick's photos (In The Wind, pgs. 77-78, September '96). There's no way that HA one-percenter brought that bike back down on two wheels.

Boo
Buffalo, New York

True Credits

The true credits for the "Steel Horse" (October '96 issue, pg. 70) are Mark Sheppard of Doug's Custom Cycle, Dennis Carden of Carden's Body Shop, Doug Westbrook of Doug's Custom Cycle, and whoever is responsible for the mounting of the tag bracket and airbrush work on the rear fender.

Doug Westbrook
Doug's Custom Cycle
Mebane, North Carolina

Where Are They?

I don't want to sound real critical, but I've got a couple of gripes. First, my pet mouse can do a better dyno run than the one Brian Uyema performed on that FXST frame and rear tire depicted in "photo 1." Doesn't it need an engine ("Tech Tips," pg. 124, November '96)?

Next bitch—same Tech Tip. The copy says, "Notice the tamperproof cap on the idle mixture screw (arrow)." What arrow? I searched for the little sucker all night—no luck. No arrow on "photo 8," or any of the others for that matter. How 'bout a little more concern for your readers' eyes?

Extremely Cantankerous
Knoxville, Tennessee

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Chillicothe Rodeo Fan

I've been ridin' for 20 years, am on my fifth Harley, and have attended two decades' worth of parties, runs, and events. Labor Day was my first time at the Chillicothe Rodeo. I just want to say that it's at the top of my good-time list, and I'm gonna be a regular there.

Brad McIlwain
Dunkirk, Indiana

Pissed

I just got my mag and opened it to find the centerspread in half. I'm pissed! I cut these out and paper the wall in my garage with them. I pay good money and expect them in good condition.

On another note, I live in South Carolina and go up to Laconia every year. The fact that you wrote only one fuckin' page on the oldest motorcycle rally in the country is piss poor. If you can't do any better than that, why don't you stay the fuck home with your mags where you belong.

Richard Bosley
Gaston, South Carolina

If you'd given us your return address and the issue with the half centerspread, we'd have sent you a replacement.

Wants Info

I'd like some info on a bro named George Barton who builds trikes. You ran an article on him in an old issue. I am new in California. Could you give me some info on local trike shops or builders?

Eddie Scott
Sylmar, California

We're sorry to report that George Barton recently passed away. But you can contact Wes Shawl, a custom trike builder who's following in George's footsteps, at 415 Linden Ave., Auburn, CA 95603.

Wants Advice

I want to build a bike. I know exactly what I want but don't know how to get it. It'll be my first bike so should I build "ground up" or buy one that's close and swap what needs to be changed? I don't plan on beating on it, but I want to ride it a lot. Would a Softail be a better choice than a hardtail? I like the looks of a hardtail better but wonder about long distance touring comfort. Advice, direction, criticism, or even apprenticeship from anyone willing to help out a wannabe builder is welcome. Also, are there any good tech books out there?

Skippy
P.O. Box 371203
San Diego, CA 92137

Rigids are rough—but cool. They're also light and handle well. Softails are heavy, but they smooth out the bumps in the road. Rubber mounts allow you to ride all day and party all night. As far as tech books, check out the Easyriders Tech Tips and Tricks books (four in all). You can order them by calling (800) 247-6246.

Thanks

I recently picked up a copy of *Easyriders* (October '96). Haven't bought one in years—since you cost more than a sixer of Bud—but I just got the urge to see an old friend that I used to buy all the time back when it was only a buck. Still have some of them.

Anyway, I was reading "Short Strokes" and was surprised to learn about people with hemophilia having been infected with AIDS from clotting medicines. Since I'm a hemophiliac, a big pat on the back is yours—and thanks.

Wesley Trinin
Corning, California

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

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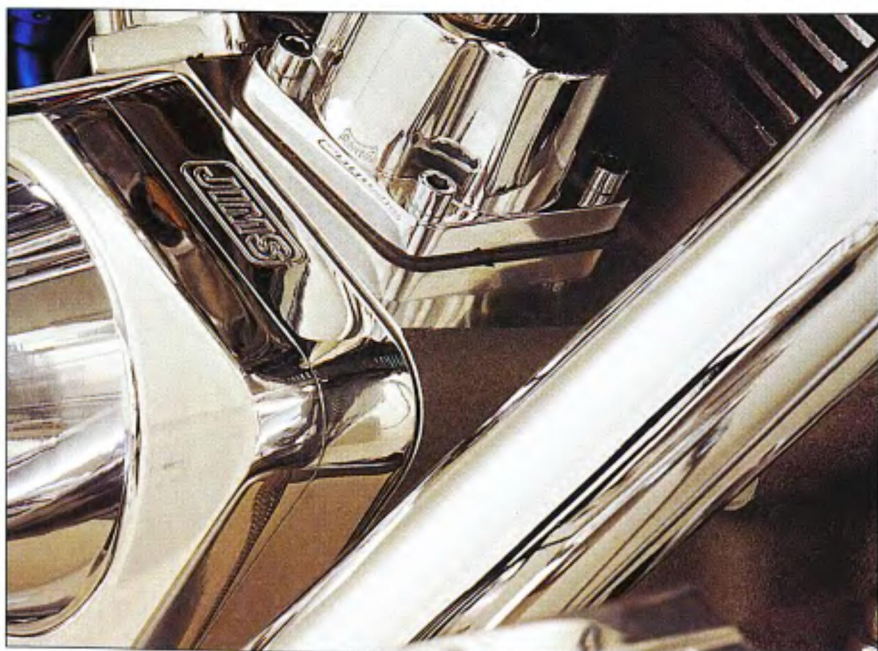
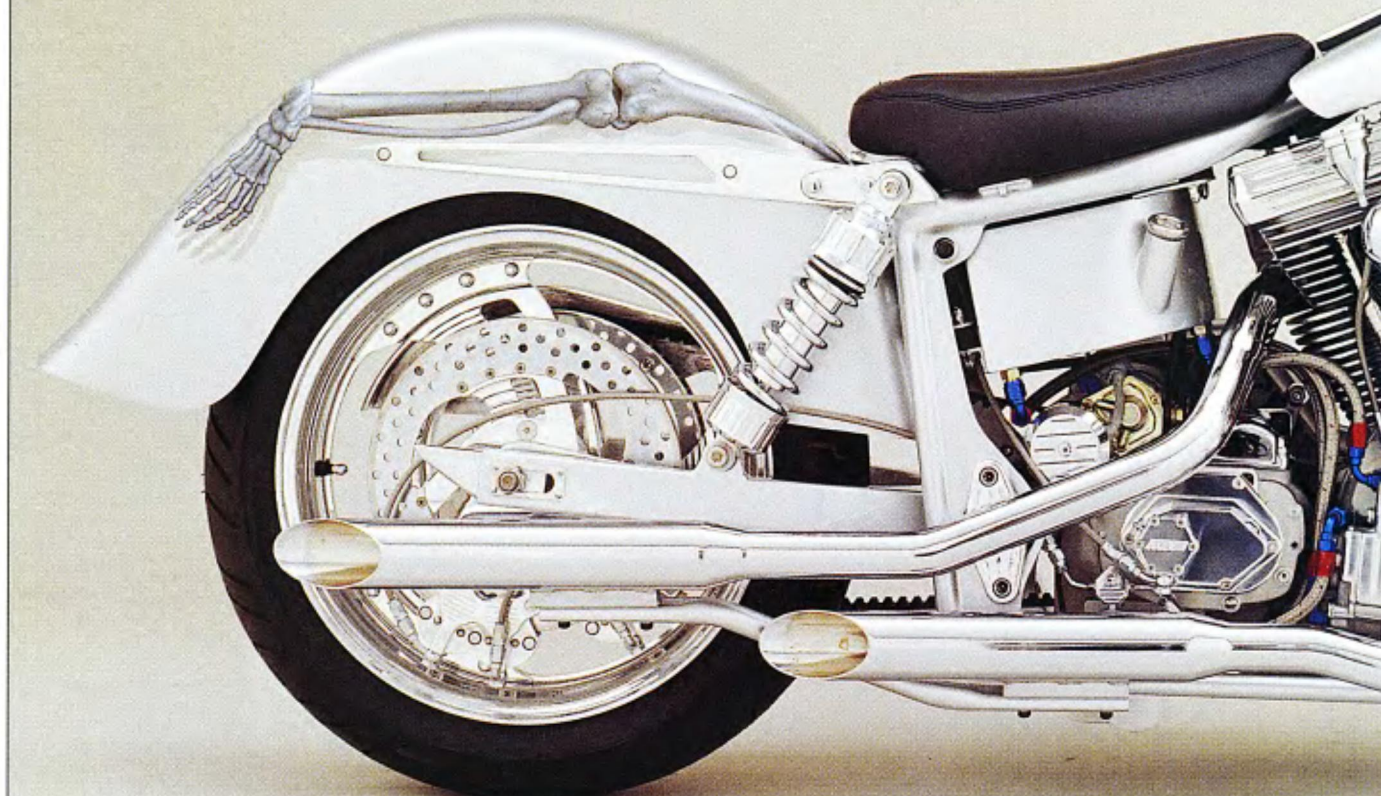
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I pulled in the clutch and gave it the pipes, letting the raging sound howl and echo through the tunnel as I moved into the underbelly of the city. "This bike has spirit," I thought. "This muthafucker has some attitude goin'." The Orion Silver paint drank in the night and gave back a million reflections of amber light. The relentless deep bass thump of the engine reminded me of a big cat on the prowl. For the first time I became conscious of my surroundings, and realized that if I had a breakdown in the urban zombie zone I was traversing, I'd be in a world of hurt.

Odd how you get to know a machine and trust it to carry you through the gates of hell. They say you can feel a pulse pounding somewhere in a Harley. Something is alive in the belly of the beast. I've often felt that my bikes have their own distinct spirit and will.



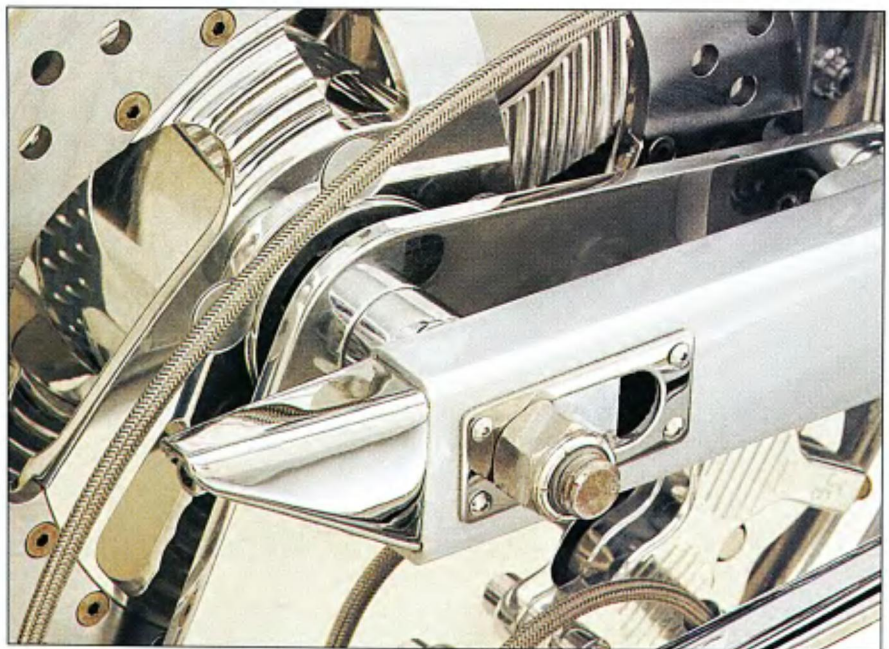
Beads of sweat suddenly sprouted on my forehead as I looked down at the screaming skull emblazoned on the custom Gary Areson tank. All I really knew about the bike I was riding could be ascertained by a quick glance at the tech sheet. The FXR Custom was comprised of a Win Products frame, an S&S lower end and carb, Andrews cam, Merch Performance heads and cases, and a set of loud Pythons, all adding up to 97 cubic inches of howling banshee.

Gary built the scooter for Dan Johnson of Clearwater, Florida, but it was instantly clear to me that this motorcycle was not something a human being could actually say he "owned." This bike "allowed" you to ride it, but make no mistake, "it" was clearly in charge of the ride, not the hand on the throttle. I passed a street corner teaming with lost souls, shuffling to the tune of some dark lord that was outside my perception. The silver demon beneath me decided to go faster, and I could →

CAPTURED

SOUL

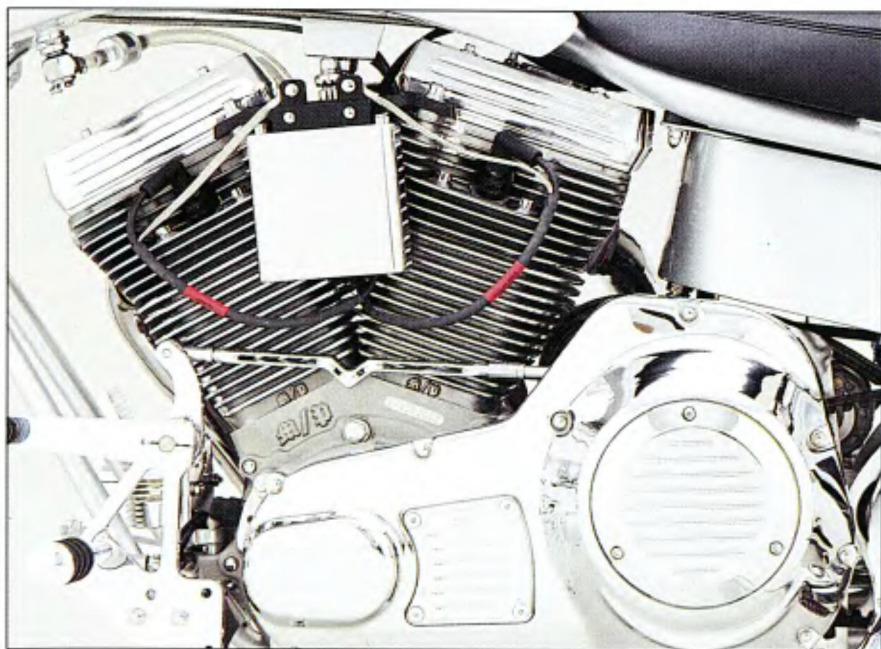
GARY ARESON JR.'S X-FILE FXR



do nothing more than hold on fast and enjoy the ride.

There was no longer a doubt in my mind that master fabricator Areson had somehow captured the soul of this muscular beast and enslaved it to do his bidding. Over the mind-numbing blast of the pipes, I thought I heard a low, rattled laugh come from the FXR, and, suddenly, I was being "willed" to make a right, down a puddled alley. The scooter came to a stop and shut itself off in front of a decaying brick building. Neon and Southern rock screamed from the club known as Dante's Inferno. The FXR ticked and cooled in the wash of wet neon. "What the fuck am I doing here?" I muttered, hoping the scooter would somehow answer me.

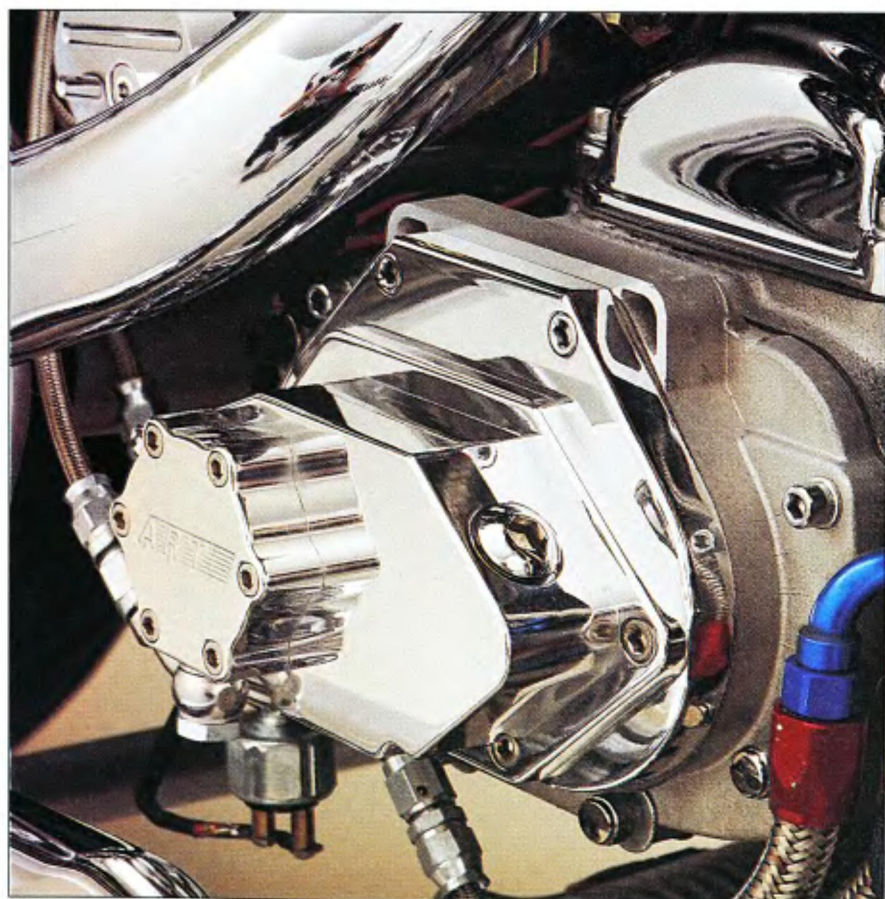
"Nice bike," a voice as satiny smooth as a Lynchburg Lemonade shattered my thoughts of madness. A glance over my shoulder was met by the coolest steel-blue eyes I'd ever seen attached



to a dancer's body wrapped in skintight red leather. "I'm Ashleigh. You comin' inside?" the temptress cooed with seductive intent. I stood up from the saddle and patted the silver tank affectionately. You can think what you want, but I swear that skull grinned up at me as Ashleigh escorted me inside.

—Phantom

Editor's note: It's always tough to find the elusive Phantom, but this time it's been especially difficult. Matter of fact, we haven't seen hide nor hair of him since he sent in this cryptic tale three weeks ago. He was last seen at Joker Custom Cycles in Holiday, Florida, near Tampa, purchasing a suction-cup p-pad. Gary and his ever-smiling wife, Sheri, tried to convince the glassy-eyed rider to return the silver scoot to its owner, but Phantom just kept staring at the girl standing next to the ride, as if one were connected to the other.





Owner: Dan Johnson
 City: Clearwater, Florida
General
 Fabrication: Gary Areson Jr.
 Year and make: 1996 Harley-Davidson
 Model: FXR Custom
 Value: priceless
 Assembly: Gary Areson Jr.
 Chroming: none
Engine
 Year and model: 1996 Evo
 Rebuilder: Gary Areson Jr.
 Ignition: Crane
 Displacement: 97 cubic inches
 Lower end: S&S
 Pistons: JE

Cases: Merch Performance
 Heads: Merch Performance
 Cam: Andrews EV 72
 Carb: S&S Super E
 Pipes: Drag Specialties Pythons
 Modifications: balancing by S&S/Balance
 Masters, S&S air cleaner, JIMS lifters
Transmission
 Year: 1996
 Modifications: Andrews gears,
 JayBrake shifting, P.M. wheel sprocket
Paint
 Molding: Gary, Danny De Meo
 Painter: Danny De Meo, Gary
 Color/type: Orion Silver/House of Kolor
 Special paint: Rich Inman, Airbrush Magic

Frame
 Builder: Win Products
 Modifications: 35-degree rake,
 5-inch stretch
Accessories
 Bars: Ness
 Fenders: Ness
 Headlight: Headwinds
 Taillight: Ness
 Pegs: JayBrake
 Electrics: Pro-One
 Speedo: Nowtronics
 Gas tank: Gary Areson Jr.
 Oil tank: Win Products
 Seat: Stitcher Upholstery
 Mirrors: JayBrake

Grips: JayBrake
Forks
 Type: FLH
 Modifications: 2 inches over, polished
Wheels
Front
 Type: Performance Machine
 Size: 17-inch
 Tire: Avon
 Brake: JayBrake
Rear
 Type: Performance Machine
 Size: 17-inch
 Tire: Avon
 Brake: JayBrake
Photos: Mike Lichter

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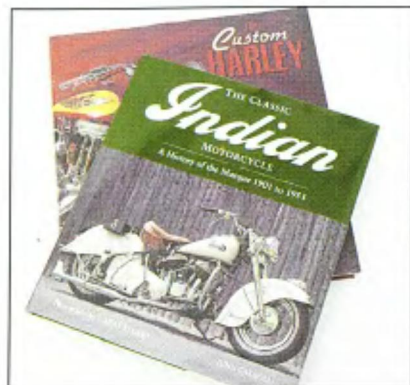


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PARTS BOX



COFFEE-TABLE CLASSICS

I'm a sucker for any book that pops onto the market for bikers, and these two hardback coffee-table classics from Garry Stuart and John Carroll are worth adding to your collection. One book covers the history of the Indian Motorcycle, and the other illustrates the American custom motorcycle market. For your shot at one (or both) of these, drop more than one stamp to Salamander Books Ltd., 129-137 York Way, London, England N7 9LG.



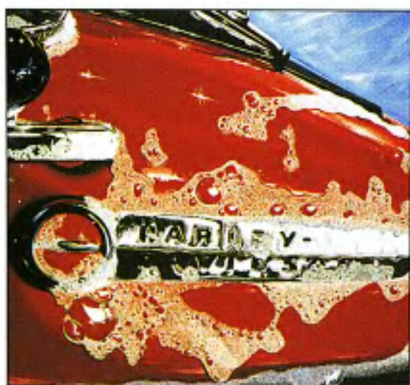
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Far, far away in a cabin overlooking the oil town of Bakersfield, Phil Ross, the doctor of belt drives, toils away in his laboratory. Belt drives are what Phil is all about, and he builds them to last. This particular system is meant to replace any tin primary chain drive with a quiet, vibration-free, long-lasting belt system. If you have an early-model machine and you're tired of burning chains, vibration, and intermittent oiling, here's the solution. Call SuperMax at (209) 782-8200.



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Just when you feel there's nothing new or innovative on the market, someone, somewhere blows your ticker loose. Here, before your very eyes, are billet grips with slots machined into them to accept custom inlaid wood. The wood inserts can be made in a variety of colors and styles. They're hot and very sharp-looking. Drop a line to Maybe The Best, Inc., purveyors of fine motorcycle shit, 4240 South 36th Pl., Phoenix, AZ 85040, or call (602) 437-2724.



THE SOAPY TANK

This is my favorite Eric Herrmann piece. Eric's been sponsored by Camel and will attend all the major bike events in '97. He actually works on one of his massive paintings during a show. He's at work on the canvas, while we kick up dust, the Camel band rocks, and the girls polish boots. At event's end his voice is toast, but he's nearly done his next masterpiece. Eric Herrmann Studios, 3945 E. Waltann Ln., Phoenix, AZ 85032, (602) 482-1421.



CRANE HI-4 IGNITION

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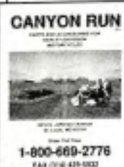
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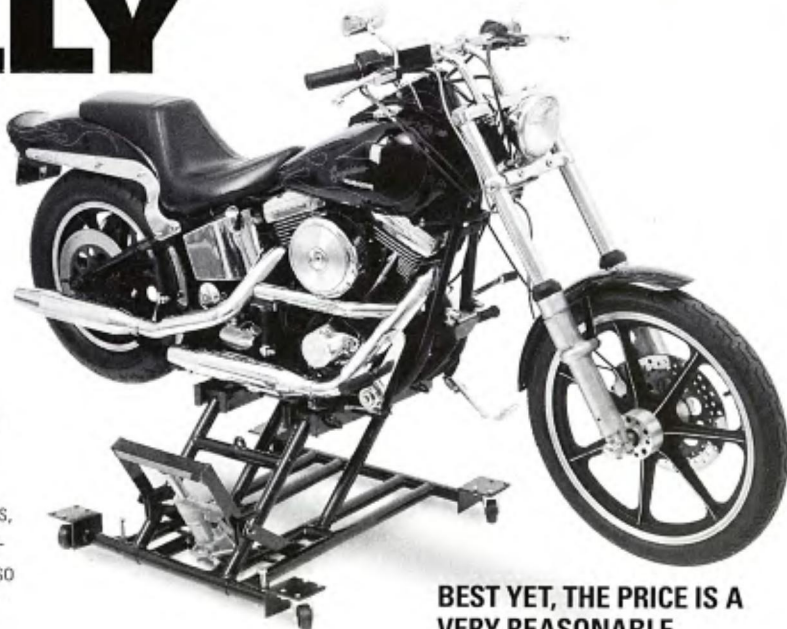
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TOY MAN



& THE PREACHER'S DAUGHTER

A LESSON IN HUMOR AND HOT ROD LOGIC

Hands down, Scotty and Angie Ziegler take the Captain's interview cake. Scotty invents toys, Angie runs the business, and this unassuming couple is responsible for sticking Garfield, Roger Rabbit, and a billion other animals on car windows. Yes, folks, these are the people who invented the suction cup critter. In 10 minutes.

Scotty's an old hot rodder with plenty of fabricating experience who wanted "a bone to custom and weld."

His former basket 74-inch Shovel was dug up at S&H All Day Harley, a project for Scotty and his six-year-old daughter,



Brooke, to ride. So, it was bound to have some kid design fun.

Like the wheels: they're garnished with GMC 4x4 truck wheel covers. And the oil lines ... "Do they have to be straight?" Scotty asked a perplexed wrench. Then there's the fender work, sissybar, and handlebars, one-off and understated. That goes double for the paint job, a Scotty molding and mix special.

After seeing what Scotty could do with a wrench and an airbrush, Angie wanted her own piece of the road, so a deal was struck: "Get your license," →



Owner:Scotty Ziegler
City:El Cajon, California
General
Fabrication:owner
Year and make:1972 Harley-Davidson
Model:Shovelhead
Value:How much candy you got?
Assembly:Scotty
Chroming:Quality Plating
Engine
Year and model:1972 Shovel
Rebuilder:Tatro Machine
Ignition:stock
Displacement:74 cubic inches
Lower end:modified
Pistons:high compression

Cases:stock
Heads:ported and polished
Cam:Hi-roller Crane
Carb(s):S&S
Pipes:drag
Modifications:S&S air cleaner
Transmission
Year:1972
Modifications:belt drive
Paint
Molding:owner
Painter:owner
Color/type:special mix/base & clear coat
Special paint:airbrushing by Scotty
Frame
Year:1972

Type:swingarm
Modifications:mid-frame, lowered
 2 inches, 3-inch stretch

Accessories

Bars:modified
Fender(s):modified
Headlight:stock
Taillight:tombstone
Speedo:stock
Pegs:custom front
Electrics:owner
Gas tank:stretched
Oil tank:horseshoe
Oil system:stock
Seat:custom
Mirrors:Scotty

Grips:mysterious aftermarket goodie

Forks

Type:wide glide
Modifications:none

Wheels

Front

Type:H-D
Size:130 x 16
Tire:Bridgestone
Brake:H-D

Rear

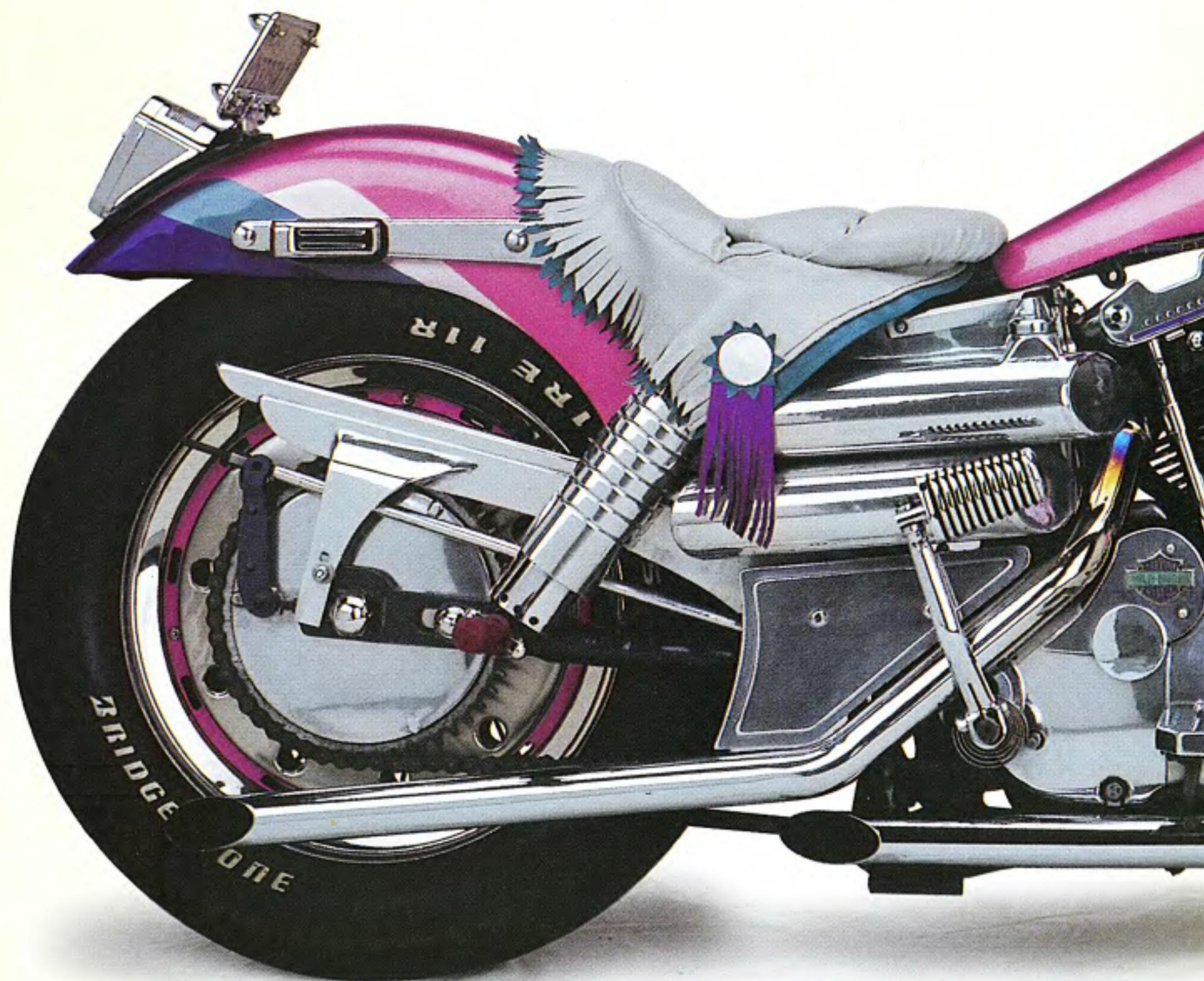
Type:H-D
Size:140 x 16
Tire:Bridgestone
Brake:H-D
Photos:John Wycoff



Scotty told her, "and I'll build you a bike." Angie got legal pronto, and a trip back to S&H All Day Harley yielded a 1973, 1000cc basket Sporty. A few weeks later, it was wired and fired.

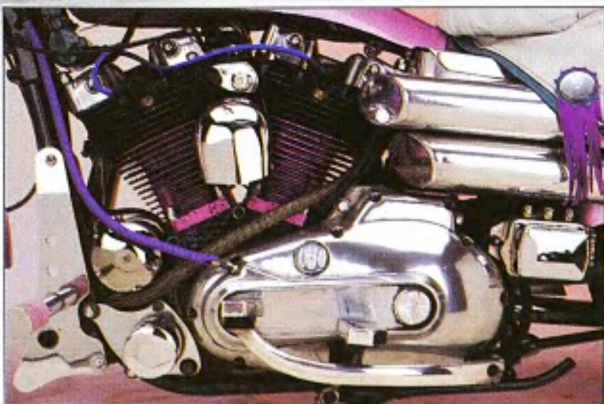
Lowering Angie's ride 3 inches provided the big bike look and desired handling characteristics. Matching most of the specs on Scotty's scooter, the exceptions include the out-there 6.5-gallon oil tanks, the air dam (an inverted saddlebag holder), and a horn that'll rattle any trucker's world.

"I love trying to make something cool out of trash," Scotty reflected. "That's →



the way I see building Harleys, not by how many checks I can write to get someone else to do the creative work for me. People see our bikes and want to know where they can get those one-off parts. I just love tellin' em, 'Sorry, you can't!'"

These days, Toy Man and the Preacher's Daughter (so Angie swears) cruise the El Cajon highways lookin' like Ken and Barbie on a mission, based on a fightless 11-year Christian marriage (launched by a 32-day courtship). They're out there having fun, living right, and I'm sure, as Bandit would say, they'll ride forever. —Captain Trash





Owner:Angie Ziegler
City:El Cajon, California

General

Fabrication:Scotty
Year and make:1973 Harley-Davidson
Model:1000cc Sportster
Value:not beyond your reach
Assembly:Scotty
Chroming:Quality Plating

Engine

Year and model:1973 Sportster
Rebuilder:Tatro Machine/Scotty
Ignition:stock
Displacement:1000cc
Lower end:modified, Tatro Machine
Pistons:high compression

Cases:stock
Heads:ported and polished
Cam:H-D
Carb:stock
Pipes:drag
Modifications:check out those rocker boxes, Tatro Machine balancing, custom air cleaner

Transmission

Year:1973
Modifications:none

Paint

Molding:Scotty
Painter:Scotty
Color/type:special mix/base & clear coat
Special paint:airbrushing by Scotty

Frame

Year:1973
Type:H-D
Modifications:3-inch stretch

Accessories

Bars:Scotty
Fender(s):modified
Headlight:KC
Taillight:tombstone
Speedo:modified
Pegs:custom front
Electrics:Scotty
Gas tank:stretched
Oil tank:Scotty
Seat:custom
Mirrors:Scotty

Grips:H-D

Fork

Type:FX wide glide
Modifications:lowered 5 inches

Wheels

Front

Type:H-D
Size:16-inch
Tire:Bridgestone
Brake:H-D

Rear

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

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BIKER NEWS & VIEWS

Record Ride For Kids

More than 700 motorcyclists from all along the Eastern Seaboard took to the road and raised a record \$104,000 for pediatric brain tumor research in the 5th Annual Ride For Kids. The ride, which began in Columbia, Maryland, and concluded at Mt. Saint Mary's College in Emmitsburg, benefitted the Pediatric Brain Tumor Foundation. Brain tumors are the leading cause of cancer death among children under 15.

This ride held special significance for Jeff Munn, whose daughter, Jill, was only eight and a half when cancer took her life on July 16, 1996. "This Ride for Kids allows me to gain control of my life and support an organization that is really dedicated to kids," said Jeff.

He addressed riders and volunteers at the closing ceremonies for the ride,



Photo: Silvio Carrara
Jeff Munn addresses the crowd at the Ride For Kids which was dedicated to Jill. The Munn family and friends raised more than \$3,000 to support the foundation.

For more information on the 1997 Ride for Kids call Mike Traynor at (800) 253-6530.

— Twiggy

Daytona Trucks

What would Daytona Bike Week be without a collectible from M.B. & Strings? Only 2,500 pieces of the 1997 Daytona Bike Week truck will be produced, so if you're in Daytona check 'em out at The Highlander Outpost, 1821 S. Ridgewood (U.S. 1).

If you aren't Florida-bound, contact M.B. & Strings at (612) 443-3668, (612) 443-3678 fax.



Bike Week Kickoff Run

The American Diabetes Association (ADA) Florida Affiliate, REAL Radio 104.1 WTKS FM, Planet Hollywood, and Walt Disney World's Pleasure Island of Orlando are sponsoring a benefit ride on March 2, 1997, to kick off Bike Week '97. All proceeds of the ride will benefit the ADA Nationwide Research program.

The ride will take place on I-4, from the Klassix Auto Museum in Daytona, to Planet Hollywood and Pleasure Island in Orlando. Once at Planet Hollywood and Pleasure Island, there will be a free concert and Harley giveaway. ADA/FL and REAL Radio 104.1 are raffling off a 1997 H-D Dyna Low Rider. Raffle tickets will be sold at Planet Hollywood and select Harley dealerships.

Celebrities scheduled to appear include Bill Davidson, vice president of marketing for the Harley-Davidson Motor Co. and Harry Gant, "The Skoal Bandit" and retired NASCAR driver.

KIND OF NICE OF MY
COUSIN'S COMPANY,
AND THE REST...
TO HELP US OUT, DON'T
YOU THINK ???



The ride costs \$35 for the basic package and up to \$750 for the VIP package. All packages include a free lunch at Planet Hollywood and a T-shirt. For early registration or more info call Barry Donovan: (407) 660-1926.

— Twiggy

CCI Dealer Show

The Custom Chrome Dealer Show has become the world's largest and best-attended trade show for retailers of parts and accessories for Harleys. At the '96 show, 75 of the industry's leading manufacturers, representing the cream of the aftermarket crop, were present along with 13 different CCI booths.

More than 600 dealerships from the U.S. and more than 20 foreign countries were in attendance. Some dealers and vendors indicated that the show was not only the best CCI show they'd ever been to, but also the best motorcycle trade show they'd ever attended.

With that kind of enthusiasm, it's no wonder that Custom Chrome set record sales, attendance, and vendor participation, eclipsing figures from previous years by a wide margin.

Mark your calendars for this year's show (it's open to the public on Friday) September 12-14, 1997, in Morgan Hill, California.

UNDERSTANDING POLITICIANS

THE TRUTH BEHIND THE BABBLE

Every profession has its jargon, a specialized language understood only by insiders. Public service is no exception. Like everyone else, elected officials speak in code, both on the floor of various legislative bodies, and when addressing constituents. If you want to influence public policy, you need to understand the language. Now, thanks to this handy guide to poli-speak, you'll be able to decipher the message behind the words.

The political statement is followed by the true meaning, or explanation, in parentheses.

The distinguished senator. (The sonuvabitch.)

My dear friend and respected colleague ... (I'll get you for this.)

This decision has been reached following input from all concerned parties. (We cut a deal.)

I will not budge on a matter of principle. (Where were you at my last fundraiser?)

Our responsibility is to represent the people. (Most voters agree with my position.)

We have a responsibility to lead and take courageous stands. (Most voters oppose my position.)

My veracity has never been questioned! (I'm a known liar.)

This is a wasteful giveaway program! (Not a dime for my district!)

I cannot be bought! (Inquire about reasonable rental rates.)

The votes are not there now, but we are making progress and I'm hopeful for the future. (Keep coming to the fundraisers.)

You cannot balance the budget on the backs of ... (any group with significant votes in my district.)

You have misunderstood my position. (I changed it under pressure.)

The press has distorted my position. (They caught me lying.)

I have reviewed my position and am comfortable with it. (No use changing now.)

I would like to meet with you on this matter. (Are you confused too?)

I hope you will co-sponsor this legislation. (I want to spread the responsibility.)

I had not intended to get into this debate. (But I think I've got you.)

I have consulted the legislative leadership. (I'm a wholly owned subsidiary.)

I'm forwarding this matter that pertains to your office. (Catch! Here comes the buck.)



I appreciate your support (because it was cheap).

Agreement has been reached (not to have a recorded vote).

Further information is required. (We lost your letter.)

You will remember ... (You've forgotten too ...)

I have received expert opinion. (My spouse says ...)

I have placed it on file. (I threw it out.)

The bill has been placed in a study. (We killed it.)

I move to recommit the bill to committee. (Let them kill it.)

This bill should be passed and sent to the Senate. (I know they'll kill it.)

I propose we form a commission to study this issue. (I need more staff.)

The bill is in the Rules Committee. (It's buried alive.)

The gentleman is known for his courageous stands. (He's a nut.)

Will the gentleman yield? (Boy, have I got a zinger!)

In due course ... (Never!)

I have no pride of authorship. (I'll take credit for any bill we pass.)

The dilatory tactics of the representative ... (He's trying to kill my bill.)

Callous disregard for the rules and procedures ... (I'm trying to kill his bill.)

Our distinguished presiding officer is supporting my position. (I have my marching orders.)

I'll forward the information to my constituents. (I'll take credit.)

Your proposal is under consideration. (We're trying to find it.)

I'd appreciate your comments. (Do you have any idea what to do?)

In general, I am in favor. (But you'll never get my vote.)

I support the concept. (But I'm opposed to any specific bill.)

I'm still studying the issue. (You'll never pin me down.)

I want to listen to both sides. (See you at my next fundraiser.)

As your committee will be considering this issue ... (You take the responsibility.)

I have just returned to the office. (I haven't done it yet.)

I would appreciate your expediting ... (If it happens, I'll take credit.)

The senator is in the district. (God knows where she is or when she'll be back.)

The senator is on the other line. (I doubt he wants to talk to you.)

The senator is in conference. (She's ducking you.)

The senator is in meeting. (He's in some pub.)

Forwarding for your information... (Does this mean anything to you?)

The people ... reform ... consumers ... (I'm for this.)

The taxpayers ... boondoggle ... big government... (I'm against this.)

Retiring due to illness. (The voters got sick of me.)

Retiring for personal reasons. (The press found out about my sex life.)

— Senator R.

Editor's note: The author of this insightful piece served five terms as a state senator. He currently works for a lobbying organization and has no intention of letting legislators find out who revealed their secrets.

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ROAD TUNES



It was damn near 25 years ago. The parking lot at the Palladium was packed with cars and just a handful of bikes. My old Pan was one of them. We were all there to see "that little ol' band from Texas"—ZZ Top. When Billy Gibbons, Dusty Hill, and Frank Beard took the stage that night they blew the roof off the joint. "Beer drinkers, Hell raisers ..." Yep.

A quarter-century later, my beard's a lot grayer, theirs are a lot longer, and the new ZZ Top CD, *Rhythmeen*, proves something very important. In a politically correct world bent on making us all the-boy-in-the-bubble with helmets, smoke-free cities, fat-free everything, and sensitivity-elevating music, there is still rock 'n' roll with that outlaw feel: "Drinkin' Dixie 45 with hot links ... wired as hell and doin' things ..." Keep doin' those things for another 25 years, bros.

In addition to the new ZZ Top release, here are some other CDs with that biker bar 'n' rock sound.

One serious barn-burner is *It's A Blues Thing* by Tony Sarno and The Screamin' Blue Demons. Music this good comes in a strong third—just behind bikes and babes—on the list of things that make life worth living.

Check out the cover of *One Of Those Days*, the James Solberg Band's newest. It's obvious the kind of lifestyle Solberg leads. When he's not in the wind, he's making some fine music.

For some 20 years the Lamont Cranston Blues Band has been one of the top bar bands in Minnesota. Their new CD, *The Lamont Cranston Blues Band*, featuring Pat Hayes, is pure barroom boogie. Makes me thirsty just listenin' to it.

Hangin' tough and bouncing back from serious health problems is one of the best blues harp players around, William Clarke. *The Hard Way*, his latest, is true blue.

James Peterson preaches the blues. Since I've spent many a Sunday puttin' between various "churches of the blues" in an effort to enrich my leather-clad soul, his disc, *Preachin' The Blues*, is right up my alley. This is Southern-fried, honey-drippin' stuff, the kind of music you'll hear in those Dixie roadhouses on the way to Daytona. —Bill Hayes

DON'T GET BURNT.



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

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SHORT STROKES

THE HOME-BUILT CONTROVERSY

Results of the raisin pie survey are in, and we appreciate every comment, correction, and criticism. To some this is a business with a bottom line, but to the staff this is a life, more than a lifestyle, and it is our goal to have a good time as 24-hour-a-day bikers and put out the finest biker mag on the planet. So the comment about Arlen Ness bikes hit home. I've always felt that the readers of *Easysiders* demanded the best of all worlds, and I strive to represent the best of each kind of bike in every issue: some home-built, some shop-built, some expensive, some fast, some old-style, some restored. But you rang my bell, and I'm standing before the mast to say I recognize that the cost of bikes has gone right out of sight for most bikers. I recognize the demand for more down-to-earth bikes and heed the call. Let me hear you testify. Amen. Here's the news...**Texas Slim sent me some pages** from *Officer Survival*, a cop mag out of Texas, concerning how to deal with motorcycle gangs. It contained the usual paranoid propaganda, but I did find one element unique. They suggest that one bike in every pack is a decoy designed to draw an officer stop. While the cops study the decoy the real criminals get away...**Tim Stephens and four other 'Nam vets** are taking their Harleys and going back to Vietnam to revisit the places they served. They're hitting Ho Chi Minh City and Cam Ranh Bay, which Tim describes as "a big resort that none of us saw." Da Nang was the hub. Stephens was hurt, and his best friend was killed in Khe San during the Tet Offensive. Then they're on to the villages of Vu Liet and Phuc Loi, and to Hanoi and the U.S. Embassy to check in, then blast back to Ho Chi Minh City to fly home...**While historically bikers and cops** were rivals on opposite sides of the legal fence, in many respects bikers and cops are brothers—tough individuals standing against the masses. In Newhall, Calif., bikers and riding officers got together to raise \$5,000 for the family of CHP officer Rafael Casillas. The LAPD Family Support Group hopes to make it an annual event...**From the U.S. District Court**, District of Maryland, comes this decision in *Rice v. Paladin Enterprises, Inc.*: "The publisher of the *Hitman Manual* is not liable for the wrongful death based on the convicted killer's use of the book to commit triple murder, since the book did not consti-

tute incitement in imminent lawless action." James Perry and Lawrence Horn were accused of entering into a conspiracy for Perry to murder Horn's ex-wife, eight-year-old quadriplegic son, and his son's nurse. Perry was convicted of the murders and sentenced to death. Horn was also convicted. The relatives of the victims sued Paladin, the publisher, for wrongful death, claiming Perry used the book as a manual for murder...**Another depressing statistic** Bike thefts have increased 46% since 1992. I'll leave it at that. Keep an eye on your putt...**Now for the positive.** Crane Cams supports the MMI in Orlando, Fla., by supplying the teaching facility with roller rockers, cams, performance ignitions, and time-saver push-rods for use in its performance engine classes...**Illusion is back.** After Donnie Bittman attempted to supply his bikes to Canada, he was hit by stringent EPA testing. The Illusion went through a series of tests, and after 5,000 miles of operation, and again after 10,000 miles, Donnie had to pay someone \$2 a mile to ride the beast. His bike passed and is now EPA-approved for all 50 states...**"At Big Dog Motorcycles,** we are carefully studying the Harley-Davidson attempt to trademark the shape of several fenders," said owner Sheldon Coleman. "Our initial reaction is that this application should not be upheld since these fenders have been sold, without opposition, by non-Harley parts manufacturers for years..."**The trademark wars are heating up again.** We're working on a series of articles on trademarks, so that we'll all become more knowledgeable in that area. For instance, you can lose a trademark battle by never filing, never opposing, letting it lapse, or not keeping an eye on the ball. H-D filed trademarks on Shovelhead and Panhead by naming sandwiches after them in a Harley cafe. They didn't have the trademark for parts, 'cause everyone knew the names had been in use for decades. So they waited a couple of years, then filed for the parts trademark—no one opposed them. Stay tuned...**Dr. Brian Chinn of Britain's Transport Research Lab** advocated motorcycle airbags at the 1996 Enhanced Safety of Vehicles Conference in Melbourne, Australia. We need to keep an eye on this bloke...**Recently, NHSTA did a test on vision and hearing** and the use of helmets. They concluded that helmets don't

effect our senses—yeah, right. Well, if that's the case, then why is helmet use illegal in cars? Shouldn't we start claiming discrimination under equal use of the law since 90% of all injuries in cars are head-related? What's their excuse for not requiring helmets for motorists?...

Tracy Powell of Westerville, Ohio, took the editor of the local newspaper to task. A motorist pulled a left in front of a biker, killing him, and the paper saw fit to report that the rider was not wearing a helmet. The helmet, or an armored car, wouldn't have prevented the accident. Whenever we read this kind of biased reporting we should respond by writing to the editors. Thanks, Tracy...

My babe Elvira is chilling the nation as Brewmistress of the Dark. Her new potion, Elvira's Night Brew, is in bars and restaurants all over the country. Drink it if you dare...**Now a report from Wilmington, Ohio,** where Haskell Combs Jr., chairman of the local ABATE, ran into reams of red tape trying to organize a Toy Run. He was forced to obtain zoning permits, apply for a conditional use permit (which required a hearing in front of the Clinton County Board of Zoning Appeals), run a public notice in the local paper, and acquire special permits for food service and camping. After jumping through the required hoops (and paying over \$600), Haskell got a call from a zoning inspector accusing him of being solely concerned with having a party. Needless to say, Haskell and his bro, Joe Gasaway, who brought this to our attention, were pissed, but they put on the event anyway, collecting a bunch of toys and \$4,000 for needy families in the county...

Finally, as we wonder what the world is coming to, a six-year-old boy was suspended from school for kissing a girl on the cheek. The boy's mother said the girl asked her son to kiss her and that he was simply expressing friendship. The school said any student kissing another student is inappropriate behavior. Maybe we should have prostitutes for kids to hug, so we don't offend the straights...**And so it is** for another installment. It's Love Ride time here in L.A. This run might look like a RUB event to some, but every rider who loves our November mid-80s temps, whether he's riding an Evo, an Ironhead Sportster, a Pan (which I hope to be riding, and I rebuilt in my garage), or an oil-drippin' Shovelhead, is welcome. Ride forever.

—Bandit



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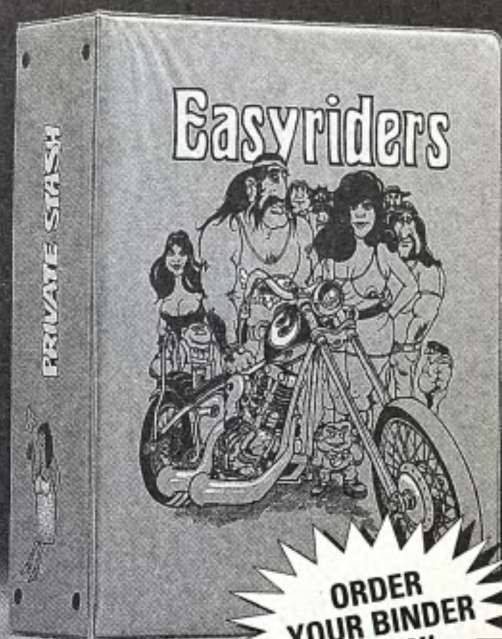
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1992	223	224	225	226	227	228	229		231	232	233	234
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HALL OF FAME GREIG PERKINS

"Dirigo," the motto for the state of Maine, is Latin for "I lead." Greig Perkins truly represents this motto as a former president of United Bikers of Maine (UBM) and a national leader in the motorcyclists' rights field while on the board of directors of the Motorcycle Riders Foundation (MRF).

Greig moved to Maine from Colorado in the early '80s and immediately became involved in UBM on the local level in the Boothbay Harbor area. He was quickly recognized as a person who could get things done and worked to promote the organization that had fallen on some hard times. He was elected to the position of vice president for policy and public relations, and held that job for about eight years. Taking a year off, he was then elected president of UBM. During his term Greig was personally responsible for developing a relationship with then Representative, now Senator Olympia Snowe, helping focus on our issues on a national front.

Throughout Greig's work, one major theme was always present: Our rights were important and in need of protecting; but always maintain your sense of humor! It's great to be an advocate, but never lose your ability to smile.

Greig was also primarily responsible

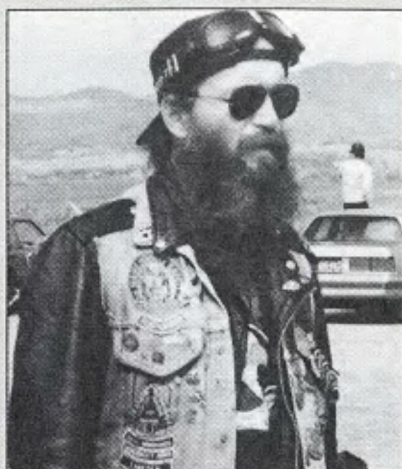


Photo: Eleanor Eide

for leading UBM into the '90s with "rider education." Through his efforts, UBM received much credit for its preventive efforts on behalf of motorcyclists. He also became active on the national front with his involvement in the MRF as an inspiring speaker around the nation, and provided help to those who needed a "lift" or a touch of common sense.

Hats off to a man who not only lives the "lifestyle" but deeply believes in it! Ride on Greig and enjoy all the praise and love you have earned nationwide.

—Paul K. Vestal Jr.

BABES ON A BIKE 'NUFF SAID

Nah, this isn't news, but, whatdahell, we'll use any excuse to run a shot of beautiful babes on a bike. Seems a bike shop in Wichita, Kansas—Biker's Edge Cycle & Leather—ran a unique promotion in conjunction with a party they held to celebrate their first anniversary in a new location (1210 E. Douglas, Wichita, Kansas). In addition to food, drink, prizes, and the regular party fare, the shop's owners invited their loyal customers to bring in their bikes for a free photo portrait.

The owner of this '94 Electra Glide Ultra Classic, Richard Petersen, isn't pictured, but who needs him when you've got four Heartland honeys doing the accessorizing? Good idea, Biker's Edge.

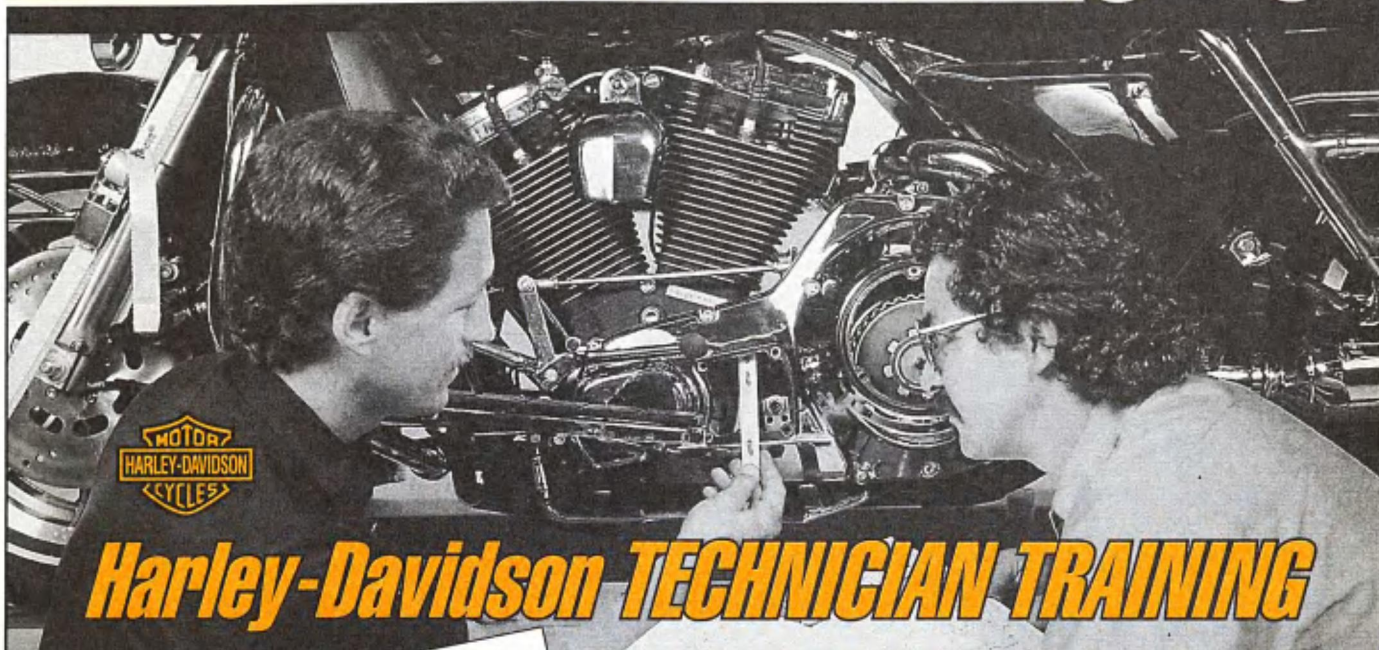
—Twigg



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Date: February 8-16
Place: Mesa
Info: (602) 970-3757

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

Greasewood Poker Run
Date: March 16
Place: H-D of Glendale
Info: (602) 247-5542

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

ARKANSAS

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

CALIFORNIA

M/C Swap Meet
Date: March 9
Place: Ventura Fairgrounds
Info: The Shop (805) 650-6777

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

COLORADO

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, Colo. Springs
Info: (719) 636-3682

CONNECTICUT

Super Sunday Bike Show
Date: February 22-23
Place: Aero Center, E. Hartford
Info: (860) 296-2828

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

See guide beginning on page 51

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

ADA Ride for a Cure
Date: March 2
Place: Daytona Beach
Info: (407) 660-1926

Brute Horsepower Shootout
Date: March 3-7
Place: Daytona Beach
Info: (800) 874-0645

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

ILLINOIS

ABATE State Seminar
Date: February 8
Info: (309) 343-6588

IDAHO

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

INDIANA

ABATE Day at the Statehouse
Date: February 5
Place: State Capitol
Info: (317) 421-8040

Reg. 8 ABATE Sweetheart Dance
Date: February 8
Place: Evansville
Info: (317) 421-8040

Region 12 ABATE Swap Meet
Date: February 9
Place: Terre Haute
Info: (317) 421-8040

ABATE St. Patty's Dance
Date: March 15
Place: Richmond
Info: (317) 421-8040

KANSAS

Bros. of the Third Wheel Meeting
Date: second Sun. of each month
Place: The Freebird, Wichita
Info: (316) 744-0766

MICHIGAN

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

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

Giant M/C Swap Meet
Date: March 2
Place: Saginaw Civic Center
Info: (616) 941-0815

April Fools Poker Run
Date: March 29th
Place: Bancroft
Info: (517) 288-5616

MISSOURI

FORR Local 18 V Dance
Date: February 8
Info: (800) 309-7433

FORR Local 10 Bike Show
Date: February 10-13
Info: (800) 309-7433

FORR Local 4 Community Services Fundraising Dance
Date: February 21
Info: (800) 309-7433

NEVADA

Bros. of the Third Wheel Meeting
Date: first Wed. of each month
Place: Road House
Info: (702) 435-6321

NEW HAMPSHIRE

Brothers of the Third Wheel Chapter Meeting
Date: Third Friday of each Month
Place: Peter's Pub, Tilton
Info: (603) 528-1105

OHIO

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

ABATE Reg. 9 Daytona North Party
Date: March 8
Place: Columbus
Info: (614) 834-1874

ABATE St. Patrick's Day Dance
Date: March 15
Place: Region 15
Info: (614) 676-8649

ABATE Swap Meet
Date: March 23
Place: Region 1
Info: (216) 828-2875

ABATE Easter Egg Hunt
Date: March 29
Place: Hocking County
Info: (614) 834-1874ABATE

OKLAHOMA

Bros. of the Third Wheel Meeting
Date: first Sun. of each month
Place: Skyline Restaurant, OKC
Info: (405) 672-5173

SOUTH CAROLINA

Motorcycle Swap Meet
Date: March 2
Place: Myrtle Beach
Info: (803) 249-8003

SOUTH DAKOTA

Flatlanders Swap Meet
Date: March 8-9
Place: Ramada Inn, Watertown
Info: (605) 886-0233

TEXAS

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

RACING EVENTS

For complete listings and features grab a *Quick Throttle*, on newsstands now.
AMRA: (708) 250-0838
ECRA: (609) 652-1159
AHDRA: (919) 229-4877
AMA: (614) 891-2427

EASYRIDERS EVENTS

Easyriders 1997 Bike Show Tour

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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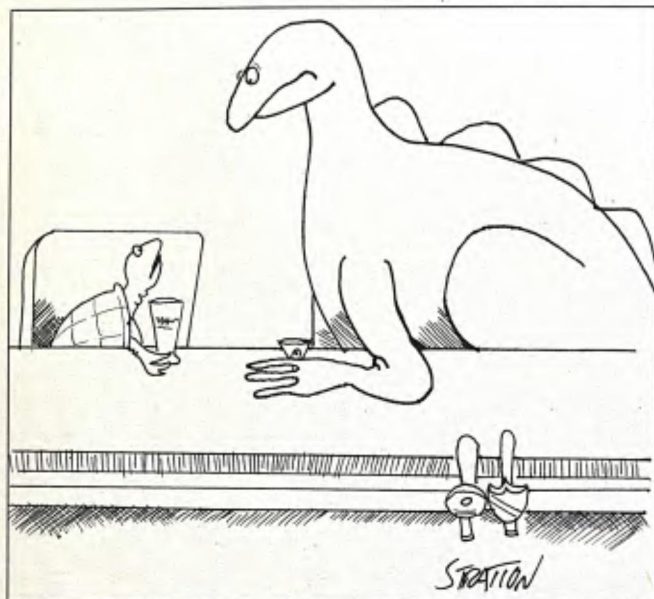
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ATTENTION EASYRIDERS READERS: This group of attorneys puts a substantial portion of its legal fees from motorcycle accidents back into motorcycling by being the sole financial sponsor of the **National Coalition of Motorcyclists**.



PASSING GAS



"I'm sorry, Frank, but your entire species just died."

A street vendor was selling bagels when a good-natured bro walked by, put down 50 cents, and left without taking a bagel. The following day, the bro again put down four bits, and as before, he left without taking his purchase. This routine continued for a month.

Then one day, the bro left his 50 cents and began to leave as usual when the vendor called, "Hold on a second."

"I knew you'd eventually ask why I never take a bagel," said the biker with a grin.

"Naw," said the vendor, "I just want you to know that bagels are now seventy-five cents."

Lucky
Ogden, Utah

A patchholder and a Ninja rider were discussing the outcome of a bike race. "That Honda must be one bad-ass machine!" exclaimed the Ninja rider.

"How the fuck do ya figure that?" asked the patchholder. "It came in dead last!"

"Yeah," said the rider, "but it took fifteen Harley-Davidsons to beat it!"

DeeCee
The Capitol

Did you hear about the Democrat who stole so much money that he became a Republican?

The Midget
Staying Strong



"Look, Dad, room kill!"



"Got any 'Blow It Out Yer Ass' cards?"

The Cannibal King and his son were hunting for food in the jungle. Soon they came upon a small waterfall, under which a beautiful young woman was bathing. Her lithe body glistened in the sun. Her curves hugged the droplets of water that splashed upon her lovely skin. Watching her hungrily, the son of the Cannibal King whispered, "Great, Pop, we've finally found breakfast. I'm starved."

But the Cannibal King said, "We will not eat her, my son."

"You've gotta be kidding, Pop," said the son. "Our bellies are empty!"

"No, we will not eat her," repeated the Cannibal King. "I will crawl up to her silently—and when I capture her, we'll go home and eat your mother!"

BRS
USA

A good sign you're on a bitchin' first date: you ask her to dance, and she climbs up on the table.

Dago
Club Fed

What's the worst thing about farting in church?

You have to sit in your own pew.

Gracie
Rubber Room

Kickstand ran out of gas in the country, and after walking miles and miles, he finally came to a farmhouse. He knocked on the door, and it was opened by a gorgeous, butt-naked blonde. At his puzzled look, the chick said, "I'm a nudist."

She opened the door fully and invited Kickstand in. As he was telling her that he'd run out of gas and needed to use her phone, she lay down on the couch in a sexy pose. He picked up the phone, and just then the door banged open, and in ran what looked to be about 15 rugrats. The chick yelled at them to go back outside to play, shooting them through the door.

"Damn, lady," said Kickstand after they were gone, "how many kids do you have, anyway?"

"Sixteen of 'em," she said.

"How come so many?"

"Hey, not all bikers are as stupid as you," she said.

Klingon
Shields Up

A lawyer's definition of a bachelor: a sorry sonuvabitch who's cheating some deserving woman out of her divorce settlement.

J. Capes
Hayfork, Calif.



"It just seems to follow me everywhere."

Two French women were talking when one said, "I hate it that my husband Pierre has been working so hard lately."

"You miss him, eh?" asked the other.

"Oh, that's not it," she replied.

"It's just that he comes home so tired, he falls asleep the minute his feet hit the pillow."

El Vee

El Lay

The giddy dame was so horny she decided to put her cards on the table. Approaching the big biker at the end of the bar, she whispered huskily into his ear, "I'm footloose, handsome."

The bro looked her over carefully and said, "The rest of you could stand some tightenin' too, bitch."

Ron

Scimitar, Calif.



"I'll be right back—I'm going to go laugh my ass off with the paramedics who brought you in."

What do you call a biker who rides only Harleys?

Mo-hawg-amous.

Al Troxler
Greensboro, N.C.

Why are Japanese so smart?

No blondes.

Connie C.
Helix, Ore.



"Here's yer problem, lady ... looks to me like somebody around here don't like cats."



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

TALKING TECH

SHIFTY WOES

I'm the proud owner of a 1995 1200 Sportster, my first Harley, and I love it. I do have a problem, though. After riding at highway speeds for about a half hour, I find that when I try to downshift, the shifter feels spongy and doesn't want to shift. After playing with the clutch lever a bit, it will finally shift. This doesn't happen every time, but it does only happen when the bike is warm.

When I asked the H-D mechanic about it, he said he'd never seen anything like this happen before and doesn't know what to do for it. Do you, or any other of your readers, have any clue as to what the problem is and/or how to correct it?

Goose
Barnegat, New Jersey

I traded in my '90 Sportster Deluxe for a '94 Fat Boy and one of the first things I noticed was how much more smoothly the Sporty shifted gears. On the Sporty, with a little "feel" on the shift lever as I clutched her in, I could get a noiseless shift all the way up, and all the way back down the gears. But almost every time I shift the Fat Boy, I get a loud ka-klunk as it goes in gear, especially between the higher gears. Is that a bad thing, and if so, is there anything I can do about it?

Tom Norton
Long Beach, California

Okay, first we'll look at Goose's Sporty. According to my good friend and resident Sportster wizard, Roger Kallins of XRV Performance (818-249-6322), the clutch needs some attention since it appears to be dragging. Check the clutch adjustment first, and see if that helps the situation.

Roger prefers to run a synthetic primary oil in his Sportys and has done so for many years. He recommends Red Line 7590. RevTech's primary oil is also a good choice. Next, check the chain tensioner shoe adjustment. If this is out of spec, readjusting it may cure your woes.

Now for Tom's question. The same things apply to what was recommended for Goose. Check the clutch adjustment, tensioner shoe, and try a different oil in your tranny. For the Big Twin trans, Roger says Red Line Golden Spectro 8140 gear lube is the way to go. Inherent with the design of the factory stock

tranny gears, they almost always will clunk during shifting, but from what I hear from my bros who've been using the Red Line tranny lube, it cures almost all of the annoying clunks. If you get to the point where you'd like to rebuild the tranny in your Fat Boy, Tom, choose a set of Andrews or JIMS transmission gears. They are a far better quality of gear than the stockers, and with a proper break-in and the right lube, they'll eliminate that annoying clunk, give you smoother shifts (because they are back-cut), and will take all the power you can give 'em.

THE MOST ASKED QUESTION

I want to put together a scooter like the one Mickey Rourke rode in *Harley-Davidson and the Marlboro Man*. Could you or anybody else give me the specs on it?

Chuck
Casper, Wyoming

To paraphrase Mickey Rourke's character in that movie, "If I had a dime for every time I was asked about the specs on that bike, I'd be a rich man." Ever since the movie came out, that bike has been quite popular for prospective builders to copy.

Basically, the bike was a mildly worked over FXR that, on the whole, wasn't that tricked out. The best thing I could recommend is to rent the movie, sit down close to your TV with a notepad and a sixer, and use the freeze-frame to get the visuals you're looking for. As far as contacting the builder (Billy Westbrook), I was lead to believe that the specs weren't something he wanted published. However, the bike also spent some time at Bartels' H-D (310-823-1112); maybe you could get some more info from them.

NEEDS PARTS INFO

I'm building a rigid chopper and hoped to get some information on a springer front end; 80-spoke, 16-inch rear wheel and sprocket; 80-spoke, 21-inch front wheel; and a lowered headlight kit.

Frank Clarebrough
Victoria, Australia

Let's just go straight down the line. Here are the sources you're looking for, and yes, I know there are probably others I haven't listed, but here are the best places to check right off the bat: For the springer front end call Pat Kennedy's

Custom Cycles at (520) 457-2237; he'll make you anything you need. Also, Sundance Components (407-636-3044) will do you a springer any size, and like Kennedys, they have much more to choose from in the way of parts and pieces. For 80-spoke wheels, again, call Pat Kennedy, since they started the trend of 80-, 120-, and now I hear 240-spoke wheels. American Wire Wheel also makes 80 spokes, 16- and 21-inch, and are carried through V-Twin Manufacturing and Drag Specialties, who should also be able to help you with the lowered headlight kit. Custom Chrome has one as well.

SWINGARM SOLUTION?

I own an '85 Softail (chain, 4-speed) with 80,000 on it. I rebuilt the engine and trans recently. The shocks are crapped out, and I'd like to run a conventional swingarm and shocks. Does anyone make a "changeover kit"?

Al Turk
Providence, Rhode Island

I'm wondering why you want to go through all this work. I mean, I know Softail shocks can be expensive, but I've done a conversion exactly as you're describing to one of my bikes, a Chopper Guy's Softail frame, and lemme tell ya, there was some definite brain-scratching going on. Shock geometry, wheel travel... it can be tricky, but thanks to Sandy at Works Performance (who built my shocks) I was walked through the necessary areas without too much trouble.

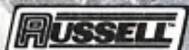
Fabricating the swingarm took a while, but the reason I'm telling you all of this is because I'm not aware of any such kit being offered right now. This is a good time for a reader to write us with further info. In the meantime, give Chopper Guy's a call (707-557-2400) since they make some bad-ass Softail swingarms (with rigid-style axle flanges and the like). Also, Works may be of some help: (818) 701-1010. There are also other manufacturers of custom swingarms for Softails that use the conventional shocks: Ron Simms' Bay Area Custom Cycles, Boyds, and many others. Check 'em out.

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

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F.I.G.H.T.® UPDATE

F.I.G.H.T. '97 What's Next?

As the F.I.G.H.T.® goes on across the country, we're trying to cover all the bases and let you know about any activities that will affect your right to ride. We need your input if we're going to keep up with all the goings-on. After all, information is the currency of the rights movement.

One request we have is that the information you send us be current. Our on-sale times are usually two to three months down the road from any submissions we may get, so if your story is three months old when we

IT'S GREAT TO SEE STATES IN A FOOT RACE TO WIN BACK THEIR FREEDOM

get it ... well, you see the problem.

We recently received a letter from Chico of Florida, complaining that we covered the efforts of Ron Smith but neglected his (Chico's). Chico did, in fact, get an unconstitutional ruling on Florida's law in his local court, and we congratulate him for that. We covered Ron Smith's because it was current and resulted in riders in that country going "topless" and getting their tickets dismissed. Current information is covered as soon as it's received, and we'll try to give credit for past accomplishments where space permits.

One of the hottest spots in the country seems to be Washington state, where two separate cases are getting the Attorney General's knickers in a twist. One is our old friend, Ed Alden, whose *Washington state vs Maxwell and Sanasky* was just heard by the Appellate Court. My information is that the A.G. may have made a couple of blunders of etiquette, and possibly not made any friends among the panel of judges. Another interesting fact is that of the three-judge panel, two of them were on the panel that found the law unconstitutional in the

first place. This can only be good news for the motorcyclists of Washington. We are currently trying to contact Ed, a busy guy, to get all the gory details.

The other case is by our friend Marty Fox, who is headed for the Washington Supreme Court, with what, I'm told, is a great case. We're also waiting to hear from Marty. This two-pronged attack, coupled with the legislative agenda of Washington's MROs, might just make that the first free state since California fell.

Close on their heels is Pennsylvania, where motorcyclists have a new bill ready to go. It was only by the most unusual set of circumstances that Pa. bikers were unable to pass their repeal out of the legislature in '96. The refusal of the legislature and the governor to come to compromise on another transportation issue caused all transportation-related bills to be tabled. Still, their near success last year has their confidence up and membership energized. It's great to see states in a foot race to win back their freedom.

Easyriders has another court date coming up, but as of now we're just trying to get the state of California to cough up our cash, and while it's not much in the grand scheme of things, it is a moral victory. In the meantime, we're following the activities of several states as they move toward the inevitable victory: repeal!

With the national elections over, state rights organizations are marshaling their biker-friendly legislators for 1997 action. Here at *Easyriders* we'll help by publishing a series of lobbying articles that will help as you try and work your way through the bureaucrats that inhabit the halls of lawmaking. We are firmly dedicated to restoring freedom to everyone, and we will not rest until that is achieved. *Easyriders* is in for the long haul. We started this, and we'll be here to finish it. Ride safe.

—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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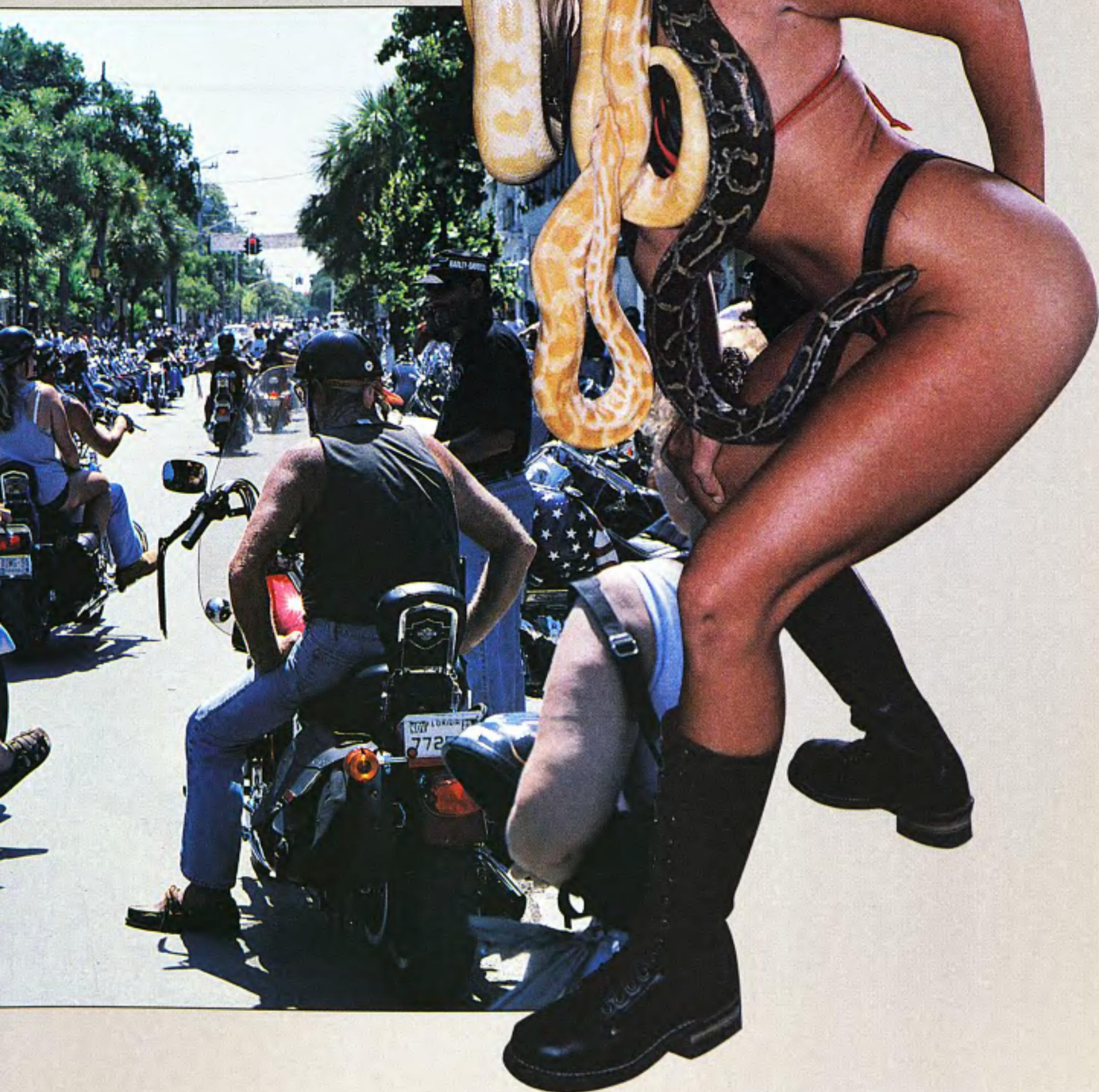
Let your imagination go. Envision riding your Harley through a tropical paradise, hopping magically from island to island, stopping anytime you wish, to fish, snorkel, swim, or just sit and sip Rum Runners at quaint, thatched huts overflowing with nubile, tanned, young women flashing inviting smiles.

Or maybe your idea of paradise is a full dresser and high rise hotels with in-room bars. Perhaps you prefer eating lobster in lavish restaurants and shopping in upscale art galleries. No problem! No matter what your taste, no matter what your pleasure, unless you

are an uptight prude who craves cold weather and collects Cadillacs, the annual Key West Poker Run is the ultimate ride.

Just like the starting point, Phil Peterson's new Harley-Davidson location on State Highway 441 and 150th Street in Miami, the run was bigger and better this year. The Department of

Transportation reported more than 26,000 motorcycles crusing Highway One. →

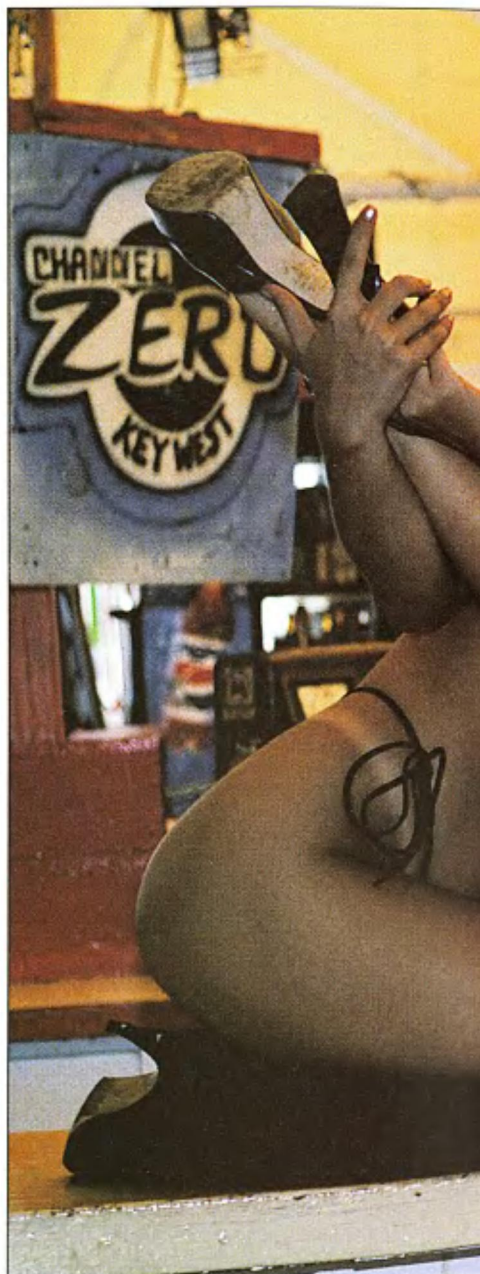
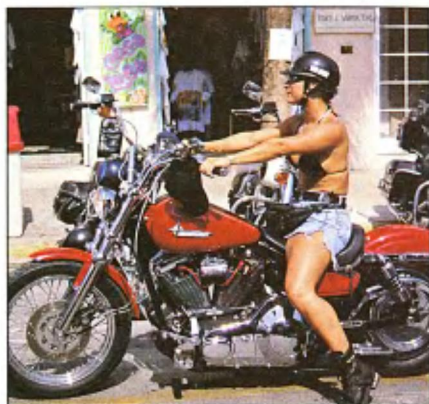


The 150-mile run from Miami to Key West was one of extraordinary beauty. Linked by bridges, each island in this chain has its own unique flavor and attractions.

In Key Largo, the first stop on the poker run and any trip down to the Keys, was the Caribbean Club. Sitting out front, selling his world-famous horned helmets, was Daytona Beach's John Sanchez, Florida's most photographed biker, and his beautiful girlfriend, Kelly Keddie.

Holiday Isle on Islamorada was the second stop. This is a first-class hotel, restaurant, and boat dock with a Tiki Bar and specialty shops lining the docks. Holiday Inn on Marathon Key and Boondocks on Ramrod Key rounded out the stops. The final destination for this run was Mike Horne's Motorcycles in Key West.

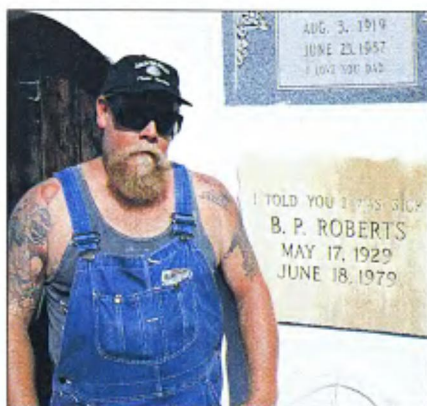
Key West welcomed the riders with open arms and open cash registers. The annual event lasts three days and brings in hundreds of thousands of dollars to local merchants and raises thousands more for diabetes research



and the Key West Sunrise Rotary.

Imagine—that many motorcyclists and no incidents and no arrests. Part of the reason for that was the fact that Key West, also the scene of Fantasy Fest in October, is known for its tolerance. Nudity is not verboten here as it is in Daytona or Sturgis. The sight of tits hanging over the balconies above the bars along Duval Street was quite common. Duval was closed to all auto traffic for the duration. It was bikes only for this weekend!

Palm trees, tropical breezes, sunny days, warm nights, crystal clear waters,





Photos: Pat Randle, Rogue, Dewey Time Bomb Morris



powder-white beaches, historic homes, hip hotels, and sizzling bars all combine to make the Key West Poker Run—where the ride down is as much fun as the Duval Street action—one of the best in the world.

If you haven't been on this run yet, I suggest you make your hotel reservations now for next year. The 25th Annual Key West Poker Run will be the biggest ever, lasting a whole week beginning the third week in September. Check with Phil Peterson's at (800) 545-2561 for more information.

—Clayton Douglas



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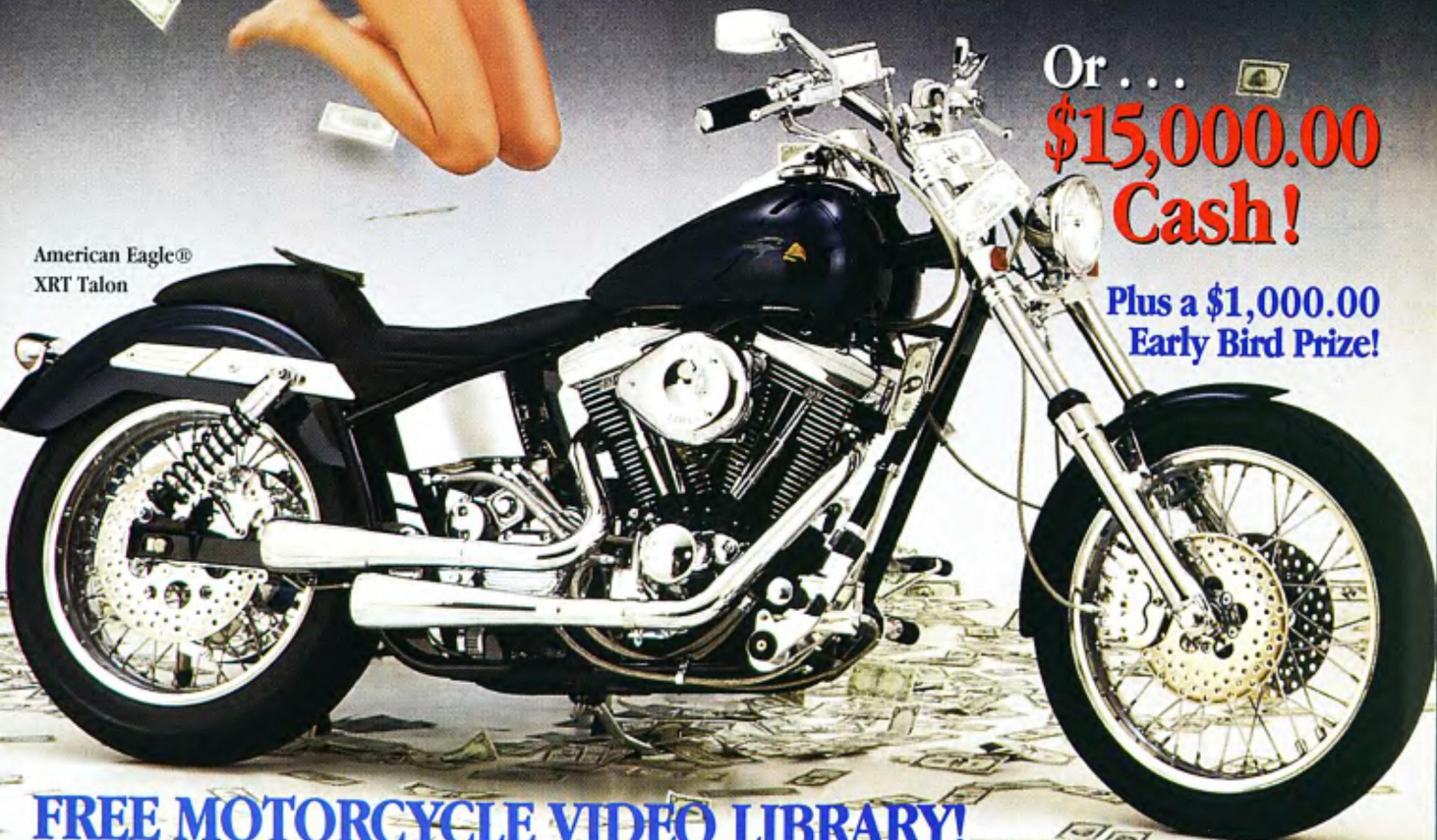
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Sweepstakes YOU will be the lucky one picking up your choice of these outrageous bikes. So haul off and **GET YOUR ENTRY IN NOW!**



A Harley Heritage Springer®!



A Titan® Sidewinder!



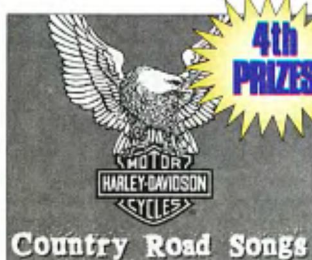
1st PRIZES
DRAG SPECIALTIES 20 \$1,000.00 CERTIFICATES 20 lucky winners will each ride away with \$1,000.00 worth of revolutionary parts and accessories from Drag Specialties' latest catalog — the finest in custom bike accessories.



3rd PRIZES
100 Easyriders® SUPERBAGS Each Superbag is jam packed with an assortment of exclusive Easyriders apparel, accessories and heavy-duty biker items. Valued at \$200 each.



2nd PRIZES
25 Easyriders® KB LEATHER JACKETS Fringed leather jacket is extremely soft and comfortable. Made from Super A cowhide for extra strength and durability. Valued at \$400 each.



4th PRIZES
500 CDs — HARLEY-DAVIDSON COUNTRY ROAD SONGS Featuring 30 songs about love, life and the open road by Country's hottest artists. "Road Songs" is gonna blow you away.



5th PRIZES
500 PAIRS OF MOTORCYCLE RODEO TICKETS 500 PAIRS of tickets to Easyriders' Motorcycle Rodeos. Get ready to party at one of this year's rodeos. 3-day tickets — a \$60 value! Send your entry in now!

\$1,000.00 Early Bird Bonus Prize!

Mail your Official Entry Form before February 27, 1997. If you do and you're selected as the 1997 Grand Prize winner, you'll not only get to choose between a brand-new bike or cash, but we'll also toss in another \$1,000.00 beer money.

Take your pick.

AS LOW AS \$29.95

See Official Entry Form for details



SAVE UP TO 62%

SAVE UP TO 50%

SAVE UP TO 47%

SAVE UP TO 50%

000.00 SWEEPSTAKES

of these brand-new motorcycles!



An American Eagle® XRT Talon!



A Big Dog® Vintage!



A Columbus Custom®!



**\$15,000.00
Cash!**

Bikes or bucks.

FREE BONUS!

Choose a FREE VIDEO with each magazine you order.
One magazine – select one video. 2 magazines – select 2 videos.
3 magazines – 3 videos, etc.



SAVE NOW on all these great action and lifestyle magazines from Paisano!

Send in your subscription today, along with your 1997 Subscribers \$100,000.00 Sweepstakes entry, and guarantee that you won't miss a single issue of the magazine(s) you select.



Land Speed
Record Run – Rated G

322 MPH New Land Speed
Record – Rated G

Best of Videos: Harley
Davidson Coast-to-Coast – Rated G

Wild & Wacky World of
Motorcycling – Rated G

Flesh & Canvas –
Rated R

Can't believe
you'd ever
be a winner?



John Hogate



Paul Szurlo



Barbara Hamill



Dan Lise



Shawn M. Finn



Norm and Lise Lock



Mike Moore



Jeff Kruckenberg



Raymond Maki



Mario Licata

Neither did they!

Meet just a few of the more than 10,000 past winners in the Subscribers \$100,000.00 Sweepstakes. **More than a million dollars in prizes have already been awarded!** You could be a winner too. But you gotta enter to win!

OFFICIAL SWEEPSTAKES RULES

1. Use the enclosed Official Entry Form and subscription envelope. Mail your entry to Subscribers \$100,000.00 Sweepstakes, P.O. Box 469057, Escondido, CA 92046-9057. Entry form must be legible and completed in full to be valid. All entries must be received by June 30, 1997. Sweepstakes ends June 30, 1997. Paisano assumes no responsibility for lost, misdirected or late mail.
2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 1,146 prizes — 1 Grand Prize, 20 First Prizes, 25 Second Prizes, 100 Third Prizes, 500 Fourth Prizes, and 500 Fifth Prizes. Total approximate retail value of \$105,000.00.
3. Winners will be selected by random drawing from all entries received by Doyle, Hull & Gregory, whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes. The odds of winning a prize will depend upon the total number of eligible entries received.
4. Sweepstakes is open to all residents of the U.S. age 18 and over, except employees of Paisano Publications and their families, its affiliated companies, and advertising and promotion agencies. Sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. ALL FEDERAL, STATE AND LOCAL TAXES, IF ANY, AND DELIVERY OF BIKE ARE THE RESPONSIBILITY OF THE WINNERS.
5. Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Paisano Publications, Inc., and none will be returned. Winners grant Paisano Publications and its agencies the right to use their names and likenesses for advertising and promotional purposes.
6. For a list of major prize winners, send a separate, stamped, self-addressed business envelope to Paisano Publications, Inc., Sweepstakes Winners List, Box 1050, Agoura Hills, CA 91376-1050.

NO PURCHASE NECESSARY TO WIN. LIMIT ONE ENTRY PER HOUSEHOLD.



Beaches, babes, beer, bikes; the order doesn't matter, 'cause there's plenty of each to go around. If you've been to Daytona, you already know this. If you haven't, here are some things to ponder as you plan your romp to Bike Week '97.

Expect half a million fellow hell-raisers to be on hand. That means you need to call (800) 854-1234 *real soon* to get accommodation info and a free Bike Week package from the Daytona Beach Area Visitors and Convention Bureau. Or, ring up TravelCraft at (800) 241-1223 for help with hotel reservations and other travel arrangements.

The 20 miles of beach are second to none, and Lord knows you can ride your scooter on 'em. There's also no shortage of potential pulse-poundin' passengers soaking up the sun. So, slap on that P-pad and don't forget to wash the sand off of it (and any other exposed components) when you're done ...

Let the party begin, and like the Daytona '95 sticker I wore on my forehead down Main Street said, "Dip me in honey and throw me to the lesbians!"

SERVICES

BIKE WEEK WELCOME CENTER

Where: 503 Main St., D.B. Sponsored by the Daytona Beach Chamber of Commerce
When: 10 a.m.-10 p.m., Feb. 28 - March 9
Info: Use their info board to pin up and/or receive messages during your stay. (904) 255-0981

BIKERS AGAINST MANSLAUGHTER

Where: Ellis Groceries, 601 Main St., D.B.
When: Feb. 28 - March 9
Info: 24-hour free emergency breakdown and legal assistance; free membership cards. (800)-4-BIKERS

DAILY EVENTS

(As in 10-day, party till you pass out, YEE-haw!)

EASTRIDERS OF DAYTONA

Where: 605 Main St., D.B.
When: daily
Info: Where else would you start the party? Bros Club perks include cheap chow and caffeine-laden carbonation, plus, the all-important free coffee and popcorn. JDF bikes will be on hand here and at the Last Resort for perusing, with plenty of raffle tickets for sale. And, of course, there'll be plenty of in-store specials. Stop by and find out more from Bill Chaffin and Nancy Gilbert, or call (904) 238-1645

DAYTONA H-D MOTORCYCLE EXPO

Where: Riverfront Park, Beach St., D.B.
When: daily. Bands start at noon, beer, food, Serenity House (a good cause) bike raffle
Info: (904) 253-BIKE

OPEN HOUSE AND TOURS

Where: American Motorcycle Institute (AMI), I-95 and U.S. Hwy. 92, D.B.
When: 9 a.m.-5 p.m., March 1-March 8
Info: (904) 255-0295 or (800) 881-2264

HAMSTER CUSTOM BIKE SHOW

Where: Highlander Outpost and Goods, 1821 S. Ridgewood (U.S. Hwy. 1), South Daytona
When: February 28-March 9
Info: (904) 322-8829

SPRING DAYTONA BIKE WEEK '97 FEVER

Photos: Michael Lichter

BIKING ON THE BOULEVARD

Where: Bethune Blvd., Historic District, D.B.
When: 10 a.m.-10 p.m., daily
Info: entertainment, vendors, BBQ, bike shows, bikers memorial

CARL'S SPEED SHOP

Where: 390 N. Beach St., D.B.
When: daily
Info: (904) 258-3777

BARB, BANDS, BASHES

FULL MOON SALOON

Where: Wild Olive & Main St., D.B.
Info: The multi-talented Dian Marshall draws great portraits while you wait, and when she takes to the stage to sing, the rafters shake; (904) 257-8661

FROGGY'S

Where: 800 Main St., D.B.
Info: Daytona is an institution; graduate classes held here; (904) 253-0330

MAIN ST. CAFE/AL'S ALLEY PUB

Where: 821 Main St., D.B.
Info: good music, better women; (904) 257-2323

JACKSON HOLE SALOON

Where: 1081 N. U.S. Hwy. 1, Ormond Beach
Info: free beer hour daily, barbecue, wet T-shirt and beauty contests, concert by Savoy Brown on Friday, March 7; (904) 673-6996

ART'S PLACE

Where: N. Hwy. 17, DeLeon Springs
Info: off the beaten path, but worth fit. Burgers, bands, bonfire, barbecue, horseshoes, miniature golf, self-guided scenic tours, poker runs; (904) 985-5151

IRON HORSE SALOON

Where: N. U.S. 1, Ormond Beach
Info: 10th Annual Motorcycle Mardi Gras, free beer hour daily, live bands, events, California Hell Riders and their Wall of Death; (904) 677-1550

PUB 44

Where: SR 44, New Smyrna Beach
Info: bands, vendors, food, contests, liquor under the big tents. This place rocks! (904) 428-6523

SQUEEZE IN PUB

Where: 5005 S. Ridgewood Ave. (U.S. 1), South Daytona
Info: drink specials, bands, contests; (904) 760-2564

THE LAST RESORT

Where: 5812 Ridgewood Ave. (U.S. 1), South Daytona
Info: live bands daily, food vendors, entertainment, home base for Easyriders truck; (904) 761-5147

WILLI'S MOTORCYCLE WORLD

Where: 566 Ballowh Rd., D.B.
Info: collectible motorcycles on display; (904) 253-2100

BILLY BOB'S COUNTRY NIGHT CLUB

Where: 2801 S. Ridgewood Ave. (U.S. 1), South Daytona
Info: vendors, noon outdoor barbecue, bands starting at 1 p.m., free bike wash; (904) 756-0448

SOPOTNICE'S CABBAGE PATCH

Where: Tomoko Farms Rd., New Smyrna Beach
Info: bike madness—dive in; (904) 427-2659

SMILEY'S TAP

Where: N. U.S. 1, Ormond Beach
Info: old school all the way; (904) 677-9609

NEKKID DANCIN' MACHINES

A few of Daytona's gentlemen's clubs for you gentlemen and your clubs (thanks, Don Waitt at Exotic Dancer magazine, 813-726-3592)

MOLLY BROWN'S

Where: 542 Seabreeze Blvd., D.B.
Info: (904) 255-5966

PANDORA'S BOX DANCING

Where: 319 Second Ave., D.B.
Info: (904) 252-9163

SHARK LOUNGE

Where: 730 Int'l Speedway Dr., D.B.
Info: (904) 258-1230

SHINGLE SHACK

Where: 640 N. Ridgewood, South D.B.
Info: (904) 252-3584

BOTTOM'S UP CLUB

Where: 2396 N. U.S. 1, New Smyrna Beach
Info: (904) 427-0364

CONCERTS

BIKE RASH AND OUTDOOR CONCERT

Where: Pub 44, SR 44, New Smyrna Beach
When: noon to midnight, Thursday, March 6
Info: free admission; (904) 428-6523

BIKER JAM

Where: Bandshell, D.B.
When: 2 p.m.-11 p.m., Fri.-Sat, March 7-8
Info: headliner concerts; (904) 254-8200

SWAP MEETS

DAYTONA FLEA MARKET/

SPIDER'S SWAPATONA

Where: I-95 and U.S. 92, D.B.
When: 10 a.m.-6 p.m., March 1-9
Info: (304) 877-6946

DAYTONA BEACH SWAP MEET

Where: Volusia County Fairgrounds, De Land
When: 10 a.m.-6 p.m., Thurs.-Sun., March 6-9
Info: (301) 336-2100

CALENDAR OF EVENTS

FRIDAY, FEB. 27-SUNDAY MARCH 2

NASB SERIES OPENING ROUND

Where: Daytona International Speedway, U.S. 92
Tickets and info: (904) 253-RACE

CCS PRO-AM SPRINT RACES

Where: Daytona International Speedway, U.S. 92
Tickets and info: (904) 253-RACE

SUNDAY, MARCH 2

22ND ANNUAL FIG ROAST

When: 1 p.m.
Where: Smiley's Tap, N. U.S. 1, Ormond Beach
Info: (904) 677-9609

SUNDAY, MARCH 2-TUESDAY, MARCH 4

AMERICAN MOTORCYCLE AUCTION

When: call for times (different each day)
Where: Volusia County Fairgrounds, De Land
Info: Jam On Productions, (301) 336-2100

MONDAY, MARCH 3

H-D DEMO RIDES

When: 9 a.m.-3 p.m., March 3-March 7
Where: northeast corner of Daytona Speedway
Info: (904) 253-RACE

BRUTE HORSEPOWER SHOOTOUT

When: March 3-March 7 (awards given)
Where: AMI, I-95 and U.S. 92, D.B.
Info: \$20,000+ in cash and prizes; (904) 255-0295

AHRMA VINTAGE ROAD RACES

Where: Daytona International Speedway, U.S. 92
Tickets and info: (904) 253-RACE

BMW BATTLE OF THE LEGENDS (ROUND 1)

Where: Daytona International Speedway, U.S. 92
Tickets and info: (904) 253-RACE

TUESDAY, MARCH 4

H-D INDOOR SHOW PREVIEW

H.O.G. members only
Where: Ocean Center, D.B.
Info: (904) 254-4500

AHRMA VINTAGE ROAD RACES

Where: Daytona International Speedway, U.S. 92
Tickets and info: (904) 253-RACE

BMW BATTLE OF THE LEGENDS (ROUND 2)

Where: Daytona International Speedway, U.S. 92
Tickets and info: (904) 253-RACE

WEDNESDAY, MARCH 5

ALLIGATOR ROAD TOUR

Registration: Feb. 28-March 4 (March 5 til 9:30 a.m.)
Where: 3602 W. Int'l Speedway Blvd. (U.S. 92),
Info: \$18 per person; departs 10 a.m.; 90-mile run includes lunch and attraction stop; (904) 252-2132

H-D DRESSER LIGHT SHOW

When: 7:30 p.m.
Where: Ocean Center north lot, D.B.
Info: (904) 254-4500

AHRMA 1/4-MILE

When: 9 a.m.-4 p.m.
Where: Orlando Speed World, Orlando (Bithlo)
Info: (910) 229-4877; track phone (race day only): (407) 568-5522

AMA PRO ROAD RACE PRACTICE

Where: Daytona International Speedway, U.S. 92
Tickets and info: (904) 253-RACE

H-D INDOOR SHOW

When: 10 a.m.-6 p.m., Wed-Fri; 10 a.m.-4 p.m., Sat
Where: Ocean Center, D.B.
Info: (904) 254-4500

THURSDAY, MARCH 6

AHRMA 1/4-MILE

When: 9 a.m.-4 p.m.
Where: Orlando Speed World, Orlando (Bithlo)
Info: (910) 229-4877; track phone (race day only): (407) 568-5522

ARAI POLE QUALIFYING/ROLEX AWARD

Where: Daytona International Speedway, U.S. 92
Tickets and info: (904) 253-RACE

TIME QUALIFYING FOR H-D SUPERTWINS

Where: Daytona International Speedway, U.S. 92
Tickets and info: (904) 253-RACE

INDIAN MOTORCYCLE ILLUSTRATED RALLY

When: 10 a.m.
Where: Klassix Auto Museum, U.S. 92, D.B.
Info: (904) 252-3800

SIDECAR/TRIKE DAY & SHOW

When: 12:30-2:30 p.m. (sign-up), 3 p.m. (judging)
Where: Volusia County Fairgrounds, De Land
Info: (301) 336-2100

FRIDAY, MARCH 7

GREAT AMERICAN MOTORCYCLE RODEO

When: 10:30 a.m.-1:30 p.m. (practice), 2 p.m. (rodeo)
Where: Volusia County Fairgrounds, De Land
Info: (413) 586-4342

ANTIQUÉ BIKE DAY & SHOW

When: 12:30-2:30 p.m. (sign-up), 3 p.m. (judging)

Where: Volusia County Fairgrounds, De Land
Info: (301) 336-2100

750 SUPERSPORT AND BMW BATTLE OF THE LEGENDS (ROUND 3)

Where: Daytona International Speedway, U.S. 92
Tickets and info: (904) 253-RACE

AMERICAN MOTORCYCLE AUCTION

When: call for times

Where: Volusia County Fairgrounds, De Land
Info: Jam On Productions, (301) 336-2100

BOARDWALK CLASSIC BIKE SHOW

When: 9-11 a.m. (registration), 4 p.m. (awards)
Where: Boardwalk Amusement Area, Main St.
Info: (203) 425-8777

CRANE CAMS OPEN HOUSE

When: 9:30 a.m.-2:30 p.m.
Where: 530 Fentress Blvd., across from
Daytona International Speedway
Info: (904) 252-1151

SATURDAY, MARCH 8

RAT'S HOLE CUSTOM CHOPPER SHOW

When: 8 a.m.-dusk
Where: Ocean Center north parking lot, D.B.
Info: (813) 327-0667; sponsored by Easyriders

HOTTEST CUSTOM IRON DAYTONA SHOW

When: 10 a.m.
Where: Klassix Auto Museum, U.S. 92, D.B.
Info: custom Harleys, hot rod/street rod cars and
trucks: (904) 252-3800

EUROPEAN BIKE DAY & SHOW

When: 12:30-2:30 p.m. (sign-up), 3 p.m. (judging)
Where: Volusia County Fairgrounds, De Land
Info: (301) 336-2100

GREAT AMERICAN SAND DRAGS

Where: Volusia County Fairgrounds, De Land
Info: (413) 586-4342

CUSTOM BIKE DRAWING/ DAYTONA BEACH COMMUNITY FOUNDATION

When: 4 p.m.
Where: Klassix Auto Museum, U.S. 92, D.B.
Info: (904) 255-0981

EASTER SEALS HARLEY GIVEAWAY

When: 5 p.m.
Where: Rat's Hole Show, Ocean Center, D.B.
Info: (904) 255-4568

SUNDAY, MARCH 9

BLESSING OF THE BIKES

When: 7:30 a.m.
Where: St. Paul's Catholic Church, U.S. 1, D.B.
Info: following blessing, ride to Bellair Plaza for
start of H-D parade (see below); (904) 255-0981

56TH DAYTONA 200 BY ARAI SUPERBIKE CLASSIC

Where: Daytona Beach Municipal Stadium
Tickets and info: (904) 253-RACE

HARLEY-DAVIDSON SUPERTWIN FINAL

Where: Daytona Beach Municipal Stadium
Tickets and info: (904) 253-RACE

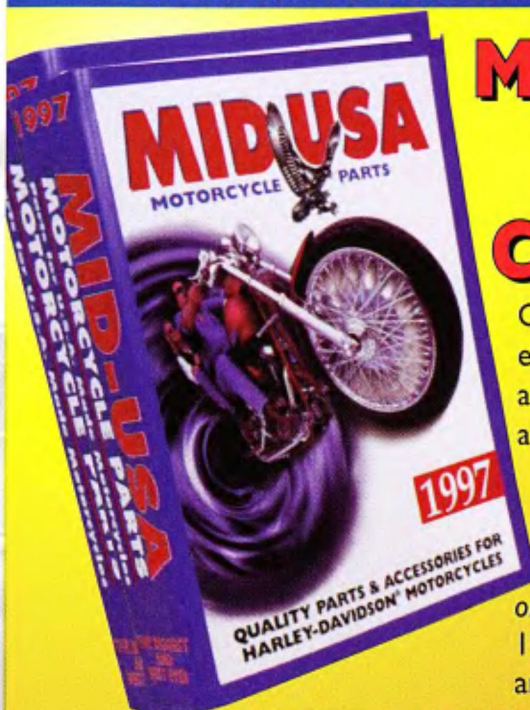
1947 H-D KNUCKLEHEAD DRAWING

When: 2 p.m.
Where: Iron Horse Saloon
Info: (904) 238-6225

ANNUAL H-D PARADE

When: 9 a.m.
Where: south down A1A and west on U.S. 92 to
Daytona Int'l Speedway and Harley Heaven
Info: (904) 255-0981 →

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17638 N. 25th Ave. Suite 1, Phoenix, AZ 85023

Call: (800)760-3132 or Fax: (602) 993-4901

(Mail order available)

HARLEY HEAVEN

When: 10 a.m.
Where: Turn 3 grandstands, Daytona Speedway
Info: (904) 247-2700

BLOWOUT PARTY: UNITED WAY DRAWING

When: 2 p.m.
Where: Iron Horse Saloon, N. U.S. 1, Ormond Beach
Info: 1997 Heritage Softail Classic; (904) 677-1550

SHOPS/PARTS

CHOPPERS WORLD

618 Main St., D.B.
(904) 252-1922

DAYTONA HARLEY-DAVIDSON

290 N. Beach St., D.B.
(904) 253-BIKE

RUSSELL'S CYCLE CARE

2514 N. Dixie Freeway (U.S. 1), New Smyrna Beach
(904) 427-6001

MILLER'S CUSTOM PARTS

1863 Ridgewood Ave. (U.S. 1), South Daytona
(904) 761-0858

PEEN'S PRECISION MOTORS

420 N. Beach St., D.B.
(904) 252-9569

ROBISON'S MOTORCYCLES

508 U.S. 92, D.B.
(904) 255-6788

TOWING/BROS CLUB SERVICE

If you wanna save some scratch for that unexpected towing bill, Easyriders Bros Club reimburses a chunk of it for ya. Members already know that, and they can call (800) 325-9028, 24 hours a day, if they need a lift during Bike Week or any other time. With 12,000 affiliate towing service dealers out there in the greater 48, Alaska, and parts of Canada, they know they won't have to wait long.

Nonmembers, here's a sign-up number for you: (800) 547-2767. Don't wait till closing time, when you walk outta the bar and see a flat where a healthy tire used to be ...

BIKE TRANSPORTATION

GOLDBUSH MOTORSPORTS

If you wanna be Daytona bound, but time constraints have ya by the short hairs, call Ken Gold and company: (702) 255-2808, (702) 255-7364 fax

AMTRAK

Yep. From Lorton, Va., to Sanford, Fla., and vice-versa, once a day. Call (800) USA-RAIL

EXHIBITORS

See all the latest goodies first at the following locations (Daytona Beach unless otherwise listed):

AMERICAN EAGLE LEATHERWORKS

Location: Daytona H-D, 290 N. Beach St.
Product(s): saddlebags, Miller Brackets, tool kits

ANDREWS CAMS & GEARS

Location: Carl's Speed Shop, 390 N. Beach St.
Product(s): cams and gears

ARLEN NESS

Location: Carl's Speed Shop, 390 N. Beach St.
Product(s): custom bikes and leading-edge stuff

BARNETT TOOL

Location: Carl's Speed Shop, 390 N. Beach St.
Product(s): serious clutches, cables

CHROME SPECIALTIES

Location: 1848 S. Ridgewood, South Daytona
Product(s): aftermarket parts and accessories

CORBIN SEATS

Location: 777 Main St. (just south of Easyriders store)
Product(s): seats, Roadmaster boots, Warbird mania

DRAG SPECIALTIES

Location: Miller's Custom Parts, 1863 Ridgewood Ave. (U.S. 1), South Daytona
Highlander Outpost and Goods, 1821 South Ridgewood Ave. (U.S. 1), South Daytona
Product(s): motorcycle parts and accessories

EASTER SEALS HARLEY GIVEAWAY

Win a 1997 FLSTC Heritage Softail Classic, trailer, and \$1000
Location: Raffle tickets available at locations throughout the D.B. area including: Daytona H-D, Boot Hill Saloon, Iron Horse Saloon, Pub 44, and the Rat's Hole Show

ERIC HERRMANN STUDIOS

Location: Camel Roadhouse, corner of Wild Olive and Main St.; Daytona H-D, 290 N. Beach St.
Product(s): Harley-Davidson artwork

FINE ART OF RIDING/MOTORCYCLE ART

Location: 2 Wheelers M/C Shop, 740 Main St.
Product(s): graphic art by Jana Rhoads Godfrey; T-shirts, tank tops, bandanas, and more.

HOT TOPPERS

Location: next to Carl's Speed Shop, 402 N. Beach
Product(s): motorcycle accessories

IAP CYCLES

Location: 734 Main St.
Product(s): aftermarket parts and accessories

JAMES GASKETS

Location: Carl's Speed Shop, 390 N. Beach St.
Product(s): let's see ... gaskets, maybe?

JIMS

Location: Carl's Speed Shop, 390 N. Beach St.
Product(s): performance engine, transmission parts, and tools to do it right

KOSMAN RACING

Location: Carl's Speed Shop, 390 N. Beach St.
Product(s): racing chassis, no doubt

KURYAKYN

Location: 401 Main St.; behind Daytona H-D
Products: aftermarket parts and accessories

LANDMARK

Location: Miller's Custom Parts, 1863 Ridgewood Ave. (U.S. 1), South Daytona
Product(s): stainless gas caps, shifters, spokes

LEHMAN TRIKES

Location: Daytona H-D, 290 N. Beach St.
Product(s): trike conversions for motorcycles

M.B. & STRINGS

Location: Highlander Outpost, 1821 South Ridgewood Ave. (U.S. 1), South Daytona
Product(s): official Sturgis and Daytona banks

MID-USA

Location: Highlander Outpost, 1821 S. Ridgewood Ave. (U.S. 1), South Daytona; Fat Tuesday's, Main and Boardwalk
Product(s): parts and accessories

MILWAUKEE IRON

Location: 609 Main St. (next door to Easyriders store)
Product(s): fenders, cleaners, dashes

MUSTANG SEATS

Location: Miller Custom Parts, 1863 Ridgewood Ave. (U.S. 1), South Daytona
Product(s): seats ... and fine ones at that

NEMPCO

Location: Daytona H-D, 290 N. Beach St.
Product(s): 1997 Nempco catalog featuring Style Glide and Twin Power products

PERFORMANCE MACHINE

Location: Daytona H-D, 290 N. Beach St.
Carl's Speed Shop, 390 N. Beach St.
Product(s): disc brakes and wheels, installation

PRO-ONE

Location: Daytona H-D, 290 N. Beach St.
Products: aftermarket parts and accessories

REBEL MOTORCYCLE RENTAL

Location: Orlando Airport
Product(s): Harley-Davidson rentals for Bike Week.
Call (888) SD-REBEL before February 24, 1997

S&S CYCLE

Location: Carl's Speed Shop, 390 N. Beach St.
Product(s): carburetors, engines

\$100 CYCLE CARE SYSTEMS

Location: Ocean Center, 101 N. Atlantic Ave.
Product(s): full line of cycle care products

SAMSON MOTORCYCLE PRODUCTS

Location: Highlander Outpost, 1821 S. Ridgewood (U.S.) 1, South Daytona
Product(s): exhaust systems

STAZ'S

Location: Daytona Speedway/IMS Show
Products: Harley/Indian motorcycles, parts, accessories

TITAN MOTORCYCLE COMPANY

Location: across from Miller's Custom Parts, 863 Ridgewood Ave. (U.S. 1), South Daytona
Product(s): high-performance American-made V-twin motorcycles

TOMBSTONE SILVERWORKS

Location: 405 Main St.
Product(s): silver jewelry

TRAVELCADE/SADDLEMAN

Location: parking lot of Custom Performance, 1848 S. Ridgewood Ave., South Daytona
Product(s): saddles, luggage

TWO-WHEELERS M/C SHOP

Location: 740 Main St.
Product(s): motorcycle parts and accessories

XZOTIC CYCLE PRODUCTS

Location: next to Carl's Speed Shop, 390 N. Beach St.
Product(s): Panhead covers for Evos and a variety of bolt-on aftermarket products for Harleys

CAMPING

A limited selection of camping site information is available by calling:

ABATE OF FLORIDA

Info: (407) 668-5006

KAMPGROUNDS OF AMERICA (KOA)

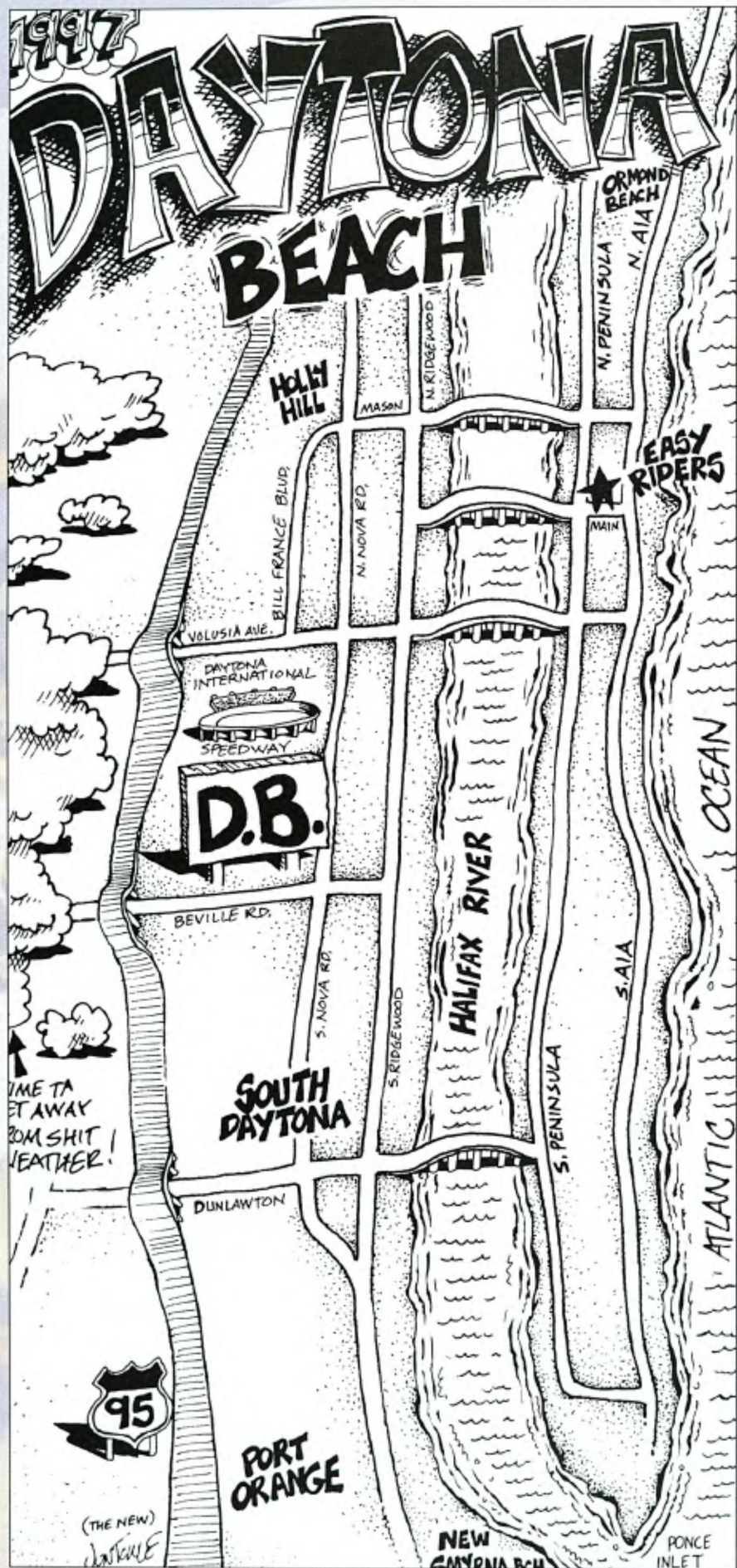
Info: (904) 755-3996

MOTORCYCLE-ONLY CAMPING AT DAYTONA 200 MC CLUBHOUSE

Info: (904) 672-3927

Well, folks, we've come to the end of the line. As they say, life's a beach ... and there ain't no better beach for cabin-fevered bikers than Daytona. So, throw the magazine into your saddlebags before you leave, and let 'er rip, y'all. And remember: leave no swollen bikini uninspected!

—Captain Trash



Smooth Moves

from Cory Ness



Smooth Style
Diamond Cam Cover



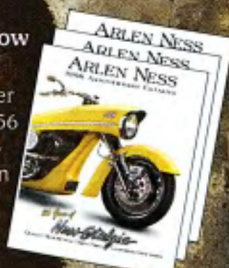
Smooth Style Trans
Top Cover



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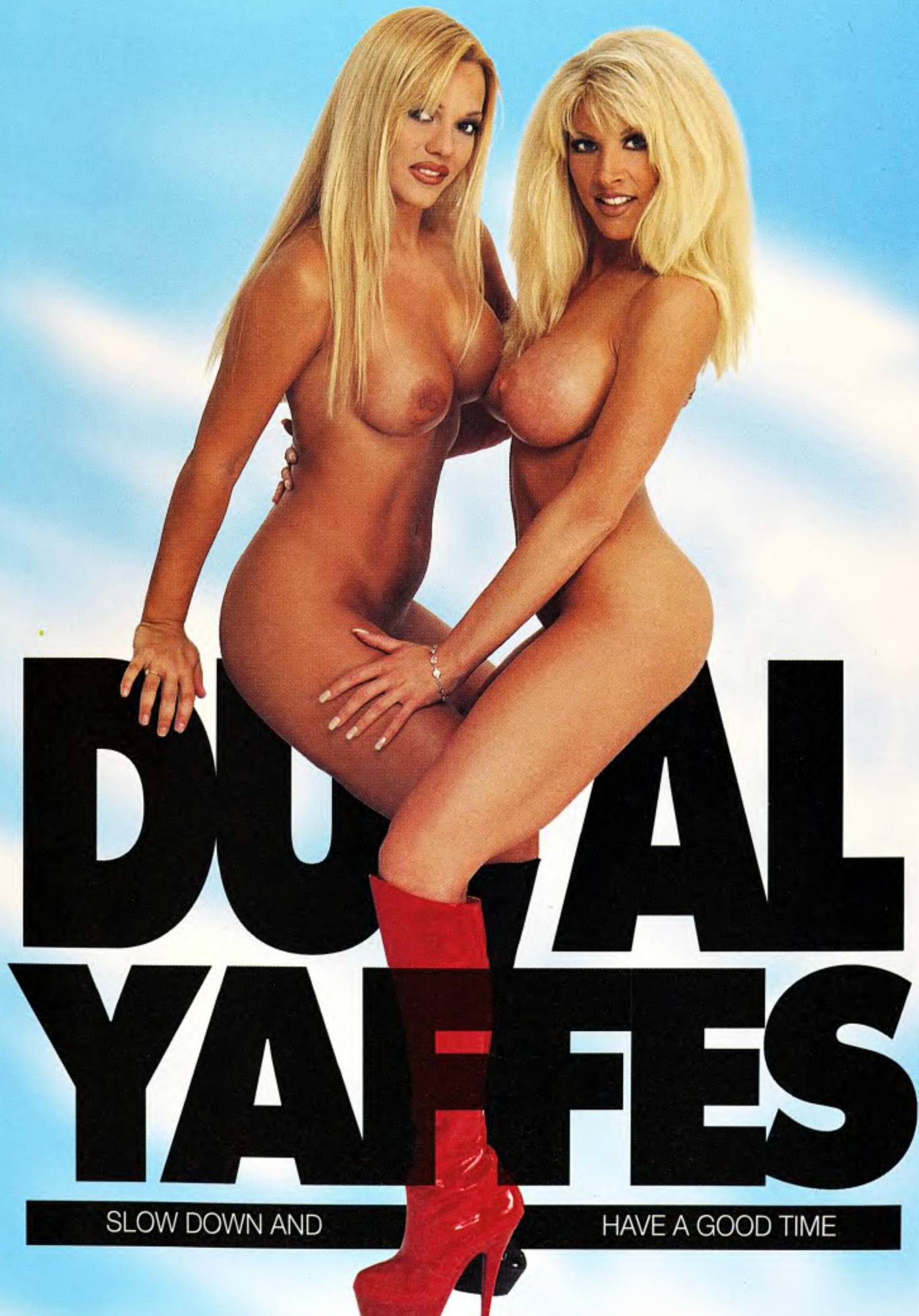
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Paul Yaffe built these bikes, built his shop of five years, built a life in the Phoenix desert, and began building billet parts. A single biker with no time for dating, he worked, paid the bills, and worked some more. While his own scoot (featured here) gathered dust in the back of the shop, vendors nagged him, creditors sniveled, and employees kicked off. But Paul plowed ahead, beatin' on chromers for faster delivery, on the IRS for a tax break, on his dog for shittin' in the house—all the while smilin' at the customers.

"I was no fun, gettin' old, still single, with no time, and if ya snagged me for dinner I bitched and moaned the entire time through all the six-packs →



and burgers," Paul says on a sour note.

While handling everything from sales to moppin' the floor, Paul burdened himself with the responsibility of designing new parts, building one-off bikes like the two shown here, and hustling his products and talents to the industry. He went to any event he could stay awake for, and Laughlin '95 was one of 'em. But that required two weeks of 18-hour work days before loading his truck →



Owner:.....Vince Heppler
City:.....Phoenix, Arizona
General
Fabrication:.....Paul Yaffe
Year and make:.....1996 Harley-Davidson
Model:.....FXHT
Value:.....\$35,000
Assembly:.....American Legend Motorcycles
Chroming:.....Pete's Custom
Engine
Year and model:.....1996 Evo
Rebuilder:.....new
Ignition:.....Screamin' Eagle
Displacement:.....80 cubic inch
Lower end:.....stock Harley
Balancing:.....H-D
Pistons:.....stock H-D
Cases:.....Harley
Heads:.....stock
Cam:.....Andrews
Carb(s):.....Harley
Pipes:.....one-off HPC-coated by Mac Daddy
Modifications:.....CCI air cleaner
Transmission
Year:.....1996
Modifications:.....RevTech gears
Paint
Painter:.....Miguel
Color/type:.....black/enamel
Special paint:.....cool tattoo
Frame
Builder:.....Atlas



Type:.....1996 rigid
Modifications:.....38-degree rake, 2-inch stretch

Accessories

Bars:.....American Legend
Fenders:.....custom steel, Paul Yaffe
Headlight:.....Ness
Taillight:.....Beyond Bolt-On
Speedo:.....digital
Pegs:.....JayBrake
Electrics:.....American Legend
Gas tank:.....Fat Katz, Joel Null
Oil tank:.....stretched and winged
Seat:.....Top Notch/Paul Yaffe
Mirrors:.....Pro-One
Grips:.....JayBrake

Forks

Type:.....hydraulic
Modifications:.....Dave Perewitz caps, skull idiot lights in lower triple tree

Wheels

Front

Type:.....H-D
Size:.....19-inch
Tire:.....Avon
Brake:.....P.M. calipers, H-D floating rotors

Rear

Type:.....H-D
Size:.....18-inch
Tire:.....Dunlop
Brake:.....P.M. calipers, H-D floating rotors
Photos:.....Paul Martinez



Owners:.....Paul Yaffe/Greg Mastroianni
City:.....Phoenix, Arizona
General
Fabrication:.....Paul Yaffe/Joel Null
Year and make:.....1992 Harley-Davidson
Model:.....FXHT
Value:.....for sale
Assembly:.....American Legend Motorcycles
Chroming:.....Pete's Custom
Engine
Year and model:.....1992 Evo
Rebuilder:.....new
Ignition:.....Screamin' Eagle
Displacement:.....80 cubic inches
Lower end:.....Harley
Pistons:.....Wiseco 10:1
Cases:.....stock H-D
Heads:.....shaved, ballmilled, polished
Cam:.....Crane
Carb(s):.....CV
Pipes:.....SuperTrapp exhaust, handmade by American Legend
Modifications:.....cylinders have diamonds hand-cut into all four sides, powdercoated
Transmission
Year:.....1992
Modifications:.....RevTech gears, 3-inch open belt drive by Karata
Paint
Painter:.....Eric Clayden
Color/type:.....black/enamel
Special paint:.....skulls by X-Calibur



Frame

Builder:.....Paul Yaffe/Joel Null
Modifications:.....5-degree rake, many mods

Accessories

Bars:.....K&N
Fenders:.....front is hand-formed steel; rear is molded into frame, LED light molded in
Headlight:.....early springer
Taillight:.....American Legend
Dash:.....billet, frenched into tanks
Pegs:.....JayBrake/American Legend
Gas tank:.....5.5-gallon, stretched
Oil tank:.....one-piece, molded to frame
Seat:.....solo, glove leather, Top Notch/Yaffe
Mirrors:.....American Legend
Grips:.....JayBrake

Forks

Builder:.....hydraulic by Joel Null
Modifications:.....billet trees; turned sliders, front legs grooved on lathe

Wheels

Front

Type:.....Akront
Size:.....21-inch
Tire:.....Avon
Brake:.....modified Harley

Rear

Type:.....Akront
Size:.....16-inch
Tire:.....Avon 150
Brake:.....modified Harley
Photos:.....Paul Martinez

and heading—with bloodshot eyes, matted hair, and a life in shambles—for the oasis on the Colorado River. Once there, he was a prisoner to the 8x3 table where he displayed his products and was forced to endure the blazing heat and blithering crowds, with no time to ride himself.

The smoldering hours dragged by as if his watch were packed in mud. His feet burned from the unforgiving concrete, and his fair skin cooked until it acquired the same color as his red mane. Just when his parboiled brain reached overload, something caught his eye. It was a woman, or, more accurately, the mirage-like silhouette of a woman, since all detail was lost in the blinding blaze of the heat factory in the sky. As Paul squinted into the glare, the woman turned and looked directly at him. He was transfixed. It wasn't the color of her eyes, or the way they turned from simple curiosity to the warmth of a wool blanket, but what they said to him.

Though he felt exhausted, dazed, and fried to the bone, some sixth sense told Paul he'd better make his move, or he was about to lose something very special. Shoving a customer aside, he bolted straight



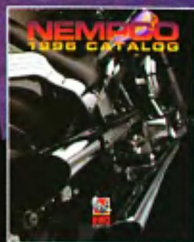
to her side. He first asked her pardon for intruding, then asked her to dinner. Her eyes remained fixed and compelling; his melted. Her name was Allison Donnelly, and the two went to dinner that night. A month later she had moved from Miami to Phoenix.

For Paul, Allison's arrival meant that a great portion of his life's puzzle fell into place. Nonetheless, he maintained the same brutal pace, until the sun spoke to him as he rode along the Continental Divide on his way back from Sturgis. He made some calls from the road and shut down his service department, now resolved to build his road-tough customs by himself while developing his own line of products. With Allison beside him, Paul cut his staff, workload, overhead, and gross income in half. "But I have a life now," he says. "I still take home the same amount as before, but now I enjoy every minute of what I'm doing, and who I'm doing it with."

Hell, I coulda told him a good woman and a long ride changes your life forever. That's why so many of us feel the wind and never come back.

—Bandit

THE BIKER'S CHOICE



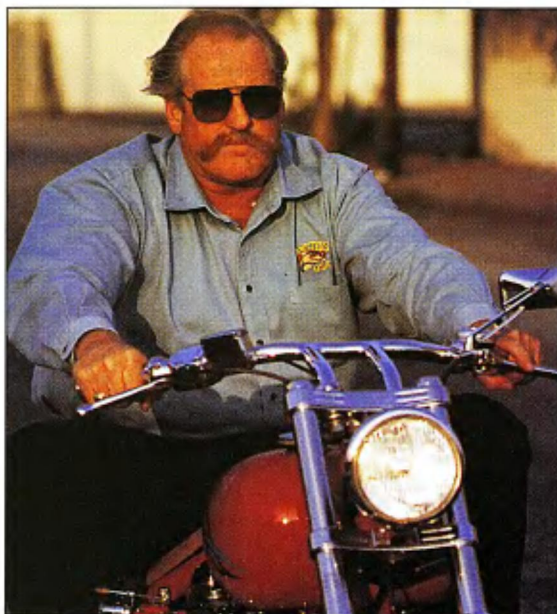
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DANGER
NO SMOKING
EATING OR
DRINKING
IN THIS AREA



Ya know, being a prospect is a helluva lotta work. I'm constantly being yelled at by everyone to go here, go there, do this, do that, watch the bikes, get the beer, all that shit. That's why it was no surprise when Bandit walked into the garage the other day, seething about some stupid cager who tried to make him a hood ornament, yellin' about how nobody around here was earnin' any raisin pie lately, and lookin' at me like it was my last day.

I was lookin' for the secret exit when a package hit my desk. It crashed with the sound of a big bag of wet cement. I was pretty close, because it was 20 pounds of pie filling—raisin pie filling. I was beginning to see a way out. I gathered my *cajones*, went into his office and announced, "You want raisin pie, I'll handle it."

Bandit lowered his shades and in an icy tone said, "It better be from scratch and it better be good!" I grabbed the filling and hit the door running.

THE RAISIN PIE RUN

Seems Glenn Soled of Cincinnati, Ohio, wanted to thank us for our 25 years of providing the ultimate in biker entertainment, so he sent us the filling to celebrate (Jack black and cases of Bud work, too, if anyone's interested). I called Glenn and, keeping in mind the house rule that it's okay to smoke the stuff that comes in the mail, but not to eat it, found out that he's the head raisin counter and filling master for a company called KARPS, which makes ingredients and fillings for bakeries and restaurants. After assuring the latest Fox Hunt →



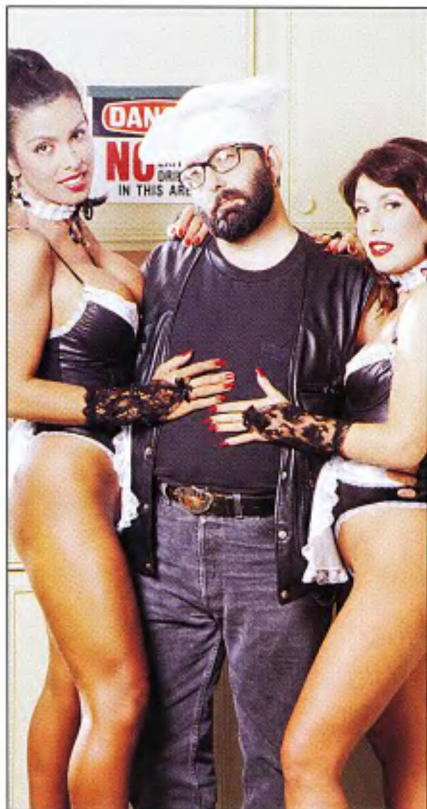


Photos: Steven Gunn

winner, Rebecca, and former Fox, Lisa, that Bandit would be more than grateful if they made the pies, and rounding up a few hang-arounds to watch the door for me, I assumed my supervisory position with the girls in the kitchen.

As I watched the girls fill the ready-made pie crusts and bake the pies, I heard a commotion coming from the hang-arounds. Seems the pie's aroma had drifted all over the office, and Kit, Loudmouth, and Beatnik wanted a behind-the-scenes look at what was goin' on. Plus, Kit wanted to video the damn thing! After throwin' a few pots and pans and some flour around the room, and ushering the girls out a side door, I emerged with a couple of pies. The brothers attacked the first one, but the second one made it safely to Bandit's Panhead desk.

Kit was finally able to con the hangarounds, and the hardbellies, into making a "Cooking with Beatnik" segment for *Easyriders* Video Magazine #31 (available February 15). Everything was going well until Beatnik got outta hand. I can't give ya all the details, so pick up the video and get them first-hand, if you have a free hand.



Suffice it to say that the tension level in the office has eased up a bit and, thanks to Glenn, my job is secure for another week—or at least until Bandit's sugar high wears off. In case you don't happen to know anyone like Glenn, or in case you know Bandit, here's a recipe to use:

Filling

- 1 cup sugar
- 1½ tablespoon all-purpose flour
- 1½ cups cold water
- 2 cups raisins
- 1/2 teaspoon salt
- 1/2 teaspoon ground cinnamon
- 1 tablespoon butter
- Pastry for double crust 9-inch pie

Directions

In a saucepan, stir together sugar, flour, water; mix well. Stir in raisins, salt, and cinnamon; cook and stir over medium heat until bubbly. Cook and stir for one minute more, remove from heat, and stir in butter. Pour into 9-inch, pastry-lined pie plate and top with second crust. Cut slits for steam to escape. Bake at 375 degrees for 45 minutes or until crust is golden brown. Let cool, then eat!

—Oil Can Scott



—Brian Becker, St. Martin, Virgin Islands



—Cyclops, Laconia Bike Week '96



—The Sheriff, breakdown in Wyoming on the way to Sturgis



—Melanie Dandurand, St. Jean, Quebec



—Dan and Becky, North Myrtle Beach Speedway, S.C.



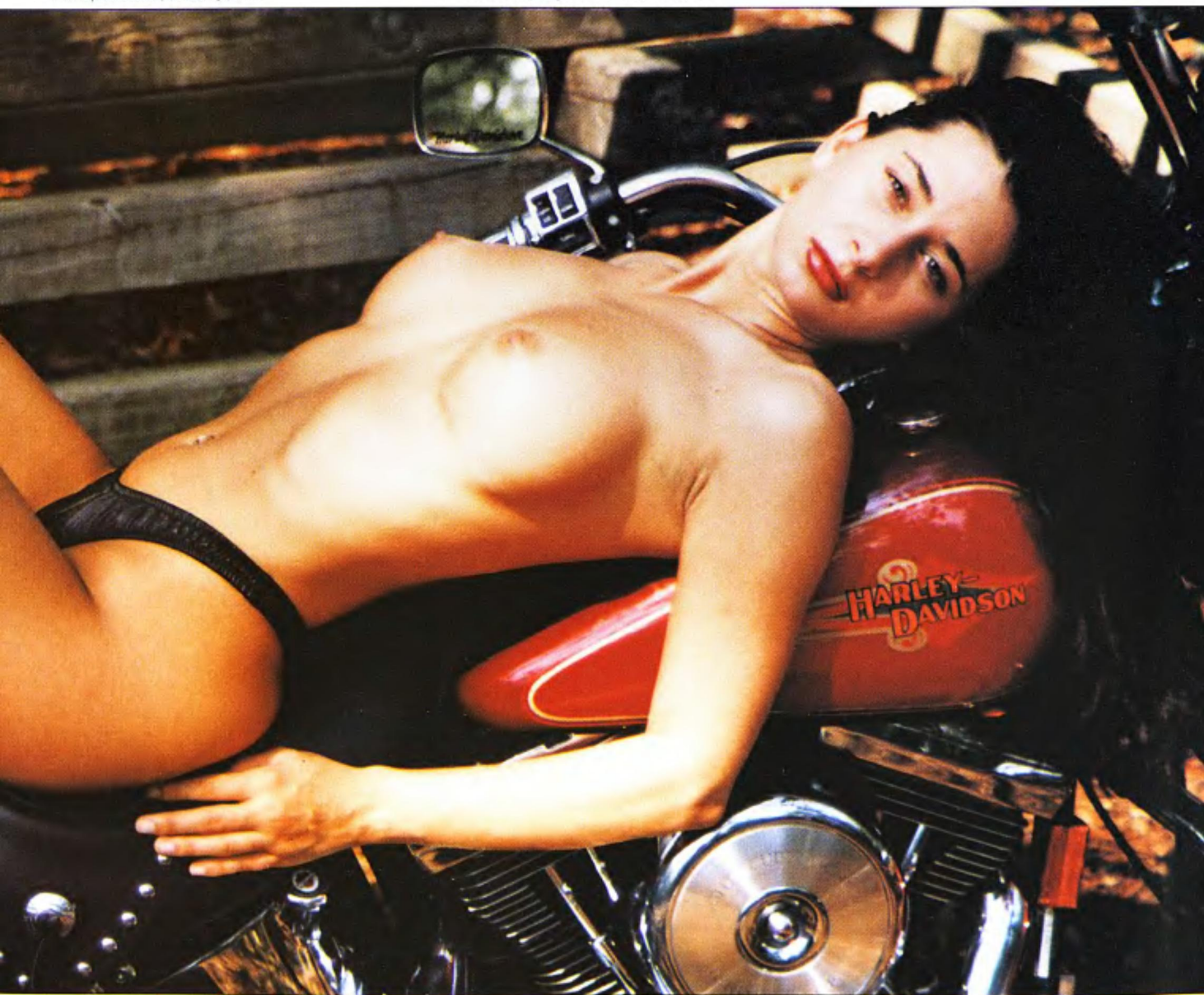
—Owen Kuder, Pensacola, Fla.



—Christopher Barrett, Tehachapi, Calif.



—Steve Konow, Easyriders Rodeo, Keene, N.H.





—Pete Chiodo, RIP, from Lou Kimzey's archives (1971)



—Bret Brandt, Waterloo, Iowa



—Herry Panzer, SuperRally '96, Nenzing, Austria



—Mitsu and Kanna Date's wedding, June 29, 1996, Hotel Okura, Tokyo



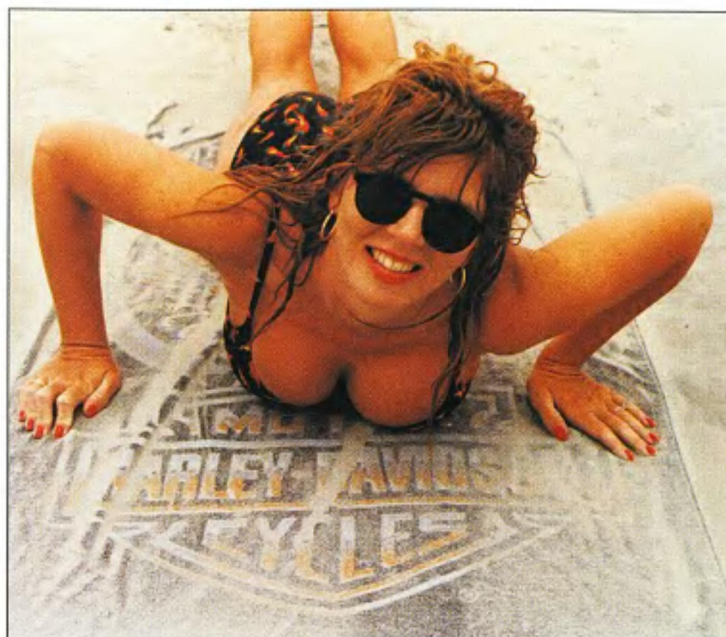
—Ray Owens, Welcome, N.C.



—Mike Scott, Wers Beach, Laconia Bike Week '96



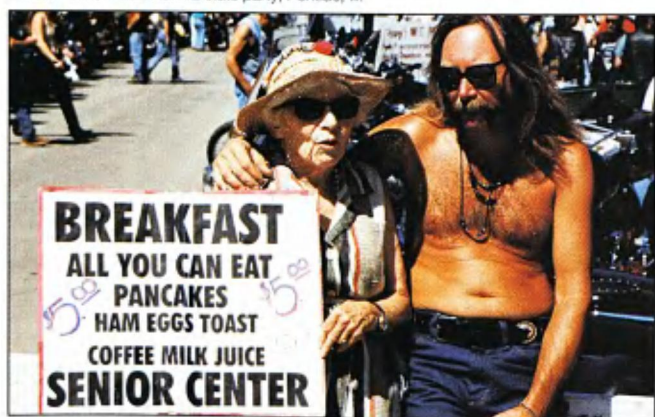
—Rob Piske, Illinois ABATE state party, Pontiac, Ill.



—David Stallings Jr., Knoxville, Tenn.



—Mr. B's, Northport, N.Y.



—Steven Petsch, Sturgis '96



—Little Bike Mike, Easyriders of Bellevue, Wash.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay \$100 for every

full-page color photo, \$50 for half-page color photos, \$40 for color photos printed smaller than half-page and \$30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

MY LEATHER JACKET

Deep rustic black
Strong yet emotionless
Embodies the loyalty
You'll get nowhere else
Aged and creased
Mirrors my worn face
Relic pins show the path
My life has taken
The wanderlust
The ideology
The endless miles
Dangerous curves
A steadfast comrade
And veteran of this land
Providing warmth when needed
Against the vicious winds
Shelter from the rugged desert
Emitting a silent warning
A biker's rite of passage
Though not all earn it
The universal symbol
Of our unique lifestyle
Those who scorn it
Only add to its power

—P-pad



—Brake Handle, Rolling Thunder, Washington, D.C.

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BARNETT'S DYNIA



A HOME-BUILT CUSTOM BIKE MADE CHEAP

"There are too many \$40,000 customs in your book. How about a custom the average guy can slap together at home for a reasonable price," the rider said to me at the bar. Well, here's a machine the average rider can build. Randy Simpson of Milwaukee Iron in Lynchburg, Virginia, was thinking along the same lines when he came up with a way in which any brother could massage a basic Dyna into a custom, without reaching the price tag of a Dyna Wide Glide.

Let's get to the specifics. You recently rolled a basic Dyna off the showroom floor for nine grand and can't stomach riding a stock bike. If you're like me, you launch the turn signals immediately, legal or not, and strip the bike as much →





Owner:.....Barnett's Harley-Davidson
City:.....El Paso, Texas

General

Fabrication:.....Milwaukee Iron
Year and make:.....1995 Harley-Davidson
Model:.....Dyna Super Glide
Investment:.....\$13,500
Assembly:.....Milwaukee Iron
Time:.....100 hours

Engine

Year and model:.....1995 Evo
Air cleaner:.....Milwaukee Iron

Paint

Molding:.....Dave Raymond

Painter:.....Keith Saunders
Color/type:.....Passion Pearl/House of Kolor
Special paint:.....pearl scallops

Accessories

Fender(s):.....all steel by Milwaukee Iron
Headlight:.....retained stock
Tailight:.....Milwaukee Iron
Seat:.....Milwaukee Iron/Danny Gray

Forks

Type:.....wide glide
Builder:.....Milwaukee Iron
Modifications:.....engraved trees, internal
 fork stops

Photos:.....David Jones



as possible. Now you're perplexed—what to do next? Here's Randy's system:

The front fender costs \$275, the dash \$300, the air dam \$350, plus a couple more bucks for brackets. The rear fender runs \$500 with inset rails, and Randy can french-in any taillight under the stars—your choice for license plate frame. Purchase your pick of custom seats, then clean up the front end with a 39mm wide glide billet tree kit, which runs \$740. For a few more bucks Randy will laser-etch your name, the bike's name, or the shop name into the front of the trees. The kit comes with rotor spacer, axle, axle spacers, and for 75 dollars he'll throw in a bracket so you can leave all the stock wiring intact and run the stock headlight. For \$100 you can install M.I. internal fork stops and the total is \$2,340. That leaves a coupla grand left over for a custom paint job, and you still haven't spent what it woulda cost for a Dyna Wide Glide (15 grand or more).

A set of lower shocks, a few chrome

accessories for the engine, dressing up the wheels with a can of black spray paint or some polishing, and throwing on a set of 16-inch apes will turn this ordinary scooter into a stylized diamond in the rough.

This particular putt is one of a signature series that Milwaukee Iron (804-845-7688) is building for Sherm Barnett and his son, Mark, for Barnett's Harley-Davidson in El Paso, Texas (915-592-0666). Sherm races cars with his wife, Christie. Or, Christie races cars alongside 61-year-old Sherm. I don't know, except from time to time they're both on the track competing in 2,000-pound Pro Stock Chevilles. Christie's already snagged two championships this year, and Sherm is working on a third. That's spinning around the track, spitting dirt and clay, through 72 races a year.

So in the midst of one of these whirling derbies, Sherm called Mark on his cell phone and said, "Son, whaddaya doing tomorrow? Never mind. Go see

Randy Simpson at Milwaukee Iron about a signature series of bikes for the shop."

"Sure, Dad, anything you say," Mark mumbled from behind a pile of papers on his desk, while the shop staff banged incessantly on the door, demanding answers to everything from: "What's for lunch?" to "Where ya gonna find another Heritage Springer? We've got another customer who wants one." Hanging up the phone, Mark muttered, "I need a vacation."

After a brief discussion with Randy, Mark hightailed it to L.A., to grab some sun and get away from the desk. Randy completed his styling for the Dyna Super Glide and is hot after a signature set for the Springer Custom. Randy is also in the development stages of a stylized sheet metal set for the Dyna Low Rider, Softail Custom, Heritage Softail, and Fat Boy.

That's it. This bike may have been built for a shop, but it's a system that any rider can implement at home.

—Renegade



FOX HUNT

OCTOBER WINNER

One of the rockinest, pop-a-can-of-kickass tunes of late is "Zero" from The Smashing Pumpkins, punctuated with a blood-curdling verse-ending howl of "Wanna go for a ride?" It's got enough high-octane energy to fire up a frozen Sporty. Well, whaddaya know, this month's Fox, Rebecca, from Houston, Texas, listed a similar sentiment in her entry, "Wanna take me for a ride?" Think it helped on the vote? If this hot Latina's full-figured beauty didn't win ya over on the ballot, her enthusiasm for a putt did. Rebecca is a dancer by trade, and a model for fun. To keep that figure buffed you'd think she worked out. Fuck no—she dances and tans. But she was flexible enough posing with Keith Terry's awesome '88 self-built Softail Custom. The shoot went so well that we put her to work in the kitchen. So when Oil Can Scott came up with a recipe for raisin pie Rebecca was a natural for baking it. However, she's not quite as nimble around a hot stove as on a steamin' dance floor, as she found a way to step in the pie filling. We ate it anyway. Check out her culinary skills on page 64, and her moves with Keith's FXSTC on page 93.

—Radioface



Like a true virgin experience, my first ride on a Harley was a mix of lusty apprehension and sheer delight. You never forget your first!
Lori, Kansas—#301



That first ride on a Harley-Davidson convinced me—I was born to ride a Harley. It was freedom and total ecstasy rolled into one.
Sin, Minnesota—#302



Whenever I find myself on a big Harley motorcycle, it's wild and crazy—just the way I like it.
Brigitte, Quebec—#303



That first ride 19 years ago was a life-changing experience. Today, I'm still riding ... and entering the Fox Hunt. Ride on!
My, West Virginia—#304



My ride on a Harley reminded me of sex—I had something big between my legs and I loved the vibration.
Nicole, Ohio—#305



It was a freezing cold night, but when I got on the back and we took off, I felt a warm sensation all over. I knew I had to have my own.
Karen, California—#306

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 #285 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000. For this issue, you can begin sending in your votes on

February 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 February 28, 1997.

We will print the winner in the July 1997 issue. Don't forget to send in your vote—these girls are counting on you.



Here she is, bros, the November 1996 winner in our monthly Fox Hunt, Jodi, #1102, from Portland, Maine. See more of her next issue.

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

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

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

285

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

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

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

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

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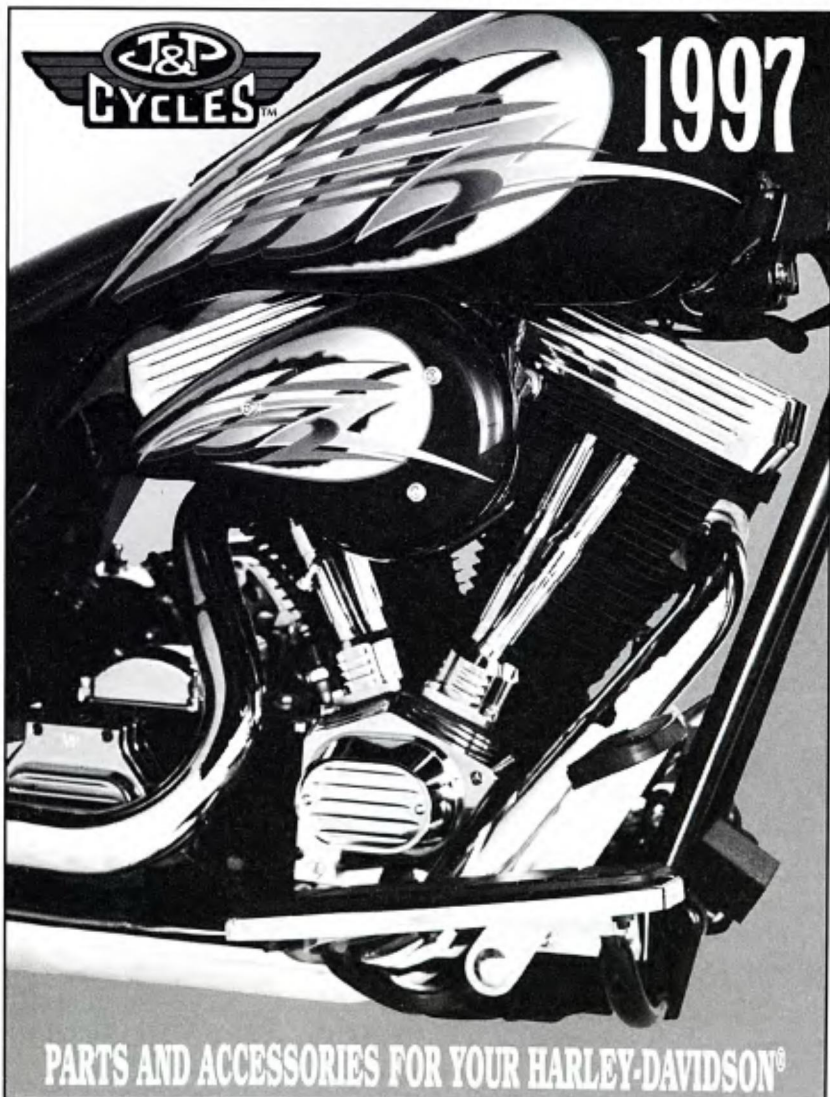
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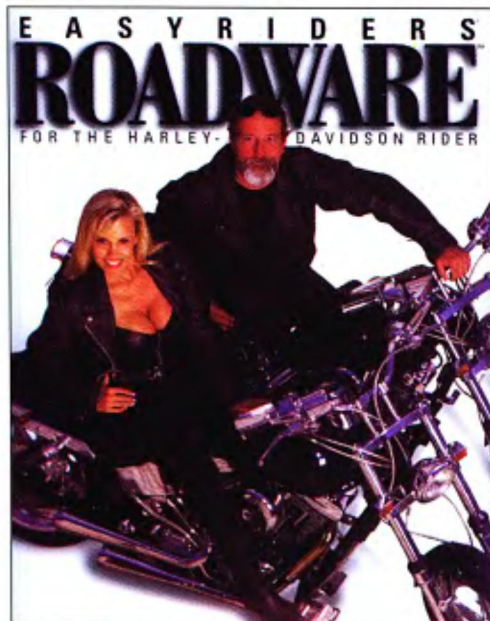
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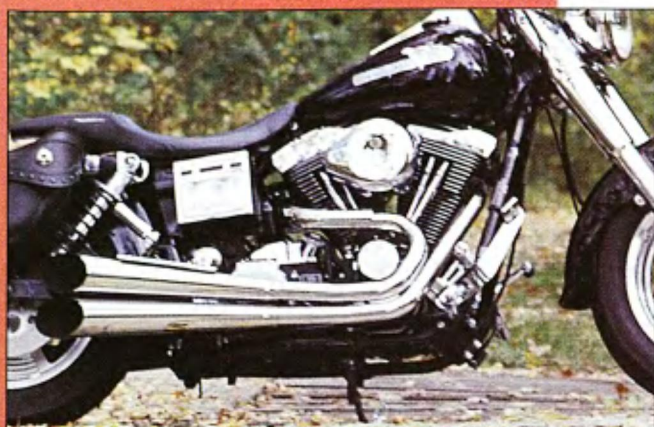
ALHH,



Moe (kneeling) and Kelly heat up the Canadian winter on this young-looking Pan. Riding that is, ya dirty-minded degenerates, and that makes our northern bros happy. They go all out, building some of the wildest and wickedest bikes to ever pound pavement, just to set the ladies all aquiver. Big of 'em, eh? Yer damn right. Hey, we bikers are like that—always thinking of others. →

NORTHERN GIRLS
LOVE IT HARD & FAST

CANADA!



Bird sings oh-so sweetly aboard Tom Beech's loud and lowered 1994 Dyna Wide Glide.



Tantalizing Teyk shows what a little leather can do on Roy Guthrie's 1973 XLCH "Cafe Showster," a maxed-out Sporty.



Roberta fits nicely on Harley-Davidson of Winnipeg's 106-cubic-inch custom chopper.

We're a good lot (just ask us). In fact, we're so good-hearted, we decided to fly all the way up there to get better acquainted with the girls, our northern bros, the girls, the bikes and ... did I mention the girls? We went and did it just for you, spending long days (and nights) with gorgeous, scantily clad women, for just the right shot, posing them, moving them, positioning them, to bring you back the best of the best. And the scoots? Hey, we had to road test those babies. How else could we tell you about 'em? They were fuckin' awesome. And we did it all, working our little asses off every minute, with just one purpose in mind: bringing enjoyment to our bros back home. Yep, we're princes. All heart, we are. Check it out:

The *Easyriders* crew landed in Canada at 6 a.m., straggling into the Winnipeg Airport. A few of us had given a whole new



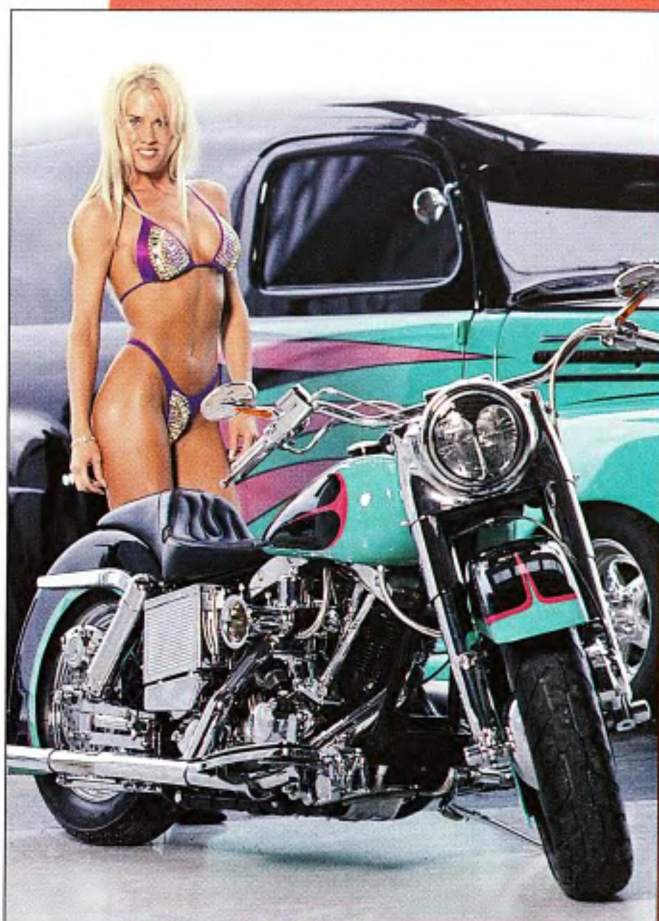
Kristiana, Michele, and Apple Jax (my favorite breakfast) are hell-bent for leather on this



Moe could melt the high country snow—and a lot of hearts—atop David Janzen's 1978 FLH.



1996 Road King.



Harry Prokop's black and Porsche Green 1978 FLH and matching badass truck are matched only by Tracey's classy chassis.



Rachel displays some secret weapons of her own on Garry Hadden's 1979 Shovelhead dresser.

dimension to the term "red-eye" (bring the bar cart, leave it, go away, thank you). To the relief of the airport officials, we were quickly gathered up by Rob and Dave Gray of Harley-Davidson of Winnipeg (I guess the Canucks don't do a lot of loud, off-key singing in airports at dawn). We were soon ensconced in our hotel, and after some freshening up and several gallons of java, we hit it. We meant to, anyway.

Rob and Dave were ready. They had the bikes, and they had the babes—but big Mama Nature wasn't having any. We had wanted to do the shoot against a backdrop of local scenery, but it was raining ... and raining hard. Patiently, we waited, while it poured, putting the dampers to our plans. For two goddamn days we waited, smokin' cigarettes and watchin' Captain Kangaroo, until, finally, someone suggested that maybe we →



Dean Carriere's wild '92 Softail makes the jukebox belt out some rockin' road tunes



Tech Tip #13: Always warm up the motorcycle before operating.



Rachel waits patiently for her ride aboard Dan Roche's '94 FXR. Any volunteers? The Hummer is H-D of Winnipeg's company car.



Too-hot-to-handle Michelle makes it sizzle on Jim Hannon's smokin' '94 Softail.



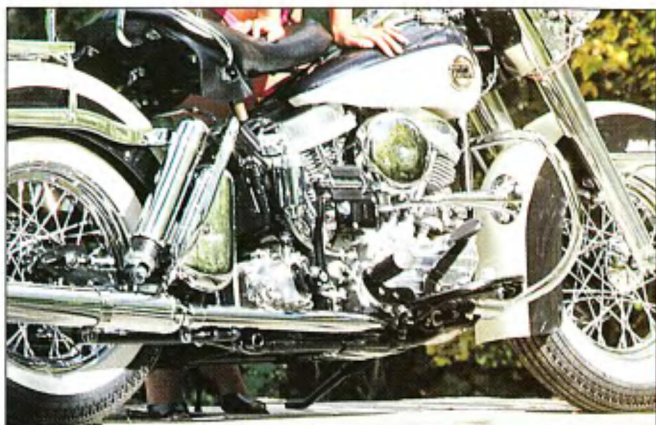
Stephanie feels right at home on Tim Sewell's hot, high-barred Heritage.

could shoot inside somewhere. After the stunned silence, this radical idea was met with incredulous, tear-eyed praise—and a whole shitload of backslapping—for its bold ingenuity.

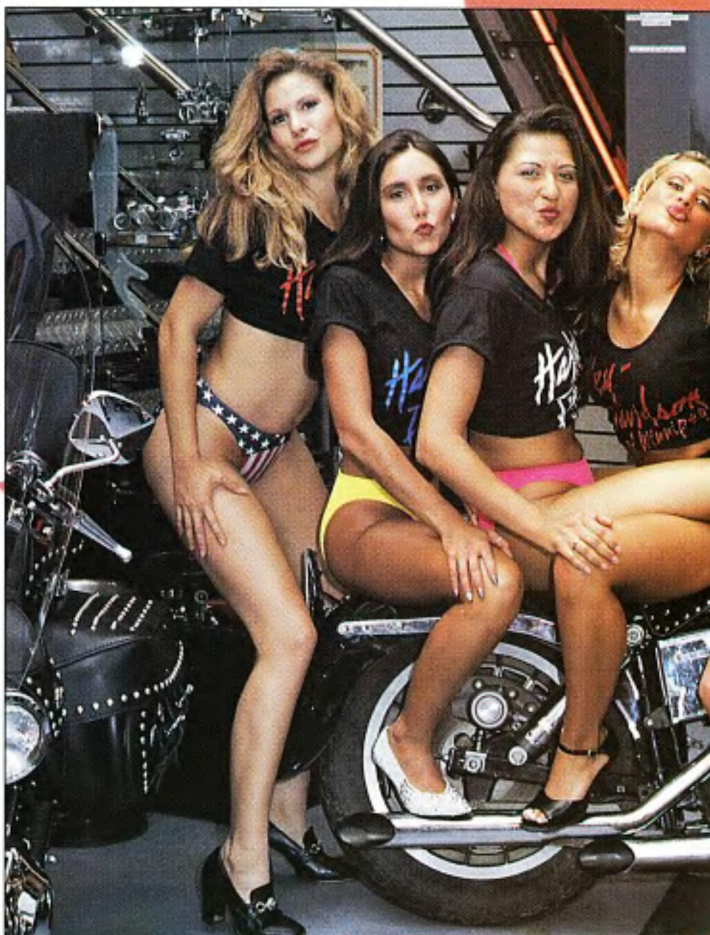
A short search soon led us back to the airport, where we rented a hanger for a totally tits photo shoot. We shot our classic beauties on classic Harleys, in front of classic air-planes. Yeah, it was rough work. We were all sweatin' before it was done. Hey, would I lie to you?

We finally did get some good outdoor shots, too, when the weather felt sorry for us. It was still pretty cold, as you can probably tell by checkin' out the girls. (Aren't those little temperature indicators the most useful invention?)

Before we let you go droolin' off over the pics, though, we need to pay tribute to everybody whose hard work made this



Ray Sawka's finely restored '58 Duo Glide.



Our Canadian cuties welcome us to the Great White North.



Scott Best's sharp 1950 Servicar gets the star treatment.



Sabrina adds her silky softness to Robyn Gray's muscle machine, a stroked-out Springer.



Stan Bardal's 1996 Crête Performance-built Pro Street Evo.



thing happen. Our thanks to Rob and Dave Gray for providing transportation, assistance, and some fine road bikes; Sabino and Rob of The Bank of Winnipeg for coordinating the beauty contests and choosing these fine heartbreakers; and Maureen from Making Faces for helping them look so edible. We really appreciate veteran lensman Ron Gilfillan's help, too. Finally, our heartfelt thanks to the great city of Winnipeg, our bros to the north, and the ladies here, for giving you their all. Thanks for your kindness and patience, while we ran amuck in your fair city. And, of course, all our thanks to you, glorious Canada.

(Okay. Now relax, eh. And enjoy the pictorial. Try not to drool all over the magazine, though, you hoser. This issue's straight up destined to be a classic, eh.)

—Glider



Lynn looks ready to ride in her not-so-mellow yellow bikini.

A woman with dark hair pulled back, wearing a black leather vest over a low-cut top and high heels, stands next to a red motorcycle. She is looking directly at the camera with her hands resting on her hips. The motorcycle is a cruiser style with a large fuel tank and chrome accents. The background is a blurred industrial setting.

The Deep South's late summer humidity choked the air like exhaust in a closed garage. A 6-foot-3, 210-pound fiercely competitive pitcher had found his way to first base with one out and a man on third (this was before baseball pussified pitchers with the designated hitter rule), and his duty was to make sure, in no uncertain terms, that he took out the second baseman or shortstop on a double play ball, insuring that the winning run would score. That's baseball. He got the sign from the third-base coach that the hitter would be swinging on the next delivery, and he was to be running on the pitch. Keith Terry got a good jump and began to lumber

toward second; the ball was hit to the hole at short and stopped from going through to the outfield by the fielder. As the second baseman was about to cross the bag, Terry went into a rolling cross-body slide, slamming into the baseman and making it impossible to complete the double play. It also created a loud pop in his knee, which was the patella tendon tearing away from the muscle that connects the kneecap to the femur. It was a career-ender. And carburetors would never be the same.

Say what?

That was the summer of 1972 and Keith Terry was a promising hard-throwing right-hander who averaged a

HARDBALL HAMSTER

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strikeout per inning for the Boston Red Sox farm team. He had signed his first professional contract out of Poly Tech High School in Sun Valley, California, at age 18, and progressed through the chain. He rode the buses through the bush leagues in whistle-stop towns like Waterloo, Iowa; Greenville, South Carolina; and Winston-Salem, North Carolina, along with players who would become the nucleus for the Red Sox World Series team in 1975—guys like Dwight Evans, Bill "Spaceman" Lee, Rick Burleson, Carlton Fisk, and Cecil Cooper. But the injury changed all of that in an instant. His whole life had been dedicated to baseball. Education was a thing the nerds needed—not the studs.

Luckily for Keith, he also had motorcycling in his roots; he had been riding dirt bikes since he was 12 in the hills and fields adjacent to his folks' home, before suburbia cut a swath through Southern California. He was always mechanical and good at rebuilding the carb on his '64 Honda 305 when he was 16. But the mechanical aptitude he displayed early would come back to save him later when he began rebuilding carbs for import cars in his dad's backyard shop. Keith took a mental look around, and realized with the gas



shortage people would soon be shelving their gas guzzlers for more economic vehicles. This little intuitive glimpse at reality had him knocking out rebuilt carbs by the boatload. Under the names of Terry Distributors and TGI Carbs, the business grew to the tune of 100 employees in 18 years.

Eventually, he sold the business to Weber Carburetors, for the kind of bucks only a big leaguer could appreciate. This capital gain got him back on motorcycles. After going the dirt route racing Maicos and Yamahas at L.A.-area tracks, he got his first H-D, a 1987 Softail Custom. Soon after it was stolen.

Undeterred, he bought another one in '88, the one you are looking at now. →





Through work he had met Alan DeShon, who did packaging for Keith's carbs, and his friends Grady Pfeiffer and Howard Stubbins. They gave him his first glimpse at customizing. His success gave him the ability to have bikes, a boat, homes, and a relaxing lifestyle. But nothing could have prepared him for his no-holds-barred custom project.

For six months, he literally locked himself into a cave-like farming equipment shop at his brother Kent's Harmony Farms vineyard in Paso Robles, California, while he tore down the '88 and made like Young Frankenstein on something that would be his, and only his.

Keith studied magazines, picking up on the techniques of Don Hotop, Arlen Ness, and Billy Westbrook, but now he wanted to incorporate his own ideas—Terry's vision—for better or worse. And to answer his own gnawing question, "Do I have the talent to work the tools and do it myself? And by Sturgis '96?" And thanks to his brother Kent he did.

The frame was stretched to match the Pro-One extended gas tank, and the engine was taken to Andy Hanson at H.E.S. in Culver City, Calif., on the advice of Rich Bigi and our own Bandit, for trans and motor work that was completed in a month.





Keith was still installing the fenders as he arrived at the Hamster hideaway—the Cottonwood Lodge in Spearfish, South Dakota. He was pleased that his work was accepted by his brothers. The ol' hardballer had tossed his first perfect game.

Speaking of perfect, how 'bout the knockout aboard Keith's

Softail? She's Rebecca from Houston, Texas, where everything is obviously bigger.
—Bomber



Owner:Keith Terry
City:Ventura, California
General
Fabrication:Keith and Kent Terry
Year and make:1988 Harley-Davidson
Model:Softail Custom
Value:45k
Assembly:Keith Terry
Chroming:Supreme Plating
Engine
Year and model:1988 Evo
Rebuilder:H.E.S. Performance Products
Ignition:Crane
Displacement:80 cubic inches
Lower end:H-D
Pistons:stock

Cases:H-D, polished
Heads:Andy Hanson/H.E.S.
Cam:Andrews 59
Carb(s):Dell 'Orto 40mm
Pipes:Keith and Kent Terry
Modifications:H.E.S. balancing, Andrews lifters, Weber air cleaner
Transmission
Year:1988
Modifications:back-cut gears, narrowed wheel sprocket (Li'l Zeke's)
Paint
Molding:Dave Lord
Painter:Rainbow Jeff Walz
Color/type:Jeff Walz Red/urethane
Special paint:Jim Ferren

Frame
Builder:Keith, Dave, Peter, H-D
Type:modified Softail
Modifications:38-degree rake 5-inch stretch, trimmed and cleaned
Accessories
Bars:modified Ness
Fender(s):owner, Kent, Dave Lord
Headlight:stock, painted housing
Tailight:Keith Terry
Pegs:Ness
Electrics:wiring by Kent Terry
Gas tank:Pro-One
Oil tank:Keith Terry, Dave Lord
Seat:Danny Gray
Mirrors:Custom Chrome

Grips:Ness
Forks
Type:39mm narrow glide
Modifications:Ness trees, 2 inches under
Wheels
Front
Type:Akront, chromed, Ness hubs
Size:21-inch
Tire:Metzeler
Brake:H-D, chromed
Rear
Type:Akront, chromed, Ness hubs
Size:18-inch
Tire:Dunlop
Brake:H-D, chromed
Photos:Steven Gunn

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



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ci. Features: Custom dash, lever covers
and custom pipes.



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



1951 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



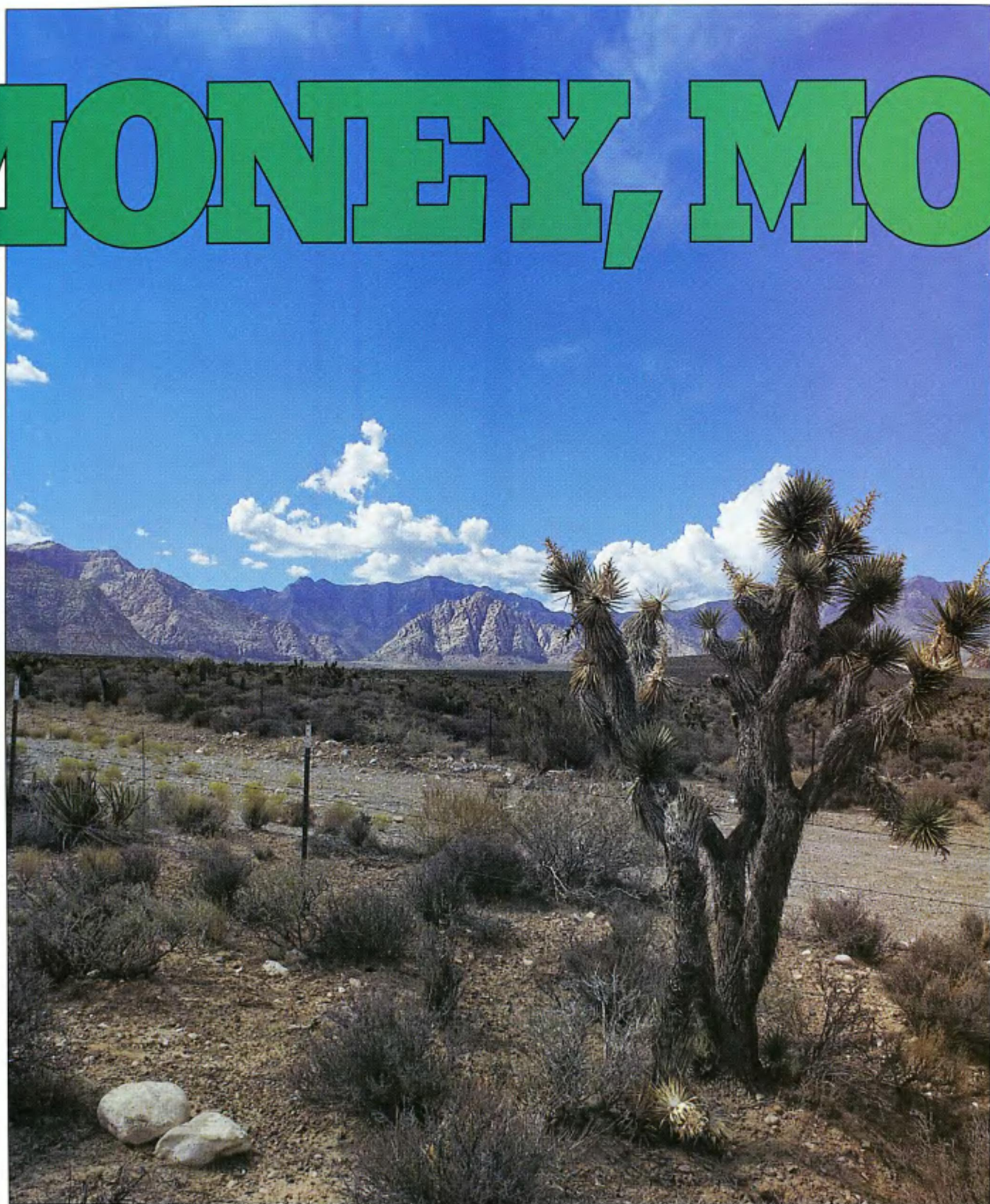
1991 HARLEY-DAVIDSON
Stock #: UM135 Model: Fat Boy Engine: 80ci
Color: Black Mileage: 1,652



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

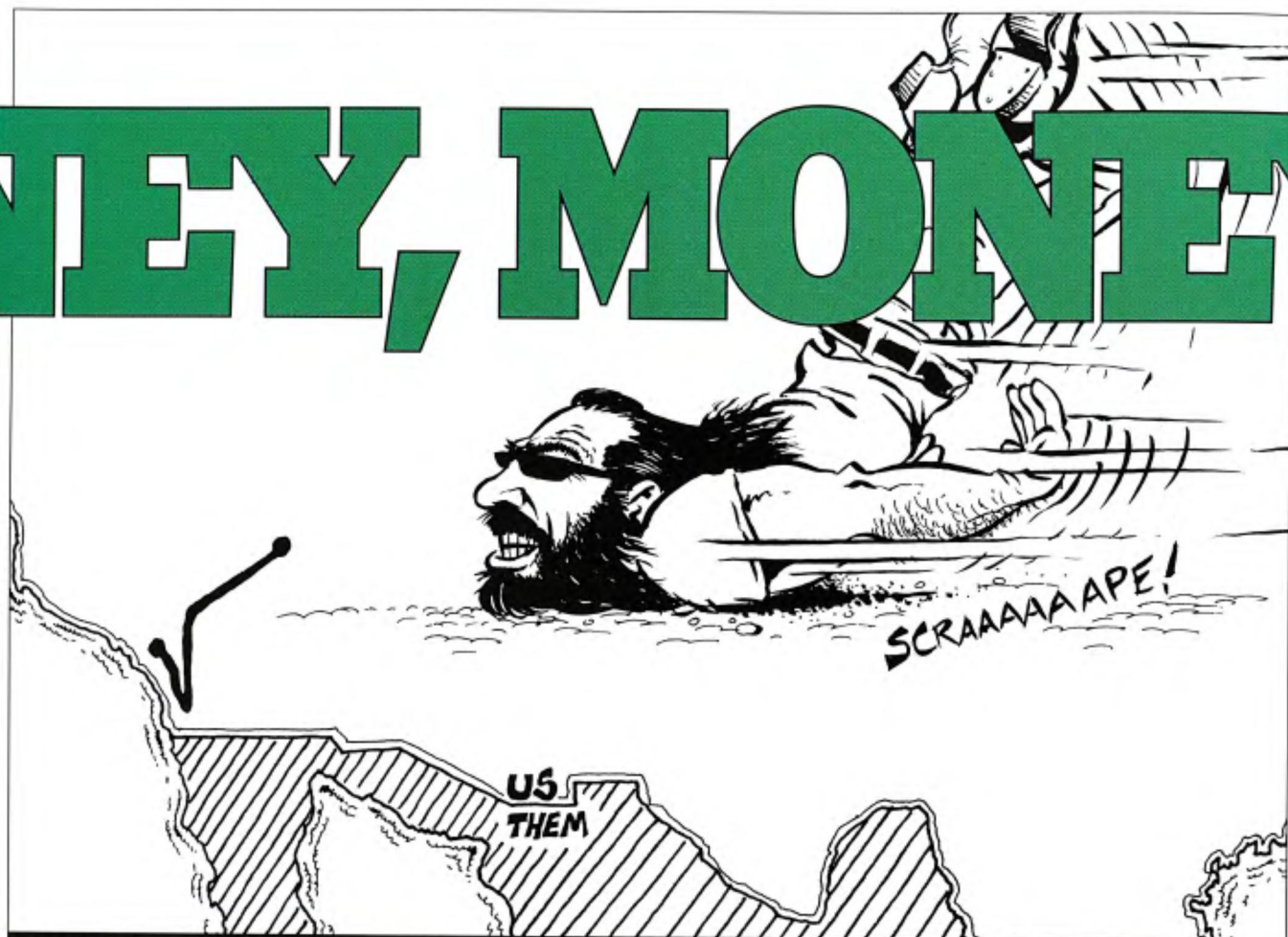
RIP'S RUN

MONEY, MO



On the way to the Blue Diamond Campground near Las Vegas, Nevada.

NEY, MONEY



RIP ROLLS THE DICE IN VEGAS WHILE GREGG TAKES A ROLL ON I-5



At the Clubhouse Tavern in North Las Vegas,



Well, here we go again—this time from the desert and the gambling mecca of the world. There is nothing like it on Earth. Of course, I'm talking about

Las Vegas, from the Spanish word meaning "the meadows."

I'd been in touch with Gary Hancock, bossman for the Nevada Association for Concerned Motorcyclists (NACM), a fun group of riders dedicated to the rights of motorcyclists.

Gary also owns a drag bike that he races at the local Vegas drag strip. The bike is ridden by Dean Winfield and is sponsored by the Clubhouse Tavern. The chassis work was done by Dave Tuttle of Chatsworth, California. Steve Neal at American Motorcycle Iron and Steve at Show Bike have also worked on the racer. It runs with a Dyna igni-

tion, an air shifter, Delkron crankcases, and Goodyear racing rubber.

There is mucho building going on in Las Vegas—the Monte Carlo opened four months ago, New York-New York opened January 3, and New Orleans is due to open soon. New York-New York's building is designed to resemble the New York City skyline—pretty trick. The Rio, Luxor, and Circus Circus are all undergoing major renovations. I have noticed that many of the casinos are getting into roller coasters—Buffalo Bill's at State Line makes the boast that their "Desperado" is the world's tallest at 209 feet.

My bud "Wide Open" from Atlanta, Georgia, came out a little early for the Dealer News International Powerpoint Distributor Expo (whew—that's a mouthful!) being held at the MGM Grand Casino, September 10-11. →

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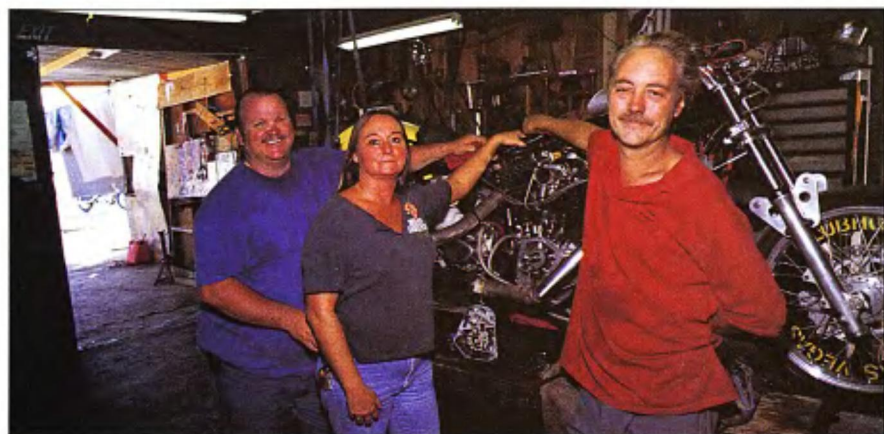
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Since he knew I'd be doing the NACM Fun Run the weekend before the trade show, he wanted to make sure we could run around some together. The night before the Fun Run, we checked out the Stratosphere, a tower 120 feet high, where you can see all of Las Vegas from the top. This place also has a roller coaster, but while we were there, it was being repaired. They also have this other ride that shoots ya up about 50 feet then brings ya back down in eight levels before stopping. Ya get an unforgettable view of the city between your toes, 'cause your feet hang out. Wide Open walked around the entire platform checking out Vegas by feedin' quarters to the binoculars. It was great fun, and, of course, on the way out we had to check out the bar.

The next day, September 8, we went on Fun Run '96, which started out at American Motorcycle Iron in Henderson, Nevada. They carry lots of aftermarket parts, and their business card says they provide sales and service, as well as offering parts and accessories.

From there we stopped at Tony B's Bar and Grill in East Las Vegas, a biker bar that's been around for many moons. They serve burgers and hot dogs and offer a comfortable place to hang out.

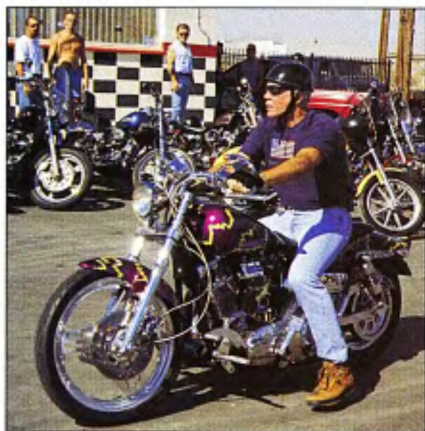
Next stop was the Backstop Sports



Gary, Pam, and Dean with Gary's drag bike.



Easyriders of Las Vegas crew.



Sharp putt.



Good-looking Vegas gal.

Pub in Boulder City, Nev. I don't think they have gambling at the Backstop, but it looks as though the Backstop has been around for a long time.

After that stop, we rode around Lake Mead, where the scenery sure was easy on the eyes. There were many different kinds of motor and sailboats out on the lake.

Moving on from there, we stopped at the Clubhouse Tavern, another real comfortable joint for bikers; it's owned by NACM leader Gary Hancock. The Clubhouse is a biker bar, 24 hours a day, features live music on weekends, and now offers chow at their just-opened Road Kill Cafe. I enjoyed it there and will return whenever I come back to town. This oughtta be frequently, as one of my daughters lives in Vegas.

It was a beautiful ride getting to the Blue Diamond Campground, the finishing point for the Fun Run. We took in a lot of picturesque countryside en route, and the campground was only 16 miles from downtown Las Vegas. It blew me away; I never knew anything like this existed so close to Lost Wages. The view was absolutely breathtaking.

With all the running around I did, you'd think I could've at least come up with a winning hand, but noooo, the best I could do was a nine of hearts, five of spades, nine of clubs, ace of

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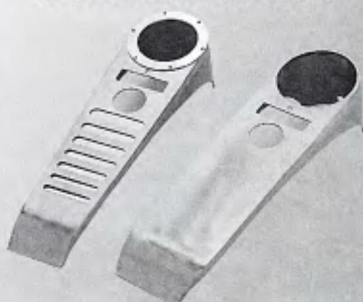
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Hot stuff!



The Armed and Dangerous Band at the Blue Diamond Campground.

spades, and a lousy eight of diamonds—pretty bad, eh? You can bet Vegas won't be losing money to me anytime soon.

I got the chance to stop by Jean Pierre (JP) Jaramillo's *Easyriders* of Las Vegas franchise store while in town, and found it to be very spacious and well laid out. I don't know how many square feet they have, but it's substantial. I checked out this FXSTR built by Barry Cabrera, the service manager and resident bike builder for *ER* of LV. It looked expensive, with its STD heads, ported and polished by Jerry Branch. Further investigation of the bike turned up Sputhe cylinders, pistons, and crankcases, a Dyna 2000 ignition, S&S flywheels, a 104-cubic-inch mill dumped into a Sumax rubber-mounted Softail frame, and paint by Troy Powell of Kustom Kreations, Las Vegas.

When you're looking for a new ride, try *Easyriders* of Las Vegas; they always have about 20 bikes on the floor for sale, and if you don't see what ya like, Barry will build it for ya. JP first opened the doors of the *Easyriders* store during Thanksgiving weekend in 1994, and they've been going strong ever since. They like doing high-performance work and have seven full-time employees. Check 'em out next time you're in town, and tell 'em ya heard

about them while reading "Rip's Run."

A couple months ago, I told you about the passing of JD John, an original Boozefighter and a very good friend of mine. I'm reminded of him now because the Grim Reaper recently took a swing of his scythe at me. And it was a helluva powerful swing, too. Over the decades that I've been in the wind, I've had my share of scrapes, on and off scoots, but when something starts gnawing at your body that you can't fix with stitches and splints, it's time to take a break and let nature take its course. I need to beat this lousy hand that the reaper has dealt me—and I will!

For the next few months, I've asked my riding buddy and bro, Gregg Daniel of Bros Club fame, to keep the saddle warm for me by visiting all you folks who have kindly invited me to putt up to your clubhouse or event. So as soon as I beat this rap, I'll be back on the road again—that's why, if ya get a chance this winter, I'd really enjoy hearing from ya. I would like to know about the biker doings in your area. That is, biker bars, shops, and events that go on in your neck of the woods. Until then, see ya.

—Rip

Write to:
Rip's Run
P.O. Box 3000
Agoura Hills, CA 91376-3000



Wink Eller with his LSR bike "Red October."



Markus and Sara Froehlich of Zurich, Switzerland.

Filling The Boots

I appreciate this opportunity, but I hope the master gets well soon. In the meantime, here goes:

I returned to the Left Coast in late September, after riding 15,000-plus miles this summer and following the Easyriders Rodeo Tour. After the Lake Perris (Calif.) show, I was on my way to the Rodeo Grand Nationals in Santa Rosa, Calif., when the Bros Club bike and I went down in the fast lane of the northbound Interstate 5 freeway in the City of Commerce (Downtown L.A. way) during Friday morning rush hour—and I survived!

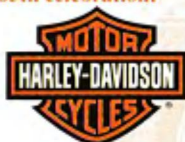
Yes, folks, I beat the odds. I was substantially skinned up and without a ride (both my bikes were now down), but I was okay. Life is good! Needless to say, I missed the Grand Nationals in Santa Rosa, but I did manage to hobble down to the Del Mar Classic in Del Mar, California (near San Diego), with some friends. This event grows every year, and anybody who thinks he's somebody just has to be there. In fact, it's growing so fast it is now known as Bike Week West and features five days of racing events, ranging from vintage to modern. It's held at the Del Mar horse track, but this time of October all the equines go out to pasture, and →

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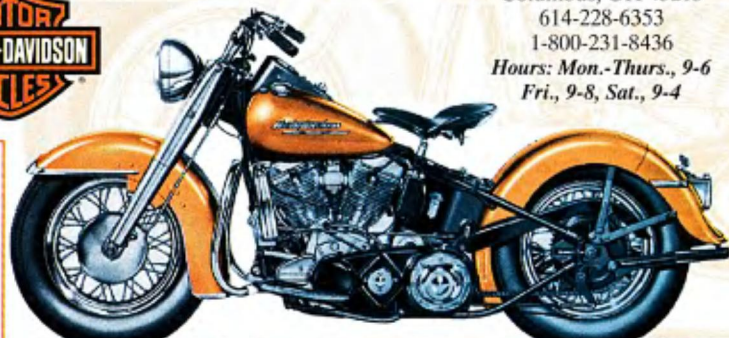
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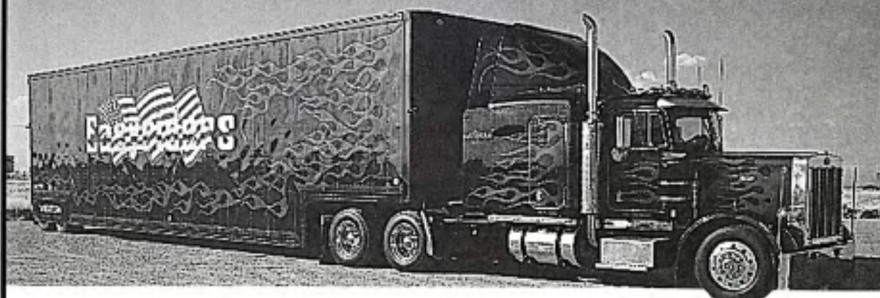


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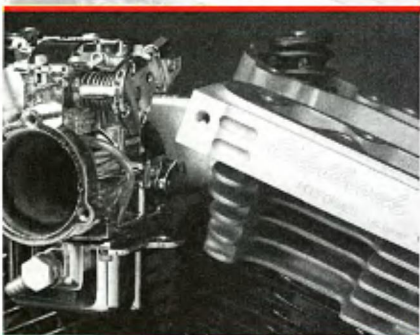
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The dresser after her (and my) brush with death on I-5.



Amy Mulloy of Lake Forest, Calif., at Thunderation '96.



Jon Rhodes, Pam Williams, Tom Rosa, in Irvine, Calif.



Howard Hall, president of the Hessians MC, O.C.

the air is full of the snarling sound of Harley horsepower for the AMA Grand National season finale.

All the motorcycle accessory manufacturers are on hand, and you can also see most of the aftermarket Harley-configuration motorcycles that are offered these days.

The following weekend I attended two parties; one was held as a money raiser for the legal defense fund of the Hessians MC at the Lin-Brook Inn in Anaheim, Calif. It's normally a quiet place, owned by Howard Hall, president of the mother chapter of the Hessians MC, in Orange County. But it turned into quite a bash that day, complete with a live band. Everyone enjoyed themselves to the max, so stop in sometime 'cause the Lin-Brook is very biker friendly.

The next affair we attended that weekend was "Thunderation '96," held at another Orange County biker hangout, Shark's Sports Cantina in Irvine. Put on by "American Thunder," a group composed of ex-H.O.G. members, it was a well-organized event featuring a vendor section, bike show, scooter games, and lunch—all for the price of admission. Director Denny Jurman, Assistant Director Tony Huerta, and their hard-working crew made this a helluvan event. Add



Markus (right) leads by trailing in the slow race.

Thunderation '97 to your list of parties for next year—I know I will. Call American Thunder for more information about the event (their number is listed under "Stopovers"), as well as for future club activities.

The national Bros Club chapters are going great guns. I'm very happy to report that Ron Warndstadt, chapter rep at the Easyriders of Chicago franchise store, who was injured in a wreck in October, is on the mend and well on his way to a full recovery.

I'm proud as hell to be affiliated with all of you, and I look forward to ridin' some miles with you in the near future.

Photos: Gregg Daniel

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Mission Viejo, CA 92691
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I had the best seat in the house at Shark's.

I have begun working on my spring/summer travel schedule, including all the extra stops that Rip has asked me to make. So let me know if you have a particular event you'd like me to attend, and I'll sure try to fit it into my plans. Keep those cards, letters, and photos coming.

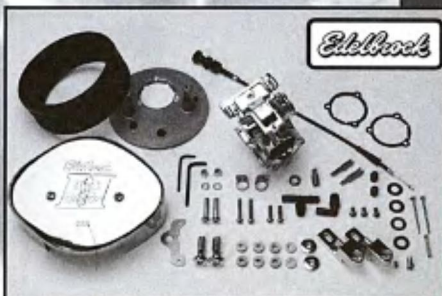
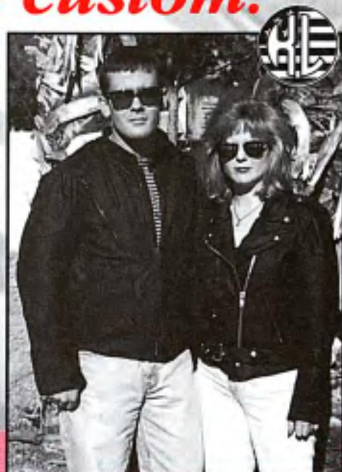
—Gregg Daniel

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H-D CUSTOM PAINT PLANT



CALIBRE, INC. **Premium Paint People**

One of the first decisions you make when buying a new Harley-Davidson is what color it will be, and whether you want the "optional custom paint," Harley's choice of high-end colors and tank graphics. Currently, there are three different color schemes for each model. The decision on paint usually depends on an individual's taste and the strength of his wallet—these premiums do cost extra. We wondered where that paintwork comes from, so we packed up the crew and

headed to Wisconsin to get the lowdown.

Calibre, Inc. is where the magic happens. Calibre has been around for more than 15 years and is the end vision of its CEO and founder, Jon Reno. Jon started in the body and fender business and grew from the original shop, located in Grafton, Wisconsin, 25 miles south of Milwaukee, to the brand-new 75,000-square-foot showpiece pictured here. While Calibre's customers range from John Deere and Snap-On, to Budweiser, Harley-Davidson is its biggest account.

Calibre began production painting OE replacement tanks and fenders in 1981 on an as-ordered basis, helping

H-D eliminate the need to keep large inventories. Then in 1982, Harley called on Calibre when it wanted to offer custom paint schemes through its parts and accessories department.

In 1983, Calibre expanded to include conversion and rework orders from H-D dealers. That is, Calibre not only handles the paint chores for H-D's premium line, it also provides this ongoing service to all Harley owners. You can send your sheet metal, through your H-D dealer, back to Calibre, and the crew there will strip it and repaint it to new factory specs. This service is available for sheet metal dated back to 1981, and



can be painted any color currently in H-D's inventory, if you want something other than stock. The rule of thumb on this service is that if the part you want refinished can't be replaced through H-D parts, Calibre doesn't want to take a chance on losing it or having it damaged during shipping, so keep that in mind. They don't perform metal work, so your stuff needs to be in an undented condition, but they will make an old paint scheme new again. This should be of particular interest to any of you doing faithful restorations.

In 1983 the Motor Company started offering Calibre's premium paint on all its motorcycles, except touring models.

The mechanized part of the plant is fascinating to watch. Tanks, side covers, and fenders glide silently by on individual stanchions, moving through the various painting and baking rooms. This process happens twice, first for the base coat and then for the clear coat. All materials are oven-force-cured, two-component urethane paints, and all but a few parts receive two clear coats and are hand-buffed and polished to achieve a flawless finish. The parts arrive in primer and, after the base coat is cured, are directed to the proper station to have either panels, graphics, or both applied. This is

done by hand and, as you can see, is very precise and painstaking work.

Calibre also provides all nonstandard paint work for H-D, such as police and Shrine scoots, (built at the York, Pa., plant) as well as all color matched and black painted accessories including consoles, fender struts, oil tanks, etc.

Jon Reno, his president, Todd Roberts, and vice president and general manager, Terry Brett, are dedicated to providing you, the customer, with the best new finishes and restored finishes available today, and I've gotta say they have succeeded.

—Oz



DEAN'S TATTOO

FICTION BY KEVIN LAW

It had felt good to shove that 12-inch crescent wrench up his boss's ass. A wrench like that, made and guaranteed by Sears, came in handy, and he was always glad he packed it. It was almost as good as a blade or a piece, and easier to explain to a cop—an innocent tool, just in case. Of course, it was in no man's land now, up Arlene's fat ass. But it was worth it, worth the end of that shitty job. Ever since the place became corporate, things had gone downhill—too many needless rules designed to make you feel more like a robot and less like a man.

And the rules weren't necessary, anyway. He did the work. He could jockey car parts as fast as anybody, knew more about them than the "efficiency experts" who came in to mess with what already worked. But he didn't bitch. He didn't give a fuck. Just a job to do and get paid for. Pay off that new bike. Hell, if Arlene hadn't been hired as general manager of a business she didn't know plug from valve about, he might have stayed a while longer. But she had a huge ego, and now she'd pay for it for the rest of her life—every time she saw the word *Craftsman* engraved in metal. "Arlene," he'd said, after she'd grandstanded one too many times, "shove this up your fat corporate ass and see if you like it. I bet you will." As usual, the end of employment was always his choice, willfully executed.

All right, all right—maybe he didn't really shove that wrench up her ass, but he definitely enjoyed thinking about it. Dean had a vivid imagination. When Arlene started giving him shit and he got thoughts like that, he knew it was time for a disappearance. So he said what he said and that was it. Fuck that place, anyway. Corporate auto parts bullshit. He was moving car parts for crissakes. Auto Fuckin' World. Hell, Dean was a bike man.

Dean sat at the bar of the Exchange, drinking and thinking. He had a few bucks packed away—enough to get him across the country if he wanted. Or maybe into Canada for the summer. He'd

never been up past Winnipeg. Might be cool to see some wilderness. Camp out, do a little drinking in the woods, get some farmer's sweetie daughter to make him feel young and crazy again. He was still crazy but his face showed the countless miles facing a 60-mph wind. He wasn't near done yet, though. And he wasn't nearly as old as the barkeep.

Earl poured him another Jack and leaned back into the shadow behind the bar. Earl had taken wheels all over California in the days when it wasn't yet a hobby, in the days when the country was just discovering its fear of "maniacs with no regard for the good of society." Earl had written that phrase with a torch on a sliced-off piece of muffler and hung it above the door to his bar, with the word "only" painted on the wood next to it. He liked to say he heard those words right out of the mouth of the California governor, on a TV behind a plate glass window he was about to smash in some Salinas Valley town. TV was live then, and Earl was young and full of piss 'n' vinegar. He knew what he did and didn't like. If the governor hadn't spewed that crap, that window would still be gleaming in the sun.

"What the hell, Dean? You got a spider bite or something?" Dean was scratching absent-mindedly on the leather that covered his arm.

"Quit my job today, Earl. Better hit me again." Earl chuckled and reached for the bottle, which was never placed too far away when Dean was around. Hell, when anyone was around, for that matter.

"Tattoo." Earl looked at Dean to see if he was right. Earl knew his customers. When Dean quit a job he always got a tattoo. Both of them knew a tattoo could tell you just who you were dealing with, what the man was about.

"Fuck, Earl. What are you, a goddamn psychic?"

"Naw, man. Just a bartender with a good eye. Used to be a hell-bent biker. Still am, sometimes, when my joints let me. Man, before long, you'll look like →

a walking myth. They'll find you in an iced-over ditch a thousand years from now and think they've got a record for a very fucked-up civilization."

Dean liked that, and it made him laugh. He took another swallow and laughed louder, slamming the glass down on the bar. "Hell, I knew I've been losing all those jobs for some reason!"

"So what is it this time?" Earl asked.

Dean's laughter subsided, and he became thoughtful. "Looking for the road through the pearly gates, amigo. Maybe about as close as I'll get."

Dean drank for a few hours in the bar, listening to the traffic hiss by in waves outside on the highway. Occasionally, someone he knew would come through the door, either with exposure face from the road or a face looking to get that way. There was James Slide who had laid down more bikes than chicks, and Dean shot some pool with him. Slide talked about his new sled with the precision of an engineer. "Hardly a piece of stock left on it." It was weird he could design and build a bike better than he could ride one. But you had to respect his dedication.

Then there was Lew and Ella, fooling around with each other on the bar stools. Dean had some good laughs with them. Ella was full of sex, but Lew was too good a friend to bust in on. And Brenda came by to bum him out, but his mood made her leave fast. "Come on Dean. I'm sorry about that thing with Jake. Just forget about it for once. God, you're so fucking unforgiving." She knew when she couldn't get to him, when he had that look in his eyes. So she took those long smooth legs that just seemed to jump right out of those cutoff shorts and waltzed out the door.

Dean smirked to himself. Brenda would never change. The one good thing she could do besides fuck was walk out a door—and then make you take her back. But today, it didn't matter. Dean was drinking to the future, and he didn't know who the hell would be in it. Except for him.

A woman entered the bar and stood in the doorway for a flashing second so that the blue sky outside could outline her body, which was sleek and sharp, like a leopard's. With satisfaction, Dean thought to himself, "Now here's a woman who knows she's hot and is looking to use it for something." Dean liked women like that. They could be a lot of trouble, but were usually worth it. A special breed, so to speak, a raising of the sexual stakes. Dean was a high-stakes man. His life was a testimony to it.

As the woman came inside, Dean could see she was wearing black jeans with silver studs up and down the seams. The jeans revealed more than they

covered up. Her breasts were pressed tightly into a white T-shirt, and a fringed black leather jacket covered her shoulders, just hanging there without her arms in it, hanging like some kind of a dare. Dean wondered what she was daring him to do. He knew it was coming. As she came into the glow of the bar, he could see the delicate features of her face ... and the desperation written in her eyes. But she hid that before she got close.

This woman came right up to Dean, looked him over without revealing what she thought, and sat down on the stool next to him, lighting a cigarette

"GIVE ME A TEQUILA SUNRISE AND DON'T STOP POURING TILL THE SUN GOES DOWN"

and gazing into the bottles across the bar. "Baby," she said to Earl, "give me a Tequila Sunrise and don't stop pouring till the sun goes down." Earl swung a bottle of Cuervo Gold over a glass and eyed her as he poured, to make sure she was satisfied. She was.

She took a long pull from the drink, almost breathed it in, and set the glass down on the bar, letting out a long sigh.

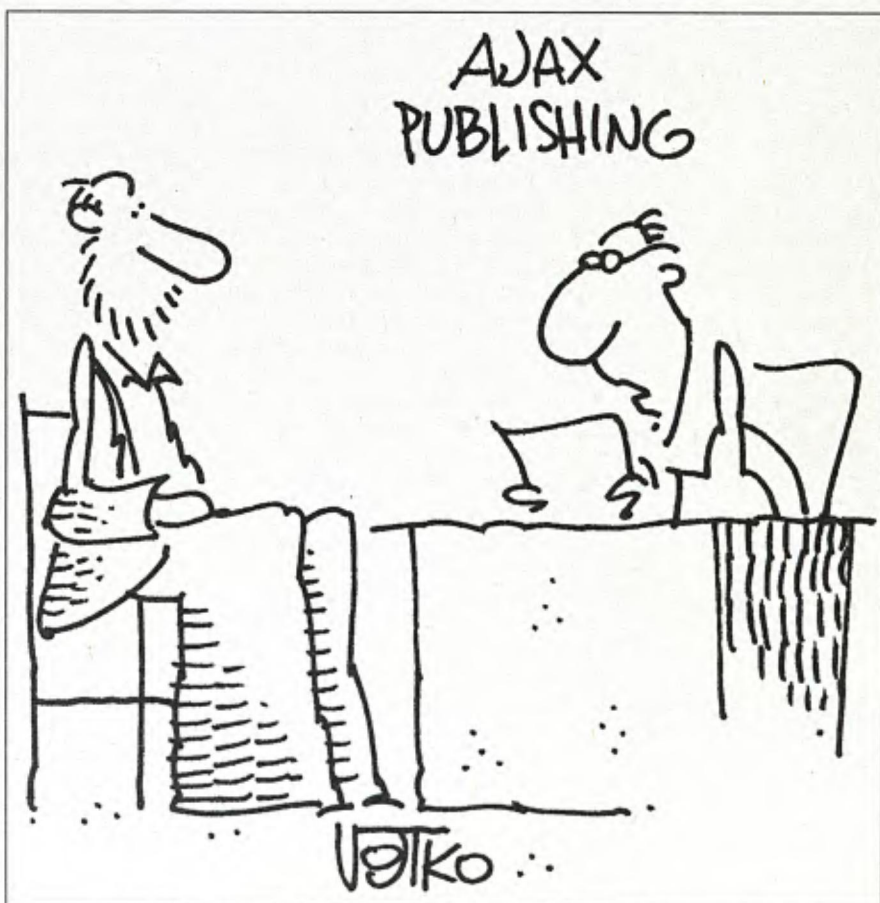
"Damn, I'm afraid to ask why you needed that," said Earl, glancing at Dean. Dean raised his eyebrows.

"It's a long story, and one I'd like to forget. Hey, why's this place called the 'Exchange' anyway?" she asked, looking at Dean. Earl laughed to himself. Dean did have his ways.

Dean smiled at her. His day was already looking up. He could feel a pull, a sense of direction coming upon him, the feeling he always got before he hit the road. "It's because a helluva lot has been exchanged in this place over the years. Bikes, jobs, beers, whiskey, bruises, cue sticks, cash, stories, cards, and, sometimes, one for another without any regard for fairness—or whether the other guy was willing." Dean looked at Earl. "That about sum it up?"

"You forgot freedom," Earl said.

"Oh, yeah," Dean said. "Sometimes the cops come in here and make a little trade of their own—your life for the next



"We don't publish violent trash like this, Mr. Wimble. We only publish sexy trash."

couple of years, in exchange for their ego." Dean took a swallow from his glass. "On the other hand, a man sometimes walks out of here without a god-damn thing to worry about, hops on his sled, and takes off, never to be seen again in this town. This bar is where he trades his past for his freedom. Drink's the judge." Dean looked at the woman, who was smiling understandingly. "But it used to be known as just 'Only,' on account of it being the only cool place to go and that sign Earl's got up above the door. Can't be lonely in Only."

They shared a laugh and a slug from their drinks. "Well, it's the only place for me right now," she said. "I got nowhere else to go." She looked at him long and hard. "What's your name anyway?"

Dean told her, and he could tell she liked it. He asked what hers was and, just as he'd expected, she thought about it before answering. So what if it wouldn't be her real name? She was looking to the future too.

"Chrissy."

Dean bought Chrissy another Sunrise, and they talked for a while, mostly about Dean's love of Harleys and his intimate knowledge of the backroads around the country. Dean, if he'd given a fuck about writing, could have put together a volume of books about life on a Harley out in the vastness of America. But he preferred to

spend his time actually doing it—either that, or telling some really fine chick about it over drinks that could easily lead somewhere better. When Dean told Chrissy of his plans to hit the road that very day—not plans, really, but a decision that would soon evolve into a quarter ton of machined, finely tuned metal and rubber rolling steadily across blacktop that spidered out in every direction—she moved just that much closer to him. He knew it was what she wanted to hear. And he knew what was coming.

"Dean, baby," she said, putting her hand on his thigh as if to seal the deal, "I guess I came to the right place."

"Why's that?" he asked.

"Because I want to exchange something myself."

Dean looked at her and knew she wasn't bullshitting. Her face was framed in straight, dirty-blond hair and her brown eyes were solemn. It was a combination that could unlock prison gates.

"What, I wonder, might that be?"

"One man for another," she replied matter-of-factly. "A fucking asshole for a good guy."

"One thing I don't do is get involved in a mess between another man and his woman," Dean said bluntly. "I wait till it blows over."

"It ain't a mess anymore, Dean," she said. "That wind's been blowing forever."

She moved her hand further up his thigh. "Come on. I just want to hang with you for a little while. Get the hell outta here, like you said—you know, never be seen in this town again." She struggled not to sound desperate. After all, the last thing a man wants on the road is a woman with freaks running around inside her.

Unless she looked like Chrissy, that is.

Dean smiled. "Hell, baby," he said, "I'd already decided to take you along over an hour ago."

She really liked that and just said, "Well, then."

No one else was in the bar. It was time for another "exchange."

They went into the bathroom and Chrissy didn't hesitate an instant. She took him into her mouth and worked him just enough to let him know he'd made the right decision—one with special benefits. Then, to let her know he wasn't all talk, and to have a little preliminary fun himself, Dean peeled off those skintight jeans, sat her on the edge of the sink, and fucked her as long and hard as she'd looked at him when she came into the bar. Hell, it was probably a little longer and a little harder, but who was keeping track, anyway?

When they were through, Dean slipped over into the men's room and Chrissy returned to the bar, smiling ruefully at Earl, who knew exactly what was going on, →

IT ALL ADDS UP.



+



+



=



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having seen Dean in action like that several times over the years. Chrissy sat down and Earl poured her a drink. "What can you tell me about Dean?" she asked. "I mean, you know, is he all right?"

"Shit, girl," Earl said. "Dean's one of the best. He's got different rules. If you're looking for something safe, he's not the one. But if you need to change everything fast, have a go with him. I know Dean well. Reminds me of a buddy of mine back in California, a long time ago. Man, I went through hell with that guy, and laughed the whole goddamn way."

"He sure has some cool tattoos on that fine body of his," Chrissy said. She took a long draw from her drink, adjusted herself on the barstool so that her tits would be the first thing Dean saw when he came out, and waited, thinking of getting the hell out of here once and for all.

Dean was coming out of the bathroom, thinking maybe Canada would be the place to go after all, thinking that, in all the dissatisfactions of life, you sometimes find that one trip that puts you up on top where you can breathe best. And though it may not last longer than a week or so, you'd best take your chances and bring it home. He was thinking of watching Chrissy get naked in a clear stream in the woods when he heard her yell at some fucker who was calling her Ginger. Earl was shouting, "Just a second! Not here! Not here! Put that goddamn thing away!"

Dean turned the corner just in time to see some dude slam a blade into the bar, right in front of Chrissy's arms.

So she slapped the dude's face in turn. And he didn't like that. He slapped her backhanded. And Dean didn't like that.

Dean wasn't a big man, but he could be formidable, when necessary. He wore steel-tipped boots because he cared about his toes—as in not breaking them against some fucker's skull. But it was mostly his eyes that could make a bigger man think twice before fucking with him. His eyes said clearly, "Whatever limits you have, pal, I don't." It was this look that made the dude hesitate before taking another swing at Chrissy.

"What the fuck do you have to do with any of this, sprockethead? This here's my woman." The dude's words rumbled through a thick beard. His speech carried a studied hint of violence.

Dean looked down, caught the gleam from his boot tips, and said, "What do you do, dickface, club her whenever you wanna take her to bed?"

Chrissy laughed a little crazily at that and said, "Yes, as a matter of fact." Dean glared at the big dude. If it was going to happen, it would happen now.

"Like I just said," the guy snarled, "what the fuck do you have to do with it?"

"Well, to tell you the truth," Dean

drawled, "I do have something the fuck to do with it, because I just fucked 'your woman' not ten minutes ago in the bathroom just over my right shoulder."

Chrissy turned away and mumbled, "Oh, God."

But Dean continued, as the big dude looked at him incredulously. "The fact that she shaves her pussy meant a lot to me."

There was a multiple explosion before Dean got the last word out. Part of it came from Earl, who broke a bottle in order to be ready for anything that might come his way. Part came from Chrissy,

DEAN WAS NEVER LOOKING FOR A FIGHT BUT HE SEEMED TO BE FOUND BY THEM ANYWAY

who laughed hysterically, and yet gave out a terrified moan at the same time. But the main thrust of the explosion that would soon splinter the less sturdy aspects of the Exchange came in the form of a 275-pound dude slamming full body into a smaller guy of undetermined, but very vicious, weight. The two men went down, along with several barstools.

The big dude used his bulk well. He had Dean pinned to the floor, and was trying to bash in Dean's face with his elbow, but he couldn't raise it high enough to get any force, so all Dean



"Which constipation remedy is the most effective?
Beats the shit out of me."

got was a little blood in his nose. This situation didn't last long, though, because Dean wasn't about to let himself get walloped over a chick, especially one he just met a couple of hours ago.

Dean grabbed the bandanna pirated on the dude's head with each hand. He had to take a couple more hits in the face to do this, but it was worth it, "cause all he had to do to get the dude under control was twist the ends of the bandanna around his fists and pull. Instant paisley garrote. The dude's face turned a purple that made him look uglier than he really was. Dean flipped him and brought his head up, kneeling behind him, keeping the pressure on. "Those nipple rings must have cost you a week's pay, at least," Dean hissed in his ear, making the dude jerk, which only tightened the bandanna around his neck.

The guy was wheezing, and spittle ran down his beard. The expression on his face, aside from sheer pain, was an odd mixture of regret, rage, and surprise at finding himself in this position. Dean held him there long enough to drain the guy's strength, long enough for Chrissy to come over and spit in his face before strutting out the door, long enough for Dean to decide what to do.

Dean let go and, with a gurgle, the dude tumbled onto the floor like a just-caught tuna. After leaving a few bills on the bar, Dean followed Chrissy out the door, shooting a look at Earl that let him know he'd be seeing him later.

So Earl was left with the dude. He picked up the stools, two of which were broken, picked up the broken glass, swept around the dude as he lay there panting from purple, to pink, to pale, to white. Earl lit a cigarette and contemplated the evening's events. Dean was never looking for a fight but he seemed to be found by them, anyway—maybe because he knew where his lines were, and too many people tried to cross them. Hitting that chick was a stupid thing to do. What the hell did that jerk think, anyway—they were all gonna smile and pat him on the back? Buy him a drink? Maybe the chick was trouble, who knows? Earl figured Dean would find the answer out there where not much can hide—on a leather seat above a couple of tires spinning on a lonely two-lane, with nothing but bare land in every direction. A disappearance. Hell, everything comes clear under the right circumstances.

When the guy on the floor was able to stagger to his feet, Earl showed him the broken bottle he'd been ready to use, and still was. "I think it's about time you find your mama. No one else is gonna give a shit about you."

Maybe that's just what the dude did after he shuffled out—got in his car and drove off. Nothing left for him to stand for.

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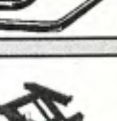
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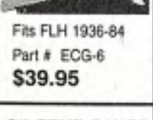
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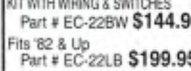
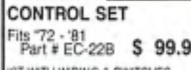


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in eastern Wyoming, the sky looked as wide and unforgiving as the devil's grin, but he felt right at home. A man could get lost in a horizon like that, ride so far he might never be able to return to the place he started without deep regrets—and a nostalgia for the unknown he'd dipped into so strong that it could ruin the rest of his days. But why give a fuck about that when a scene of prairie, mountains, and endless sky moved all around him, cooling the skin on his arms and face?

The sweet smell of long, untroubled grass filled Dean's lungs, and he could almost see the Indians riding over the tops of the hills on their horses, towing along teepees, women, children, and a whole nation of stories and songs. He roared along with them on his bike, the engine moaning out a solitary tribute to the vastness of the land and the sky.

When it came down to it, there wasn't much difference between a horse and a bike. They were both there for the duration, or at least as long as they could hold out, and they were witnesses to the restlessness in a man who knew no bounds but his own daring and bravery. At night on those plains, Dean felt the cold, but he didn't care. You're in the right place when injustice put upon the body can be shrugged off with the goose of the throttle and a slug of whiskey. Coming to a bend in the river perfect for a tent, in the shadow of mountains so high nothing but beasts of extraordinary strength and cunning could find the peaks, a man might feel he had at last arrived in the axis of his life, like the line his bike takes as it severs the limits of a continent. He might think, "What the fuck, this is whatever the hell I'm cut out for and all the rest is just fucking padding. I don't know if I'm ever gonna stop moving." When he was on blacktop, Dean knew what his life was about.

He pulled into a roadhouse to get a brew before he decided whether to pull an all-nighter, or hunker down till sunrise. He might go north, or maybe south. Mexico didn't sound bad to him when he thought of his wallet, but the purity of Canada wouldn't let him go. Half his life had been spent at a fork in the road.

The bartender was pretty quiet, but he looked at you with the intense ferocity of an eagle. He'd seen more than his share of wanderers, dreamers, escapists, and the lucky souls who could combine them all. Dean got his whiskey. He was alone.

Dean sipped his drink, thinking about Chrissy. She'd made it to Cheyenne, further than he'd thought she would. It had been good with her, but she was only short-term, a 300-mile chick. And she kept asking about his tattoo. Why the skulls on the road to the gates? What did it mean? It bothered him that she had to ask. There weren't really any words for

him to explain it. The road out here—with all its troubles and its glories—was him more than anything else was. The events of his life came and went, but he'd always find the road. It was that simple—just the road and his bike. Motion. Dean hadn't really realized that when he got the tattoo, but now he knew it for certain. A disappearance was fucking freedom. Everything was right out here.

There was a fine chick checking him out from the other end of the bar. Her face had that high plains healthy glow and her body said "curiosity is my cat," legs dangling down into tough boots,

HER FACE HAD THAT HIGH-PLAINS GLOW AND HER BODY SAID "CURIOSITY IS MY CAT"

hip cocked out and inviting. Dean looked her over and was pleased. Another 300-miler ... hell, maybe 500, or even 600. Or more, who could say?

"Where ya headed?" she said, smiling.

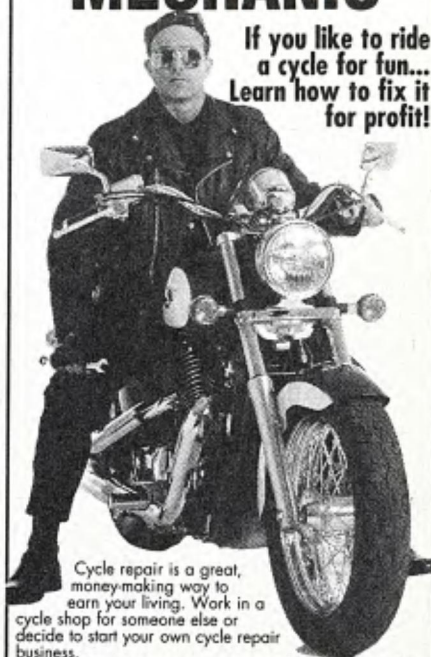
"Oh, I don't know—far," Dean said and walked over to her, wondering how good it could really get. Depended on how close the nearest mattress was, and how much fuel was left in his tank. Just enough, on both counts, Dean thought, setting up another round from the bottle he'd had the bartender place in front of him. Nothing like whiskey on the road. ☺



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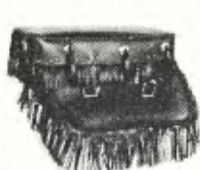
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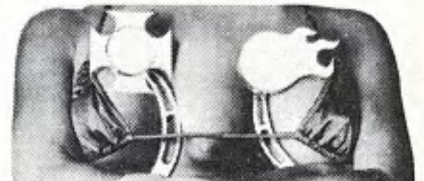
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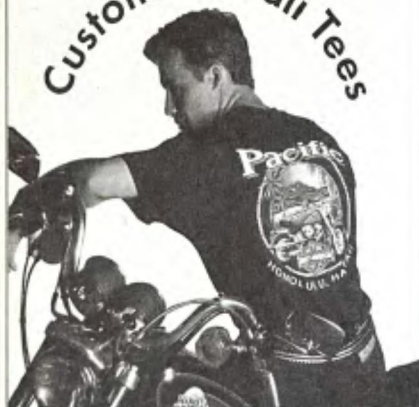
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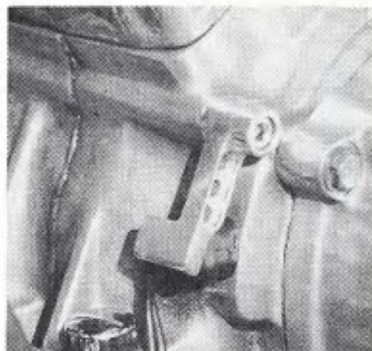
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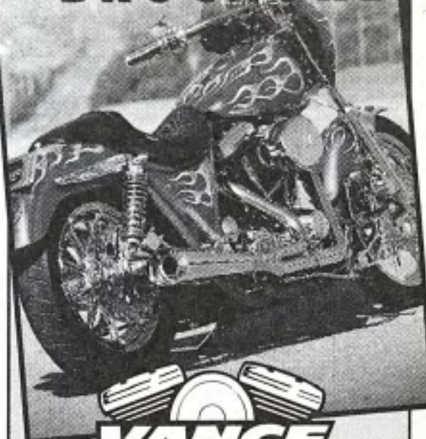
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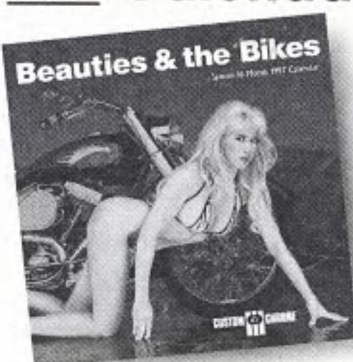
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TECH TIPS



Terry plasma-cutting the fender panels.

BANDIT II Sheet Metal Finishes

Never mix Everclear with Mai Tais, beer, and Mexican coffee. I was okay until, well, I don't exactly remember when it all hit me. But now I'm back to let you know I can really shake it off.

When David Mann and I originally conceived of this project, we had side panels for trunks in mind, but once it

started rolling, the talent behind the machinery needed input. Russ Tom of Downtown H-D in Seattle, Washington, felt that solid fenders were crucial to integral strength and suggested an alternate plan. He and his metal man, Terry Breitsprecher, devised a unique license plate bracket and beneath, behind, or above it a trunk lid and trunk. The trunk is not big enough for suitcases, but will house a substantial tool kit and a sweatshirt and scarf for later,

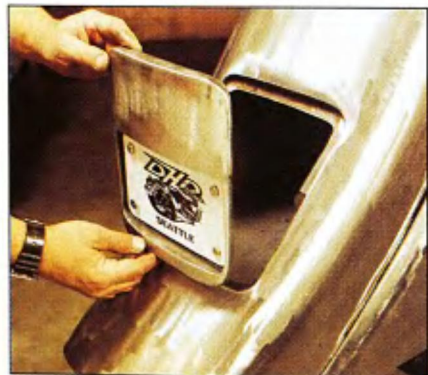
when the weather cools down—like right this minute.

The gas tank began with an FLT base, which was stripped of its bottom and widened 2 inches. For added strength, Terry hand fabricated the bottom from one piece of sheet metal. And, of course Terry, who has tremendous experience with sheet metal fabrication, made several attempts to make the tank fit until it was right (unlike me, who would →

TECH TIPS



Terry Breitsprecher, sheet metal genius from Downtown H-D, Seattle, Washington.



Trunk opening.

work on making the fuel cell fit long into the next century, and once it fit, stylistically it would be ruined).

Terry launched his sheet metal career at the age of 10 when his dad recruited him to assist with the construction of a single-seater airplane in the family garage. That was almost 40 years ago, and the plane is still raced in antique air shows today. When he was in his early 20s, Terry went to work for Boeing and secured



Stretched gas tank going into place.

a union position there. But, as many of us know, unions aren't forever, and he was laid-off. Although his background hadn't involved tinkering with bikes, when Russ went looking for someone to implement his wild concepts, Terry applied for the job. He has been responsible for each and every sheet metal creation to roll out of Downtown H-D. If you're not familiar with their bikes, I'll try to coerce the art department into finding an outtake

from one of his bike features to slip into this article.

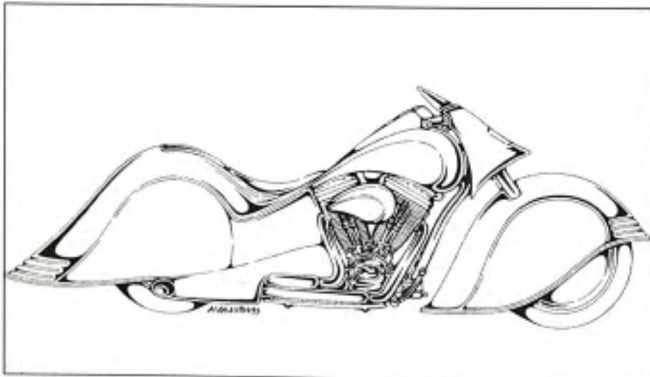
Russ created a department to build custom motorcycles in a building separate from his father Carmen's dealership. He prides himself on building exceptionally street-worthy scoots that shine, and over the last five years, has made quite a name for himself in the industry as a quality custom builder.

All right, that's enough for now.



Nearly completed body work.

Photos: Bruce Carroll



Alan Vaughn's rendition of the Bandit II.

The girl I met in the Black Hills has called me three times today. She's lonely, and, well, you know, I can't disappoint her. Don't miss next issue, when we unveil the structure Terry designed to hold these massive fenders in place. Then the bike heads back to Ron Simms at Bay Area Custom Cycles for tear-down, Horst paint, South Bay chrome, a Headwinds headlight, custom exhaust, and final assembly.

Oh, one more thing. Some readers

have complained that Arlen Ness' new sheet metal cruiser and Ron Simms' green rocket are too far out on the wild, unreachable custom scale, and being a chopper rider to the bone, myself, I was inspired to dress this puppy down by painting her like an old lowered Cadillac from the '50s. Maybe flame the black primer. Let me know what you think. Well, she's on the line again ... gotta ride.

—Bandit



Completed Downtown H-D custom.

Sources

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(206) 722-8457

Ron Simms/Bay Area Custom Cycles
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Hayward, CA 94541
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TECH TIPS

PAN PART II: HEADS

Musky Gives Snake The Lowdown

Last issue we left Snake bewildered at his desk. Musky from Departure Bike Works in Richmond, Virginia, revealed the details of a 1948 lower end rebuild to a man intimidated about tearing down a distributor. According to the remainder of the staff, it's lucky for the rest of us that Snake avoids the toolbox. But Musky took him through the motions anyway and promised to cover the top end this issue.

The deadline whipped by, and we were amidst another production schedule, but Snake was nowhere to be found. A couple weeks whizzed by, and during a heated editorial deadline, Bandit slammed his massive fist against the desk and said, "Somebody go down to Oil Can Charlie's and get that bastard. I want him at his desk in an hour."

The entire staff bolted for the door, leaving Bandit alone to rant and rave at the lonely walls of the garage. Any excuse to go to the bar. The plan backfired, though. Sure, they dragged Snake into the garage, but by the time they returned, the entire staff was looped.

Bandit picked up Snake's phone and stuck it in his ear. "Call Musky," he growled. "Deadline's in an hour."

"Yes, thure," Snake slurred and began to dial. He didn't know the number and Nancy came to his rescue.

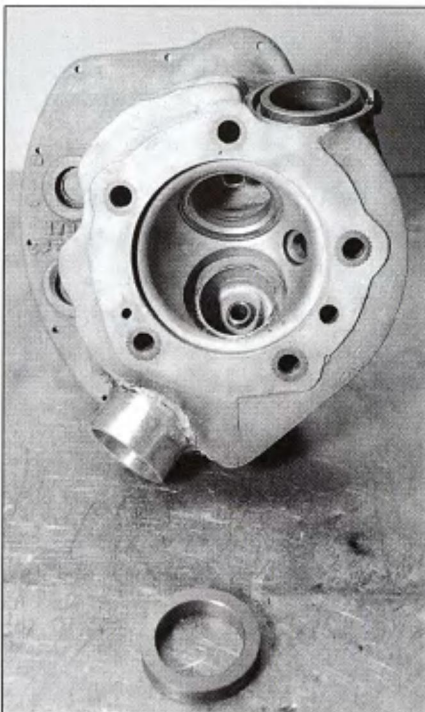
"Muckthee?" Snake stumbled. "I gotta ..."

"Just write," Musky said.

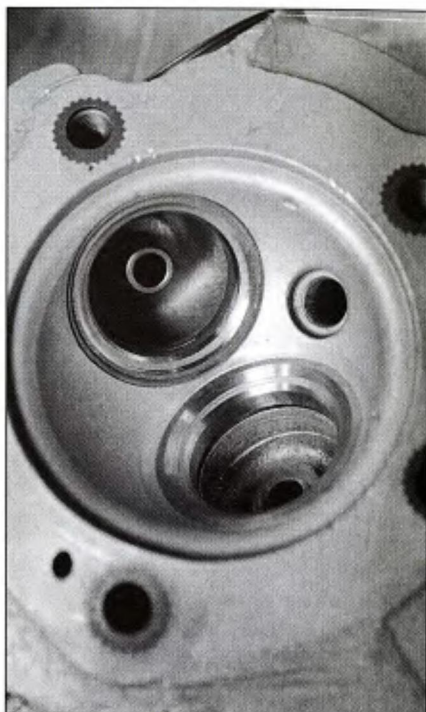
Snake fumbled for a pen, looking around his milk crate as if he'd never been in the garage before. Nancy bolted to his side, handing him a legal pad and a couple of sharpened pencils. "Shoot," Snake said, challenging his inebriated mind.

Bandit reached for the .38 in his drawer. Snake ducked. He was known for forgetting to put his feet down at lights and the kickstand at bars, forgetting spark plug wires after a tune-up, and even forgetting his own lanky ass—but he had heart.

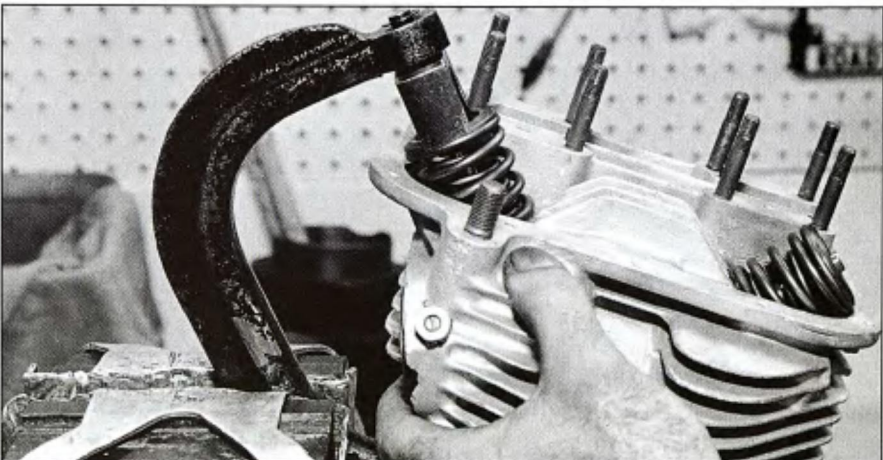
"Ready?" Musky asked.



New valve seat before installation.



Fresh seats ready to roll.



This shows an official valve removal tool, but a drill press will work fine also.

"Thure," Snake replied, dropping the receiver.

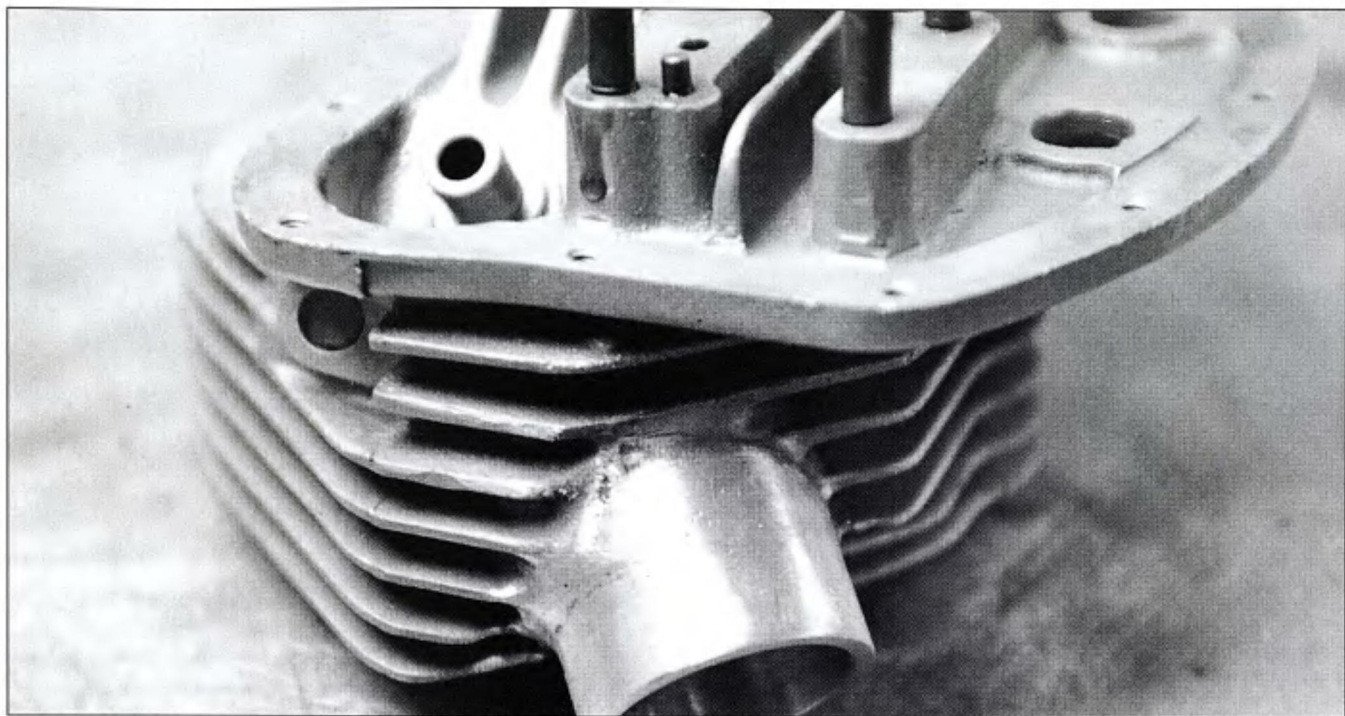
"I don't have all day, and riders need to know this. Get your shit together. Anyone can rebuild a top end with care and a handful of tools. You'll only need a machine shop for such elements as grinding valves, replacing seats, and boring the cylinders. For a few bucks, the average rider can put a long life back into his Pan top end."

Snake wrote feverishly. Nancy

delivered a tall glass of ice water to his side. He cringed.

"First, after taking the heads off, remove the tins and wiggle the rocker arms. Note if there's a rocker arm that has significant play and whether the top to that particular rocker has come loose. When you take them off the head, keep the sets together. Check for galling and excessive wear.

"With a valve compressor or drill press and a 1-inch socket take the



Departure Bike Works installed new exhaust ports for longer head life.



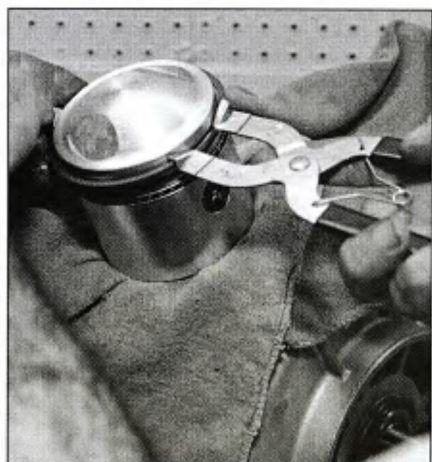
Have your barrels professionally bored.

retainers out of the top valve collar and remove the springs. Check to see if there is any damage to the springs or collars. Before removing the valves, wiggle them in the valve guides to see how worn they are. Note which hole each valve came from, and then clean all the parts chemically. Snake, are you awake?"

"Huh?" Snake said.

"Stay awake. We just got started," Musky snapped. Snake sat up

straight. "After you clean everything thoroughly, check the valve stems and mic them. Look at the head of the valve to determine if it can be ground. If the edge is thin already, grinding it will make it thin like a knife and it should not be used. The valve stem should be within .001 from the top to the bottom. If they're in good shape they can be ground and rerun. Now, measure the inside of the guides. Make sure there is no taper and the



Make sure web faces cam side.

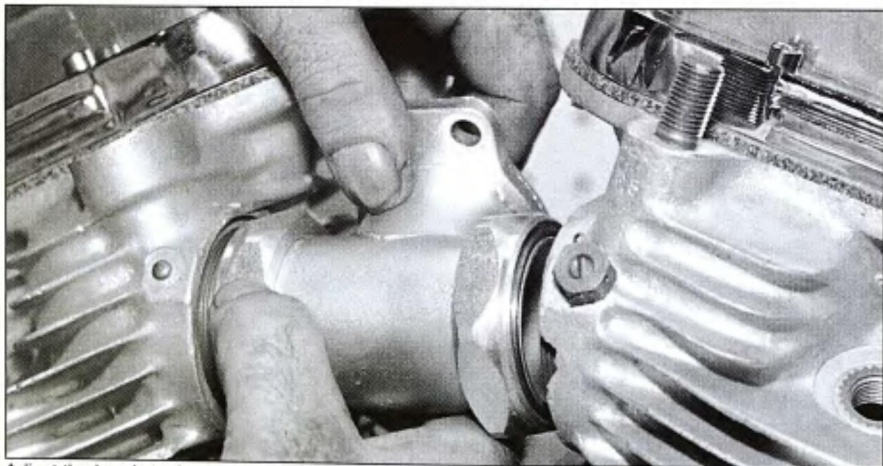
guides are round inside. Look through them with a light as if you were inspecting the bore of a rifle. Make sure there are no grooves or gouges. At this point you need to clean all—and I mean all—of the carbon around the guides. If you try to remove them with carbon on the guide, it will tear material out of the head and force you to run larger guides.

"You can air hammer the guides out once the heads are clean. Some folks heat the heads in an oven to slip the →

TECH TIPS



After checking for leaks, Musky installs the valves, springs, and keeper.



Adjust the heads to the manifold before tightening.

guide out more easily, but I don't. There's a special Rowe tool I use to reinstall new guides to keep them square. If the guide is loose, buy oversized guides, one size up.

"Now's the time to check the seats for excessive pitting or damage. Replace them if necessary. This is a job for a machinist. We cut the old seat out, removing enough to leave a .008-.010 interference fit for a new seat. Make sure the seats are suited

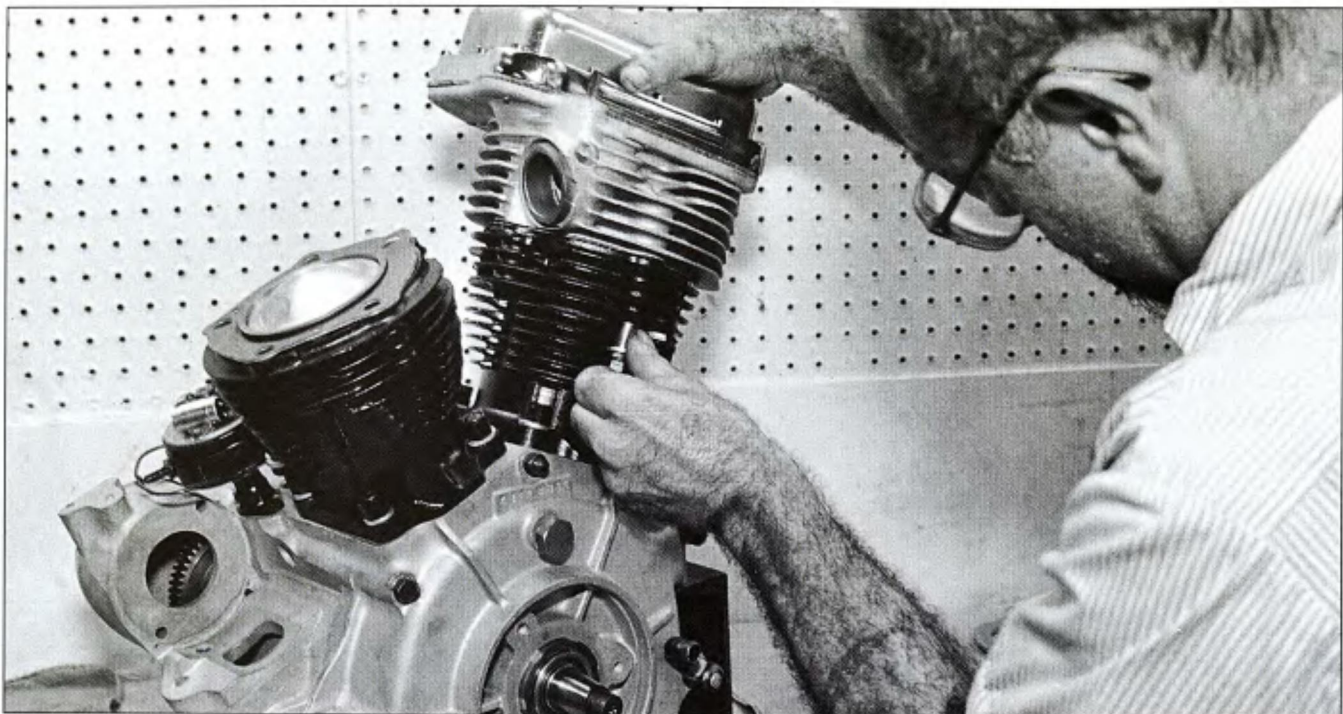
for aluminum heads. With the new guides in place, it's time to take the valves and heads down to a machine shop to have them ground.

"Now lap the valves, and then test for seal and clean all the parts several times. The spring length should be approximately 1.4 inches installed. Coil bind occurs when the springs stack solid before the valve is fully opened. I pour gas into the port once the valve is installed to check seal. With the valves

ground, install the valves and the springs. Check for coil bind or if the springs are too long with the valves on the seat (which is caused by too many grindings), and if the seats are too thin.

"With the valves, seats, and springs in good shape, check all the holes and threads. Make sure the oil passages are clear and clean, check the tin holes and the threads for the studs that hold the rocker blocks in place. If anything is stripped or sloppy, Heli-Coil the threads. Now check the rocker clearances by measuring (with a micrometer) the inside bore of the rocker and the diameter of the rocker. There should be only .001 to .002 clearance. If the rockers are loose they'll bind, wobble, clatter, or vibrate, and the entire assembly will go to shit."

Snake's fingers were flying like a court reporter's, or the journalist who'll get to interview O.J. when he finally owns up to the crime. He tore sheets of lined paper from the pad and Nancy whisked them up before they hit the floor. Snake's long, thick, sandy-blond hair cascaded around



Photos: Bob Jones

Bolt the heads into place lightly.

his two-week drunkard's stubble. He wiped the hair out of his dark, bloodshot eyes, "We ain't got far to go, do we?"

"Just keep writing," Musky spat. "We're almost there. Now, assemble the heads and button them up, being careful to run oil into all the wear areas, in the rockers and in the guides. If you read the article last issue, you already bored the barrels.

"If you're just doing a top end, check the wear pattern on the pistons and check the piston-to-wall fit by measuring the pistons at 90 degrees to the wrist pin at the bottom of the piston. Compare that reading to the cylinder bore at three places: 1) top, middle, bottom, 2) side-to-side, 3) and front-to-back. Stock pistons should be no more than .004 maximum clearance and .002 taper top to bottom. This gets complicated for the average backyard wrench and should be handled by a competent machinist. We charge around \$80 for a pair of standard, stock pistons and \$90 to bore, finish, hone, and prep for installation. So, have the barrels bored by a professional, then clean them thoroughly.

Check the wrist pin-to-piston fit and hone with a Sunnen Hone. If they need to be hammered into place, they're too tight. Check the wrist pin-to-rod bushing fit; it also should not be very tight—just a light press fit. Clean everything again, and begin assembly. Install the piston and go to the auto parts house and get a ring compressor and install the rings and barrels over the piston. Make sure the web on the inside of the piston is facing the cam side. Then firmly bolt the barrels into place.

"Install a Teflon head gasket without any coatings and lightly bolt them into place. You may want to pick up a head bolt wrench such as a Chrysler starter motor wrench or an H-D wrench. With the heads still loose, install the intake manifold and check for alignment. It may be necessary to move the heads around to align the manifold. Then tighten the head bolts, and snug down the massive plumber bolts and make sure the manifold is not cockeyed. Then you can tighten the heads.

"We're closing now, Snake, so pay attention. There's not a torque

rating in the manual and not a god-damn torque wrench on the market that will fit, so get 'em (the headbolts) tight, but don't break 'em off. Tighten them again after the engine has been run once. That's it, Snake ... Snake, are ya there? Oh, by the way, if you don't want to handle this job, we'll take your heads and barrels and rebuild the whole shot for \$500. Snake, you with me?"

Don't miss Snake's next report: exclusive coverage of Pan rocker rebuilds with the Departure Bike Works gang and Custom Chrome, Inc., components.

—Wrench

Sources

Departure Bike Works
3087 Hull St.
Richmond, VA 23224
(804) 231-0244
(804) 231-0250 fax

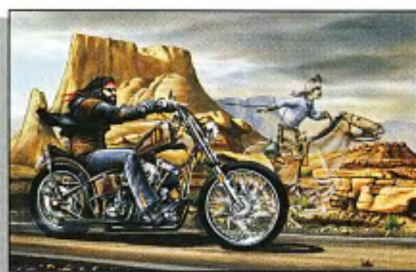
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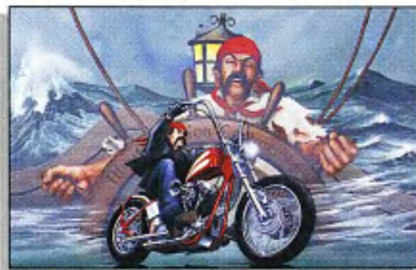
the readers of Easyriders. David's images reflect the Harley lifestyle like no other, capturing the excitement, power, spirit, and brotherhood of the biker world. Now you can call an original David Mann your own, each piece having appeared in Easyriders. Decide which painting you want for your wall. 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.



Ghost Rider — ER(#125) Nov '86. Min. Bid \$25,000



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



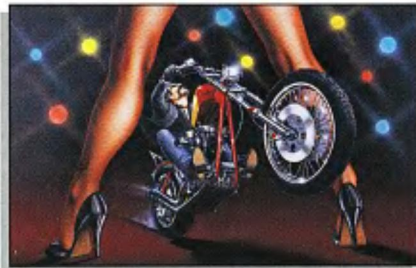
Ghost Pirate — #194 Aug '89. Min. Bid \$7,500



Flame Rider — #206 Aug '90. Min. Bid \$3,500



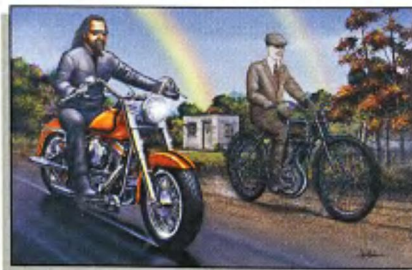
Drag Star — #178 Aug '88. Min. Bid \$2,500



Black Alice's — #251 May '94. Min. Bid \$1,500



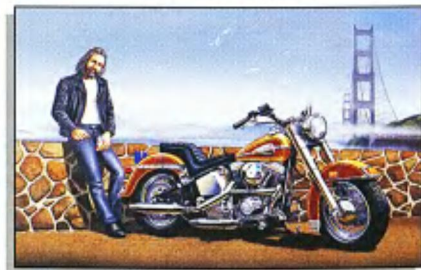
Astro Evo — #191 May '89. Min. Bid \$3,000



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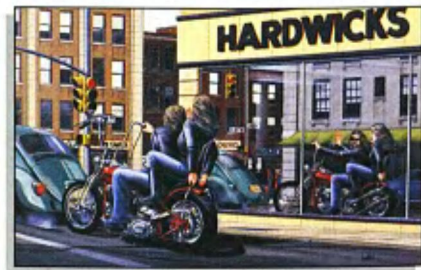
Golden Gate Softail — #176 Feb '88. Min. Bid \$1,500



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

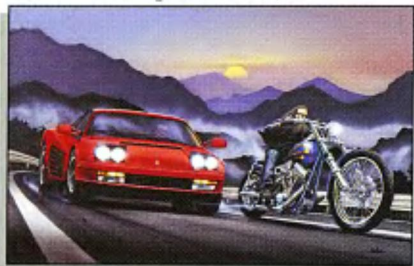


Hardwicks — #132 June '87. Min. Bid \$1,500

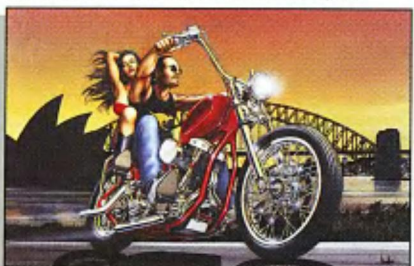
You can view the actual masterpieces and meet the artist in person at the following Easyriders Bike Shows: Charlotte, NC, 12/7/96 • Philadelphia, PA, 12/14/96 • Anaheim, CA, 1/4/97



Biker Fuzz — #166 Aug '77. Min. Bid \$1,500



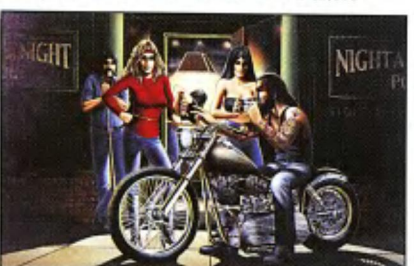
Wheel to Wheel — #174 Dec '87. Min. Bid \$10,000



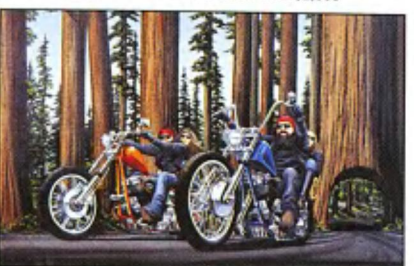
Aussi Bike — #237 March '93. Min. Bid \$3,500



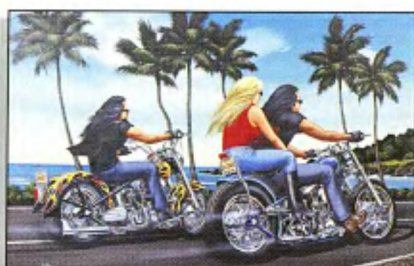
Flirting with Death — #197 Nov '89. Min. Bid \$2,500



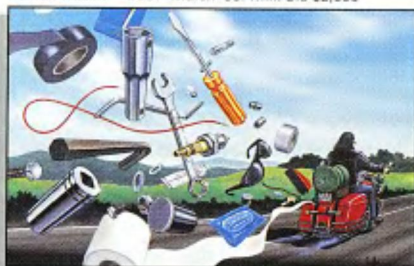
Pool Hall Smoke — #101 Nov '81. Min. Bid \$2,500



Redwoods — #168 June '87. Min. Bid \$4,000



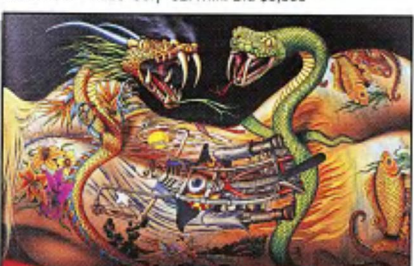
Hawaii Haulin' — #201 March '90. Min. Bid \$2,500



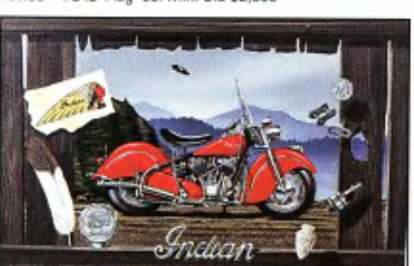
Flying Tool Kit — #263 May '95. Min. Bid \$1,500



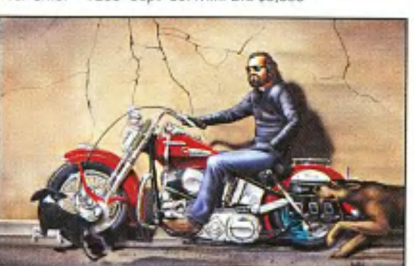
Wind Kiss — #229 July '92. Min. Bid \$3,000



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 '82. Min. Bid \$2,500



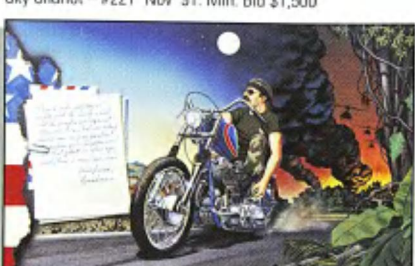
White Line Bros — #211 Jan '91. Min. Bid \$3,000



Dave Broadslidin' — #196 Oct '89. Min. Bid \$3,000

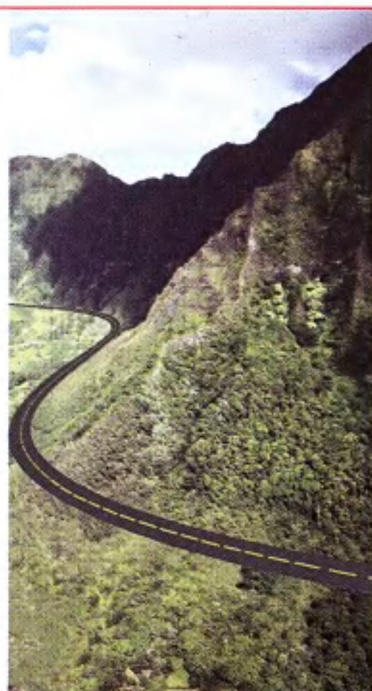


Sky Chariot — #221 Nov '91. Min. Bid \$1,500



Letter From Nam — #183 Sept '88. Min. Bid \$3,000

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Day 7 Friday - All great things come to an end. Bikes must be returned by 3 p.m. Attend the free Farewell Luau at the Royal Kona Resort with exclusive seating and VIP treatment for Freedom Road Tours members.

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READERS' RIDES



Photos: Pat Randle

John Leyden New Port Richey, Florida 1961 Panhead FLH

One of the guys in the shop recently started listening to country music, probably because his girlfriend left him for a geek who sold Amway, but the point being that the garbage the radio stations call music these days is zombied, purified, Prozac-powered drivel. A crash course in sheep shearing if you will. Don't get me wrong, I like country music. I'm a lifelong member of the Willie and Waylon beer drinking union. I've sat in a creek bed drunk on strawberry wine and sang Merle Haggard songs. But this modern stuff really makes you wonder if there is life out there.

You can bet on one thing, though. John Leyden's "rock on" '61 Panhead you see here is pure unadulterated rock-and-fuckin'-roll. Check out that three-inch open belt, you can almost imagine hearing "The Ballad of Curtis



Low" as the clutch basket spins. And if those freakin' flames, don't scream *Lust For Life*, I don't know what does.

But we're not talking pussified music here. We're talking fuckin' Panhead music... this is a chopper not a super stocker! This Panhead doesn't whisper, "Drop kick me Jesus through the goal-post of life"—it grabs you by the scrotum and bellows out "Sex Machine."

John, owner of Hawg County Cycles, built the FLH after his Shovel

was stolen three years ago. He rebuilt the Pan bottom end using an S&S 80-cubic-inch kit and added all the traditional chopper parts: open belt, drag bars, and wide glide front end. The sequential profile.

John's fiancée, Karen, who is a partner and wrench at Hawg County Cycles, helped him build the Panhead. In fact, they had their engagement rings tattooed on their hands by Black Diamond tattoo at the grand opening of their shop.

John doesn't worry that the fancy customs and full-bodied Ness-styled bikes will mean the end of the classic chopper. Traditional bikers will build cool sleds because they can't help themselves. Sure the radio will never play bands like BR-549 or the new Merle Haggard album, but that won't stop them from jamming! Nor me from daydreaming about running an arrow through the shop radio! And the devil shivered in his sleeping bag.

—Flynch →

READERS' RIDES



Photos: David Sumner

Helen Sumner **Lakeland, Florida** **1995 Sportster Deluxe**

Today I went in for my annual allergy shot. After the doctor earned her \$54 by looking down my throat and saying "hmmm" a lot, the nurse came in and told me to unbuckle, drop my jeans, lean against the table, and bend my right knee.

Before she could spit out, "This won't hurt a bit," she noticed my tattoos and started asking me what I thought about single-fire ignitions on stroked Shovelheads. While she gave me my shot, we talked shop. A few years ago I might have thought that was one surreal scene, but instead I buckled my Levi's and tried desperately to answer her questions so as not to appear like a mechanical imbecile ... with my pants down around my knees.

With the huge number of women racing Pro Gas drag bikes and cus-



tomizers like Brook Kennedy, Stephanie Feld, and Els Beerepoot, one cannot easily assume that the woman working at the bookstore doesn't moonlight behind a set of cutting torches.

Take Helen Sumner for example. You may not believe this, but the wild woman you see here is actually an insurance underwriter by day. It all started a few years back, while she was visiting some college friends in

Key West and witnessed a poker run coming from Miami. She got back home and told her husband that they had to get a Harley. She rode behind her husband for a year, but that wasn't getting it. So she went out herself and bought a 1995 883 Deluxe. Not a plain Shane, but a Deluxe mind you. Helen signed up for a rider's course but was hit by a damned old mini-van a week before it began, while riding the Sporty in for its 500-mile service.

Well no better time to start customizing. Helen went with the long-haul dresser styling for her Sportster, adding a windshield, passing lamps, fatbob tanks, fishtail exhaust, and touring saddlebags. And it paid off; she recently won first class in the Sportster Class at the Florida Harley Dealers Rally.

So, guys, keep that in mind the next time you're feeling all manly and suave while trying desperately to get a Power Rangers Band-Aid off your butt.

—Flynn



Photos: John Covington, Surgical Steeds

Dan Smith **Neo-Retro Chopper** **Scottsdale, Arizona**

Ever wonder who reads *Easyriders*? Nah, I don't mean the guy who thumbs a copy at the grocery store while his wife thumps melons. I mean, do you think Arnold Schwarzenegger slips a copy in Maria's purse for those stuffy Sundays at John Jr.'s? Or maybe Sandra Bernhard researches *Easyriders* for fashion tips. Who knows, maybe Frances Liddy (wife of G. Gordon), checks in to see what's coming out of the Arizona bike shops, in case she gets giddy for an industrial-strength chopper.

Well, is Frances ever in luck. Seems right in her hometown of Scottsdale is a bike shop turning out quality customs that would probably fit a G-woman's bill. John Covington's Surgical Steeds builds bikes from scratch and is also licensed to sell them.



When land developer Dan Smith decided he wanted a street rod H-D, he turned to Surgical Steeds. They'd built a couple of bikes for Dan in the past, but he decided that he only needed one (yeah I know some guys are weird like that). So, he sold the other two bikes with the idea of having John build him one ride that would feature the best of both worlds: modern Evo horsepower with the traditional styling of a rigid frame.

Dan's neo-traditional-styled 98-inch Evo engine consists of S&S flywheels, Axtell cylinders, and STD heads connected to a Delkron 5-speed transmission with Andrews gears and a Chrome Specialties kicker. And with an Exotica Knuckle-styled rocker boxes and faux generator cover, Dan can fool those unsuspecting Evo street drag racers looking for an easy mark.

The whole shebang sits in a stretched Daytech frame, where the stretched tanks and skull and snake paint job rides. The paint was designed by John Covington and illustrated by T-step. It took first place in the Radical Class and overall Best of Show at the Phoenix World of Wheels show.

You'd think that after all that, Dan would be content. But, like any good biker worth his weight in imagination, he has another idea which includes, but is not limited to, a 120-inch rigid Pro Street Harley—built by Surgical Steeds, no doubt, because you never know who's reading.

—Flynn →

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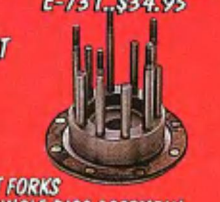
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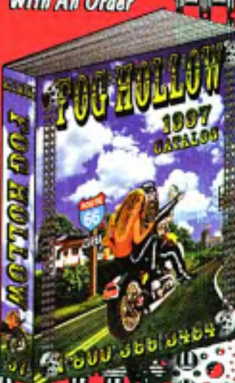
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BUT, Will Fit Any B/T '49 +UP Using
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Stock FL (3.5" Under FXWG '80-'83)
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Chrome Lower Legs..E-111..\$599.95
Stock Length FXWG '80-'83
Polished Lower Legs..E-112..\$499.95
Chrome Lower Legs..E-113..\$599.95
2" Over Stock Length FXWG '80-'83
Polished Lower Legs..E-108..\$499.95
Chrome Lower Legs..E-109..\$599.95
DRUM BRAKE ASSEMBLY (FL '49-'67)
Polished Lower Legs..E-115..\$499.95

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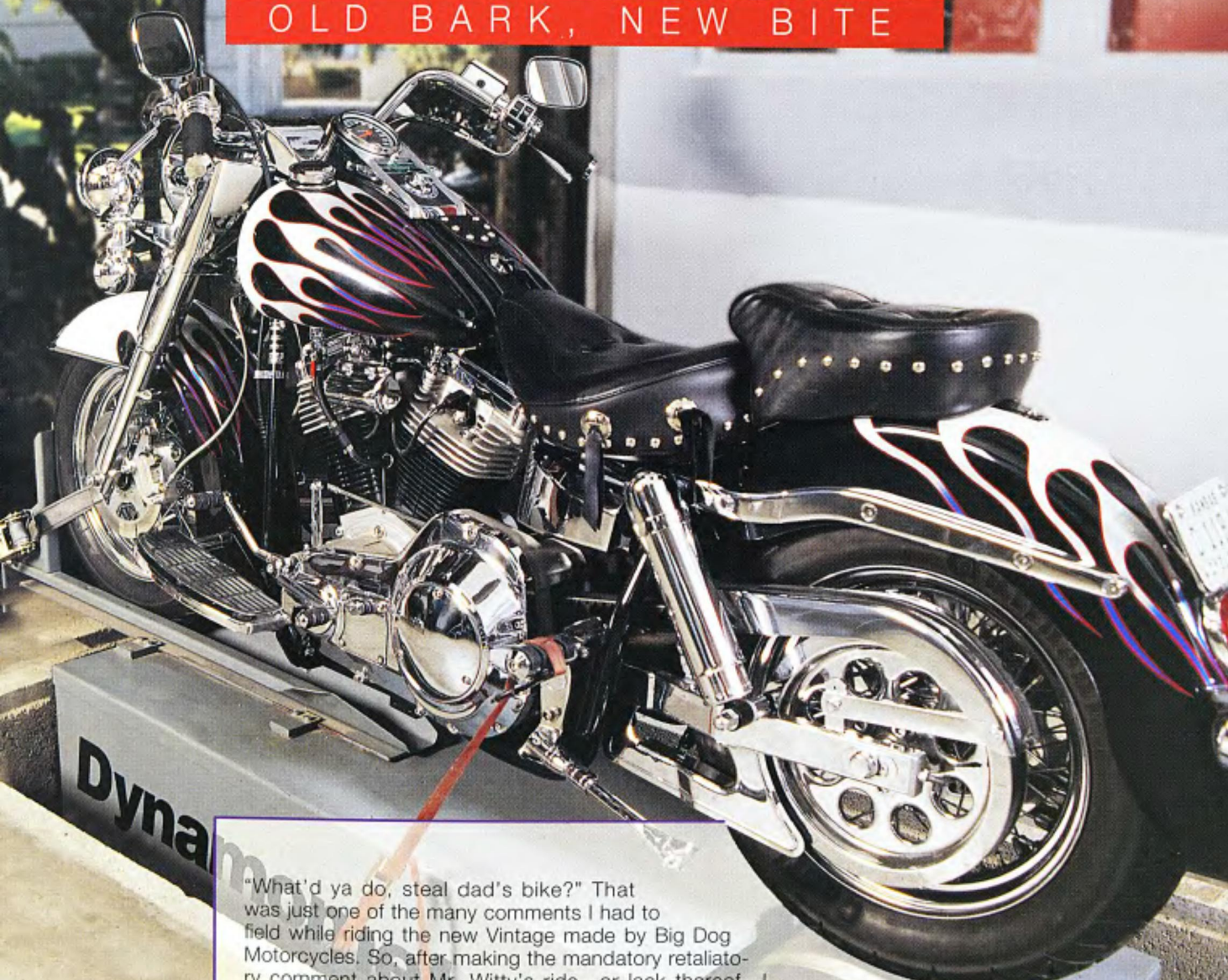
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BIG DOG VINTAGE

OLD BARK, NEW BITE



"What'd ya do, steal dad's bike?" That was just one of the many comments I had to field while riding the new Vintage made by Big Dog Motorcycles. So, after making the mandatory retaliatory comment about Mr. Witty's ride—or lack thereof—I began to test the latest V-twin hybrid to come across Bandit's desk. Actually, we were all sitting around one night after Bandit had left, and I stole the keys—but these are only minor details.

As the name implies and as you can see—with the lowered look, old-style FL bars, and train headlight—this is what riding was all about many moons ago. The Vintage is a definite cruiser, but it's equipped with a high-performance 80-cubic-inch blockhead engine that will allow you to get from bar to bar a lot quicker and make the longer rides more comfortable. Luckily, I stole the keys on Friday, so I had the entire weekend to try this Big Dog out. The first thing I did was take it to a →

buddy's shop to see just how much horsepower this scooter had comin' right out of the factory. I know, not the smartest thing to do, but that's why I'm still a prospect.

A.J. Wilson, owner of Commanche Custom Cycles in Moorpark, California, has been riding and wrenching for more than 40 years and knows his shit. He and his main wrench, Pee Wee (no relation to the television weirdo), put this scooter on the dyno while I prayed nothing would happen that I'd have to explain (read: lie about) later. The Big Dog Vintage is equipped with Edelbrock Performer heads, a Qwik Silver carb, Supertrapp



exhaust, and V-Thunder cam. All the components held together throughout the dyno test procedure and put out a little over 60 horses and 75 foot-pounds of torque. Not too bad, considering the bike only had a couple hundred miles on it. I saw a dyno run on a similar ride, with over 1,000 miles on it, showin' 80 horses and 90 foot-pounds of torque. This, of course, was done after the break-in tune-up.

The next thing to do was ride this Big Dog. I took all the back roads and offbeat freeways I could find. This ride definitely has the feel of the old FLs my old man used to ride. Making sharp turns, the shorter rider will →





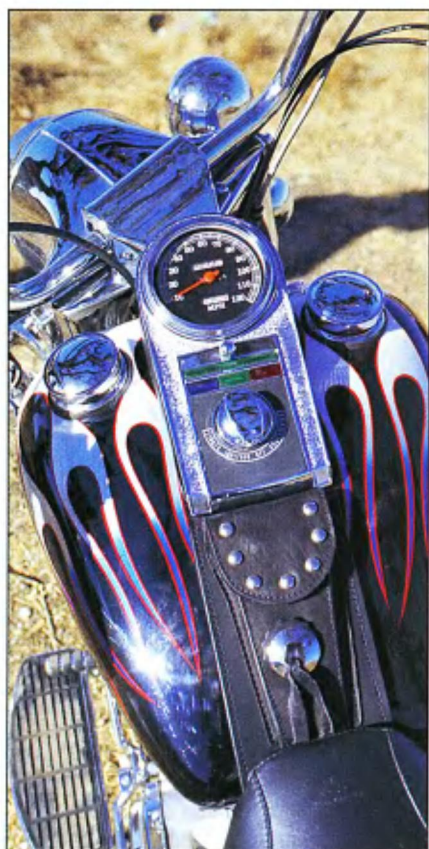
have a much easier time than the taller one, as the Flanders-made Vintage bars will tend to hit the taller rider's knees. This can be corrected as Big Dog offers a complete parts and accessories list to their dealers and customers. This is done so that, even though every model will have the same basic frame, each scooter is able to have its own unique look.

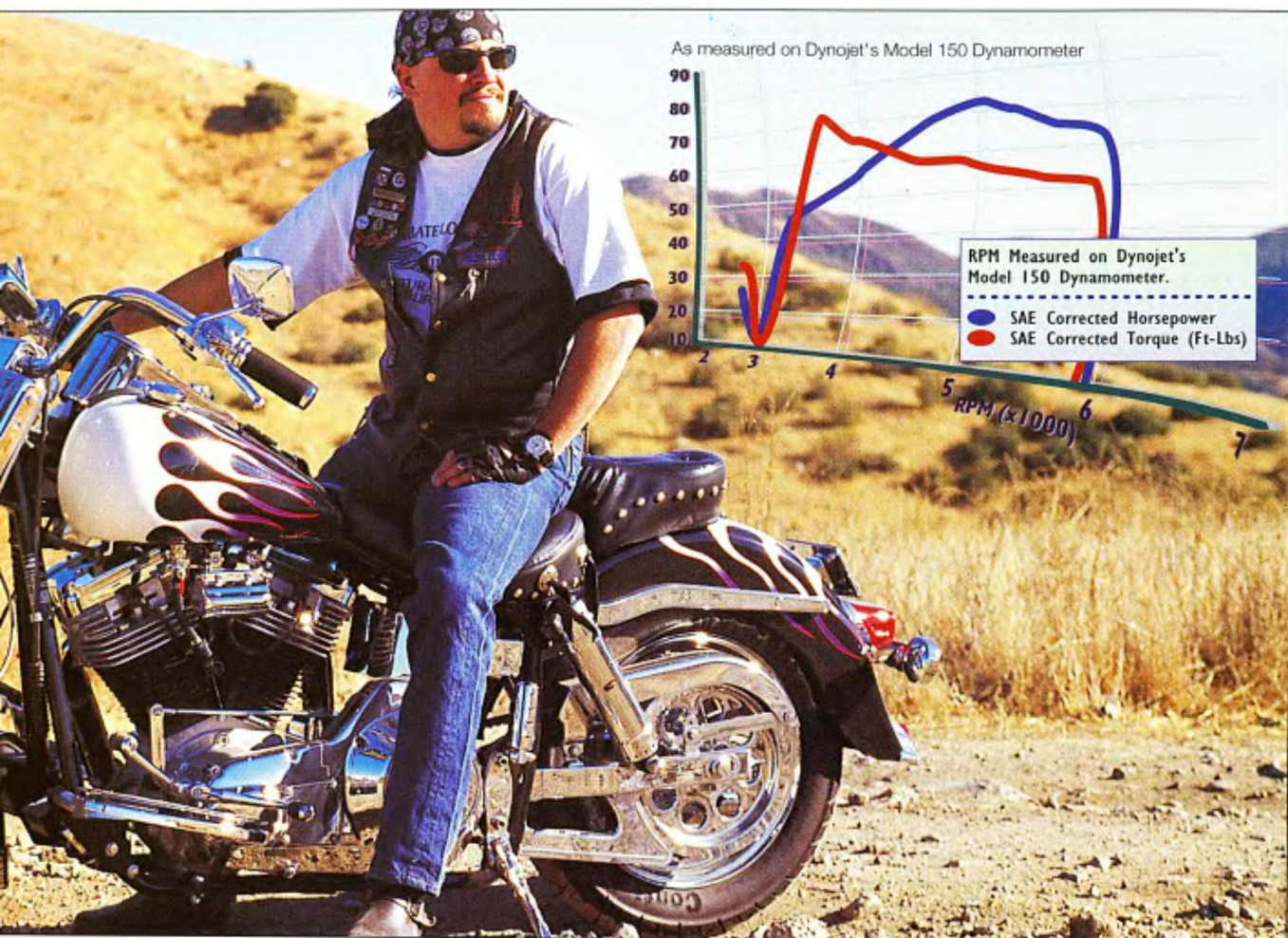
If you're shopping for one of these in an aftermarket shop, such as any of our *Easyriders* franchise dealers, and you don't like the particular model you're looking at—or they're out of 'em—you can call Big Dog Motorcycles directly (316-267-9121, 316-267-8720

fax) and tell them the model, accessories, fenders, seat(s), whatever you want. They'll even customize the paint and graphics to your wishes. Not only that, but they guarantee completion within 60 days!

So, a 60-day turnaround, and some 30 percent more horsepower than a stock Harley? With prices starting at \$19,950, Big Dog may not be a huge threat to the factory, but they definitely fulfill the saying, "If ya can't run with the Big Dogs, ya best stay on the porch with the puppies." My only concern is getting the keys back on Bandit's desk before he comes in on Monday!

—Oil Can Scott





Manufacturer: Big Dog Motorcycles

City: Wichita, Kansas

Year and model: 1996 Vintage

Dimensions

Length: 93 inches

Seat height: 27 inches

Ground clearance: 5.25 inches

Rake: 33 degrees

Wheel base: 63 inches

Fuel capacity: 5 gallons

Oil capacity: 4 quarts

Dry weight: 650 pounds

Gross vehicle weight: 1,070 pounds

Tires

Front

Size: 16 inches, 130/90

Hub: dual flange

Rim width: 3 inches

Lines: stainless

Rear

Size: 16 inches, 130/90

Rim width: 3 inches

Lines: stainless

Wheels

Front: Big Dog, 40 hole spoke

Rear: Big Dog, 40 hole spoke

Performance

City: 37 mpg

Highway: 44 mpg

Brakes

Front

Rotors: GMA

Calipers: GMA, 4-piston

Rear

Rotors: GMA

Calipers: GMA, 1-piston

Turning radius: 7 feet

Engine

Year: 1997

Model: Evo, rubber isolated mounted

Displacement: 80 cubic inches

Ignition: Dyna 2000

Heads: Edelbrock, ported, matched,

bathtubbed combustion chambers

Cylinders: H-D

Pistons: H-D

Rings: H-D

Valves: one-piece stainless,

Crane teflon seals, Hi-Lift spring kit

Pushrods: adjustable

Compression ratio: 9.2 to 1

Cases: S&S

Gasket kit: James, silicone

Cam: V-Thunder, chromed

Lifters: hydraulic, H-D

Tappet blocks: chromed, stainless bolts

Crank assembly: dynamically balanced

Carb(s): 38mm Qwik Silver

Lower end: Harley-Davidson

Air cleaner: Qwik Silver

Pipes: Supertrapp 2-into-1

Other: chromed rocker box covers,

hardened tool steel rocker arm shafts

Transmission

Year: 1997

Shifting: foot, 5-speed

Clutch assembly: dynamically

balanced

Engine sprocket: 24-tooth

Trans pulley: 32-tooth

Wheel pulley: 70-tooth

Gears: RevTech

Gear ratio: 1st: 3.24; 2nd: 2.21;

3rd: 1.60; 4th: 1.23; 5th: 1.00

Clutch: Barnett

Primary: H-D

Frame

Builder: Big Dog

Rake: 33 degrees

Stretch: none

Swingarm: Big Dog, chromed

Forks

Type: FL wide glide

Builder: Custom Chrome, Inc.

Fork stops: external by Big Dog

Diameter: 1 1/2 inches

Special features: chrome sliders

Accessories/Instrumentation

Bars: Flanders, chromed controls

Risers: 1 1/2-inch, Chrome Specialties

Brake levers: GMA

Front fender: Custom Chrome

wide glide Dresser

Rear fender: Midwest, one-piece

FL-style

Headlight: 7-inch, Custom Chrome

Taillight: Custom Chrome

Speedo: Custom Chrome, 120 mph,

front wheel drive

Tach: none

Front pegs: Custom Chrome footboards

Rear pegs: CCI, vibra cushion

Electrics: Big Dog custom

wiring harness

Gas tank: 5-gallon flatside

Oil tank: Custom Chrome for Big Dog

Oil filter: H-D

Oil pump: H-D

Primary cover: H-D

Seat: Corbin for Big Dog

Mirrors: Custom Chrome

Grips: CCI soft touch

Paint

Color(s): customer's choice of

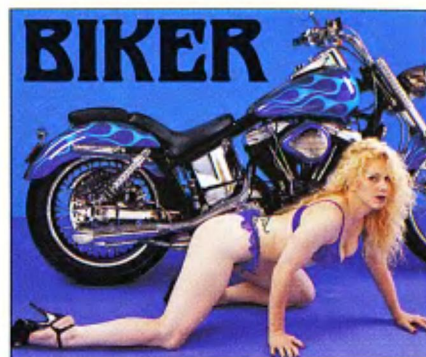
preferred color, design, and graphics

Photos: Doug Mazell

COMING AT YA

This ain't no April Fool. **April's** issue is packed fulla goodies—an extra 32-page outsert, to be exact—that every biker needs. Yep, it's Buyer's Guide month, that special time of year when you break out the ol' wallet, dust off the cards, cash, and whatever else is in there, and grab ahold of some of the hottest, most innovative motorcycle products on the market. Also in this issue, check out our Myrtle Beach event guide, a can't-do-without listing to the hottest events, rides, shows, and women South Carolina has to offer. Next, experience all the mud-flyin' action of the *Easyriders* Rodeo Grand Nationals, then hop across the pond and visit the Free Wheel Rally in France. When you're done continent-hopping, settle down with our luscious Fox Hunt winner, Jodi, and six sizzling bike features that range from need-fixin' to completely souped-up. We've also got plenty of Tech Tips for the gearheads and the ever popular *Wind* section for everyone else. And last, but not least, an *Easyriders* exclusive: O.J. confesses ... Awright, April Fools! Anyway, don't miss a greasy page.

On sale February 27



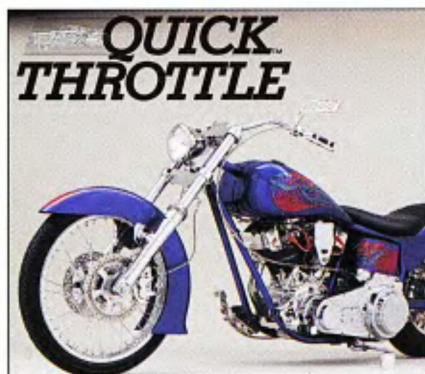
The **February** issue of *Biker*, the magazine for dissenting adults, cuts to the chase with four killer bike features, more tantalizing T&A than you can shake a dipstick at, seven loud, lewd, and lascivious biker parties, the usual unusually sick humor, the latest biker news, advice from dear old Mutha,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

On sale now



The dust is still flyin' from the 12-stop 1996 *Easyriders* Rodeo tour. We've got the film back from the lab and you're gonna like the results. From the season opener in Wilson, N.C., on Memorial Day to the Grand Nationals in Santa Rosa, Calif., with expanded coverage of the country's biggest rodeo, the Labor Day monster in Chillicothe, Ohio, it's all here in the **May** issue. You'll also go on a Travelin' Trails trek and see lots of flicks from the streets of the U.S. and abroad.

On sale February 11



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

On sale now



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

On sale now

AMI.....28	Biker's Discount Supply.....109	Drag Specialties.....C2	Jacobson & Hupy.....121	MMI.....33
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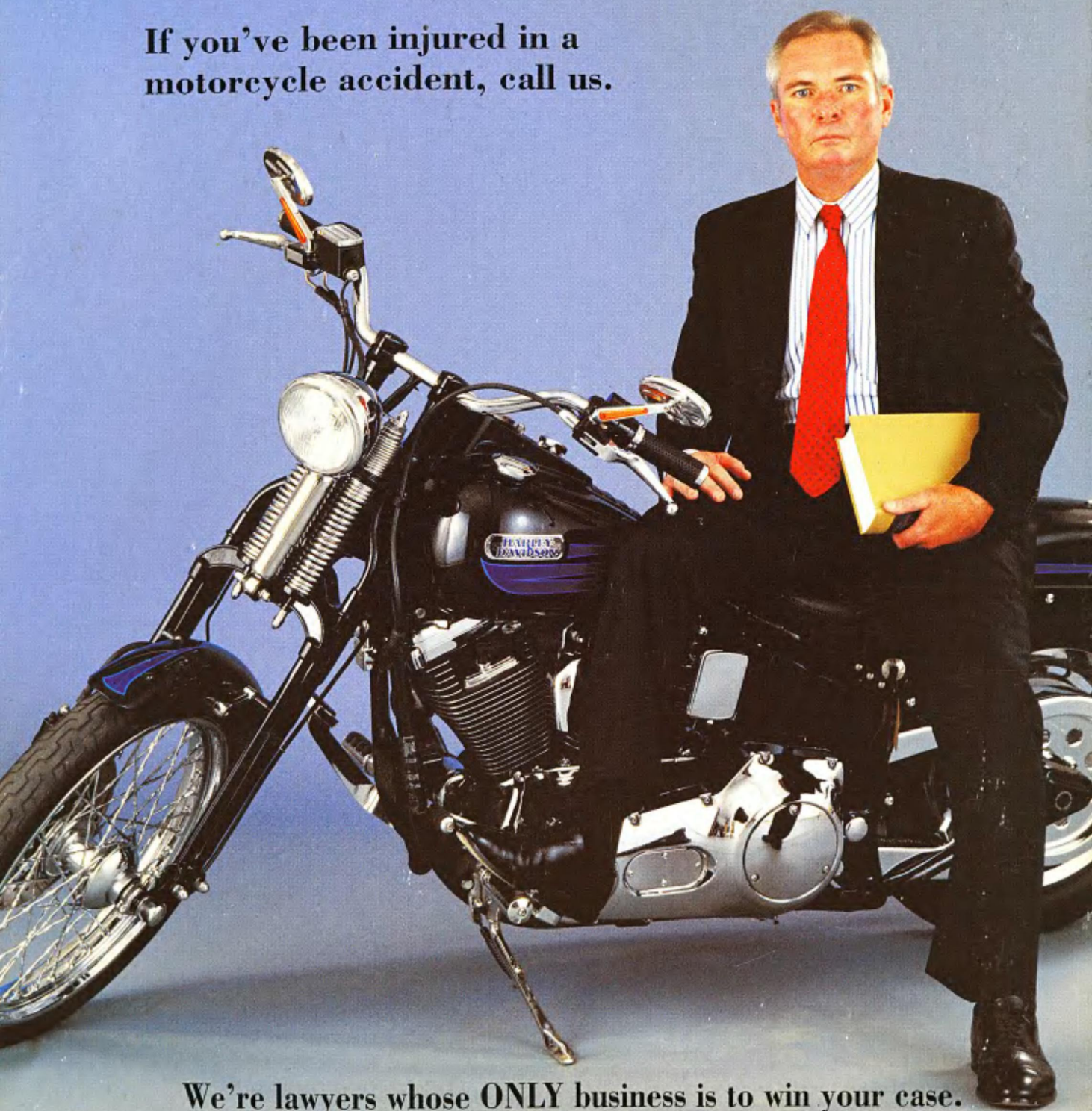
1. Call (800) 962-9857 and request an application.
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