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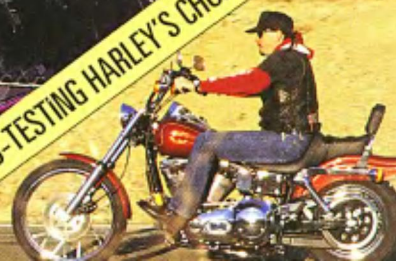
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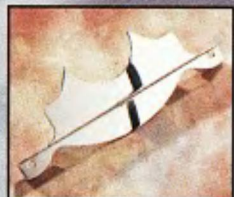
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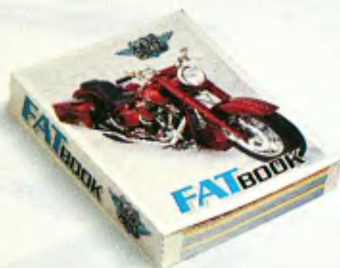


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TAKING IT EASY

Here's a good idea. After Ubico took control of Guatemala in 1931, he rode his motorcycle all over the country. Whenever he hit a pothole, he tracked down the local official, took away his car, and made him ride a bicycle for a year. Just about all the potholes disappeared.

Another dumb robber story. This guy went into a bank, held up a teller, and got away with \$10,000. He stuffed the stash into his pocket and went across the street to a local bar. He ordered a beer, put the money on the counter, and proceeded to count it right there—right in front of the bar's TV set that was announcing a local bank holdup. (Now that's concentration!)

This state trooper pulled over a guy for drunk driving. After giving the guy a sobriety test, which he failed, an accident occurred across the street. The cop had no alternative but to investigate, so he told the drunk to stay put until he returned. The drunk waited longer than he cared to and finally decided to go home. So he got in his car and took off. When he got home, he told his wife that if anyone came looking for him, he'd been home all day sick with the flu and that he'd been in bed. After a while the trooper came knocking at his door, and as coached, his wife told him her husband was ill and in bed. The trooper asked to speak to him, so the drunk came to the door, looking as ill as he could fake. He confirmed his wife's description of his health and the trooper asked if he would mind if he looked at his car. The guy said, "No problem. It's in the garage." The trooper went into the garage and lo and behold! There was his trooper car—with the lights still flashing! (The moral to this story is: "Always remember to take home the right car.")

This woman kept nagging this guy to have sex with her. But he kept putting her off because her breath was so bad. She finally nagged him once too often so he killed her and got 60 years for it!

Here are some weird marriage customs: In Tibet, the man shares his wife with his father; in Zaire, the wife shares her husband with her mother; in Rwanda the official dowry is three garden hoses.

You've all heard the expression, "Shop till you drop." Well, in Russia they take it to heart. A busload of Russians were on a shopping trip to Poland when one of them dropped dead in his seat. But the rest of the passengers refused to stop to unload the body. They wanted to keep going so they could do their shopping. So the corpse stayed in his seat until they got to their destination.

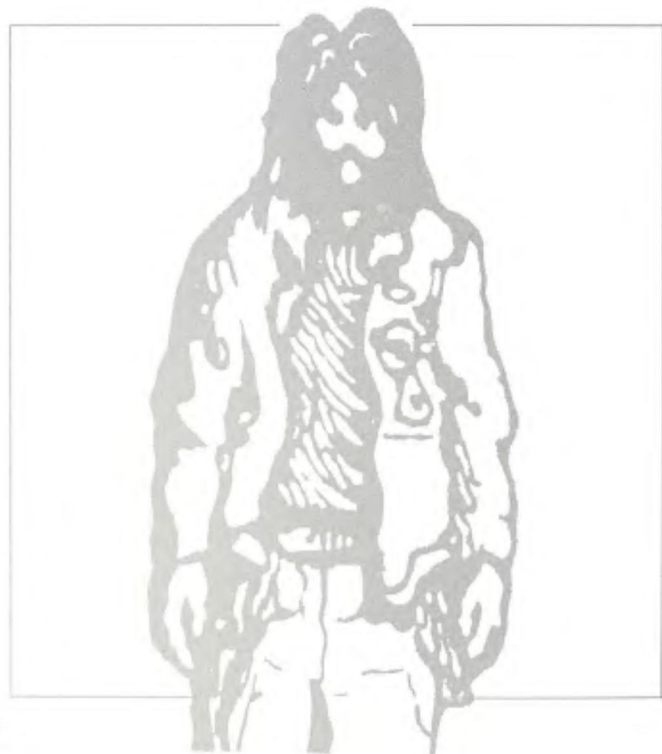
This clergyman in Romania had a liking for the bottle and drank too much at inappropriate times. Once, while presiding over a wedding, he read from a funeral service instead of a wedding service. Another time he dropped a baby he was christening. And on more than one occasion when he had to pee, he lifted his cassock in public rather than hunt up a rest room.

A man was hit by a car and got up, uninjured. A bystander told him to lay back down in front of the car to pretend he was hurt so he could collect insurance money. But it just wasn't his day—the car rolled forward and crushed him to death.

Here's another "It Wasn't His Day" story. This guy was crossing a road when he was struck by a taxi and flung over its roof. The cab sped away, and as he lay stunned in the road, another car ran into him, rolling him into the gutter. As a crowd of gawkers gathered around to watch, a delivery van plowed through the crowd, injuring three of the bystanders and battering the man in the gutter. Then, along came a fourth vehicle, and this time the crowd moved away quickly so the fourth car hit only one person. You guessed it: the man in the gutter. Needless to say, he had several injuries but hospital officials said he would recover. That's gotta be some kind of record!

This fisherman had been up late the night before and while waiting for "the big one" to bite his bait, he yawned—a very big, long yawn. "The big one" leaped out of the water and jumped into his mouth, choking him to death.

Here are some announcements that actually appeared in church bulletins: "For those of you who have children and don't know it, we have a nursery downstairs." "At the evening service tonight, the sermon topic will be 'What Is Hell?'" "Come early and listen to our choir practice." "Tuesday at 4 p.m., there will be an ice cream social. All ladies giving milk will please come early."



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Cover photo of Paulina on Don Medley's Pat Kennedy-built '96 custom was by Steven Gunn. Special effects imaging by Daniel Ferguson.

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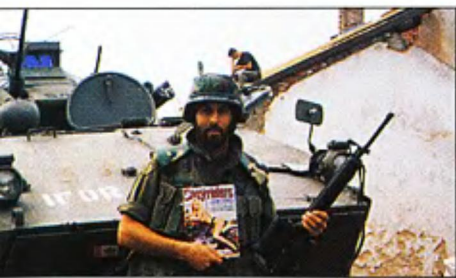
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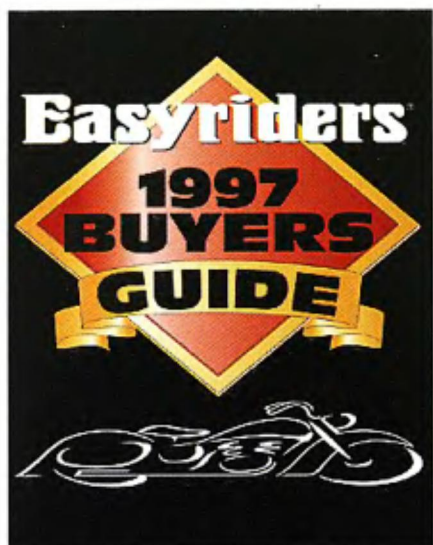
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Grand National Rodeo action, page 42.



keepin' the spirit in The Wind, even in Bosnia, page 69.



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A Goof

Do you dumbfucks even know who's runnin' the printer after you pay 'em the bucks and then burn out to the party?

Now I'm not a complete dummy, but I'm fluent only in two languages—English and cussing. So what's up with the French, Spanish, or whatever the fuck it is ya sent me? I waited five weeks for my new subscription to kick in. Then I finally get the first one (December) and can't even read it. Maybe your editors need to come to work once in a while.

Just Looking
Iron House, USA

We're sending you a copy in English and forwarding your letter to the powers that be. Apologies. Come to work?

New York Protest Rally

On January 1, 1997, the New York state helmet law turned 30 years old. It's time we all worked together to defeat it once and for all. The political climate is right. Columbia and Rensselaer County ABATEs are working together to organize a protest rally similar to those held in Albany during the '70s and '80s.

It will start with a weekend campout/pig roast, then riders will meet at Taft Furniture on Central Avenue in Albany, Monday, May 19, 1997, for the "Ride to the Capitol." All motorcyclists are welcome. This is neutral ground—no attitudes. Let's do it!

For more info call Prospector (518) 239-4560 or Darcie (518) 732-4086. Vendors are welcome.

Bob "Prospector" Boellner
Preston Hollow, New York

Word From An Old-Timer

I'm an old scooter tramp who wants to see more Pans, Knuckles, and classics in your mag. Enough Evos and yuppie shit. Bring on the Pans—the best bikes ever made, as far as I'm concerned. I'm from the days when motorcycling was a way of life, not a fashion statement or a contest to see who could put the most money into their scooters.

Come on, guys. Dig a little for us old-time scooter tramps. Show a little respect.

Ken Kew
Laurel, Montana



From left: Kai, Peggy, and Kim at the Love Ride party.

A Memorable Evening

This is a letter to thank the entire staff at *Easysiders*—especially Kim Peterson, Scott McCool, and Kai Raacke—for making my time at the *Easysiders* party, the night before the 1996 Love Ride, extremely memorable and one I shall never forget. Kim had arranged for a table to be set up so I could autograph the November issue, in which I was the Fox Hunt winner. I didn't expect to be signing the magazines, and it was greatly appreciated. Kim definitely went above and beyond his "job duties" for me!

Everyone who works for Paisano was extremely nice to me, and I had a great time at the party. It was an honor to be invited and also to be featured in the magazine as the November 1996 Fox Hunt winner.

Peggy Livingston
Brockton, Massachusetts

Word Of Thanks

I just want to pass on my thanks to you guys from all of us out here in Bosnia. You help give us some good reading to brighten up what would otherwise be a piss poor day. I'm out of this shithole in 37 days and will be heading home on the freedom bird. See you stateside!

Shannon
Bosnia

Needs Replica Info

I hope you may be able to provide some advice or give some information concerning a project that my partner and I are currently undertaking. We want to build a replica of the *Easy Rider* bike, the one ridden by Dennis Hopper in the movie.

We want to make the bike as authentic as possible so that we can keep it as sort of a historic piece from that era. As we are just beginning the project, we could really use some technical data, like specific modifications, part numbers, and the names of manufacturers. Some things you just can't get from pictures—like the details on the frame. Could you lead us in the right direction?

W.J. Letwin
San Diego, California

To get it right, study the movie six to eight times using stop motion—a 4-head VCR and 30-plus-inch TV screen would work best. Actually, Mil Blair, one of the founders of this mag, is currently building an authentic Billy Bike, which will be featured (including specs) about four issues from this one. Watch for it.

Needs Advice

I need your advice. I'm building a Softail Springer and originally had planned on a 96-cubic-inch mill for it. But at a recent gathering I was advised against it. I was told that on long trips I would be constantly making engine adjustments and that the 80-cubic-inch Evo was the least temperamental. Which engine would be your choice in my situation?

Sean Barry
Gardnerville, Nevada

Engine adjustments are not necessary on any size Evolution motor. Treat it right, and it'll treat you right.

We're Improving

I just got through the December 1996 issue and couldn't find a single fuck-up anywhere. I figure it must be an oversight on your part.

Frank
Florissant, Missouri

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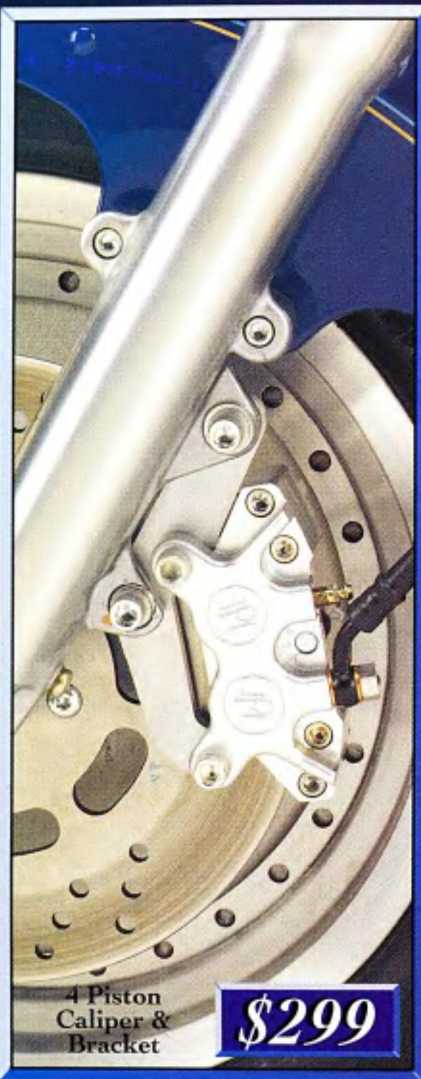
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The JAB band getting down.

Thank You!

In the December '96 issue of "Rip's Run," you ran a picture of the JAB band and the caption read: "Summit Band."

Well, I just want to say thank you from all the JAB members for the wonderful, and exciting things that were said—we had a blast at the Crossroads passing the mag around. My husband is the lead singer and harmonica player.

Gina Soares
Perris, California

The Word's Out!

I've done it! I just had to get the word out! I've finally found "biker's paradise." Check this out. I currently live and work in a country with *no helmet laws!* This country has a three-to-one motorcycle-to-car ratio. Since there are so many bikes here, the cage drivers are more conscious and conscientious of us two-wheelers than anywhere else I've ever been. Since there are so few cars, the roads have plenty of room to get out there and cruise for days on end. Admittedly, the roads aren't in the same shape as those back in the good ol' USA, but when you're the only one out there for miles and miles, it doesn't matter. Hell, they don't even have a speed limit here! Even though this country requires that your bike be inspected, that's mainly as a deterrent against theft. They could care less about any modifications you make to your own property. If apehangers and straight pipes are what you want, that's no problem here, just bolt 'em on and ride.

So now you must be wondering,

"Where is this place?" and "It sounds just like the kind of place where I can go live my life without The Man breathing down my neck every time I turn around." Well, pack your bags and get on the first train or ship you can and get right on over. What's the name of this country, you ask? Why it's Red China, of course. It never ceases to amaze me that—from the point of view of a motorcyclist, at least—I've got more freedom in Red China than I do back in the States. As our state and federal legislators continue to chip away at the minuscule freedoms we still have, I don't understand why I've never heard it mentioned that motorcyclists enjoy more freedom in this, the world's largest communist country. Don't get me wrong, as soon as my gig here is over I'm getting out of this place and never coming back—there's no place on the planet that can even hold a candle to the United States of America. It's just about time for everyone back home to awaken to the fact that as long as you're sitting on your butts doing nothing about it, the know-nothings in the state and federal governments are going to continue to hack away at our freedoms. When they're finished eliminating motorcycles completely, what's next?

Lunch
Somewhere in Red China

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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MUTUAL ADMIRATION SOCIETY



"I definitely wanted to move these bikes into the next phase, that move that comes after add-ons to a stocker. I wanted to show people what you can do from scratch," says Jerry Covington of Cycle City in Woodward, Oklahoma.

Well, he's done just that—twice, actually. His personal ride, the pearl yellow Pro Streeter, and a companion creation, Chuck Collier's ragin' red streamlined racer, are both examples of that "next phase" machine, definitely not a pair of Fat Boys with billet wheels. Both of these scoots are clean sheet, start-with-nothing-but-end-with-everything rides. "Chuck did a lot of the work on his own bike," Jerry is quick to point out, adding that he did, however, "steer him toward this style. He was thinking about doing another bike like one he already owns, a rigid Knuckle. I convinced him to get a little more contemporary."

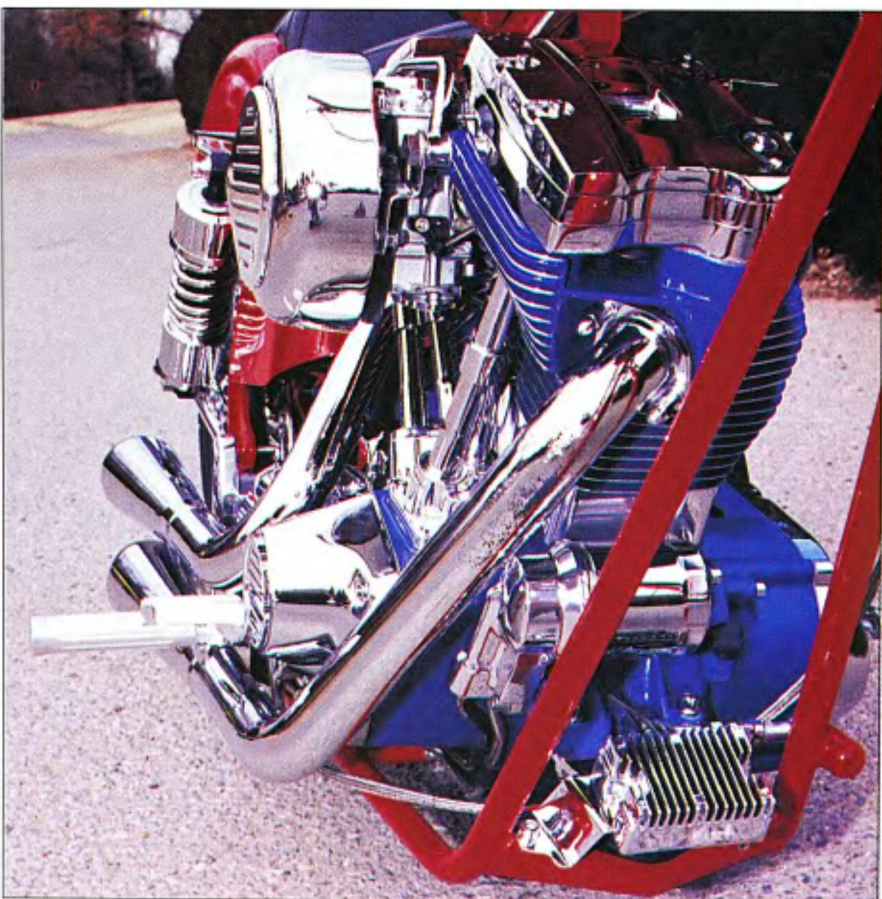
The result is this bright red, new-as-tomorrow beauty, a Ness-framed stretcher headed by a 2-under FXR fork. Jerry's bike has a lot of the same feel, only different, built up around an Atlas Pro Magnum Softail-style frame with a 1-under Fat Boy front end. Similar full custom directions, different executions.

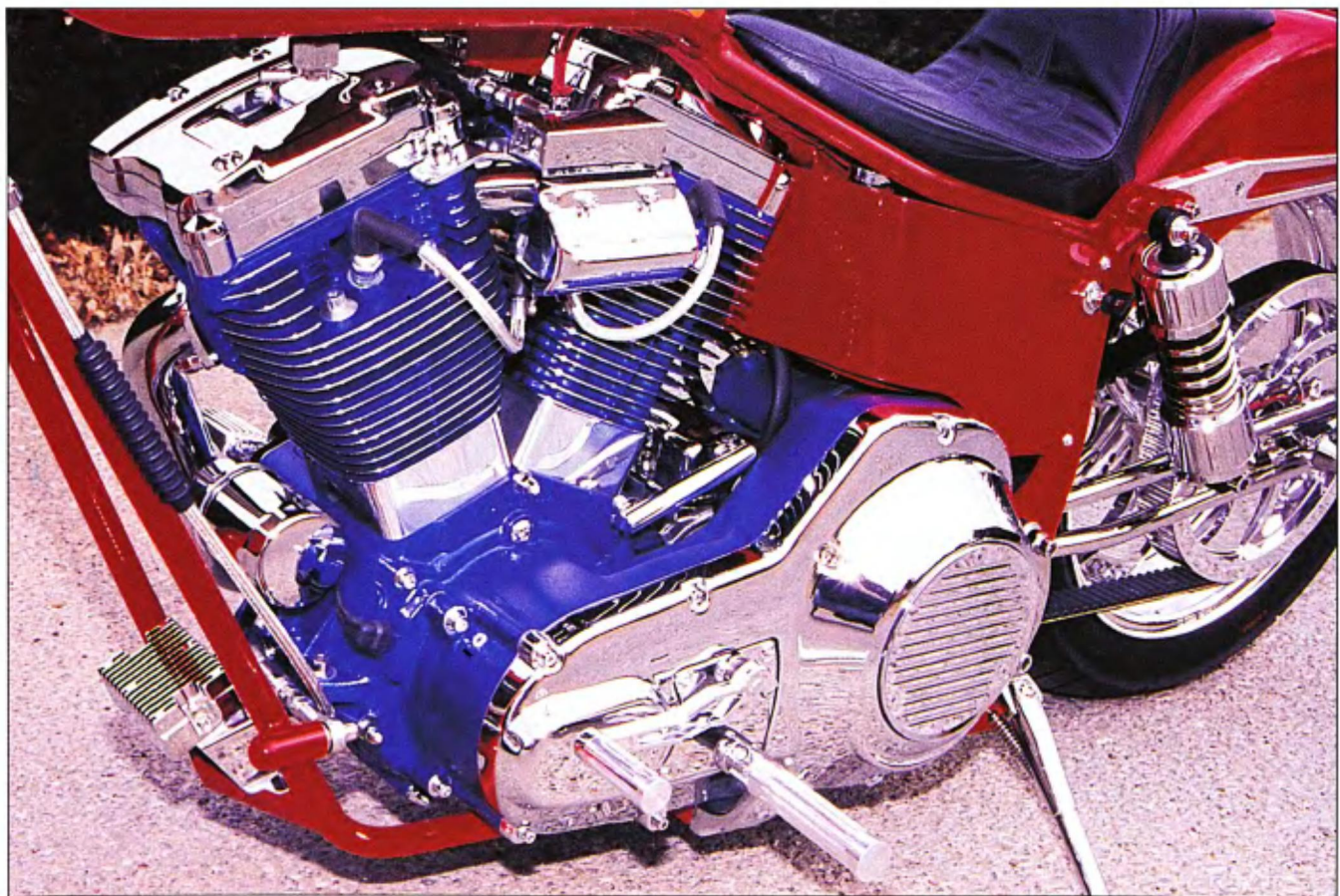
Jerry, who built bikes, hot rods, and custom, slammed-right-down-to-the-ground trucks in Southern California before relocating to Oklahoma four years ago (his satisfied customer list includes drag racer Kenny Bernstein and rocker Sammy Hagar), has a trademark style of keeping 'em low and shaving 'em clean, and this latest pair stays true to form. There's nothing on either one of these rides that doesn't need to be there. Lean and clean is the idea, Jerry says, and the more parts he can tuck away and hide from view, the better he likes it. It's the name of the game at Cycle City.

In that custom game, the steps usually go from stocker, to modified stocker, to radical, start-from-scratch bikes like these two, and then ... what? What's the next move in the evolution of a trick ride? Jerry's answering that question with two more really radical customs going together in the back shop. Combining past style with present technology, he's made a couple of 1-inch chrome-moly frames that are stretched up about 4 inches and out 1 inch, for a look reminiscent of the '70s-style chopper. But these two have stretched aluminum tanks and super wide Softail-style rear ends, big enough to mount 17x6 wheels and Pirelli 200 tires. Serious rubber. But the engines are serious, too—100-plus-inch, full-race, billet power plants.

So there's that next step—the move past radical custom. As if radical custom weren't enough.

—J.K.







Owner: Jerry Covington
City: Woodward, Oklahoma
General
 Fabrication: Cycle City
 Year and make: 1996 Pro Magnum
 Model: Pro Street Softail
 Value: \$35,000
 Assembly: Jerry Covington/Cycle City
 Chroming: Peerless
Engine
 Year and model: 1996 Evo
 Rebuilder: Cycle City
 Ignition: Compu-Fire
 Displacement: 89 cubic inches
 Lower end: S&S
 Pistons: S&S

Cases: H-D
 Heads: H-D
 Cam: Andrews
 Carb(s): CV
 Pipes: Ness
 Modifications: balanced by Truett
 & Osborne, S&S air cleaner
Transmission
 Year: 1996
 Modifications: Performance Machine
 shifting, RC Components wheel sprocket
Paint
 Molding: Chuck Collier
 Painter: Soncy Road Body Shop
 Color/type: pearl yellow/House of Kolor
 Special paint: Soncy Road graphics

Frame
 Year: 1996
 Builder: Atlas
 Type: Pro Magnum
 Modifications: 36-degree rake
 molded welds

Accessories
 Bars: Knuckle
 Fender(s): Ness
 Headlight: H-D
 Taillight: side mount
 Pegs: Performance Machine
 Gas tank: Battistini's
 Oil tank: modified H-D
 Seat: Bobby Fox/Connelly Leather
 Mirrors: Ness

Grips: Ness Diamond
Forks
 Type: Fat Boy
 Modifications: 1-inch under, all chrome
Wheels
Front
 Type: RC Comp. Stealth
 Size: 18-inch
 Tire: Metzeler
 Brake: Performance Machine
Rear
 Type: RC Comp. Stealth
 Size: 18-inch
 Tire: Metzeler
 Brake: Performance Machine
Photos: Jerry Heasley



Owner:Chuck Collier
City:Woodward, Oklahoma
General
Fabrication:owner/Cycle City
Year/make:1995 Special Construction
Model:Ness Ripper
Value:\$30,000
Assembly:owner/Cycle City
Chroming:Peerless
Engine
Year and model:1995 Evo
Rebuilder:new
Ignition:Compu-Fire
Displacement:80 cubic inches
Lower end:H-D
Pistons:H-D

Cases:H-D, painted
Heads:H-D
Cam:EV 35
Carb(s):Dyna Jet
Pipes:Bub Bad Dogs
Modifications:shaved fins, chromed,
 powdercoated, Pro-One air cleaner
Transmission
Year:1996
Shifting:5-speed
Modifications:RC Comp. wheel sprocket
Paint
Molding:owner
Painter:Soncy Road Body Shop
Color/type:red/House of Kolor
Special paint:Soncy Road

Frame
Year:1995
Builder:Ness
Type:stretched Ripper
Modifications:35-degree rake,
 5-inch stretch
Accessories
Bars:Ness
Fender(s):Ness
Headlight:Ness
Tailight:Ness
Pegs:Ness
Gas tank:Ness
Oil tank:Ness
Seat:owner
Mirrors:Pro-One

Grips:Ness
Forks
Type:FXR
Modifications:2-inch under
Wheels
Front
Type:RC Components
Rim width:2 1/4-inch
Tire:Metzeler
Brake:Performance Machine
Rear
Type:RC Components
Size:18-inch
Tire:Metzeler
Brake:Performance Machine
Photos:Jerry Heasley

PARTS BOX



DAMON'S

Damon's has been designing, creating, building, and painting custom motorcycles for eons. The talented crew at Damon's will provide opinions, advice, and recommendations for your project bike—that's what they do ... and they do it well. It's a full-service shop, and now they've popped up with their first catalog of custom motorcycle creations. Check it out by dropping a postcard to Damon's Motorcycle Creations, 547 Apollo, Unit D, Brea, CA 92621, or call Tom directly at (714) 990-1166.



SMART SPROCKETS

The riders at Drag Specialties are thinking. It's about time someone came up with a belt-drive sprocket that matched stock wheels. The 9-spoke sprocket fits all 1980-1995 Big Twins with 9-spoke wheels that use 70-tooth rear sprockets. The billet 13-spoke sprocket fits '96 Dyna Low Riders and Convertibles that use 70-tooth rear sprockets. Both mount easily with socket head bolts (sold separately). For availability contact your local Drag Specialty dealer.



SAMSON'S EXHAUST

Kenny at Samson is proud to announce another exciting exhaust blaster system. These 1-3/4-inch double-barreled, side-by-side exhaust systems fit all Softail models, 1984-1996 (without kickstart), and all Dyna Glide models, 1991-1996. These drag pipes come in either straight cut or inline side-slash cut with optional baffles available. Hardware is included. Available directly from Samson or from your local dealer. Contact Samson Motorcycle Products, Inc., 220 S. Loara St., Anaheim, CA 92802, (714) 518-2480, (714) 518-2466 fax.



SHOVELHEAD PISTONS

JE Pistons introduces high-performance forged pistons for 80-inch Shovelheads ('78-'84). They're available in bore sizes of .005, .010, .020, and .030 over stock. The dome configuration produces 10.5:1 compression when used with stock heads. Pistons are forged from high-tensile strength virgin aluminum, and the crown is machined with two valve relief pockets. Includes wrist pins, retainer clips, and rings. JE Pistons, 15312 Connector Ln., Huntington Beach, CA 92649, (714) 893-8297 fax.



V-TWIN ROCKER

While blasting through Durango on our way to the rally in Ignacio we ran across a couple selling a repro '57 T-Bird alongside the road. We skidded to a stop to check it out and discovered they were really selling custom-built wooden rockers for kids. They're built from 2-inch pine with 1-inch trim work. The rockers are 29 inches long and stand 36 inches at the bars. This could be just the ticket to get that bike riding toddler off your back. Write the Woodshed, P.O. Box 204, Mancos, CO 81328, or call (970) 533-7115.



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Now we're getting down. This investment-cast spur will make dem straights take notice—and protect yer boot back from wear, too. They're available in polished brass or stainless steel and will fit any boot style. Spurs are packaged and sold one spur per order, and are designed to be worn individually or in pairs. Check out their line of shit-kickin' accessories by dialin' (800) 224-2305 or scribble a note to Vamco, 10031 E. 52nd St., Tulsa, OK 74146.

The Choice Is Yours



The **Easyriders** Dual-Zip jacket has so many options, we can hardly keep track.

For starters, the sleeves zip off, transforming a rugged leather jacket into a cool biker vest. Perfect for those summer rides when you want to feel the wind against your skin.

And, as if that weren't enough, we've included two rows of front zippers so you can layer up in the winter and still fit into your coat.

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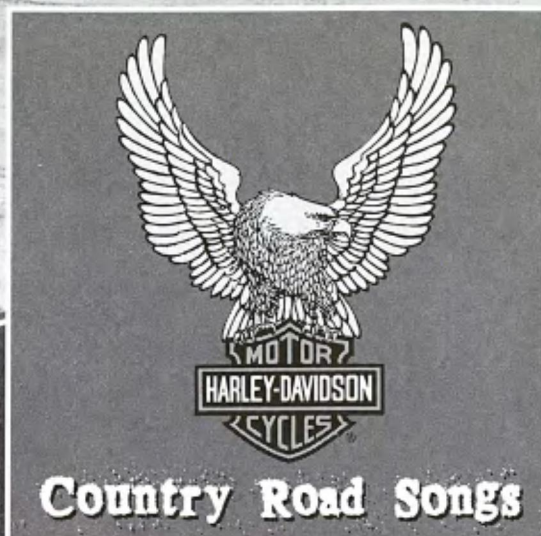
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Ted Tine calls his ride "The Reckoning." And for good reason. *Webster's* defines the phrase as: an accounting, an appraisal; a measure of future possibilities; a settlement of rewards for an action.

Judging by the high-speed, high-quality action it took to put together this stentorian stunner—in just 32 days no less—the reckoning due is a reward indeed. →



In design and execution, this machine is not merely immaculate—it's as surgically sane as a hospital operating room. The fit isn't just fine; it rivals the crown jewels, the Hubble Space Telescope, and the Venus de Milo all put together. It's the result of meticulous metal work—like the frame, air cleaner, and cantilevered fenders—covered with flawless powder, paint, and polished finishes. An especially nice

pair of details are the etched logos on the oil tank filler cap and primary case clutch cover. It looks like many weeks were spent on the polished billet alloy alone. Nary a corner or recess is undetailed.

And, reflecting its sophistication, much of the magic of this motorcycle is out-of-sight in more ways than one: Twin plug coils are hidden under a special recess in the gas tank; electrics and

switches have taken up secret residence in a similar oil tank pocket. The open look of the rear chassis comes from relocating the brake to the drive pulley side, swingarm mods that enable the fitting of mean, ultra-low-profile Metzeler meat on a 6-inch rim.

The praise this two-wheeled action is earning is long overdue. The work done by Ted Tine and his Essex Motorsports



in Chester, Connecticut, has been, until recently, one of the best kept secrets in the industry. It's not that the man or his shop are shrinking violets. It's just that most of their projects are snapped up by customers so fast that the paint hardly gets to dry—much less leave time for a photo shoot. Plus, Ted and his crew are the kind of people who are more likely to let the quality of their work speak for

itself—rather than spend time jawing with publicists or profiling for the public.

This talented design and execution didn't just happen overnight. For more than 20 years, putting in time on both coasts, Ted Tine has been fabricating fine moto-machinery—including formula cars for some of Hollywood's biggest names. Tight deadlines are the name of the game in the racing business, so Ted,

long ago, learned to do it right—and fast.

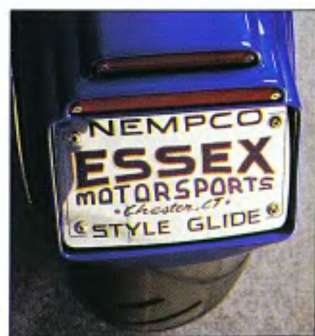
However unheralded, Tine's Essex Motorsports has long delivered excellence in bike building—from trophy-winning restorations of Brit and American iron, to ground-up customs and antiques, to out-of-print part repros. The shop specializes in the difficult, the exotic, the ultra-high performance. Key to the quality of its projects is a large, modern plant that →



allows the crew to perform key elements in-house—like flawless metal fabrication, mirror-grade polishing, and powder-coating, to name a few. In fact, what goes on at Essex is an interesting tale all on its own—which we'll let you in on, separately and soon.

In this case—finally!—with parts assistance and friendly arm twisting from Bob and Debbie Kay of Nempco, Ted was persuaded to keep a finished project—at least long enough to let the cameras roll. What put it over the top was a little wine and Ted's favorite—stuffed peppers.

And the world is better for it. This bike proves it just takes Time to do it right. But, use your own eyeballs to really reconnoiter this righteous reckoning. Because words hardly do it justice. —Jake

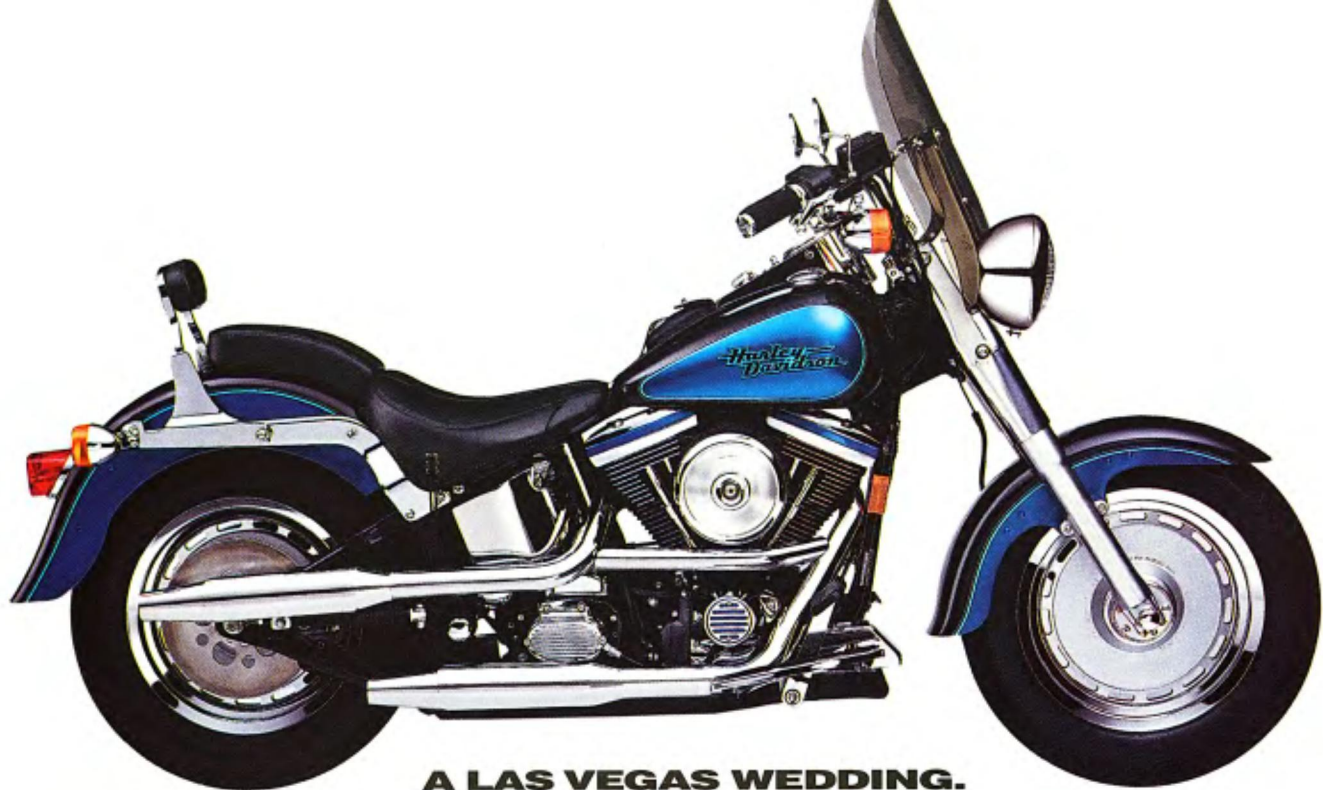


Owner:Ted Tine/Essex Motorsports
City:Chester, Connecticut
General
Fabrication:.....Essex Motorsports
Year/make:.....1996 Special Construction
Model:.....Style Glide
Assembly:.....Essex Motorsports
Chroming:.....Essex Motorsports
Engine
Year and model:.....1996 Evo
Rebuilder:.....TP Engineering/Tom Percone
Ignition:.....Dyna "S"
Displacement:.....96 cubic inches
Lower end:.....TP Engineering
Pistons:.....S&S
Cases:.....S&S, Essex powdercoat

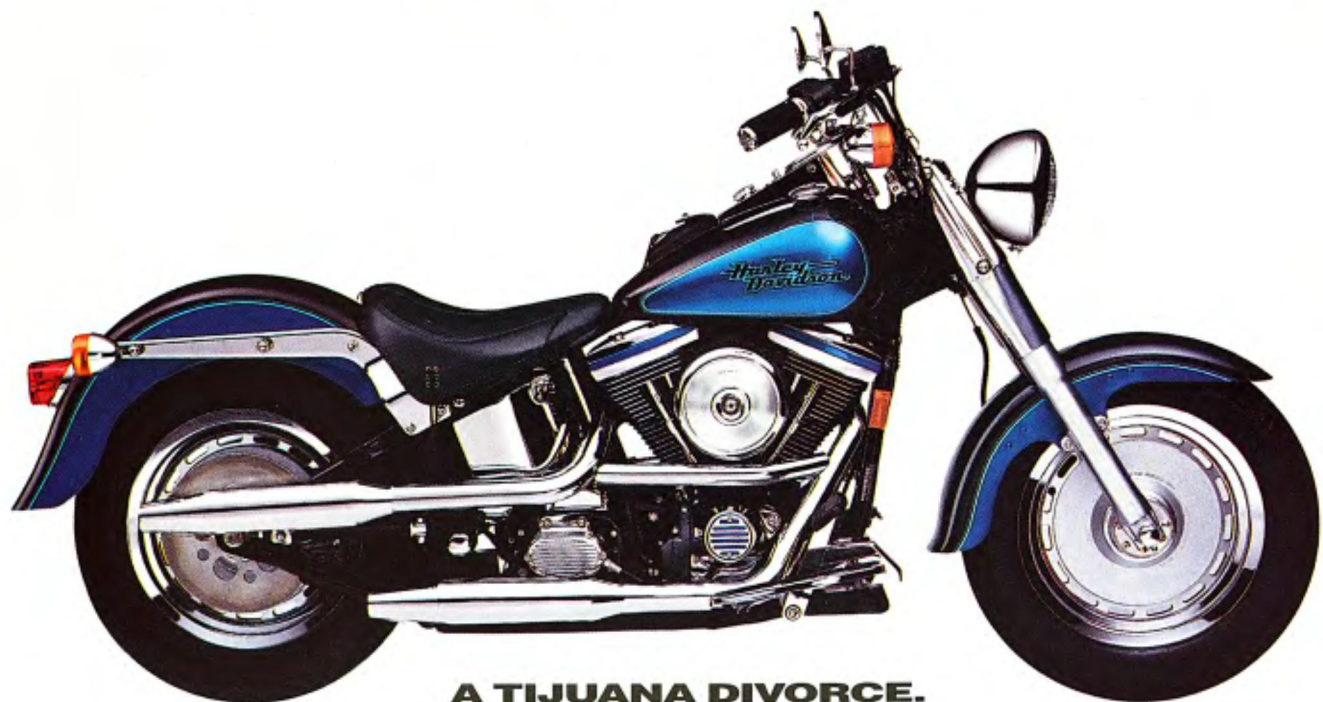
Heads:twin plug, TP Engineering
Cam:Andrews
Carb(s):.....S&S "G"
Pipes:BUB, Essex Motorsports
Modifications:.....defined, polished jugs, powdercoated engine, custom air cleaner
Transmission
Year:1996
Modifications:.....Andrews gears, powdercoated case, P.M. shifting
Paint
Painter:Bob Gorske
Color/type:.....candy blue/House of Kolor
Special paint:.....graphics, powdercoating
Frame
Builder:.....Essex Motorsports

Type:custom
Modifications:.....38-degree rake, 5-inch stretch, cantilevered rear fender, custom swingarm and tail
Accessories
Bars:.....Nempco
Fenders:.....Essex Motorsports/Nempco
Headlight:.....Essex Motorsports/Nempco
Tailight:.....Essex/Nempco
Speedo:.....'50s Boys
Pegs:.....Ness
Electrics:.....Essex
Gas tank:.....Essex Motorsports/Nempco
Oil tank:.....Essex Motorsports/Nempco
Primary cover:.....Ness
Seat:.....Le Pera

Mirrors and grips:Essex/Nempco
Forks
Type:41mm Nempco Glide
Modifications:.....2-inch under, polished
Wheels
Front
Type:.....Boyd's
Size:.....3.5 x 17
Tire:.....Metzeler
Brake:.....JayBrake, R.C. Comp rotors
Rear
Type:.....Boyd's
Size:.....6 x 17
Tire:.....Metzeler
Brake:.....JayBrake, R.C. Comp rotors
Photos:Jake



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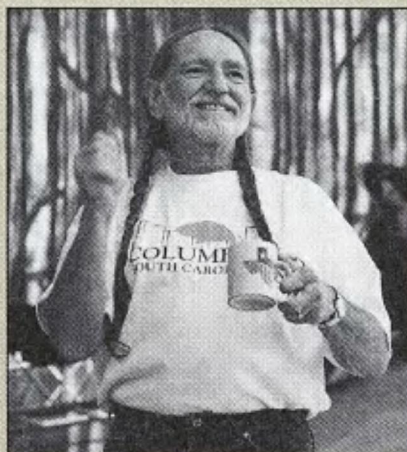
BEER 'N' NUTS BIKER NEWS & VIEWS

Farm Aid '96

Great music, a great party, and Willie Nelson. What more could any biker ask for? Farm Aid '96 was held at Williams-Brice Stadium, in Columbia, South Carolina. The concert also featured Neil Young, John Mellencamp, John Conlee, Hootie and the Blowfish, Jewel, The Beach Boys, Martina McBride, Tim McGraw, Son Volt, Hal Ketchum, Gretchen Peters, Deana Carter, James House, Doug Supernaw, Steve Earle, Marsha Chapman, Rusty Root, One Fell Swoop, and Dennis Alley's Wisdom Indian Dancers. What a list of performers! Bikers came out in force, not only to enjoy a great concert but to show support for a worthwhile cause.

Every week 500 family farmers lose their farms. That's 70 Americans pushed off their land every day. In most cases, it's family land that has been handed down from father to son, land that is being replaced with factory farms run by corporations that could care less about the land or its people. I don't want to spend a lot of time on the soap box, so I'll make it simple. If you don't like chemicals in your food or land and you support the family farmer, which is the backbone of the U.S., support Farm Aid. Call (800) FARM AID (327-6243).

—The Breeze



Photos: Mike Cole



Biker Billboards

From humble beginnings 19 years ago, the Rhode Island Motorcycle Association (RIMA) Toy Run has evolved into one of the state's biggest charity events.

Toy Run '96 was indeed fortunate to have on its committee, Carl Ferraro of the Hells Angels MC, Rhode Island, and Steve Lancia, CEO of Foam Technologies in Lincoln, R.I. With their involvement Rhode Island is once again on the cutting edge of motorcycling history; for the '96 Toy Run, they produced 20 full-sized, multi-colored, roadside billboards to promote the mega-event.



Photo: Karen Petersen

When the Toy Run riders left Lincoln, heading for a party at Club G-Clef, in Providence, there were more than 4,700 motorcycles in the pack (it took nearly an hour for all the bikes to ride by). The U.S. Marine Corps filled more than three of its troop trucks with the toys collected by the Ocean State motorcyclists.

Members of RIMA and the Rhode Island Coalition of Clubs acted as road guards at every intersection along the route. The "Santa on a Motorcycle" theme, used on the billboards, toy run pins, and long-sleeve shirts, was drawn by RIMA photographer, Karen Petersen. RIMA looks forward to the challenge of Toy Run '97.

—Ed Matheny, RIMA

Biker Stereotyping

A factor playing heavily in the class action suit of Norwood vs. Bain et al, regarding the discriminatory actions and tactics of the South Carolina's Law Enforcement Division (SLED) during a Red Cross Blood Run in Spartanburg, S.C., is the stereotyping of bikers—seeing us not how we truly are, but how we're portrayed by the media.

SLED's Lt. Cook told Spartanburg P.D. Captain Horton that at biker events everyone exposed their breasts and genitals, and that there was wild drinking and fighting going on. I don't know about the rest of you, but I've never attended any charity events like that, no matter what group or club was involved.

What group would go out of its way to plan a confrontation in a fenced-in area with a few hundred witnesses? It's people like Cook and Bain who keep the stereotype of "bad bikers" alive and well.

—Wendy Bryar, ABATE of S.C.



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BATTLE CRY HEARD RIDER EDUCATION WORKS!

For years, our battle cry has been, "Educate, Don't Legislate," advocating rider training as a more effective safety measure than helmet laws. Now here's proof!

For the first time ever, according to Doug Fitts, manager of the award-winning California Motorcycle Safety Program (CMSP), a comprehensive study of the effectiveness of rider training has been completed. The study, done by the independent firm SYSTAN, has determined conclusively that formal training reduces accident involvement.

The results of the study, which analyzes accident trends before and after the inception of the CMSP program, were first announced by Fitts at an ABATE of California board of directors meeting in Oakland, Calif., on October 26, 1996. The study also compared the accident experience of California riders with those in the rest of the states, and assessed the performance of matched pairs of trained and untrained riders.

In the nine years the CMSP has been in operation, training over 95,000 students, fatal motorcycle accidents have dropped 69%, from 840 fatal accidents

in 1986 to 263 in 1995. At the same time, total motorcycle accidents fell from 29,742 to 9,710, a drop of more than 67%. More importantly, since riders under 18 were required by law to complete the CMSP program (mandatory for riders under 21 since 1991), the ratio of accidents per 1,000 licensed riders for the under-25 age group dropped 50% below the peak achieved in 1986, the year prior to the opening of the CMSP, falling to 72 accidents per thousand licensed riders in 1995.

The report stated, "The decline in accident rates has been even more dramatic for that portion of the population first required by law to take the basic course, riders under 18 ... accidents among under-18 riders have dropped by 88%, while accidents among riders 18 and older have dropped 61%."

It goes on to say, "Since the start of the CMSP, the decline in motorcycle accidents in California has outpaced the decline in the number of registered motorcycles and licensed riders, particularly in the under-25 group. A number of factors, besides the formation of the CMSP, might explain the drop in accident rates. These include the baby boom population and a general decline

in motorcycle sales. In fact, motorcycle accidents have generally been dropping throughout the U.S. over the life of the CMSP. A comparison of motorcycle accident rates in California with those in the rest of the U.S. since the start of the CMSP shows that the decline of accidents and fatalities in California has far outstripped the decline in the remainder of the U.S. On the average, motorcycle fatalities per thousand registrations in California have dropped by 33% since the formation of the CMSP in 1987. Over the same period, the levels in the rest of the U.S. only dropped 17%.

"If post-1986 accident rates in California had paralleled those in the rest of the U.S. over the first eight years of CMPS operations, the state would have experienced 18,992 more motorcycle accidents (2,374 per year) and 942 more fatalities (117 per year), a savings of 2,374 accidents and 117 fatalities per year representing an annual savings of \$173 million, more than 100 times the cost of the program itself."

For a copy of *CMSP Program Effectiveness: Accident Evaluation*, call the National Coalition of Motorcyclists (NCOM): (800) 525-5355. —Bill Bish



Sometimes we meet people who are larger than life. That's the case with Lt. Francis "Bing" Brown of the Philadelphia Fire Department (PFD). For over 25 years, Bing's been fighting fires and saving lives in the City of Brotherly Love. Standing 6-foot-4 and weighing 260 pounds, he's an imposing figure, but under that big frame beats the heart of a gentle giant. Anyone who's ever put it on the line with him knows that they don't come any better.

The most decorated active member of the PFD, Bing's widely known for his sense of humor. The stories about him have been told so many times they've achieved an almost mythical status. Many a new guy has listened to an old-

HALL OF FAME LT. FRANCIS BROWN

timer relate how Bing entertained a waterfront crowd of tourists by playing his guitar from the deck of the fireboat, or the time he put Limburger cheese on the engine block of another company's fire truck. Anything to liven things up and bring a smile to the faces of those around him.

A family man, longtime motorcyclist, and a veteran of many years of service to his country, first in Nam, then to the citizens of Philadelphia, Bing's earned the confidence and respect of the men and women in his company.

Unfortunately, on Father's Day 1995, fate caught up with Bing. Ever the gentleman, he was escorting home from a party the sister of a close friend when the pair startled a neighbor's dog. Bing tried to hush the animal and jokingly remarked that it was going to get him into trouble. When the dog's owner appeared, an argument ensued. Bing

was then jumped by a gang of eight. He was able to hold his own for a while; but the odds in an eight to one fight finally got the best of him. He was ruthlessly punched, kicked, and stomped when he was down by these punks. Bing was rushed to the hospital, unconscious, with swelling around the brain. Everyone feared the worst.

But Bing proved to be the fighter everyone knew he was. To the relief of his family and friends, he emerged from his coma and, within a few days, made a remarkable recovery. Soon he was up and joking with the hospital staff.

Though his injuries were serious, Bing's determined to return to the job he loves and get back to riding his Sporty. Since the incident, the cowards who assaulted him have been tried and convicted. A true American hero, Bing Brown has the stuff that legends are made of. —Mongus

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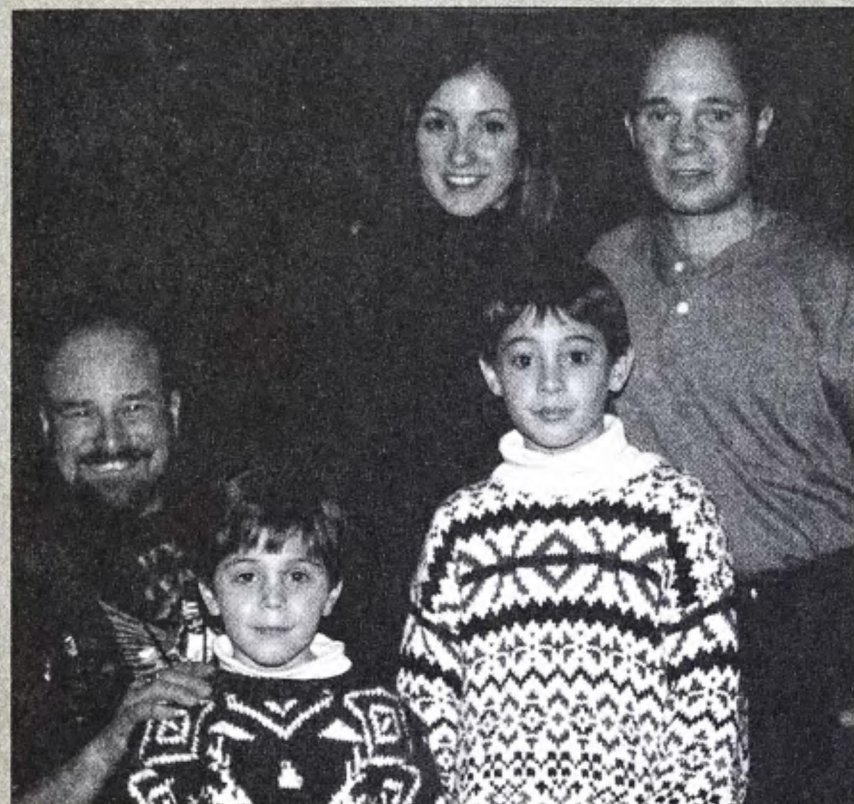


Photo: Anthony "Smiley" Stabile

From left: *Easyriders* Associate Editor Kim Peterson, Angelo, Michelle, Mario Jr., and Mario Sr.

Like so many other hopeful readers, Mario Licata schlepped out the front door to his mailbox last year in East Hanover, New Jersey, licked a stamp, slapped it onto an envelope and wished upon a lucky Harley. However, unlike most, Mario's wish came true.

After the taste of the Fed's 32¢ stamp wore off, Mario didn't give it another thought—not until he walked back out to the box months later, to find a notice from the *Easyriders* Subscription Sweepstakes Department. His phone number had also changed, but our Sweepstakes Dept. is nothing if not persistent. Good fortune and fate was evidently smiling down on the former Marine reservist and 16-year union longshoreman who works out of Local 1235 of the ILA in Port Newark, N.J. The notice was advising Mario that he had been randomly selected first place in the sweepstakes.

As the Grand Prize winner Mario was given the option of selecting one of five brand-new Harley-Davidsons, or collecting one fat check for \$15,000. Seeing as how five months before he had plunked down a load of loot for a '96 Softail Nostalgia at

Tramontin H-D in Hope, N.J., he opted for the dough.

Mario is a motorcycle enthusiast through and through. He is also a dedicated family man, and a member of the AMA and Essex County (N.J.) H.O.G. chapter. He's been a Harley rider since 1979 and a devoted *Easyriders* reader equally as long. Mario is proud to be a part of the Marine Corps League, (L/C Robert J. Slaterry Detachment), in Whippany, N.J., where he is involved in charitable endeavors such as Toys For Tots. He tries to make as many local bike runs as possible, and recently at the Valley Forge, Pennsylvania, *Easyriders* Bike Show, but really enjoys simple putts alone and with his wife of 11 years, Michelle. His family occupies the bulk of his time, with his boys, Mario, 10, and Angelo, 6, involved in school activities and sports including soccer, basketball, baseball, and football.

He and Michelle, an absolute living doll, by the way, plan on taking a family vacation to the Cayman Islands to celebrate their winnings.

—Bomber

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AMERICAN MOTORCYCLE INSTITUTE

ROAD TUNES



I tried to utter the words, "See, it ain't that cold," but my jaw was frozen stiff. The ride from Reno to Lake Tahoe can be a bit brisk as winter approaches. We were overdue for a break and the beer and pizza joint on the back side of town was just about right.

The first pitcher arrived, we started to thaw, and someone dropped some coin into the jukebox.

We're talking real proud...in America.

I stopped mid-sip and listened.

... God bless America again ...

The music of Charlie Daniels will warm you up in a hurry.

With Charlie's fiddle supplying the soundtrack, I looked out toward that blue, mile-high lake...then up to the 10,000-foot peaks of the Sierra. I looked at the bikes—chrome and craftsmanship from the heartland ...

In America.

I thought back to 1974 when I was in the right place at the right time to see Charlie rock Nashville, Tennessee, with the first of his legendary *Volunteer Jams*. Joined by friends from The Allman Brothers, The Marshall Tucker Band, and others, Daniels brought the thunder of Dixie rock 'n' boogie into "Music City, USA."

Charlie Daniels turned 60 years on October 28, 1996, and celebrated by returning to Nashville with the latest version of his jam, and releasing a fine three-disc box-set, *The Roots Remain*. Like old scooters and whiskey, the saying goes, "Some things just get better with age."

The tunes that the big man in the big hat has recorded over the past three decades have been a musical road map in a tour through the life of the real American—the blue-collar workin' stiff, the Vietnam vet, the farmer, the genuine folks who are America.

It's also easy to relate to a man who's not afraid to tell the truth.

You'd better watch where you're going, remember where you've been,

That's the way I see it, I'm a simple man.

Damn good advice, Charlie.

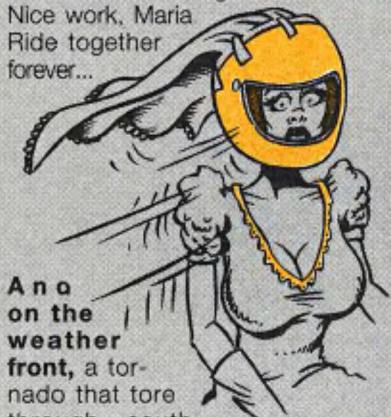
—Bill Hayes



SHORT STROKES KICKER BLUES

Hey, I've been of the mind to build kicker bikes all my life. I've even been a serious, low-tech believer in eliminating batteries, but I've gotta tell ya a story about three recent kicking experiences that would make a 50-pound battery and a bulky starter a welcomed sight. Don't get me wrong, I'm still prone to fewer electrics and more mechanical, but in these three recent cases, I've been proven wrong. It started four years ago on my way to Spearfish from Sturgis, rollin' on a jockey shift bike with suicide clutch and magneto. The kicker gear on the mainshaft was too tight and seized, rendering the kicker useless. Then two years ago while kicking my Knuckle in a gravel parking lot in Durango, I left the top of the kicker arm and the pedal embedded in the gravel. And last week, while riding a new restoration to a Love Ride Party in Hollywood, the nut on the main shaft backed off, released the kicker gears, and jammed the throw-out bearing. In each case I push-started the bikes and rode wherever I was headed. Maybe my new bike will have no starter system at all, just an easy way to push it. And now the news: **Cyberspace addicts** will be pleased to find that the Hells Angels have blazed onto the World Wide Web at <http://www.bigredmachine.com>. I suspect it's the brainstorm of the ol' lady of a member from the New York City chapter. Nice work. The site is a trip, check it out...**There's a new federal law** prohibiting federal prison inmates from access to pornography, which means that this terrible hunk of tit-revealing pulp will be banned from many federal institutions. We're offering subs of any of our other titles in trade for *Easyriders*, if that'll help. We also have our non-nude version, *V-Twin*, to substitute in prison libraries for men who can't receive the real thing, but will still need the heart, minus the nipples. Anything we can do to help...**And a warning** for you python keepers. Live chickens may not be the ideal Friday night early bird special for your snake. A guy in New York brought home a chicken and his 13-foot, 44-pound python went nuts, wrapped itself around his owner and took his wind. Supposedly the snake had never been fed chicken before, just rabbits...**The streets are tough** in Bogota, Colombia. Two men held up a local bank for \$1,600, but as they made their barefooted getaway, they were

mugged by another couple of desperadoes...**The factory is in the hot seat** again. Bill Frankiewicz's dealership in Rahway, N.J., was pulled by H-D for not upgrading fast enough. Bill lost his wife to cancer in 1975 and both of his legs were amputated after a nasty fall two years ago. Now he's losing his dealership of 37 years. Harley said it was a business decision—the local riders are pissed...**And the women's movement** made a sharp turn recently when women-only parking places became standard at all rest stops along Germany's autobahn. The government decided to protect women travelers from threats of violence and sexual harassment by making parking spots available to them in safe and seemingly secure spots...**In New Smyrna Beach, Fla.**, Maria Parker and Kenny Reeves tied the knot, biker style. But since the state mandated against freedom some years ago, Maria had to test her creative nature to fasten her wedding veil to her helmet. Nice work, Maria. Ride together forever...



And on the weather front, a tornado that tore through southwestern Ontario, Canada, destroyed two-ton trucks, flattened homes and barns, and blew away a Hamilton drive-in movie theater showing the film *Twister*...**An ATM was attacked** recently in Portland, Maine. A man who couldn't get cash from the machine lost it, drew a handgun, and popped several caps into the ATM. It didn't even bleed...**The government in England** is spending 18,000£ on a test of 3,000 motorcyclists, 1,000 messengers, and 2,000 ordinary riders to compare accident rates and injuries. There are now 10,000 messengers on bikes blasting around the damp cobblestone streets of old London, darting between cars and trucks, all going the wrong way. Andrew Evans, professor of transport safety at University College, London, believes

dispatch riding should be classified as a high-risk job. I'm curious, what does that mean, hazardous duty pay, celebrity status, or awards for each week a rider survives?...**In our sister publication, VQ**, we're featuring a dream bike. Actually, we feature one every issue. Most issues the bikes are merely wild concepts from various creative or kinky minds, but in this issue (#13) the scoot is a concept that will come to life. On our way to Sturgis we studied the dresser/chopper and between three riders—Myron Larrabee, owner of the Scottsdale, Ariz., *Easyriders* store, Mark Lonsdale, author of training manuals and *Gray Bar Hotel* fiction, and myself—we came up with a long distance touring chopper. Check it out in VQ; it has style, plenty of straight line stability, and many of the amenities of a touring machine. We plan to build this bike and ride it to Sturgis next year. Watch it come together on my web site, Bandit's Bikernet, (<http://www.bikernet.com>). The engine was already featured in the January issue, and the Kennedy front end was in the February '97 issue. I'm anxious to ride this puppy—and ride it, and ride it...**Julie of the Freedom of Road Riders**, Independence, Mo., Local #14, sent us the following challenge. Seems Barry, who writes bullshit editorials for the local rag, can't handle a rewinding Harley engine. Here's what he had to say: "I'm just saying that the ones who do engage in it (revving an engine) are jerks. And I'm not afraid to tell them so, even if they are large, hairy, and potentially violent. I'm not afraid to say: 'Okay, Mr. Loud Harley Guy, you got a problem with me calling you a jerk? You want to do something about it? You want to express your disagreement by tapping out lengthy Morse code sentences on my skull with a tire iron? Then why don't you—if you have the guts—come see me personally at my place of employment, located at 1600 Pennsylvania Ave., Washington, D.C.? Come on if you dare, fat boy! Ride right into the lobby!'" Probably a lonely geek looking for attention and can't find it at the paper...**With that and the chill** in the air outside, I'm working on my next book, *Outlaw Justice*, but tomorrow I'll hit the iron pile, ride the Pan, and work on another busted-part desk for the owner of JIMS. Life ain't ever dull, and neither is she. Ride forever.

—Bandit

FREE EASYRIDERS GET YOUR COPIES HERE

Alaska

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

Arizona

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

California

Bartels' H-D, 4141 Lincoln Blvd., Marina Del Rey
H-D of Glendale, 3717 San Fernando Rd., Glendale
Hi-Tech Customs, 5931 Van Nuys Blvd., Van Nuys
Orange County H-D, 2131 E. 1st St., Santa Ana
Palm Springs H-D, 19465 N. Indian Ave., Palm Springs
Easyriders of Hollywood, 7450 Melrose, Los Angeles
Easyriders of Fresno, 5191 N. Blackstone, Fresno
Easyriders of San Diego, 363 Fifth Ave., San Diego
Pomona Valley H-D, 10419 Mills Ave., Montclair
South Coast Harley-Davidson, 345 E. St., Chula Vista

Colorado

John's H-D, Inc., 2135 Mulberry St., Ft. Collins
La Fore's M/C, 207 Sheridan Blvd., Lakewood
Grand Junction Harley, 2571 Hwy. 6 & 50, Grand
Junction
2 Wheelers M/C Shop, 1433 W. 38th Ave., Denver
Easyriders of Denver, 4090 E. 11th, Denver

Florida

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

Georgia

Banshee Cycle, 2507 N. Lumpkin Rd., Columbus
Savannah H-D, 6 Gateway Blvd. West, Savannah
Easyriders of Atlanta, Unites E&F, McDonough

Illinois

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

Indiana

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

Iowa

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

Kansas

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

Louisiana

Easyriders of New Orleans, 4230 Veterans Blvd.,
Metairie

Maryland

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

Massachusetts

Dave Frank Motorcycle Sales, 81 Bridge St., Salem

Michigan

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

Minnesota

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

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

Missouri

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

Montana

Goldrush Pawn, 1353 Hwy. 2 East, Kalispell
Bad Boys Cycles & Rods, 502 S. Billings Blvd., Billings

Nebraska

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

Nevada

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

New Jersey

Kosco H-D, 1149 State Route 23, Kinnelon

New York

H-D of Suffolk County, 360 Rt. 109, West Babylon
Zack's V-Twin Cycles, 593 Violet Ave., Hyde Park
H-D of Hempstead, 4 Laurel Ave., Hempstead

North Carolina

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

Ohio

Don's Custom Cycle, 8619 Harrison Pike, Clevel
Mainstreet Easyriders, 1275 W. Main St., Cleveland
Easyriders of Columbus, 611 E. Broad St.,
Sharon Woods Cycle Center, 11506 Reading Rd.,
Cincinnati

Ontario, Canada

Easyriders of Ontario, Cambridge N1R 6J3, Ontario

Pennsylvania

Blocker Enterprises, Rt. 248, Paryville

Texas

Easyriders of Austin, 9325 Burnet Rd., Austin
Easyriders of Dallas, 9304 Harry Hines Blvd., Dallas

Tennessee

Easyriders of Memphis, 5124 Poplar Ave., Memphis
Steel H-D, 2136 Chapman Rd., Chattanooga

Virginia

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

Washington

R&R Motor, Inc. SW #9, 2726 E. Black Lake Blvd.,
Tumwater
Columbia M/C Co., 3312 E. 4th Plain Blvd.,
Vancouver

Wisconsin

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

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you're on the road—it's a handy guide to some of the best
Harley parts and service outlets around.

DOGS ON HOGS



ABATE of Louisiana's Joe and Patty Davis with Louisiana
Governor Mike Foster (center)

On October 27, 1996, more than
10,000 motorcycles rolled down
Interstate 10 in Louisiana, as part
of the Fourth Annual Dogs on
Hogs Charity Motorcycle Run,
Louisiana's largest motorcycling
event. Proceeds from the event ben-
efit the Children's Hospital in New
Orleans and the Lafreniere Park
Foundation. Serving as Grand
Marshal and leading the pack from
Lafayette to Baton Rouge on his
new 1997 Harley Road King, was
Louisiana Governor Mike Foster.

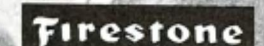
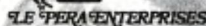
In addition to being an avid motor-
cyclist, Foster is a firm supporter of
freedom of choice and has pledged
to support ABATE of Louisiana's
"Freedom Bill," which gives riders 18
years and older the freedom to
choose regarding whether or not to
wear a helmet.

The governor lead the run of sev-
eral thousand motorcycles from its
starting point at Cajun Cycles in
Lafayette, down I-10 to Baton
Rouge, where several thousand
more joined the motorcade, now
more than 30 miles long. The pack
then proceeded to Lafreniere Park in
Metairie (just outside of New
Orleans), where there was a huge
party with bands, food, beverages,
and all the trimmings.

This year, ABATE of Louisiana
proudly served as road captains for
the event, along with almost 100 rid-
ers from other motorcyclists organi-
zations. In closing, it should be men-
tioned that Governor Foster just
became a lifetime member of ABATE
of Louisiana's Cajun Chapter.

—Patty Davis
ABATE of Louisiana

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IDAHO UPDATE



Idaho Governor Batt formed the Medi-caid Reform Advisory Council to come up with ways to cut Medi-caid costs. The Council decided to add Principle 2.11, which reads: "Proposed amendment of state legislation to expand the existing helmet law, including mandating helmet use for all persons on motorcycles, off-road vehicles, and snowmobiles, and for children on bicycles." The Idaho Coalition for Motorcycle Safety (ICMS) leaped into action, organizing an effort to have at least one representative at each public hearing across the state.

When the council arrived in Pocatello, Steve Clover, ABATE of Idaho/ICMS area representative, was ready with 30 pages of ammunition. Steve tried to cover each document in the three minutes allowed. While trying to complete his speech, he was repeatedly gavelled. "You would have thought they were building a dog house the way they were hammering that thing," Steve said. "I've never felt so discriminated against." People in the audience were shouting, "Let him finish." But they cut him off anyway.

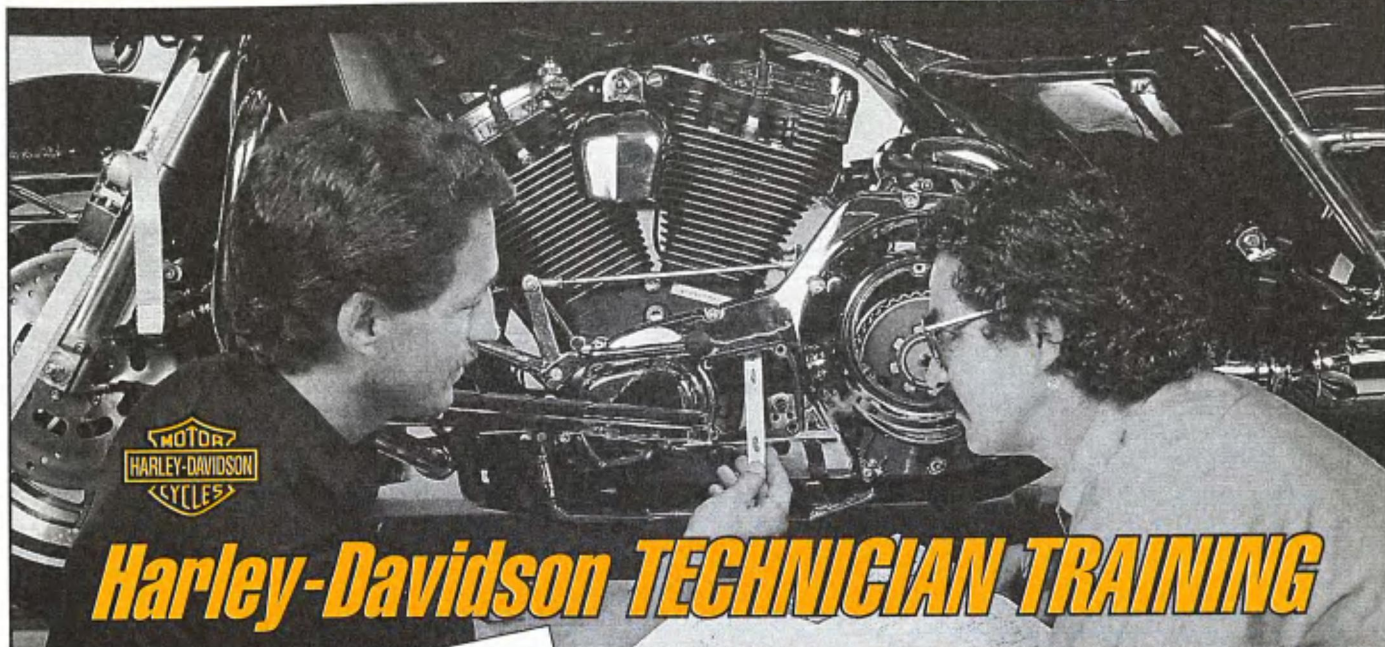
ICMS members and others rallied to make a showing at the Boise hearing, where they emphasized that this was not a Medicaid issue, and that helmet law statistics proved helmets did not prevent or reduce accidents. "It's better to educate people on how to ride rather than to band-aid an accident after the fact," said John Crosby, ICMS chairman. "There was a 50 percent reduction in motorcycle accidents in states with rider education programs."

After completion of the hearings, the Council indicated it would drop 2.11 from the Medicaid reform. This incident proves that you shouldn't just check transportation department calendars for helmet legislation. It can pop up in the most ridiculous places.

—Maria Thompson, ICMS

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WHAT'S HAPPENING

ARIZONA

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

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

Pacific Coast Dream Machines
Date: April 27
Place: Half Moon Bay
Info: (415) 762-2328

FLORIDA

Daytona Bike Week
Date: February 28-March 9
Place: Daytona Beach
Info: (904) 255-0981

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

Marble Run
Date: opens April 4 (ends Oct. 4)
Place: Edwardsville
Info: (618) 224-9180

M/C Show & Parts Extravaganza
Date: April 13
Place: Belle-Claire Fairgrounds,
Belleville
Info: (319) 462-6011

INDIANA

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

ABATE Region 5 Swap Meet
Date: April 6
Info: ABATE: (317) 422-8040

ABATE Region 4 Swap Meet
Date: April 20
Info: ABATE: (317) 422-8040

IOWA

M/C Show & Parts Extravaganza
Date: March 9
Place: Hawkeye Downs, Cedar Rapids
Info: (319) 462-6011

KANSAS

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

Capitol City M/C Show
Date: March 21-23
Place: Topeka Expo Center
Info: (913) 232-8847, (913) 235-6523

MICHIGAN

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 Central Committee Meeting
Date: March 9
Place: Call
Info: (800) 309-7433

Motorcycle Show & Swap
Date: April 10
Place: University Plaza Trade
Center, Springfield
Info: (417) 739-4940

NEVADA

Laughlin River Run
Date: April 18 - 20
Place: Laughlin
Info: (909) 340-0096

Bros. of the Third Wheel Meeting
Date: first Wednesday 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

NEW YORK

Iron and Ink Cycle & Tattoo Tour
Date: March 22
Place: Newburgh Armory
Info: (518) 346-0521

Iron and Ink Cycle & Tattoo Tour
Date: April 12
Place: Plattsburg, Crete Civic Center
Info: (518) 346-0521

Tattoo '97
Date: April 12-13
Place: Holiday Inn, Rochester
Info: (716) 262-4444

OHIO

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

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

ABATE Reg. 1 Swap Meet
Date: March 23
Info: (216) 828-2875

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

ABATE Reg. 0 Cajun Party
Date: April 6
Info: (330) 654-2761

ABATE Reg. 3 Birthday Party
Date: April 26
Info: (419) 394-4392

Farrow's H-D 85th Anniversary
Date: April 26-27
Place: Farrow's H-D, Columbus
Info: (614) 228-6353

OKLAHOMA

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

PENNSYLVANIA

M/C Show & Parts Extravaganza
Date: March 23
Place: Harrisburg Farm Complex
Info: (319) 462-6011

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) 886-8023

TEXAS

Fun Run to Mexico
Date: March 7-9
Info: (210) 428-4031

Spring M/C Expo, Show, Swap
Date: April 13
Place: Arlington Convention Center
Info: (972) 216-5520

VIRGINIA

Swap Meet
Date: March 1-2 & 15-16
Place: Boston's M/C Cafe, Ft. Royal
Info: (804) 742-5137

Cycle Expo '97
Date: March 21-23
Place: Richmond
Info: (804) 288-3639

WISCONSIN

M/C Show & Parts Extravaganza
Date: March 16
Place: Dane County
Expo Center, Madison
Info: (319) 462-6011

WYOMING

M/C Show & Swap
Date: April 5
Place: Fairgrounds, Casper
Info: (307) 237-6886

RACING EVENTS

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ECRA: (609) 652-1159
AHDRA: (919) 229-4877
AMA: (614) 891-2427

EASYRIDERS EVENTS

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April 5-6
Seattle Int'l Trade Center
Seattle, Washington

April 26-27
Orange County Fairgrounds
Middletown, New York

May 24-25
Anaheim Convention Center
Anaheim, California

May 31-June 1
Solano County Fairgrounds
Vallejo, California

For more information on all Easyriders events call (818) 597-2686

To have events listed, get the info to us at least three 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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- Supporter of the National Helmet Law Protest Rallies

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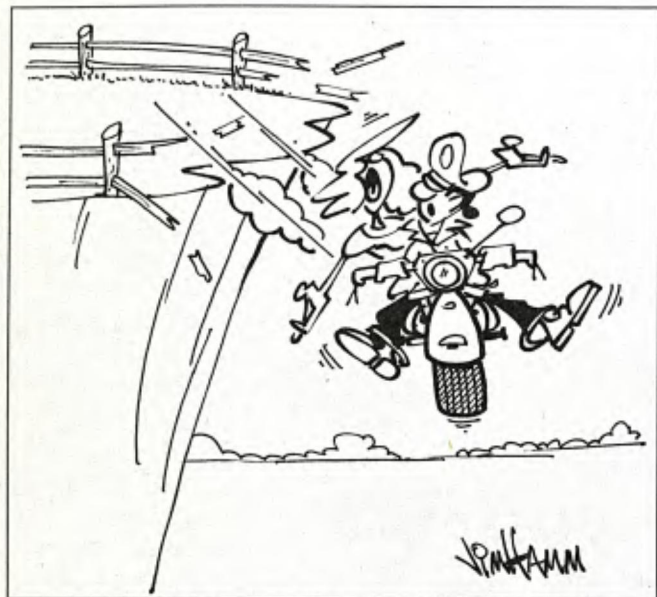
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PASSING GAS



"Don't sweat it, babe—the Hog's insured."

When his ol' lady wasn't looking, Panhead Pete carefully slipped the expensive diamond engagement ring on her finger. "Baby, I'd like ya to have this," he said earnestly. "It used to be my dear mother's, may she rest in peace."

"Oh, my goodness," she sighed dreamily, mesmerized by the diamond's brilliant sparkles. "Your mother's engagement ring!"

"No big deal," said Panhead Pete casually, "but I gotta admit, I had one helluva time gettin' it off her finger."

Sprockethead
Wrenching

Mongo was walking down the street when a young little hard-belly in hot pants and a halter top approached him and said, "Won't you please donate to the cause, mister?"

Mongo noticed she was holding up a cup that read: "Keep Prostitutes Off Our Street," and he asked her, "How much cash are you looking to raise?"

She winked at Mongo and said, "Depends on how long you wanna keep me off the street, sweetie."

Shark
Circling



"Pipkin, we've simplified your job description."



"She's easy with the crop. It's those damned claws."

Two lawyers were in a bank when a gang of armed robbers suddenly burst in. While two of the holdup men grabbed all the money from the tellers, two others lined up all the customers in a row and proceeded to take their wallets and valuables.

Right before the crooks reached them, one of the lawyers hurriedly jammed something into the pocket of his colleague.

Without looking down, the other attorney asked, "What was that?"

The first lawyer leaned over and whispered into his associate's ear, "It's the ten bucks I owe you."

D.A.C.
Ogden, Utah

What's the difference between chunky peanut butter and a bleached blonde?

Chunky peanut butter is a bitch to spread.

Paul
Scimitar, Calif.

Whaddaya call the president of an all-chick motorcycle club when she's on the rag?

"Bleeder of the Pack."
Big D. Brown
Funtown

A few guys are hanging out at the neighborhood tavern one afternoon, shooting the bull to pass the time. "I'm a SNAG," says one young dude.

"Huh? What the fuck is that?" asks another.

"Single New Age Guy," the young one says with a grin.

"Yeah? Well, I guess I'm a DINK, then," jokes another bro at the bar. "That means Double Income, No Kids."

"Shit, boys, I've got you all beat," pipes up Li'l Sue, the barnmaid. "Because I'm a WIFE."

"Awright, so what the hell does that stand for?"

Li'l Sue smiles and says, "That's easy: Wash, Iron, Fuck, Etc."

Cowboy
Roping 'Em In

Crusher's ol' lady woke up terrified in the middle of the night. She shook her ol' man awake and gasped, "I had a horrible nightmare, Crusher—I dreamed I got really, really sick and died young."

"Aw, come on, honey," Crusher said, consoling her. "You know that's no longer possible."

Fast Eddie
Through the Mill



"Yep, sonny, without my trusty old Harley here, I think I woulda gone stark ravin' mad."

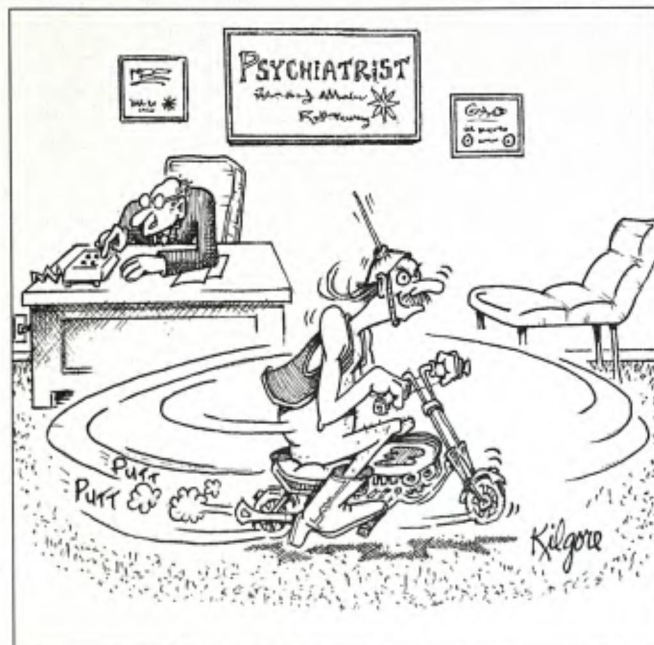
"Hey, Doris," Mad Mike suggested after dinner one evening, "what do ya say tonight we try a different position?"

"Sounds like a good idea to me," agreed his ol' lady. "How 'bout you stand by the ironing board, while I sit on the couch and fart?"

Haus
Tustin, Calif.

Loudmouth and Bomber were sitting around the campfire, sharing a bottle, when Loudmouth asked, "Hey, bro, you ever get so drunk that you tried to suck on a chick's tit and accidentally kissed her on the snatch instead?"

After considering a sec, Bomber replied, "Drunker." Brasso
Rockies



"Miss Jennings, call and tell my wife I'm going to be late—this one may take a while."



"We've been married over a month now, Ariene. Don't you think it's about time you loosened up a little?"



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

KNUCKLE-BUSTER

I recently purchased a '32 Knuckle, "all there and original," for \$900. Yes, my heart's still beating way too fast. It's been sitting for about 25 years indoors and has a touch of rust. Anyway, could you send me some tips and where to go in hopes of restoring this classic? Any specs you can send will be a blessing since I don't know much about this old Knuck. And in return, I'll send ya some before and after pics, and let all the fellas know that I couldn't have done it without ya. By the way, what's this thing worth?

Mark Applequist
Tehachapi, California

Let's face it, Mark—you got a complete, all original '32 Knuck for \$900. Man, when I read your letter, my heart was beating fast too. If all it ended up with was a touch of rust, you're in damn good shape. For spare parts and sound tech info, contact either the folks at The Shop, 6541 Ventura Blvd, Ventura, CA 93003, (805) 650-6777, or try Kick-Start Motorcycle Parts, P.O. Box 1338, Big Rapids, MI 49307. Both have an extensive selection of parts for Flathead Big Twins, Flathead 45s, and Knuckleheads. I'd call them before you get too far into it for some good pointers on what to do first. As far as what the thing is worth—well, I'd say a helluva lot more than the \$900 you paid for it if it's as complete as you say. Once it's been restored properly and thoroughly, it could be worth a ton. It all depends on where you are, and who's willing to pay the top dollar.

SPRUNG LOOSE

I've got a '91 Springer with 19,000 miles on it. Problem is, and was, bent spring rods. I had both rods replaced, but after comparing the distance from the spring fork leg at the top weld to the rigid fork leg with an inside caliper, measurement shows 1 1/4-inch spacing on both sides. Before the rods were replaced, the distance was 1 5/8 inches at the same point. I compared these measurements to a '96 model with no miles and a '94 model with 8,000 miles. Both measured 1 5/16 inches. Do I still have something bent, like the base where the springs ride? Is this a common problem with Springers?

D.C.
Houston, Texas

Your question is near and dear to my little black heart, D.C. I used to have a 1990 Springer, and through a bizarre set of circumstances, I ended up with a bent spring fork. I was able to have it straightened, and continued to log the miles without incident. But what you are asking about are the spring rods, which are comprised of two pieces: the upper studs and the lower piece that holds the springs in place between the fixed and moving forks. I'm still a bit unclear as to exactly where you took your measurements, but keep in mind that the moving spring fork was changed on either the '92 or '93 models. This allowed the front fender to follow the tire to provide a lower look, and the moving spring fork on these models is noticeably thicker than the ones you and I had. Therefore, if that's where you are taking your measurement, it will be smaller on the new bikes because of the thicker spring fork.

I know many people who swear by the springer front end (myself included) and have had no complaints or problems. One bro of mine has over 90,000 on his '90 FXSTS, and it's in perfect shape. I recommend you talk with your dealer (if that's who did the work—but talk to a dealer, anyway) and relay your story. Sometimes parts are superseded by the factory and specs change, so look into that. As far as ride and handling, you didn't say anything, so I'm guessing it's still fine to ride. If you're still concerned, go have a factory-trained mechanic check it out.

HAND-SHIFT CONVERSION

Back in the March '95 issue (#261) you ran a Tech Tip by Phil Ross (of Super Max). In the article, a replica of an old police tank shifter is pictured. Phil explains that the bracket bolts to the left side of the frame, etc.; however, he does not identify the manufacturer or where the part can be purchased.

Frank J. Casico
Endicott, New York

According to my 1996 V-Twin catalog, they have the following police-style jockey-shift kits: part # 22-0710 for '36-'79 only, 4-speed hand shift; #22-071 for '52-'79 Big Twins, 4-speed ratchet top and '79-'82 FLH 4-speed type; #22-0712 for '79-up FX models, 4-speed rotary style, and '79-up 5-speeds. Check

out your local V-Twin dealer or give 'em a ring at (800) 833-8946.

SAVIOUR FRAMES

Recently I saw a photo in *Easriders* of a bike which appeared to use a custom-built rigid frame. However, the rear axle was mounted to a vertical coil spring assembly for a somewhat rear suspension system. This arrangement is interesting to me, and I would like to obtain further info from such a supplier. A friend mentioned that he thought such a frame with this rear suspension was once produced by Amen Saviour Frames and I've not seen or heard of such a company. Hopefully, you could provide a name and address for such company or suggest someone.

Thomas J. Penton
Talladega, Alabama

The Amen Saviour frame was produced, but my sources tell me they were for Hondas, not Harleys. Jammer made them also, as did Santee, which is now owned by Custom Chrome. Nowadays, no one makes these frames, so start going to swap meets and back-alley shops if you hope to find one.

While we're on the subject, here's a little trivia: The Santee version of this frame, produced for Harleys and Triumphs, was originally called a Softail. Sometime after Santee's original owner quit making the frames, he found out that Harley-Davidson was going to manufacture and sell a bike called a Softail. There was a bitter dispute between the then owner of Santee and Harley since Santee owned the name and had the documents to prove it. Over some time, however, the bitter dispute was sweetened to the point where Harley came out as the new owners of the name Softail.

If you go with a more conventional rigid, contact Custom Cycle Engineering, 1970 Peacock Blvd., Oceanside, CA 92056; (800) 47-CYCLE, (619) 941-6487. They are developing a sprung hub that incorporates springs into the rear hub to provide rear suspension for rigid. Give 'em a call. ☉

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, *Easriders*, 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

Independence Day: Not Much To Celebrate In Huntington Beach

Anyone who has been following the *Easyriders* F.I.G.H.T.® lawsuit should be familiar with the city of Huntington Beach, California. It was the first city in the state to develop and use the now notorious "beanie helmet" enforcement policy.

Well, it seems that Huntington Beach was not content with getting slapped by *Easyriders* for infringing on the rights of bikers, so the city decided to go after its citizens-at-large, enacting what was, in effect, martial law every Fourth of July.

**A HOUSEWIFE WAS
ALLEGEDLY TOLD BY
POLICE THAT SHE
WAS BEING ARRESTED
BECAUSE SHE "LOOKED
LIKE SHE MIGHT
DRINK, AND MIGHT
CAUSE A PROBLEM"**

The City Council felt such action was necessary to control H.B.'s unruly citizens during the various Independence Day celebrations. This "zero tolerance" policy has resulted in law-abiding citizens being arrested, and jailed—not just cited—for such dangerous activities as drinking beer during a family barbecue, drinking while in their front yard, and riding a bicycle without a city registration.

Reports are, that after dragging these folks out of their front yards, off their bicycles, and even from inside their homes, they were jailed, one for over 14 hours, and then released with citations. Some of the horror stories being told are right out of the old USSR. They include a housewife who was, allegedly, told by the police that she was being arrested because she "looked like she might drink, and might cause a problem"—proactive law enforcement at its finest! Others tell of just standing on their front lawns watching the festivities and being told, "On July Fourth front lawns are no longer private property." The stories go on and on, but surely don't sound like something that could happen in America.

While this kind of treatment of citizens is truly despicable, it almost slipped by us. The reason it didn't was that the citizens of Huntington Beach needed a champion and called on biker hero and proven defender of the downtrodden, Skip Raring. Skip and criminal defense attorney Jose Lauchengco took (pro bono) the cases of a number of the beachside community's citizens and, once again, went to war with the "powers that be" in Huntington Beach.

On Tuesday, November 26, 1996, Judge Caryl Lee dismissed charges against all defendants represented by Raring and Lauchengco, and declared the July Fourth ordinance unconstitutional. This provided much fuel for critics of the overzealous enforcement policies of Huntington Beach, which bikers have become so familiar with. Another great job—and boost for individual freedom—brought to you by Skip Raring, showing that bikers care about the rights of everyone.

Washington State Update

All of us following bikers' rights and helmet laws are familiar with the battle going on in the Evergreen State, but for those of you just tuning in, here's a brief recap.

Thanks to the efforts of Attorneys Ed Alden and Marty Fox, a Superior Court decision found the Washington helmet law unconstitutional. Shortly thereafter, however, the Washington State Patrol made a small structural language change in the statute, represented it as a new law, and continued enforcement. Our guys appealed.

A decision is expected any day from the Washington State Court of Appeals in Ed Alden's continuing fight to have the Superior Court ruling upheld. In addition, Marty Fox's case (*Easyriders* Oct. '96) is on its way to the state's Supreme Court. Both of these monster efforts are coinciding with ABATE of Washington's effort to, once again, push a repeal bill through its legislature. Good luck, folks!

—Oz

To voice your questions, concerns, or experiences regarding the F.I.G.H.T.® for freedom, write: *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. See the ad on this page.

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SCORING POINTS—ON THE FIELD & IN THE HEART

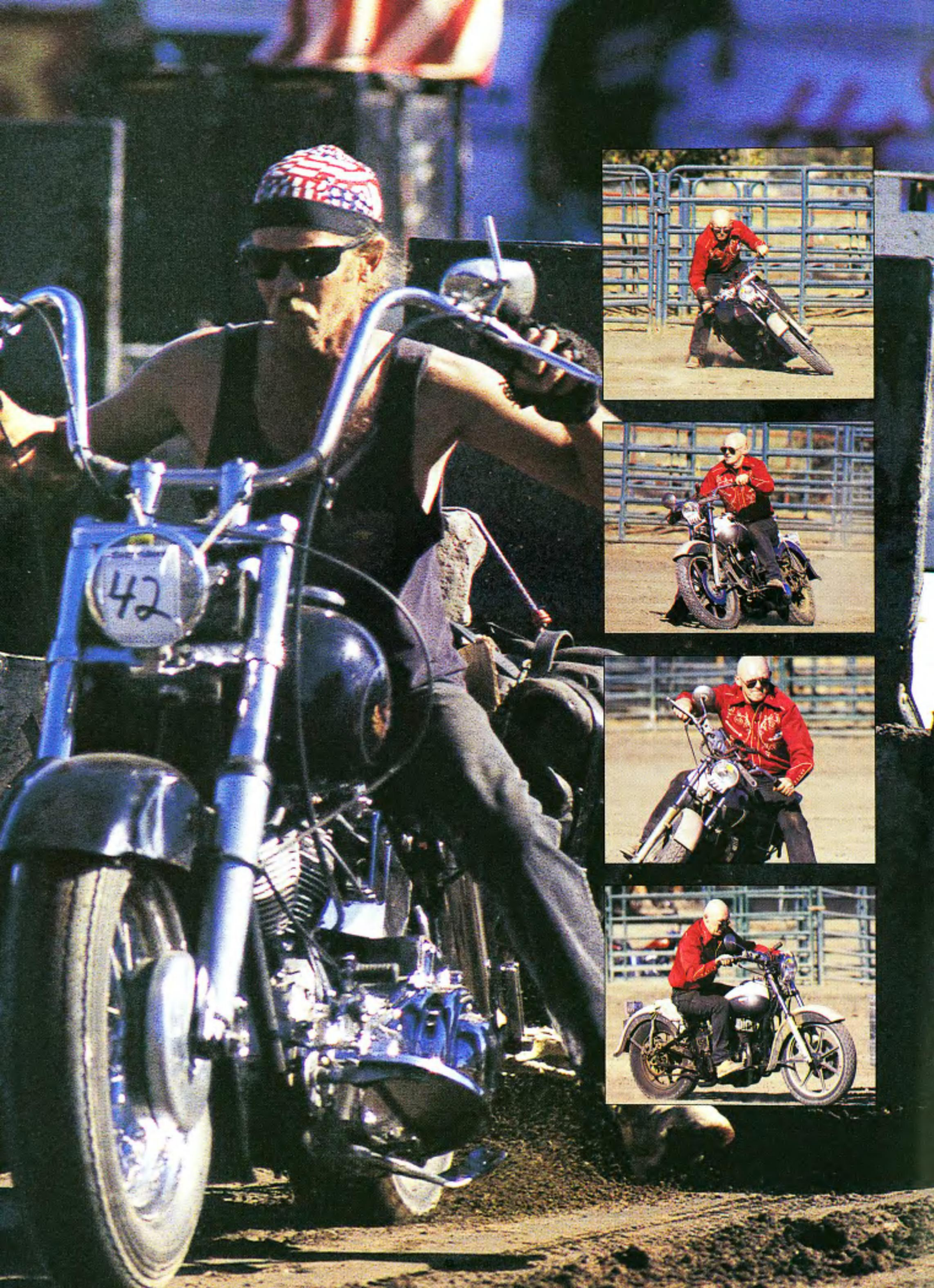


An Indian summer's warmth greeted us upon our arrival at the north end of the San Francisco Bay Area last October, as the crew pushed through to the final weekend of the tortuous 16-week, 12-event *Easyriders* Rodeo tour.

This was the 10th year of humongous Harleys ravenously running cross-country through the summer pulling water-weighted sleds for fun and fortune. Ah,

the hell with the money involved, it's more of a pride thing. Surely, to the participants of the Rodeo it means more than dough, something nearly indescribable. It's about long winter days filled with sweet-talking potential sponsors, and late-night phone calls in spring and summer to team and crew members about travel logistics, and most of all, the sweat and toil of making horsepower. →

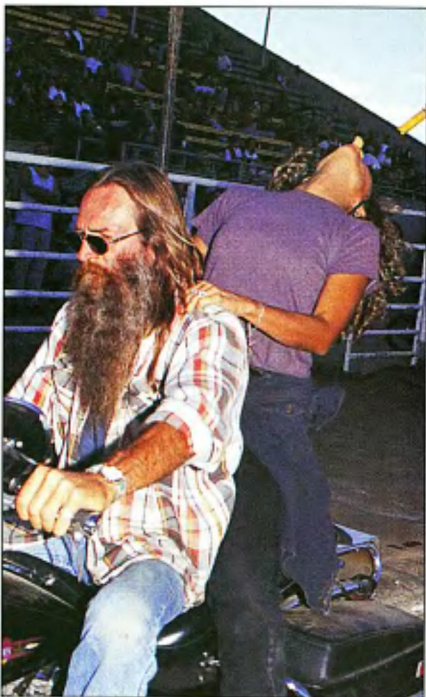
HANGING TEN





That was the background when the crew was invited to an evening of barbecue and horseshoes at old and trusted friend Billy Bullshit's place, a Harley wrenching fanatic, longtime follower and supporter of the Rodeo, Grateful Dead crew member, and drum tech for Bill Kreutzmann. The night provided an opportunity for both the magazine/video and Rodeo crews to relax and reflect on the season about to close, and for Clean Dean to get romantic with Caesar, Bullshit's lovable Rottweiler. "Billy, Caesar's mounting my leg again, Ah, Billy ...," Clean Dean moaned—often. Dean found it hard to break off a love affair with a 150-pound Rotty.

Many miles and trials had gone down throughout the year, not unlike a typical year on the road for the Dead. Well, at least back when they toured 300 days



a year ... what a long, strange trip it was (and for Dean, sticky, too).

Billy donated his time throughout the weekend for Kid Street Theater; they were selling raffle tickets for an FXR owned by Grateful Dead lyricist Robert Hunter, to benefit at-risk children in the Santa Rosa area. Bullshit's bro, Sonny, helped string the fence around the event site Thursday, but got paid off on Saturday night when a couple wayward tuna found shelter in his camper. Whatta guy.

The season was a weekly seesaw battle between Michael Poisson and Robert Tabor, with each trading off Top Cowboy honors. That was, until Poisson got down to business, smelled the finish line, and pushed his lime-green, S&S-powered Mr. Yuk fuel trike



to outstanding performances and consecutive victories in Waukesha, Wis., Lake Perris, Calif., and Enumclaw, Wash. That put the sledgehammer to the proceedings, erasing the suspense for first place with his second seasonal championship. That left a big-buck battle going on for second, third, and fourth places between Robert Tabor, Bob Hanna, and Gary Freel.

But it wasn't just the aforementioned trio of gladiators who had a knock-down-drag-out to decide final positions (which included a brash, but legal maneuver of using a free-agent female for the team events when Lori Gunia added her expertise to Robert Tabor in the tire ride, wienie bite, and potato haystack game events). Regular warriors Mike Meyers (Ionia, Mich.), Ivan

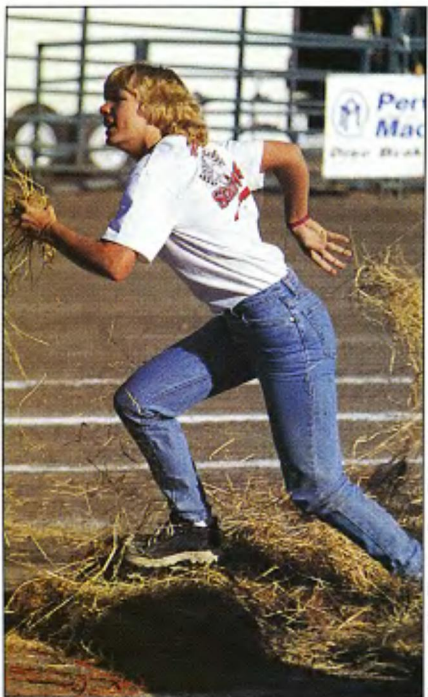
Eaton (Seabrook, N.H.), Don Seabolt (Greenville, Mich.), Joe Pape (Culver City, Calif.), Jerry Searles (Anaheim, Calif.), and Bob Moon of the Ugly MC, along with local riders Alton Ferrin, Starsky Hall, and Blockhead Duncan, aboard his pink 1935 Flatty, also had their say about who won what.

The show opened with the traditional competitors parade snaking through the Sonoma County Fairgrounds, led by the winners of the bike show: Rudy Frisco ('81 Evo), Chuck Van Tuyl ('49 Pan), and Kent Kozera ('42 Flathead), each bringing a touch of class and a deeper meaning to the term "classic chopper." After the national anthem echoed off the surrounding hills, the game got going.

To climb over Tabor and reach second overall in the season standings, →

Hanna would need to win everything, and get help. But veteran riders like Gary Freel and Rick 'Rickett' Van Voorhis couldn't give a rat's ass about that; they had their own points to get. Despite Hanna taking firsts in the slow race, keg derby, barrel race, and team events with teammate/sister Wendy Dupell in the potato haystack, wienie bite, and tire ride, the big ticket contests like the trike fuel, 1,000-pound gas and fuel sled pulls were taken by Freel, Rickett, and Mike Poisson. And there went, for all intents and purposes all inklings of suspense. Save for one.

See, there was one item of business left to be decided, and it kept the SRO crowd in the stands. They waited till dusk and a brilliant Northern California sunset as *Biker Editor* Clean Dean Shawler and Trophy Girl Sherry Hedrick



Photos: Billy Tinney, Dan Roberts

EASYRIDERS RODEO WINNERS LIST SANTA ROSA, CALIF., OCTOBER 11-13, 1996

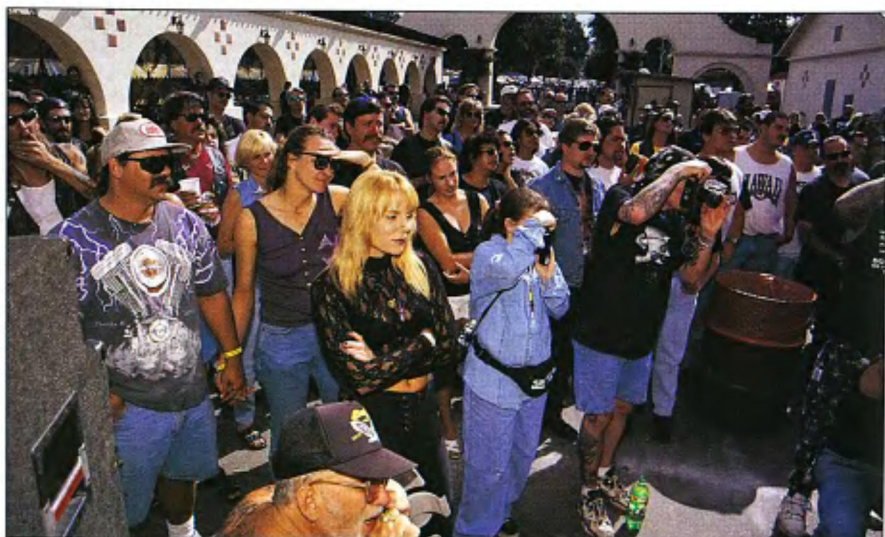
Winner's Name	City	Points
SLOW RACE		
1. Bob Hanna	Claymont, DE	200
2. Robert Tabor	Canton, OH	150
3. Jerry Searles	Anaheim, CA	100
4. Joe Pape	Culver City, CA	50
WIEBIE BITE		
1. Bob Hanna	Claymont, DE	100
Wendy Dupell	Claymont, DE	100
2. Robert Tabor	Canton, OH	75
Lori Gunia	Reseda, CA	75
3. Bob Moon	Reseda, CA	50
Lisa	Reseda, CA	50
4. Ivan Eaton	Seabrook, NH	25
Cheryl Bailey	Seabrook, NH	25
POTATO HAYSTACK		
1. Bob Hanna	Claymont, DE	100
Wendy Dupell	Claymont, DE	100
2. Don Seabolt	Greenville, MI	75
Lucky Gal	Santa Rosa, CA	75
3. Gary Freel	Ames, IA	50
Becky	Ames, IA	50
4. Lonie Wolfe	Santa Rosa, CA	25
Jackie Christmann	Santa Rosa, CA	25
KEG DERBY		
1. Bob Hanna	Claymont, DE	200
2. Ivan Eaton	Seabrook, NH	150
3. Gary Freel	Ames, IA	100
4. Jeff Kyle	Ames, IA	50
BARREL RACE		
1. Bob Hanna	Claymont, DE	200
2. Joe Pape	Culver City, CA	150
3. Robert Tabor	Canton, OH	100
4. Jerry Searles	Anaheim, CA	50
1,000 lb GAS SLED		
1. Tim Wood	Cascade, IA	500
2. Alton Ferrin	Santa Rosa, CA	N/P
3. Whispers	Earth	N/P
1,000 lb FUEL SLED		
1. Mike Poisson	Flint, MI	700
2. Don Seabolt	Greenville, MI	400
3. Robert Tabor	Canton, OH	300
4. Mike Meyers	Ionia, MI	150

Winner's Name	City	Points
TRIKE GAS CLASS		
1. Rick Van Voorhis	Ames, IA	700
2. Robert Tabor	Canton, OH	400
3. Lori Gunia	Reseda, CA	300
4. Vern Demorest	Greenville, MI	150
TRIKE FUEL CLASS		
1. Gary Freel	Ames, IA	1000
2. Mike Meyers	Ionia, MI	600
3. Dele Addis	White Cloud, MI	400
4. Mike Poisson	Flint, MI	200
TIRE RIDE		
1. Bob Hanna	Claymont, DE	150
Wendy Dupell	Claymont, DE	150
2. Robert Tabor	Canton, OH	100
Lori Gunia	Reseda, CA	100
3. Ivan Eaton	Seabrook, NH	50
Cheryl Bailey	Seabrook, NH	50
TOP COWBOY		
Gary Freel	Ames, IA	400
BIKE SHOW WINNERS		
1. Rudy Frisco	1981 H-D Evo/Pan	
2. Chuck Van Tuyt	1949 H-D Panhead	
3. Kent Kozera	1942 H-D Flathead	
TROPHY GIRL WINNER		
Sherry Hedrick	Petaluma, CA	
1996 EASYRIDERS RODEO FINAL STANDINGS		
1. Mike Poisson	Flint, MI	18,500
2. Robert Tabor	Canton, OH	13,960
3. Bob Hanna	Claymont, DE	13,250
4. Gary Freel	Ames, IA	10,025
5. Ivan Eaton	Seabrook, NH	6,725
6. Don Seabolt	Greenville, MI	5,250
7. Mike Meyers	Ionia, MI	4,100
8. Wendy Dupell	Claymont, DE	3,000
9. Rick Van Voorhis	Ames, IA	2,250
10. Scott Stewart	Webster, MA	1,975
1996 TEAM POINTS FINAL STANDINGS		
1. Wendy Dupell	Claymont, DE	3,000
2. Tonia Church	Canton, OH	1,500
3. Lori Gunia	Reseda, CA	775
4. Karl Sioux Tewksbury	USA	350

dug through a big box housing thousands of entries for the *Easyriders*/Juvenile Diabetes Foundation drawing to see who would win one of six factory and custom Harleys provided by the Harley-Davidson Motor Co., *Easyriders* of Scottsdale, Arizona, Drag Specialties, Custom Chrome, White Brothers, and Paughco. With sexy Sherry pulling and Clean Dean reading, the winner was announced to the crowd as Bud Jones from Martins Ferry, Ohio. Bud bought his winning ticket at the Rodeo in Prospect, Pa., last July. So you could say this Grand National truly was grand—and definitely national.

—Radioface

(See more Rodeo coverage in the May issue of *In The Wind*, on sale now.)



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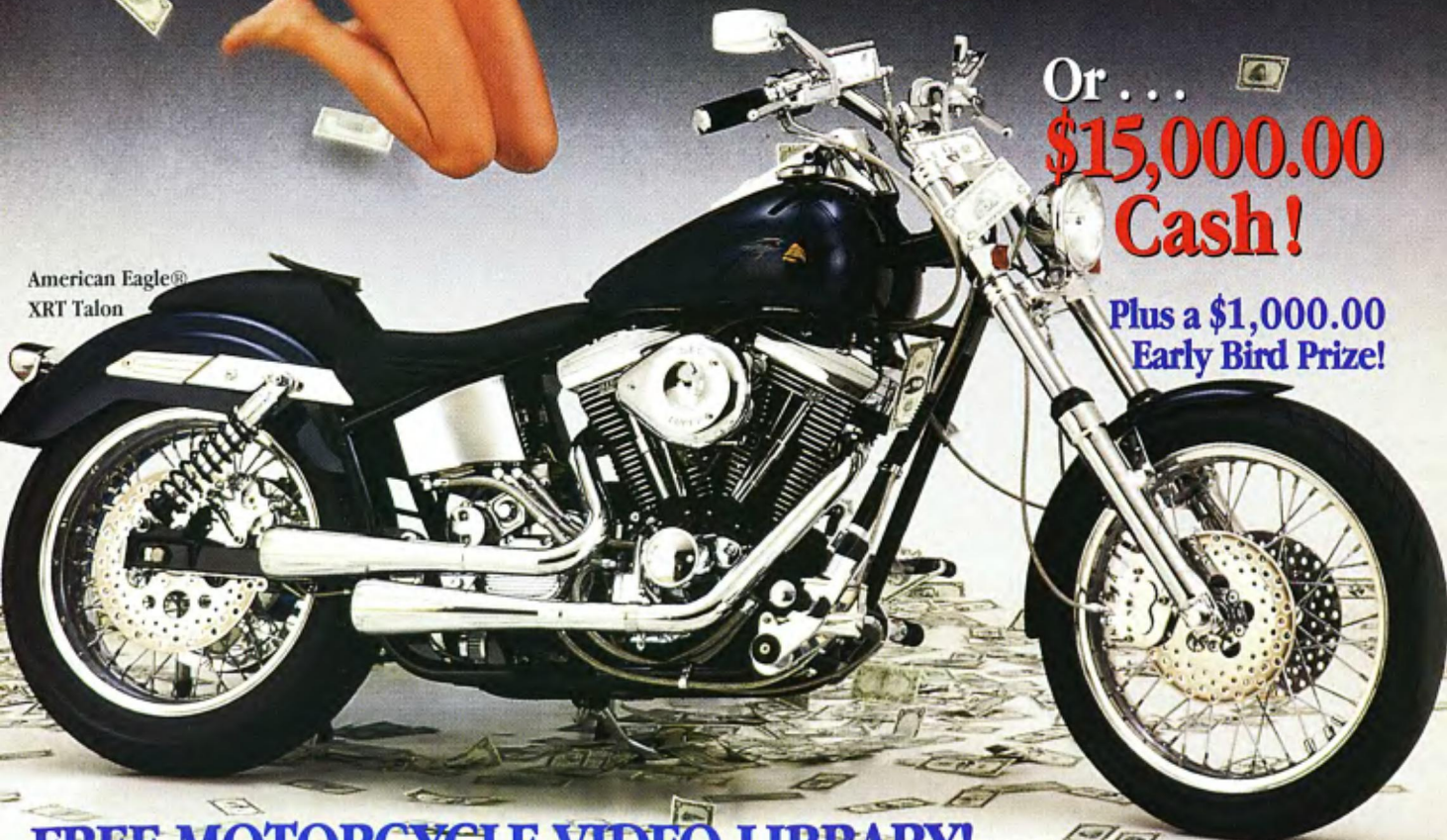
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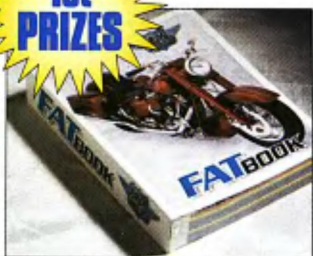
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Mail your Official Entry Form before April 1, 1997. If you do and you're selected as the 1997 Grand Prize winner, you'll not only get to choose between a brand-new bike or cash, but we'll also toss in another \$1,000.00 beer money.

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#18: Winter Special, Harley's 90th – Rated R



#22: Laughlin River Run, Harley History – Rated R



#19: 95 Chiswick Road, Girls of Sturgis – Rated R



#20: 95 Grand National, Rodeo – Rated R



#21: Daytona, "The Run to the Wall" – Rated R



Land Speed Record Run – Rated G



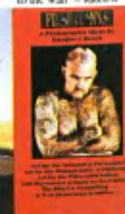
322 MPH New Land Speed Record – Rated G



Best of Video: Harley Coast-to-Coast – Rated G



Wild & Wacky World of Motorcycling – Rated G



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John Hogate



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Mario Licata

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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.
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MYRTLE BEACH

57 YEARS OF PARTYING. IT'S GONNA BE BIGGER AND BETTER THAN EVER!



For 57 years now, the seaside town of Myrtle Beach, South Carolina, has hosted a grand gathering for motorcyclists during the third week in May. Officially, the Rally is held the 14-17; however, the crowds start to pour in the preceding Saturday and leave the following Sunday.

There is always plenty to do in this

helmet-free state, as you can see by browsing the *Easyriders* official listing below of everything fun to do in this neck of the woods, from Grand Strand (North Myrtle) to Murrell's Inlet (South). Myrtle Beach is located in the extreme northeastern corner of the state along Highways 90 and 501.

Easyriders will be hosting our own

happenin' event at Broadway at the Beach, Highway 17 bypass between 21st and 29th Avenues North, near the Hard Rock Cafe. There will be live bands, and a Manufacturers' Row, where the top players in the motorcycle aftermarket will be showing off their new products. There are a slew of restaurants, bars, shops, and hot bikin' action afoot, so be sure to check it out.

The Carolina Harley-Davidson Dealers Association will be hosting a bike show, demo rides, and their traveling museum at the Convention Center. They will also be closing out a bunch of merchandise, so your ol' lady will have plenty to do while you're out getting loaded.

Here's the lowdown on the local state laws. There is a helmet law in South Carolina that applies to riders under 21 years of age. Motorcyclists are required to use headlights at all times. If you are riding in a cage, seat belts must be worn. Driving under the influence is illegal. Ya gotta be 21 or older to buy, possess, or consume →



Myrtle Beach: Wednesday May 14- Saturday, May 17

Easyriders Events:

Held daily at Broadway at the Beach (near Hard Rock Cafe), Hwy. 17 bypass between 21st and 29th Ave. N. Featuring our Manufacturers Row, bands, and other live entertainment, starting at 2 p.m. Ride-in Show on Friday.

Harley-Davidson Events: Indoor Bike Show, Traveling Museum,

demo rides, service tent, and Carolina H-D Dealers Association factory close-out sale, M.B. Convention Center, Oak St. at 21st Ave.

Other Events:

Dyno hp shootout, EBGB Racing, Broadway at the Beach Live music, 4-8 p.m., Dog House Bar & Grill, 607 S. King's Hwy.

Spider's Swap Meet Call (800) 262-6946 for location and vendor info

Pig Pickins, Greg's Cabana Bar, 2800 Hwy. 17 (Business), Garden City, (803) 651-1836

CALENDAR OF EVENTS

Wednesday, May 14

Easyriders events, Broadway at the Beach Door prizes, food and drink specials, live entertainment

Thursday, May 15

Bike Show at Greg's Cabana Bar, 2800 Hwy. 17 (Business), Garden City, (803) 651-1836

Bike Show at Dog House Bar & Grill, 607 S. King's Hwy., (803) 448-2663

Friday, May 16

Easyriders Ride-in Bike Show, Broadway at the Beach

Poker Run to benefit American Cancer Society, featuring the "Jägerettes," at the Dog House Bar & Grill

H-D Pilgrimage Ride to benefit MDA. Meet at Convention Center, 4

p.m., leaves 5 p.m. for Myrtle Beach Speedway

Grand Strand National Championship Races, Myrtle Beach Speedway, (803) 236-0500

Saturday, May 17

H-D Indoor Bike Show, M.B. Convention Center, Oak at 21st

Rally information

Durham H-D: (919) 683-2005

Coastal H-D: (803) 651-5555

M.B. Chamber of Commerce: (800) 356-3016/(803) 626-7444

Concerts

Easyriders presents: bands, live entertainment, Broadway at the Beach

Easyriders Truck

Packin' a full line of *Easyriders* merchandise, Broadway at the Beach

Rooms

There are 55,000 rooms available in the area (so ya shouldn't have to sleep under a bridge) →



alcohol. Open containers are prohibited in public or in vehicles. They've got a leash law and animals on the beach are prohibited. Setting off fireworks is illegal, and it is against the law to cut, break, or destroy sea oat plants. Other than that, I guess everything goes!

Beautiful, bikini-clad women, some 80,000 motorcycles, the beach, cold

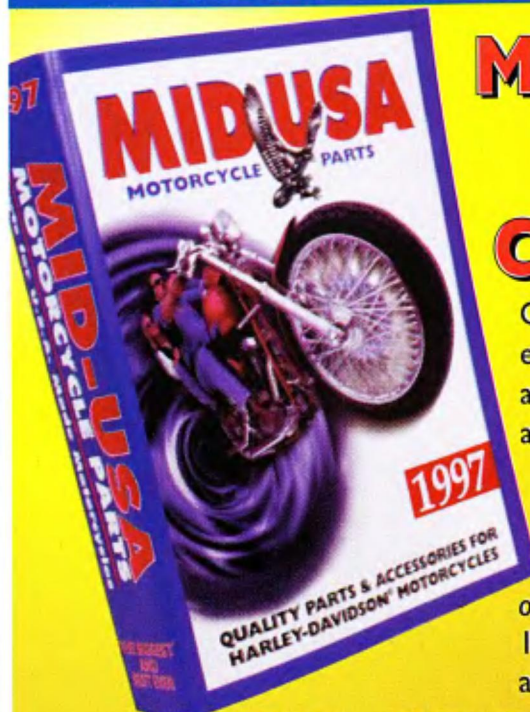


drinks, rockin' music, more Southern beach babes, about a thousand titty dancers, sud city, and a real wild, biker-style party all make for a mighty powerful argument for gettin' your butt to the Myrtle Beach Rally. If you're in need of further encouragement, check out last year's Rally on *Easyriders* video number 30, our Best Parties Video.

Let's see ... It's 3,000 miles from California, and my Pan's gettin' 40 miles to the gallon. With the good gas averaging \$1.40 a gallon, it'll cost me ... Hey, this is doable—if I can find a nice bridge to sleep under when I get there.

—Kit

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San Diego • Scottsdale • St. Louis • Sturgis
Springfield, MO • Ontario, Canada

Here's the *Easyriders* T-shirt of the month. This original Indian design, printed in nine colors on a black 100% cotton Hanes Beefy-T is available in MD-XL at \$16.95, in XXL at \$18.95 and in XXX at \$20.95, Part #8830.

Please add \$2.00 per item for postage and handling (Foreign orders must send an international money order in U.S. funds only plus \$4.00 shipping).

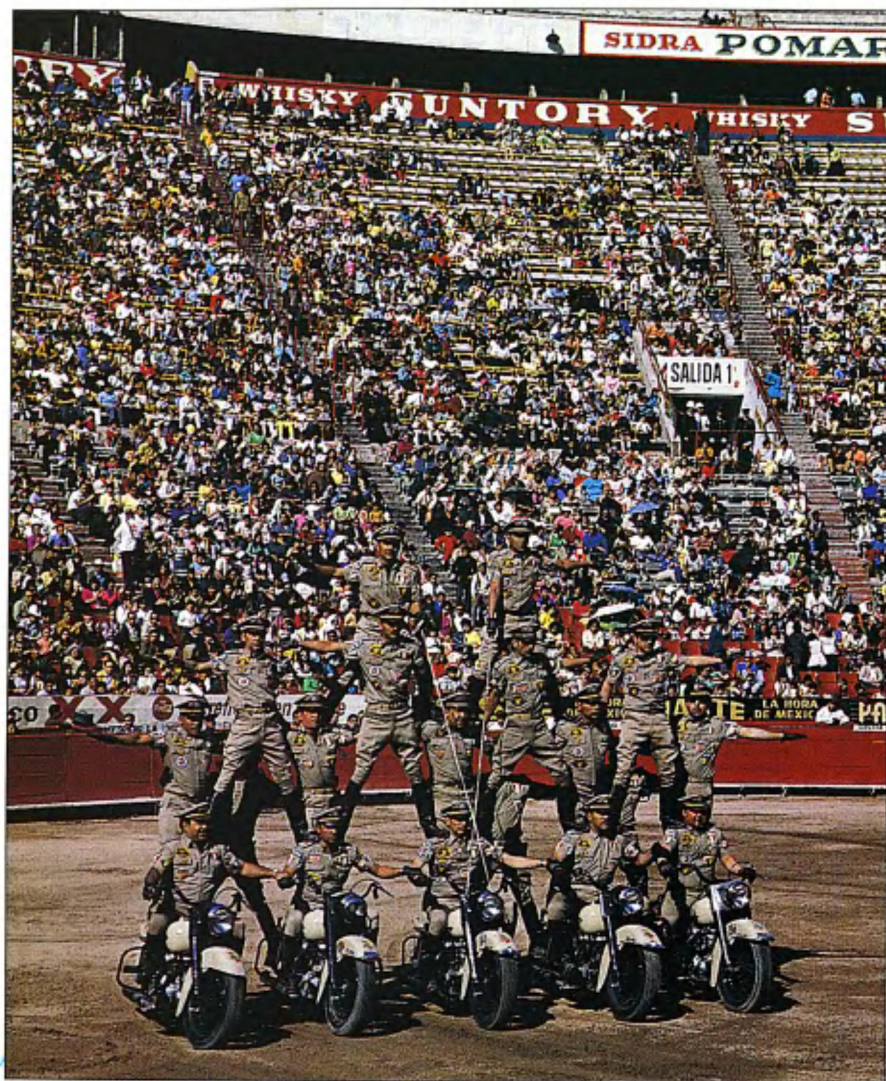
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In the '50s, bullfighting rings were filled to capacity to see the Harley acrobats.

MEXICAN ACROBATICS ON HARLEYS

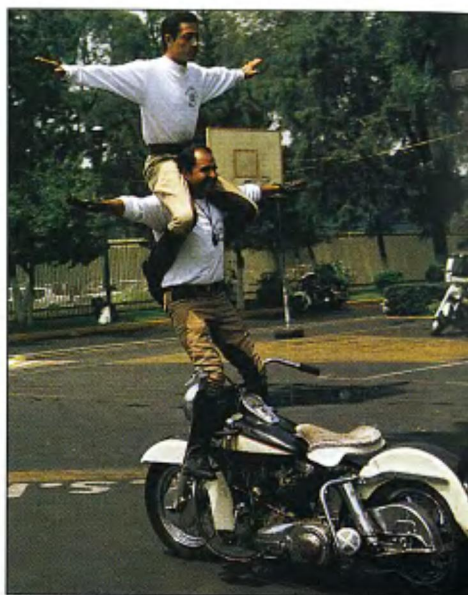
In no other city in the world do you see as many Harleys as in Mexico City. Since the '20s, the Mexican government has utilized Harleys for a variety of transportation functions. The police, post office, phone and gas companies, army, air force—all these institutions use H-Ds. One needs only to visit the Mexican capital to see why. In this congested, overpopulated city, driving is a nightmare. The government found Harleys to be the most effective way to move around the city.

"We can sneak through traffic with no problem," says Salvador Vazquez, a Mexico City police officer. "Despite the heavy-duty work we put them through, they withstand everything. Its high-torque motor allows us to go very slowly so we can watch what's going on in the streets. Its

big displacement gives us enough power for high-speed pursuits."

In the late '20s, the sheer number of bikes led an inspired group of policemen to form a stunt team. They created the Official Police Acrobatic School in 1927, the Federal Highway Patrol Acrobatic team in '28, and the Death Squad Acrobatic group in '33. But it wasn't until 1951—when actor/singer/motorcyclist Pedro Infante made the movie *A Toda Marcha* (At Full Throttle)—that Harley acrobatics reached star proportions.

A Toda Marcha was such a hit in Mexico that everybody wanted to become a policeman, and every cop wanted to become a Harley acrobat. Bullfighting arenas filled to capacity with spectators eager to watch the acrobatics. All over Mexico



The Mexico City Police Team in action.

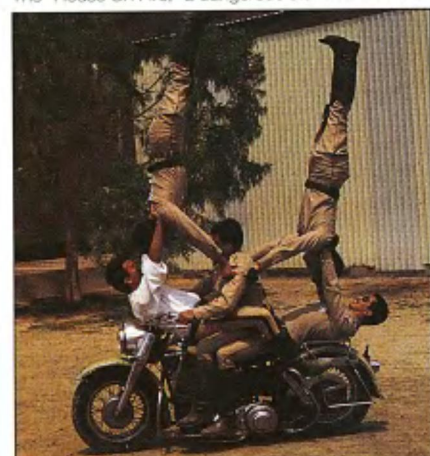
SOME STUNTS,
LIKE THE
"HOUSE ON
FIRE," REQUIRE
STEEL BALLS
TO PERFORM



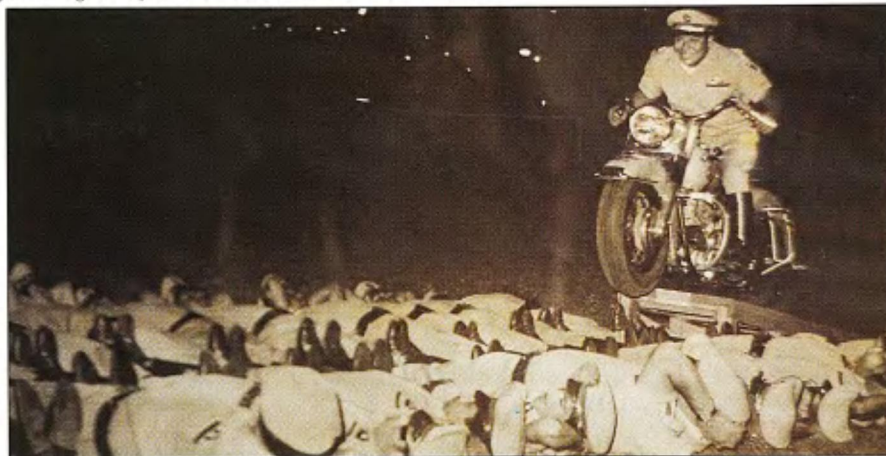
Exhibition on the street.



The "House On Fire," a dangerous stunt. More than 50 gallons of gas are poured onto the wood structure before it is lit.



The IMSS, one of the best teams in Mexico today.



Jumping the "human bridge."



Acrobatics in the '40s.

new groups cropped up. Youth schools were created; women even entered the sport.

Any Harley rider knows how difficult it is just to pilot a bike at low speed, let alone do stunts on it. To get good, you need to go through an incredible amount of practice ... and accidents. Some stunts, like the "House on Fire" require steel balls to perform; others, like the *Paso de Tlalcan*, call for balance; the rest—donuts, pyramids, flags, sea gulls etc.—demand a combination of both.

Harley-Davidson is the only make of motorcycle Mexicans use to perform acrobatics. Yet, not any model will do. The bike must have a foot clutch, handshift, and the spark advance on the grip. That means it has to be pre-'66. The foot clutch is necessary to control the motor with your foot and the spark advance to make the bike go ultra-slow with great torque.

Mexico has experienced 70 years of Harley acrobatics. No other country comes close. Americans may have invented football, the English, tennis, the Spaniards, bullfighting—but the Mexicans are surely the pioneers of Harley acrobatics. —Igg

PAT KENNEDY'S MAKING HISTORY IN TOMBSTONE



BOOT HILL **THUNDER**

Easyriders®



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In the southern Arizona flatlands, just a quarter-tank from the Mexican border, lies a little town whose notoriety is as large as the Grand Canyon State itself. Just mention the name of Tombstone and immediately your mind conjures up images of such Western legends as the Earp brothers, Doc Holliday, Ike Clanton and his gang, and Pat Kennedy ... all names branded hard on the rawhide of Western folklore. Well, actually, Pat Kennedy's not reposin' up on Boot Hill with the others, but he *could* be. See, Pat's got some outlaw blood himself. But let's go back a bit for that story.

As you know, if motorcycles are any part of your life, Pat builds some real trick ponies, and has been doing so since the sixth grade, when he and his brothers built a BSA that was a quick little shit its own self. He opened his first shop 15 years ago in Oceanside, down around San Diego, way back when we were all cruisin' happily, lid-free, along the Golden State's fine roadways. Soon as the helmet law came along, though, he was gone.

He and his wife, Brook, up and moved—lock, stock, and drill press—to Tombstone. No helmets, no gun laws to speak of—wide open as when Wyatt and Doc walked those dusty streets in the late 1800s. "Everybody packs iron everywhere," says Pat. "Hell, it's tradition." (The single digit salute's probably not something used recklessly thereabouts, I reckon.)

Pat and his crew now build just six rides a year, but when they produce—





one, it's pure thoroughbred. The three basic styles in their catalog are built from the ground up (the long-necked steed you're admiring on these pages is style number three). They also build rolling chassis for other shops, and their customer base is from all over the world. Pat and Brook travel a lot, too; in fact, they just got back from a promotional tour through Europe (tough job you've got there, folks).

The shop fabricates everything. This scooter's frame, a rigid-look Softail, is made of super-light chrome-moly. "Lighter is faster," says Pat. They built the chopper for veteran rider Don Medley. He's back in St. Louis as we speak, churning and burning the trail dust on all

96 cubes of pure S&S power.

Pat even built a bike for *Easyriders'* own Bandit. His righteous orange custom, Bandit I, has been a top attraction on the show circuit in Europe, Japan, and the good ol' U.S. of A. since its completion five years ago.

Pat says the Arizona highways are a drunkard's dream, and the town of Tombstone rocks to a new kind of thunder these days. While you're there, of course, ya gotta visit Boot Hill and maybe sip some suds before the headstones of our gone but not forgotten brothers from the last century. One stone's engraved:

"Here Lies Les More
Shot With a .44
No Less No More"

—Glider

Owner:Don Medley
City:St. Louis, Missouri
Year and make:1996 full custom chopper
Model:Pat Kennedy Custom
Value:worth it
Assembly:Pat Kennedy
Chroming:Quality Plating
Engine
Year and model:1996 S&S
Rebuilder:Pat Kennedy
Ignition:Dyna
Displacement:96 cubic inches
Lower end:S&S
F stones:S&S
Cases:S&S
Heads:S&S

Cam:S&S
Carb(s):S&S
Pipes:Pat Kennedy
Modifications:JIMS lifters, Kennedy
air cleaner

Transmission

Year:1996
Shifting:Pat Kennedy foot shift
Modifications:Andrews gears, polished,
Pat Kennedy offset plate with Karata pulley

Paint

Molding:Pat Kennedy
Painter:Darrell Pinney
Color/type:purple, silver, black/PPG
Special paint:wizard airbrush by Darrell



Frame

Builder:Pat Kennedy
Type:Kennedy Softail
Modifications:43-degree rake, 10-inch
stretch, chrome-moly 55-lb. swingarm

Accessories

Bars:Pat Kennedy
Fender(s):Pat Kennedy
Headlight:custom, painted
Tailight:built into frame
Pegs:Pat
Electrics:Pat's the man
Gas tank:Kennedy K-1810
Oil tank:Pat Kennedy stainless barrel
Seat:Pat Kennedy/Keith's Upholstery
Mirrors and grips:Pat

Forks

Type:Pat Kennedy adjustable
Modifications:20 inches over,
hydraulic dampening unit

Wheels

Front

Type:Kennedy 120-spoke
Size:21-inch
Tire:Metzeler
Brake:Pat Kennedy

Rear

Type:Kennedy 120-spoke
Size:15-inch
Tire:Metzeler 200
Brake:Pat Kennedy
Photos:Steven Gunn

THEY DON'T BUILD CUSTOMS IN FACTORIES



Desperado Bike In A Box

THEY COME IN A BOX



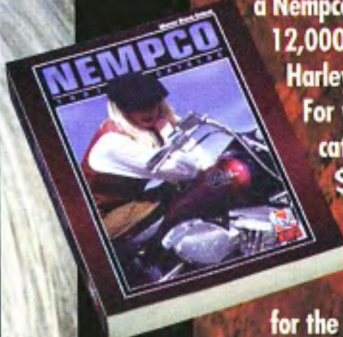
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ATJ286



THE SAGA OF A '34 FLATHEAD AND A HALF-NAKED CHICK

Memorandum

Re: Naked chicks and antiques

To: *Easyriders* editorial staff

From: Flynch

Thanks for the monthly figures that I requested and the key to the executive broom closet. I noticed that we have an excess of dust pans, but no brooms—what gives? Anyway, I'm writing about the assignment I received for this issue.

The picture is of a '34 Flathead, which has a 100-point restoration by Joseph A. Damiano and his sons, Andy and Joseph S. of West Palm Beach, Florida. Joseph (super nice guy) took first place in the first show he entered, an AMCA- (Antique Motorcycle Club of America) sanctioned show. The Flathead scored 97 points. That is the original color by the way—Orlando Orange.

What you can see of it, anyway. In case your memory needs to be refreshed, we are talking about an antique motorcycle, and as you can see, there is a barely dressed chick sprawled out all over the place. Again, what gives?

Don't get me wrong, I like ... no, I love naked chicks. Naked chicks are wonderful. I believe more American →



ANTIQUE T&A?



women should follow their European counterparts and let the world enjoy what nature offered; that is, at the appropriate moment ... say at a football game (like when the Bengals clobber the Raiders), or at the local watering hole, or how 'bout having a half-naked chick sit on your scooter while you're away to exemplify the chop's good looks (and I've seen your bikes—they could use the help). These, bros, are all good examples of the proper usage of the naked chick format.

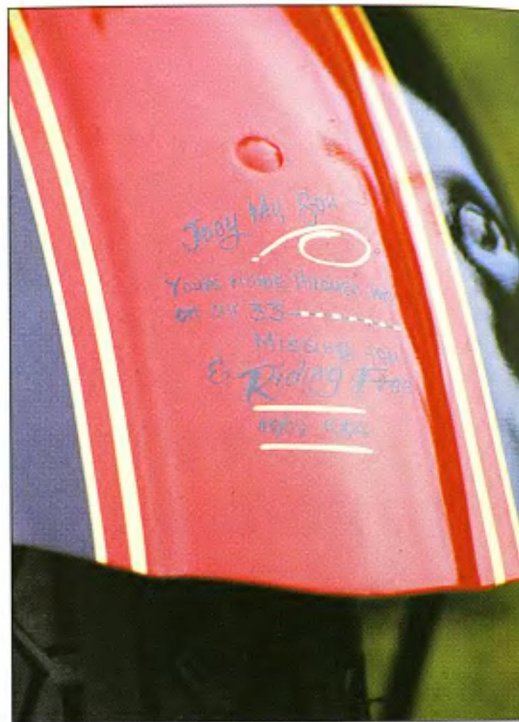
However, we must look at what we have here. I'll break it down for you: an antique motorcycle, namely, a perfectly restored Flathead. What section of our audience reads articles about antique motorcycles? Right, old guys. Old guys don't like naked chicks. When was the last time you saw a centerfold in *Modern Maturity*? How many spontaneous wet T-shirt contests break out at Old Country Buffet on senior-citizens-get-half-off-on-cream-corn day? Sure, there was that one dude who married Anna Nicole Smith, but he just did that to piss off the family. My buddy, Four Speed, is an old dude and he hates naked chicks. (Well, I'm assuming that, since I've never seen him with any.)

And another thing, who's going to explain to J.J. Solari why he didn't get the naked chick article? And maybe while you're at it, you can tell M.F. Egan why a perfectly good primary cover is being blocked by a barely clothed beauty. You see, this is getting complicated, and we have only just →





Photos: Eddie Wadsworth



discovered that the fine example of barely clothed feminine form is none other than Lauren, who works at T's Lounge in West Palm Beach.

There is, however, saving grace, and perhaps that is why this wound up on my desk, ol' damage control Flync. Lately there has been a deep concern among antique motorcycle restoration freaks about the large number of young dudes who are chopping up perfectly good antiques in the great name of chopperdom. I'll be the first to admit that the Flathead in question would look bitchin' with a bigger rear fender, a peanut tank, about a 12-inch-over front end using the stock springer with Model A radius arms welded over top of them, and flames, lots of flames! Oh, and remember the cool suicide shift setups they used to sell for Flatties?

But back to the subject at hand. If this is the mission in mind—that is, to turn young chopper dudes into restoration freaks and not bad-ass mofos, then I say we continue this feature by hiring Pamela Anderson, formerly Lee (sorry, Tommy), to pose on an old Indian (motorcycle, sorry Ben) in her favorite birthday suit in the desert, followed monthly with Cindy Crawford and a Crocker, etc., etc. You see the point. I don't have to get Jon Towle to draw you a diagram, right?

Did I mention that the beauty in question was Lauren, who is working at T's lounge in West Palm beach Florida? Sincerely and with deep regards,

—Mega-Flync

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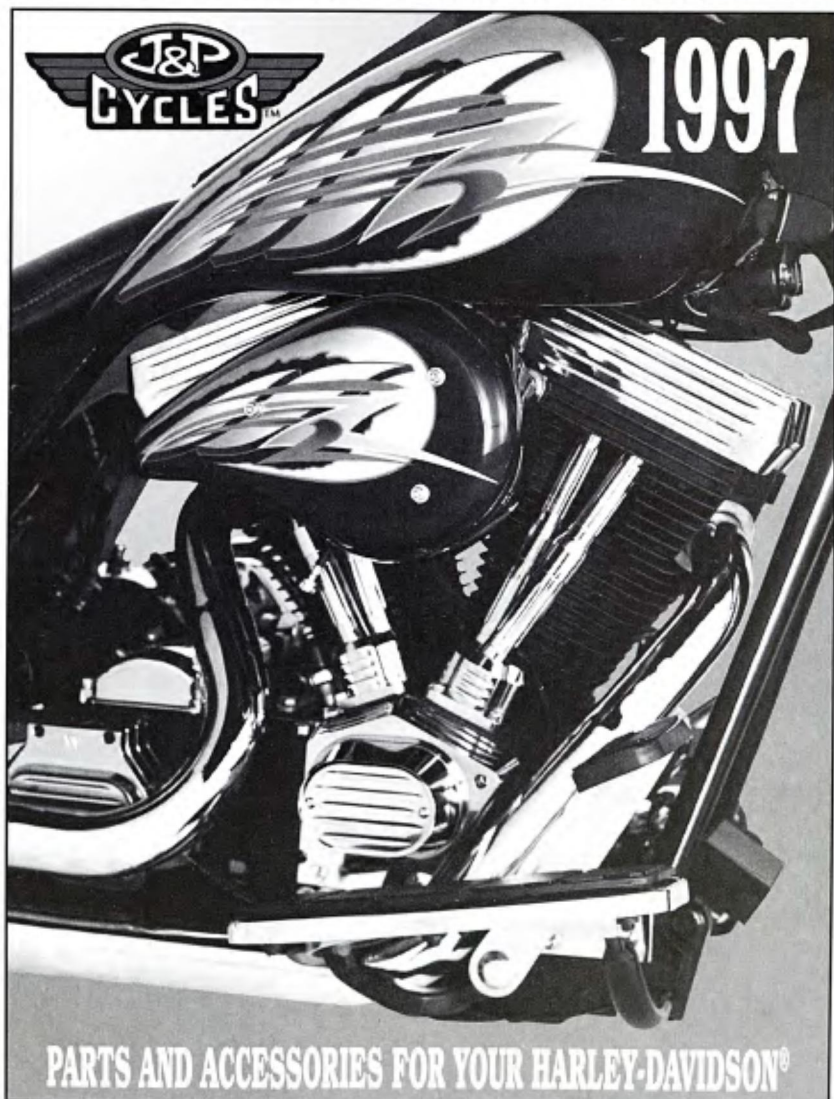
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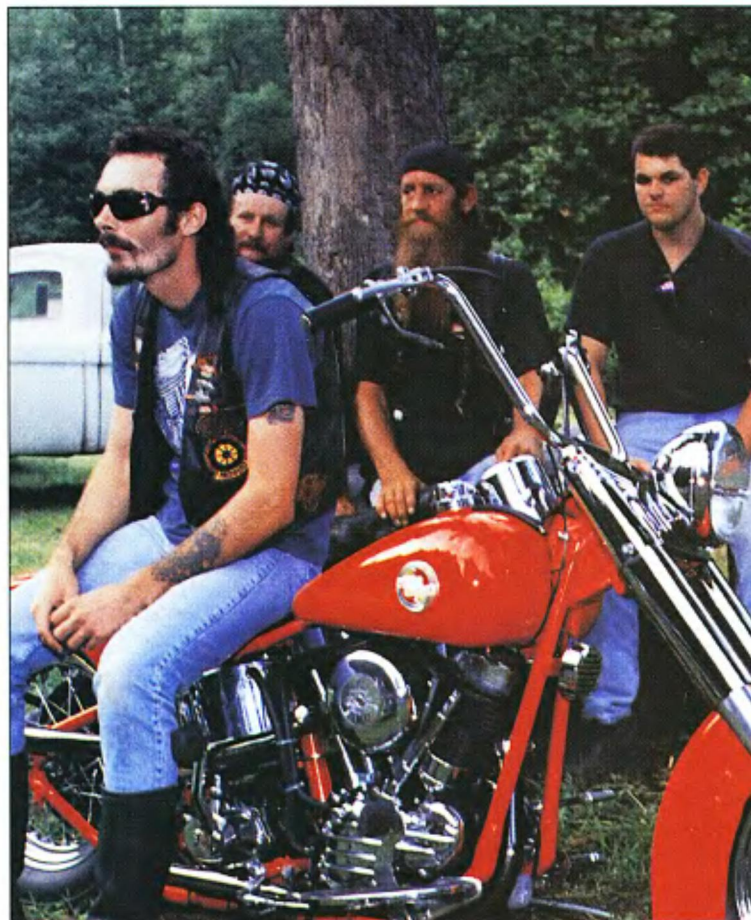
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—One Way, Skyway Bridge, Tampa, Fla.



—Nate Ulrich, Sturgis '96



—G. Kelly Jones, Wyoming Co., W.Va.



—Jesse James, Ridin' With The James Gang, Ironton, Ohio



—Mike Toomey, Harley Rendezvous '96



—Fuetzie, Schenectady, N.Y.



—Rick Kline, Wecosville, Pa.



—Gretchen Ramsey of Jim and Dave, Newport, Ore.



—Bozo, On the road



—Bob Taylor and "Miss America," Weirs Beach, Laconia, N.H.



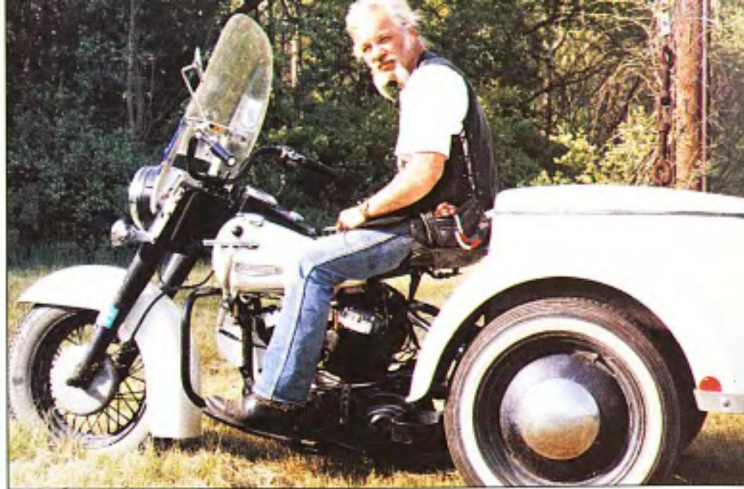
—Deacon and Bear, Ignacio, Colo.



—Sgt. Lanthier, Bosnia-Herzegovina, August '96



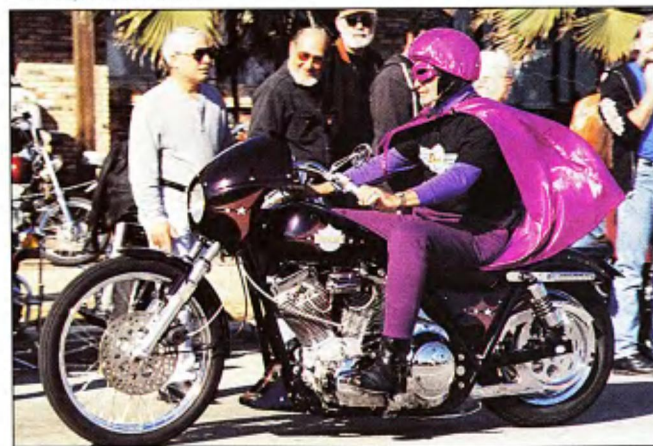
—Judy Brown of Punk and Dana, Riders Roost Run, Salisbury, N.C.



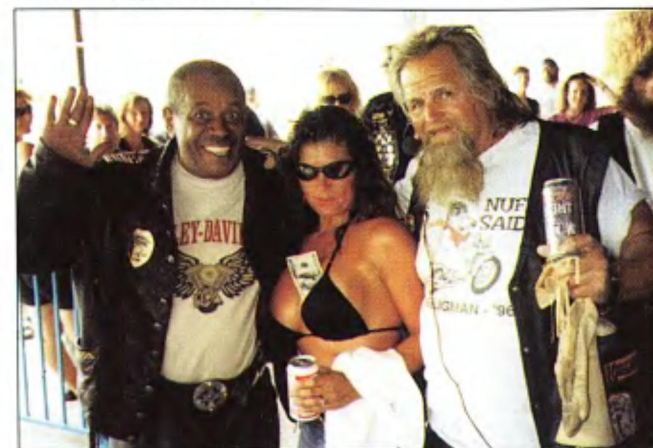
—James "Packrat" Bates, Apalachin, N.Y.



—Sickboy, Chillicothe, Ohio



—Dan Shtuka, Daytona Bike Week '95



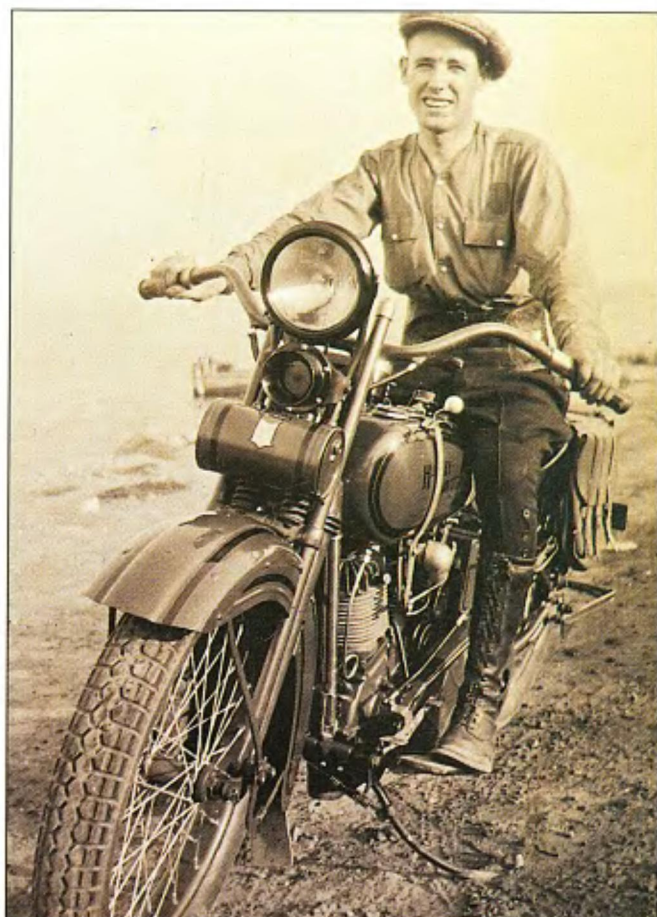
—Joe Hunnicutt, Laughlin, Nev.



—John Mooney, Brunswick, Ohio



—Zane Kuhle, Palm Harbor, Fla.



—Ken Rountree, Taft, Calif., 1926 JD



—Dennis Carver, Vista, Calif.

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

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

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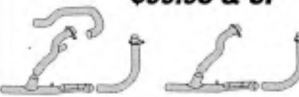


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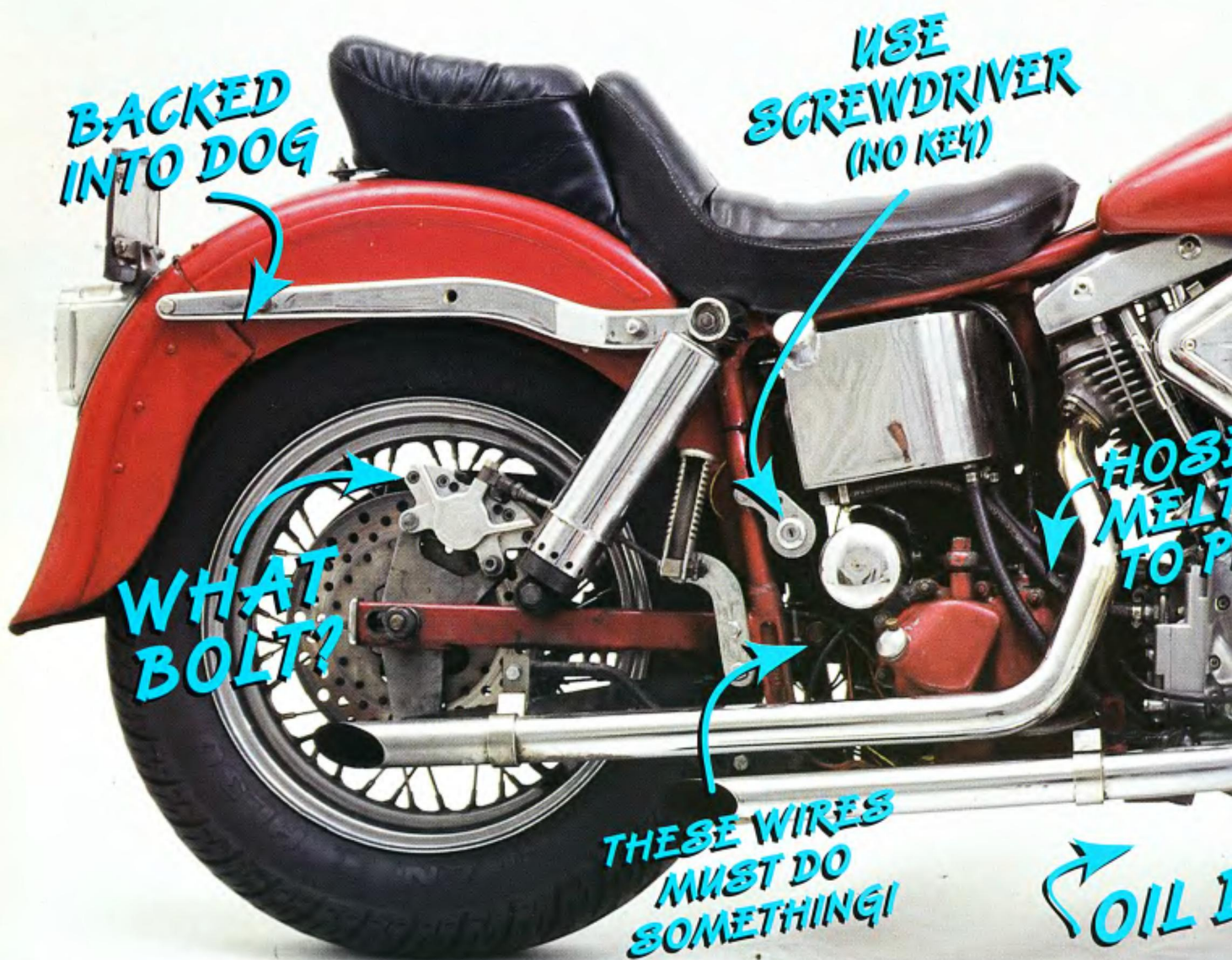
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David M. Ward

OLD SHOVELS NEVER DIE



SOME JUST GET TREATED THAT WAY

I was pissed, Bandit couldn't believe it, and our work comp cutie was givin' me that look that said, "Bullshit, Oz. You're just lookin' for a couple of free days off." But I swear it's true. There I was gettin' off my bike, mindin' my own business, when my foot slipped out from under me and I went ass over tea kettle into the trash heap that's disguised as a planter.

But the reason I was so pissed, and the cause of my current situation, was our new prospect, aptly named Oil Can. Seems the oil I'd slipped in had accumulated from under his scooter, the one we refer to as the "Valdeez." I was startin' to wonder if this rat even

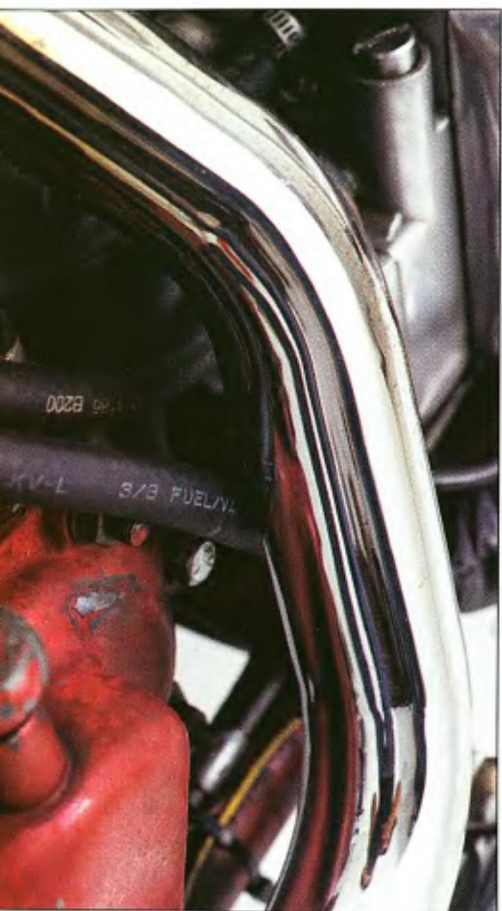
belonged in our lot. I mean, it doesn't just leak while it's sittin'; if you get behind it in traffic, you end up lookin' like an Al Jolson impersonator. The rest of that crate should be condemned just on principle.

Bandit, who felt I might be goin' off the deep end, wanted to see for himself, so out to the lot we went. He was amazed, and I was even a little more than surprised at what a close inspection revealed. We developed a new respect for Oil Can. This fucker was lucky to be alive. Aside from all the garden variety oil leaks, the spaghetti electrical wiring, and the stuff that was ready to rattle off, there were several things worthy of the "Rat Bike Hall of Fame." The rear brake caliper was →





Oil cooler heater



Where the oil fire will start



What bushing?



It doesn't get any better on this side.



Wrong stem, front end held on by act of God

held on by one bolt (the other is missing the bolt head; all that's left is the lock washer), and the oil lines melted to the exhaust got us wondering just when the fire would start. Granted, this bike had been through a lot, and when you get right down to it, it's a textbook case of what not to do to a scooter you want to bring you back from where you've been.

After I calmed down a bit, Bandit pointed out to me that Oil Can's problem was one that's been plaguing a lot of guys these days. That is, bikes are five times more expensive to buy than when we started out, and 10 times more expensive to fix. Anyhow, we

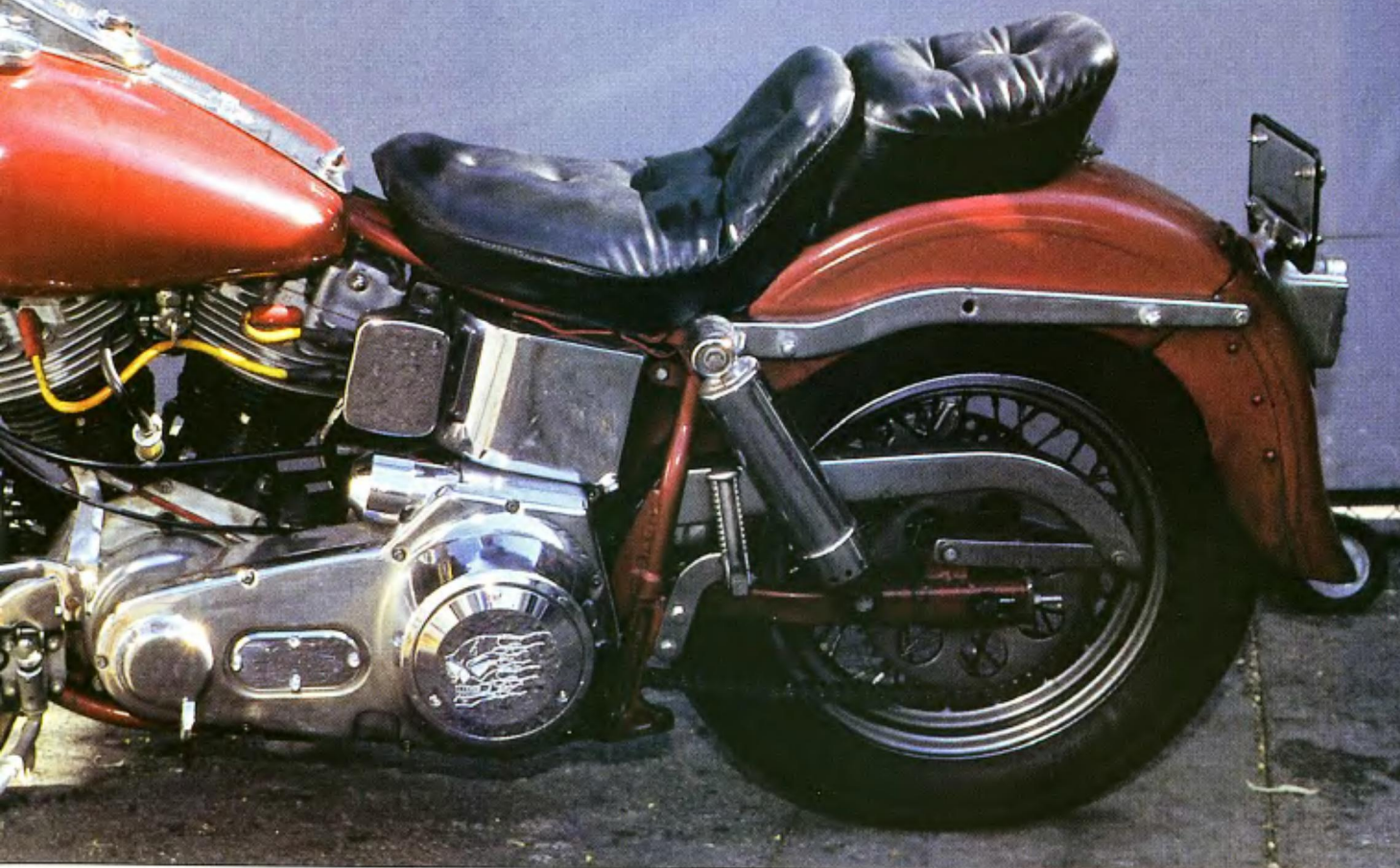


Electrical tape storage.

thought we'd point out the problems with Oil Can's ride, some common, some decidedly uncommon, and see if we could, on a shoestring budget, make this into a reasonably cool ride. We enlisted the help of a couple of our friends, including Rob Rangle of Road Dawg Cycles in Woodland Hills, California, to give us a hand with the project.

This month we'll point out all the problems, while gently applying our special brand of *Easyriders* wit—at Oil Can's expense, of course. Next we'll follow this up with our renovation, and hopefully turn this ride into a nonlife-threatening machine.

—Oz



Owner:Oil Can Scott
City:Ventura, California

General

Fabrication:owner
Year and make:1976 H-D
Model:FL
Value:Nobody's stolen it yet
Assembly:Things rattle off, I put them back on

Chroming:huh?

Engine

Year and model:1976 Shovelhead
Rebuilder:lots
Ignition:Crane HI-4
Displacement:74 cubic inches
Pistons:Gary Bang, 10.5 to 1

Cases:H-D
Heads:H-D
Cam:Andrews B-Grind
Carb:S & S Super E
Air cleaner:S&S
Pipes:Cycle shack Drags

Transmission

Year:1976
Modifications:Sometimes it works

Painting

Painter:No one will cop to it
Color/type:Hard to describe/dull 'n' faded
Special paint:yeah, real special

Frame

Year:1976
Builder:H-D

Type:Swingarm
Modifications:none

Accessories

Bars:14-inch apes
Fenders:H-D
Headlight:stock
Taillight:tombstone
Speedo:Chrome Specialties
Pegs:KuryAky
Electrics:Done without solder
Gas tank:5-gallon
Oil tank:custom 3-quart
Oil System:leaking
Seat:Corbin pillow seat
Mirrors:Only need one
Grips:H-D

Forks

Type:wide glide
Builder:H-D
Modifications:still attached

Wheels

Front

Type:H-D
Size:16-inch
Tire:Dunlop
Brake:Performance Machine

Rear

Type:H-D
Size:16-inch
Tire:Dunlop
Brake:Performance Machine
Photos:Doug Mazell

FOX HUNT

AUGUST WINNER

The dashing, ravishing, born-to-be-jammin' Jodi comes to you indirectly from Maine, after a change of address to San Diego. She's East Coast all the way, though, from the accent to the confident swagger. This gal was made to model, along with some other stuff that I'm sure her boyfriend would just as soon keep to himself. Drat. In Raiko's studio Jodi worked it like she'd done it a thousand times, melting her purple leather (not vinyl) jacket and black-studded bikini into and all around C.J.'s '81 FX. Raiko would position her, and, in a flash, she had the pose down pat. It was a record-setting shoot—which everybody likes. Gives us more time to putt and party. This pert, big-haired brunette, a compact shorty spinner if ever there was one, likes to do both. She's made the big runs back home in Maine, and probably had to flee from all the horny oyster-eatin' bikers back there. Jodi is a professional dancer, who has knocked 'em dead on both coasts. Currently, Jodi's at Dream Girls in San Diego, where she's dancing under the name "Harlee." She'll be taking her act on the road soon. See how she grabs you in her spread with C.J.'s FX on page 92. —Loudmouth



My first ride on a Harley was better than sex. The throbbing power between my legs was out of this world. I felt so free.
Shannon, New York—#401



It was the summer of 1994. The ride made me feel so wild and free, I loved every minute of it. Ride on!
Denise, Ohio—#402



My first ride ended up in an accident. I was lucky to escape with just a few bruises—but it didn't slow me down a bit.

Octavia, New South Wales, Australia—#403



That first ride was unforgettable. With the vibration between my legs and the wind in my hair, I felt like a million dollars.

Karri, Pennsylvania—#404



I had just gotten my hood pierced the day before. The ride wasn't very long, but let me tell ya, it was climax after climax. I'll never forget it.

Jessica, Missouri—#405



I realized what being free meant when I took my first ride on a Hog. The wind blowing through my hair, the sun on my body ... I loved it.

Bridget, Florida—#406

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

For this issue, you can begin sending in your votes beginning March 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 March 31, 1997.

We'll print the winner in the August 1997 issue (#290).



Here she is, bros, the December 1996 winner in our monthly Fox Hunt, Julie, #1201, from St. Louis, Missouri. See more of her next issue.

FOX HUNT
P.O. Box 3000,
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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.

286

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

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

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

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

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

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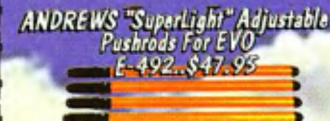
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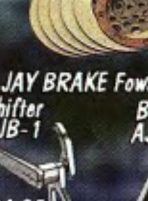
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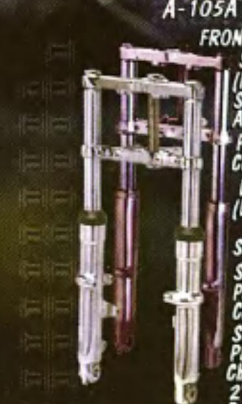


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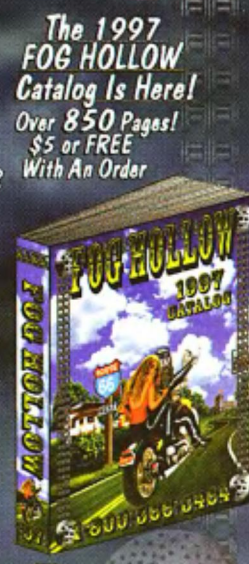


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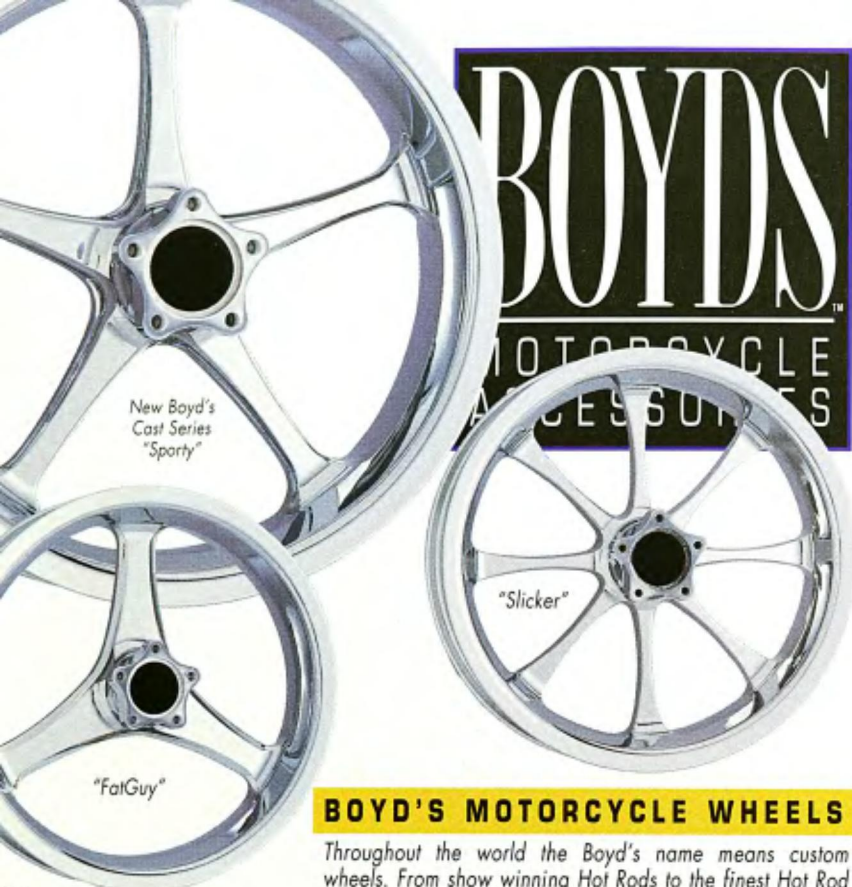
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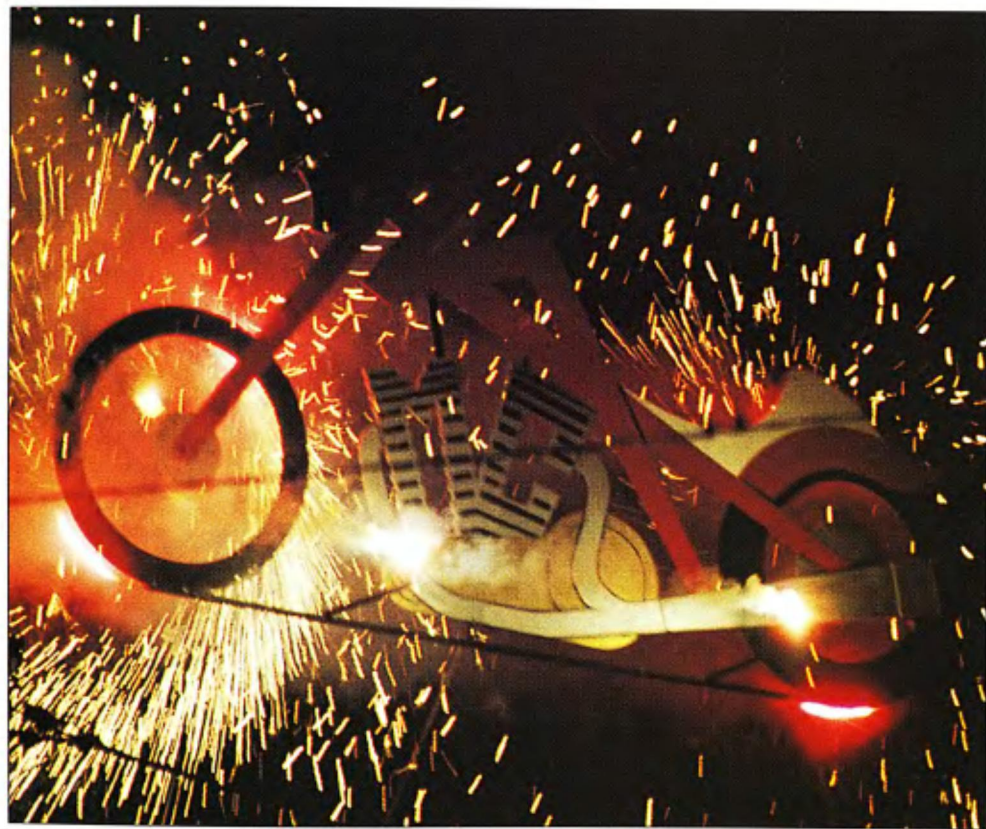


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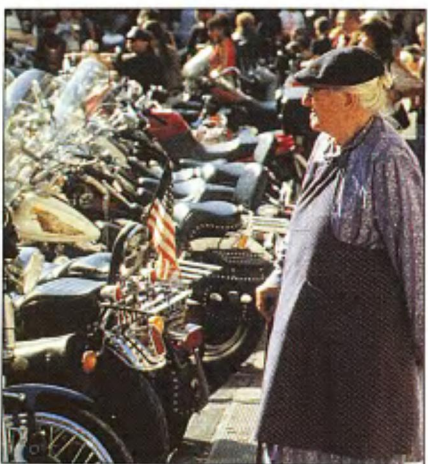
FREEWHEELIN' DIARY

NOTES FROM EUROPE'S BIG BASH



Like the true believer's pilgrimage to Mecca, the Free Wheels Rally is the "holy" event that draws free-wheelin' Harley riders from all over Europe. The rally has been held for the past eight years in the tiny, rural community of Cunlhat, smack-dab in the middle of France. Though the year-round population is a mere 1,400, Cunlhat eagerly

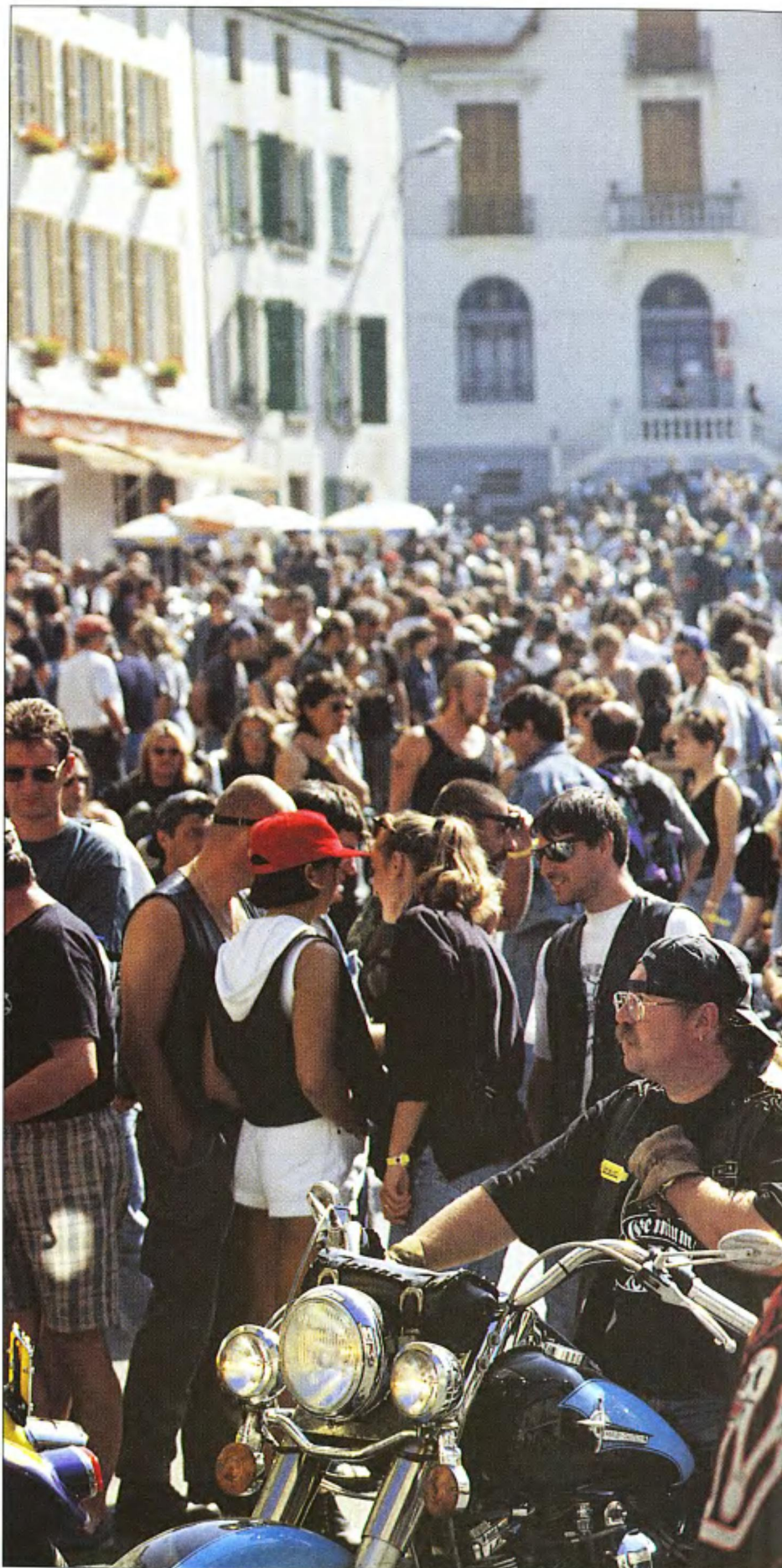
awaits the annual tidal wave of motorcyclists. The tiny convenience stores bulge with supplies, while the cellar of every bar is packed with beer and booze of all descriptions. Of course, while nothing can take the place of actually being there, perhaps the following notes, taken during last year's event, will provide a bit of the 1996 Free Wheels Rally flavor. →

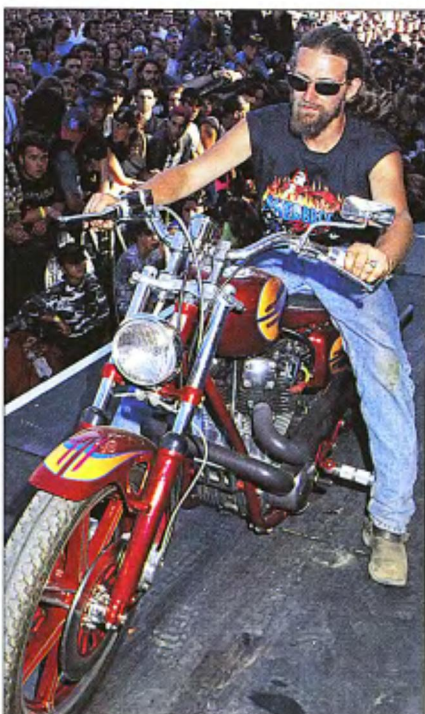


THURSDAY, AUGUST 15:

Thanks to the Hells Angels and the Cunlharley Committee, everything and everybody was ready when the first dense packs of bikers began to pour in, forming a luminescent path on the surrounding hilltops with their headlights. Dedicated riders made the trip to Cunlhat from all parts of Europe, while others simply stopped by on their way home, after spending summer vacation in Spain, Italy, or the south of France.

Thursday's festivities set a high standard, with no less than seven rock bands on hand. But the appeal of the Free Wheels Rally is variety and freedom, so music was merely one among many entertainment options available. Participants could listen to hot rock tunes until their ears cried for mercy, or they could straddle their scoots to cruise the unspoiled back roads, or they could go to the village and sample the French country hospitality (not to mention trying out the French wine, or the many imported beers available). →



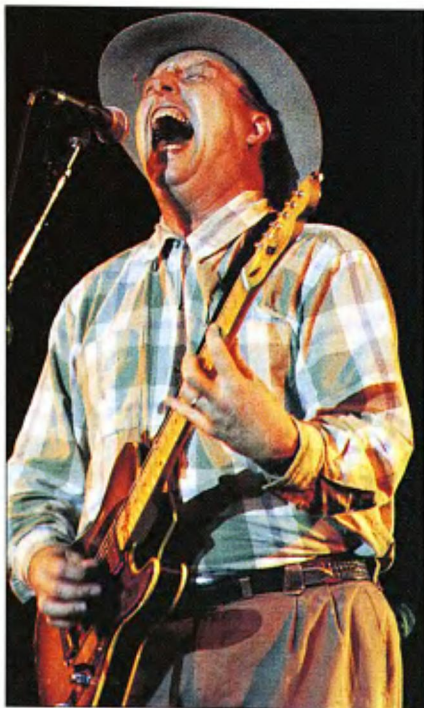
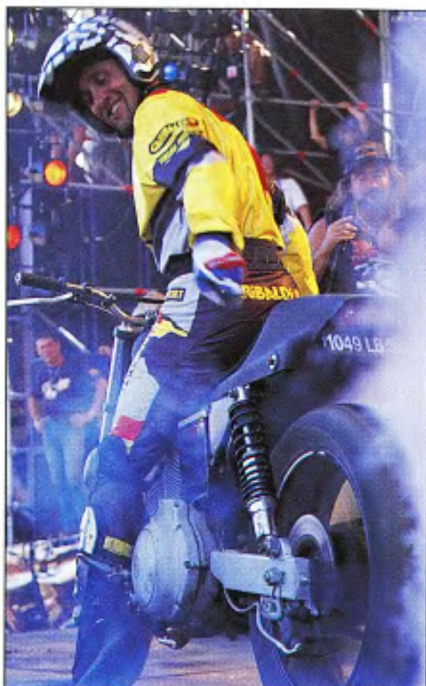




Photos: Eric Grandeau

FRIDAY, AUGUST 16:

Our campground woke up slowly, but by 8 a.m., the roads were already the scene of festival frenzy, as thousands of bikers who would call Cunuhat home for the rest of the weekend poured into the area. Entertainment for the day included everything from bungee jumping, to helicopter rides, to street performers, to motorcycle stunt shows. And the evening proved equally exciting, with acts as varied as the erotic performers, Zabou and her Girlfriend, and the ass-kickin' blues band, Omar and the Howlers.



SATURDAY, AUGUST 17:

The sun was out early, and shone brightly throughout Saturday, a day filled with yet more cruising, games, and entertainment. When the bike show trophies were awarded that evening, Best of Show went to Loïc Bossard and his "Suede Style" 1948 Pan. The coveted title of Miss Free Wheels 1996 was won by a Polish cutie named Victoria. Later on, the audience was treated to some blistering striptease and erotic shows, followed by ragin' rock sets from heavy metal bands Helloween and Iron Maiden.

SUNDAY, AUGUST 18:

Sunday was time for everybody to head home—and that meant quite an exodus, since 23,000 riders and 70,000 visitors attended the Free Wheels Rally last year. Since each year's event is bigger than the last, the 10th Anniversary Rally in '97 will certainly break records.

We'll be there again, for sure.

—Eric Grandeau

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Home Phone ()	Your Annual Salary \$		
Business Phone ()	Other Income \$		
Employer	Years there	Total Household Income \$	
Position			
Source of other income			

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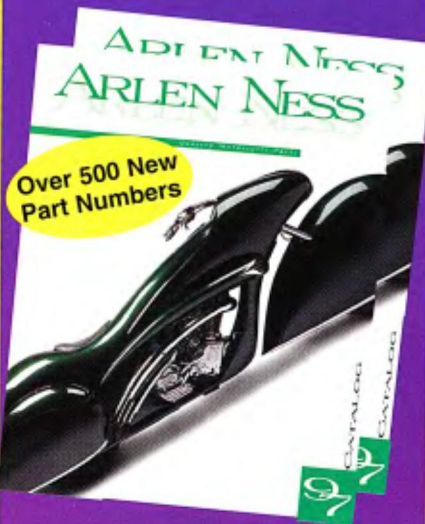
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I have read this application and everything I have stated in it is the truth. I authorize MBNA America Bank, N.A., to check my credit, employment history, or any other information and to report to others such information and credit experience with me. I understand that the acceptance of use of any card issued will be subject to the terms of this application and the Credit Card Agreement that will be sent with the card, and I agree to be responsible for all charges incurred according to such terms. I am at least 18 years of age.

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BLACK BEAUTY

IT'S ALL IN THE TEXTURE



Years ago, I knew a blind guy who ran a food concession stand on the street corners in Covington, Kentucky. I was always amazed at how he could determine exactly how much money you'd handed him. He said the texture of a \$5 bill was different from that of a \$10 or a single. No matter how hard I tried, I could never feel the difference. But before you think this story is about the different textures of our fiery Fox, Jodi, let me expound.

Ya see, usually when I'm assigned a bike feature to write, I get a brief description of the rider, a few



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phone numbers, and a picture or two. I normally tape the pics to my computer screen so that when I talk to the bike owner, I can put the two together in my head and get a feel for what needs to be written. Your basic eye-hand coordination stuff.

But this time the photos were being shot the same day I received the assignment, so all I got was a phone number and the bike owner's name: C.J. I don't have a TV and my chopper is in a jillion parts in my bedroom, so I decided not to wait for the pictures to arrive and just go ahead and call C.J. →





I explained my dilemma to him, and he didn't see a problem. Being that he's a former Kentuckian and I'm a former Kentuckian, we could communicate well enough, and I could find the texture in his words. And so he began a torrid tale of lust, sin, redemption, and a hot brunette named Jodi. (Well, actually, he didn't mention Jodi, but I can't quit thinking about her. Hey, can ya blame me?)

It all started years ago, back when bikers had to polish the innards of Linkert carburetors in order to go faster, sometime around 1955. C.J. rode an awesome Knucklehead and perfected

his craft of bike building and the art of engraving. "Engraving, eh?" I asked.

"Yeah, but not your normal Curly Q's and flower stuff, man," C.J. replied. "I ain't a horticulturist. I do biker stuff: flames, dragons, broads ... tattoo type engraving; in fact, the Shovelhead has a picture of my wife, Robin, engraved on the dash." He went on to tell me that he likes to talk to the owner of the bike before he engraves it, to ensure that each piece has its own personality. The ultimate in personalization, if you will.

Then he began to describe his '80/80 Shovelhead. "Do you remember the



Crazy Frank rear fenders they used to sell in Jammer catalogs?" he asked. (Do I ever.) "Well, I've got one of 'em on this bike. I do all my own machine work. I made the brackets, peg mounts, cut a window in my inner primary, and put degree marks on the stator."

Without even seeing the sizzlin' Shovel, I could imagine the mammoth SU carb and old-style Performance Machine rear caliper, remote brake reservoir, and hydraulic clutch. But when he described the Damon's purple flame paint job and his personal engraving throughout, and when he told me that you (yes, you) can receive the same treatment exclusively from Damon's, and they're calling it the "Ultimate Experience in Motorcycle Art," I lost it. I stood in the rain by the mailbox, mugged the mailman, and rifled through his bag till I came to the package marked, "C.J.'s friggin' cool bike photos. Handle with care!" I tore open the envelope and feasted my eyes on everything (and much more) that I'd envisioned. The flames, the engraving ... ohhh, the humility of it all. I went into overload, and before I could bring my eyes to focus on the oh-so-fine Jodi (originally from Maine, now living in San Diego—damn, them California bros have all the luck), I went blind. Ahhh, but there's always texture.

—Flynnch





Owner:C.J.
City:Anywhere, USA
General
Fabrication:owner
Year and make:1981 Harley-Davidson
Model:FX
Value:\$18,000
Assembly:Damon's
Chroming:none
Engine
Year:1981
Model:Shovelhead
Rebuilder:High Gear
Ignition:H-D
Displacement:80 cubic inches
Lower end:High Gear

Pistons:aluminum
Cases:stock
Heads:High Gear, engraved
Cam:High Gear
Carb(s):SU
Pipes:drag, black chromed
Transmission
Year:1981
Modifications:High Gear
Paint
Molding:Damon's
Painter:Damon's
Color/type:Damon's black/top secret
Special paint:airbrushed skulls
Frame
Builder:H-D

Modifications:hidden mounts
Accessories
Bars:drag
Fender(s):Crazy Frank
Headlight:H-D, modified by owner
Taillight:Crazy Frank
Speedo:stock
Pegs:JayBrake
Electrics:minimal
Gas tank:H-D
Oil tank:C.J./Creative Specialties
Oil system:High Gear
Primary cover:engraved, C.J.
Seat:Crazy Frank
Mirrors:none
Grips:JayBrake

Forks
Type:narrow glide
Builder:H-D/C.J.
Modifications:smoothed, engraved
Wheels
Front
Type:H-D mag
Size:19-inch
Tire:Firestone
Brake:H-D/C.J.
Rear
Type:H-D mag
Size:16-inch
Tire:Metzeler
Brake:Performance Machine
Photos:Raiko Hartman

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- STREET CRUISER 88
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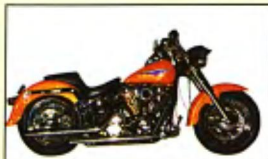
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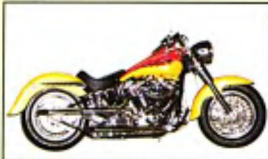
1996 COLUMBUS CUSTOM
Stock #: NM011 Color: Orange Mileage: 250 Break in



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Stock #: NM012 Model: Fat Boy Look Engine: 96ci Mileage: 200 break-in Color: Pink & yellow.



1996 COLUMBUS CUSTOM
Stock #: NM013 Engine: 96 ci. S&S
Mileage: 150 break-in Color: Black



1996 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



1996 HARLEY-DAVIDSON
Stock #: UM160 Model: FLHTC Engine:
80 ci Mileage: 3700 Color: Black



1985 HARLEY-DAVIDSON
Stock #: UM1000 Model: FLT Engine: 80 ci
Mileage: 43,000 Color: Red



1992 HARLEY-DAVIDSON
Stock #: UM162 Model: FLH TCO w/trailer
Engine: 80ci Mileage: 24,000



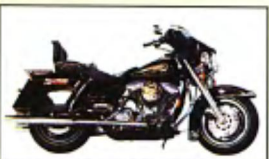
1994 HARLEY-DAVIDSON
Stock #: UM157 Model: FXSTC Engine:
1340 cc Color: Blue Mileage: 4700



TITAN
Stock #: 092 Model: Scorpion Engine:
1570cc 96ci 108 h.p. Color: Dark green
Mileage: Unlimited mileage warranty



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



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



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



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



1994 HARLEY-DAVIDSON
Stock #: UM157 Model: Softail Custom
Engine: 80ci Color: Blue two tone red pin stripe



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

RIP'S RUN



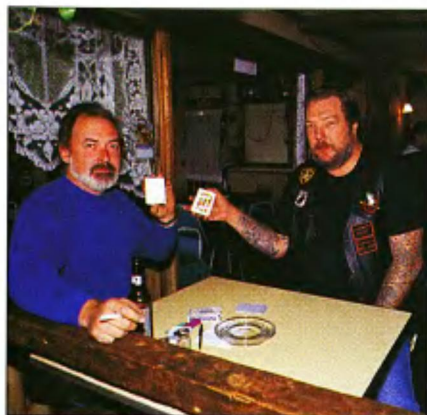
Broken pinion shaft.



Party people at Sweet Jane and Al's place.



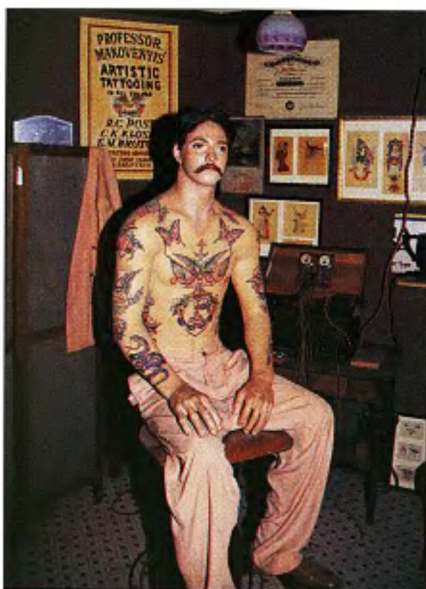
Where laws are passed, for better or worse.



At the Capitol Easyriders store.

BROKE DOWN

Rip Cruises
D.C., Breaks,
Gets Help.



Tattooed dummy.



Howdy, well here we go again. This time, from the nation's capital. I've been home a couple of months getting radiation treatments for cancer and between the time the treatments were over, and before the chemotherapy treatments began, I had a week off. So I thought I'd go get Sugar Pai and ride her to a warmer climate. I wanted to go south before the winter hit D.C.

Al Crandall and his wife, Sweet Jane, the owners of Capitol Easyriders in Gaithersburg, Maryland, held a party at their house for me the night I hit D.C. It was a small gathering of the people who work at Al's Easyriders store, their wives and friends. The Tradesmen MC was also invited. They help out whenever the store sponsors a major function. It was a good party with some of the



Antiquated steam-driven two-wheeler.

womenfolk bringing in tasty homebaked dishes. We hung out and socialized late into the evening.

The next day, I went on a poker run put on by Teddy Bear for the Juvenile Diabetes Foundation (JDF). It was called "For The Ladies Poker Run," to, as the flyer said, "show appreciation for the ladies in our lives." Teddy Bear does all the leatherwork for Capitol Easyriders. The first stop on the poker run was at the Layhill Cafe, where everyone signed in. From there we went to Lou and Joe's, then to the Hard Times Cafe. I rode around with Jeff "Tazman" Turner, the service manager at the ER store. Tazman discovered that the Hard Times had collectible beer bottles that were made like the ends of baseball bats. From there, we rode to Capitol Easyriders, where a group of us hung around for a while

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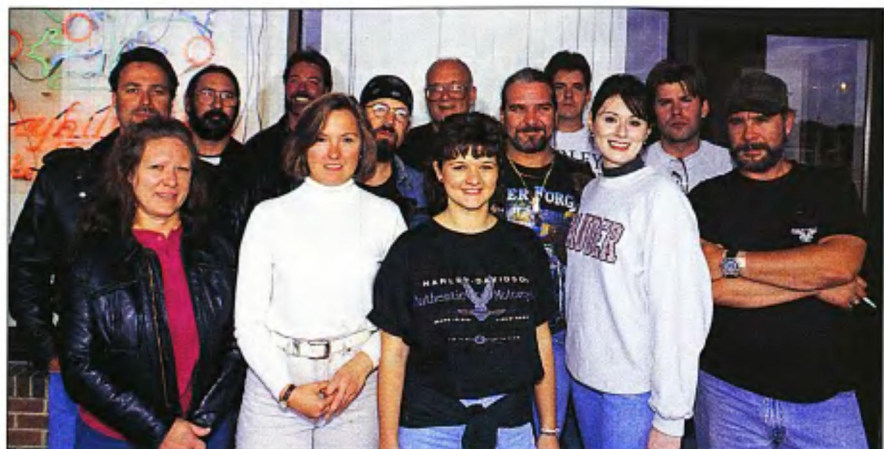


Sign of times to come.

before heading to The Junction, where appetizers were already set up for us. The Junction is a big bar that has live music on weekends.

The next day, I left town but didn't get very far—just 49 miles before breaking down. I sat there alongside Highway 66 South for several hours. Finally, a Good Samaritan stopped to see if he could help. His name was Richard Aikens from Haymarket, Virginia. Dick said he also rides all over the country and knows about breakdowns. After a couple more hours, Bill Breedlake from Carson, Virginia, came by. He went home and called Capitol Easyriders, then came back to let me know that he got through. That was very comforting, 'cause I knew that they would be coming after me soon. Bill and I had a lot in common. He told me that his daughter rode a Sportster, and that he was looking forward to visiting the H-D factory in York, Pennsylvania, that next weekend. I'm glad that there are good people out there like Dick and Bill. There wasn't a state trooper to be found. Where are they when you need 'em? Incidentally, having a radar unit on your bike in Virginia can cause ya big trouble with the state's lawmen.

The Tazman came by a couple hours later. I was glad to see him, although the weather was nice and sunny. While



Participants of the "For the Ladies" poker run.



Evel Knievel's XR-750 Harley.



The gang at Capitol Easyriders, Gaithersburg, Md.

waiting for the trailer ride back to the store, I took my leather jacket off, made a pillow out of it, and laid down in the ditch alongside Sugar Pai. It was a piece of cake. We stopped and had lunch before returning.

After getting back, Jeff tore into the engine, pulling it apart. It turned out that I had broken a pinion shaft. Last year, it was a broken crankpin, this year it was a broken pinion shaft, so after only 8,000 miles, my 97-inch motor took a shit. I don't think 97-cubic-inch motors are good for the road. I'm sticking with 80 inches

from now on.

The heads and pistons came from Thunder Alley in Orlando, Florida. They have been massaged extensively and should produce lots of torque and horsepower. I'm still running the Crane HI-4 ignition with the Nology hot wires going to the plugs. The hot wires seem to make the throttle response crisper. The carb is a 42mm Edelbrock QwikSilver. You may think that it's too big for an 80-cubic-inch motor, but the heads should provide superior flow.

I'm gonna ride it around and put some miles on it. Then, next spring I may put Sugar Pai on the AMI dyno in Daytona to see how much horsepower and torque she really puts out.

Since my motor needed rebuilding, I hung around Al and Jane's house for the remainder of the week. Al and I rode into D.C. a couple times. On one of these trips, we visited the Motorcycle Riders Foundation (MRF) office, manned by Wayne Curtin, Carol Simpson, and Beverly Waters. It turned out to be a traffic nightmare in D.C., but I got to see a lot of the memorials, first-hand. It was neat scoping out the town.

On another trip into D.C., we visited a unit of the Smithsonian Institute, the National Museum of American History, something I've wanted to do →

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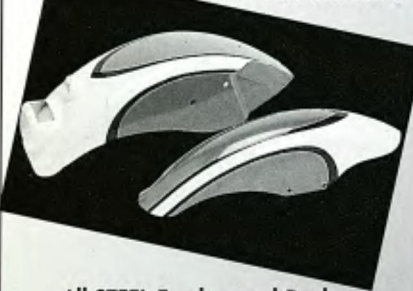
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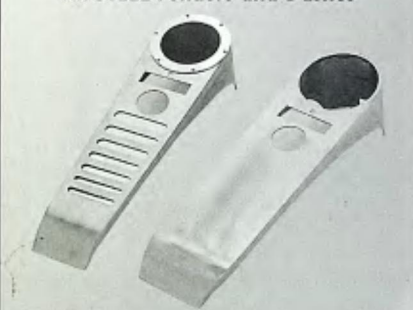
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Some of the jewels at the Smithsonian Institute, Washington, D.C.



Where relics are stored.

for many years. Al and I saw Evel Knievel's XR-750 hanging from the ceiling. This was the one he rode in his attempt to jump the Snake River. We also saw a display of older scooters. One was a steam-driven cycle; the others were older Indians and Knucks. All this was on the first floor in the Road Transportation display. They also had an interesting tattoo exhibit, complete with dummy. We had lunch there before heading back to Gaithersburg.

I enjoyed Al and Jane's company and hospitality. Jane operates a fancy wine and beer retail store not too far from where they live.

Well, I'm cutting it off right here, so there's more room for photos. If ya get a chance, drop me a line or send me a flyer for some bike event or other biker function—until then, see ya.

—Rip

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

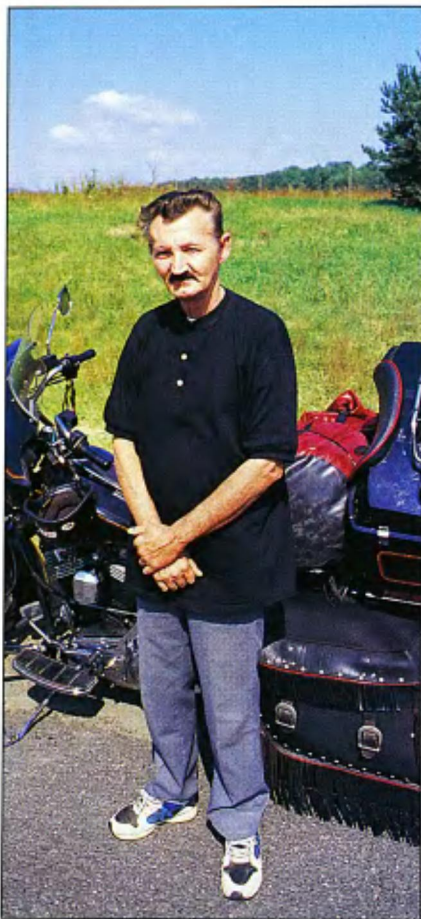
Lone Star Hotline

I just got off the phone with Rick Fairless, the newest Bros Club chapter director and *Easyriders* franchise owner, in Dallas, Texas. He called today to let me know just how well things went at his store's grand



From left, MRF folks Carol, Wayne, and Beverly.

opening on December 14, 1996. Rick said more than 2,000 motorcyclists showed up and enjoyed the "down-home" festivities. A barbecue of mouth-waterin' sliced beef sandwiches was catered by Charley of Dallas' "Let The Good Times Roll" barbecue, and Rick tells me that the bros washed that delicious barbecued beef down with 12 kegs of beer by the end of the day. Two bands jammed during the day, starting with The Voodoo Kings, and the well-known Dallas-area band, Cold Blue Steel, capped off the merriment. An all-day bike show was held with approximately 40 respectable scoots in the running,



Good Samaritan Bill Breedlake, Carson, Virginia, along with a Miss *Easyriders* of Dallas bikini contest, and master bike builder, Dave Perewitz, was on hand to answer customizing questions, and to sign calendars and posters.

All you Bros Club members will be pleased to hear that the *Easyriders* of Dallas store has a lounge area set aside just for members. Rick says you can't miss it—just look for the Bros Club mural. Rick wanted me to mention the opening of his Stokers Ice House Bar and Grill next to the store, set for the spring of '97 (which sounds like another great party to me) and, furthermore, that *Easyriders* of Dallas has the largest and nicest selection of custom bikes for sale in that area. Special mention also goes to Anthony Parks, who is reputed to be one of the best, if not, the best, bike builder and master mechanic in the Dallas/Ft. Worth area.

Stop in and meet the folks at the freshest *Easyriders* franchise store. I've gotten to know Rick personally, and like him, and I'm sure you will too, along with the rest of his fine staff.

I got "Sparky" (that's what I call the Bros Club bike) back from Orange County Harley-Davidson, December 13, and rode it to the Tijuana Toy Run the next day (more on that biker blast next column), and it runs damn good. Sparky looks a little funny without a front fender, on account of it seems →

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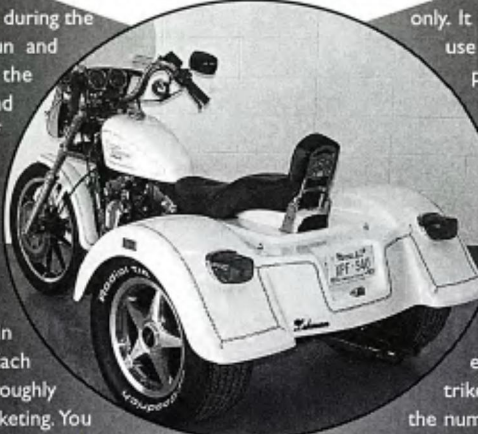
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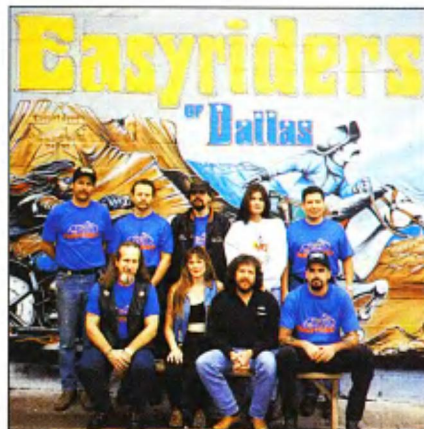
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The crew at the new Easyriders of Dallas franchise.



Ralph T. Fabert, with Bros sales assistant Julie Lama, that the factory is a little slow shipping replacement "painted parts" for older motorcycles (that is, anything more mature than the current model year).

For you Bros Club members in the Las Vegas area, Easyriders of Las Vegas has told me they are holding chapter meetings on the first Thursday of every month. Call the store at (702) 368-7808, for more details.

"Gypsy" of the Fayetteville, North Carolina, chapter (which is well on its way to becoming the largest chapter, with 70 members), called recently to inform me that we lost Bros member Dave Foltz in a motorcycle accident near Dallas, Texas. Rest in peace, Dave; it was real good to have you around and we'll miss you. Call Gypsy at (800) 238-7119, extension 29, for more details and information on the Fayetteville-area Bros Club Chapter meetings.

Let me know what's happening in your area. Maybe I can stop on by and visit for a spell.

See ya.

—Gregg Daniel



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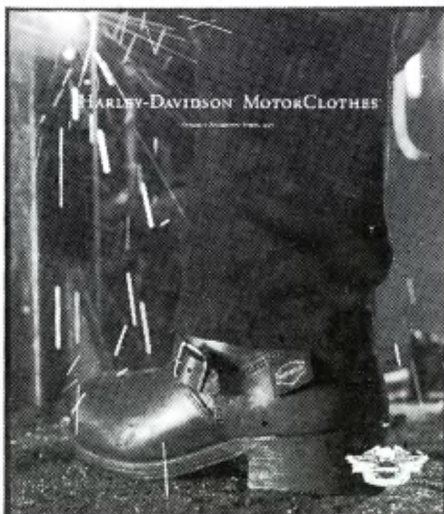
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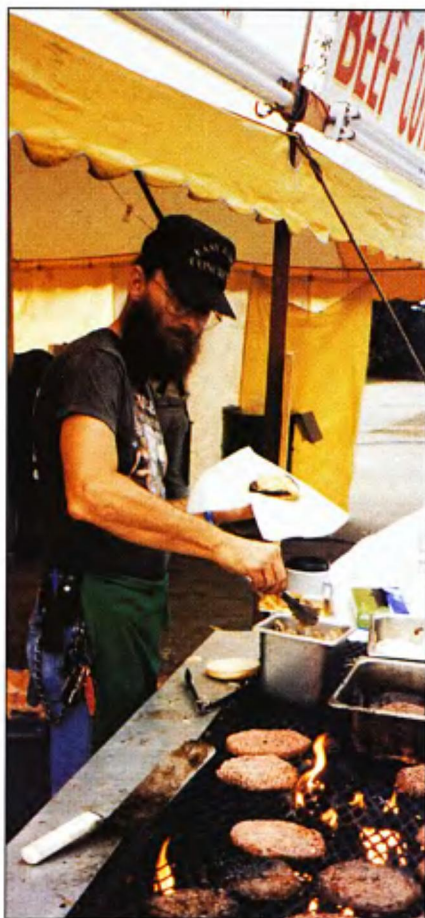
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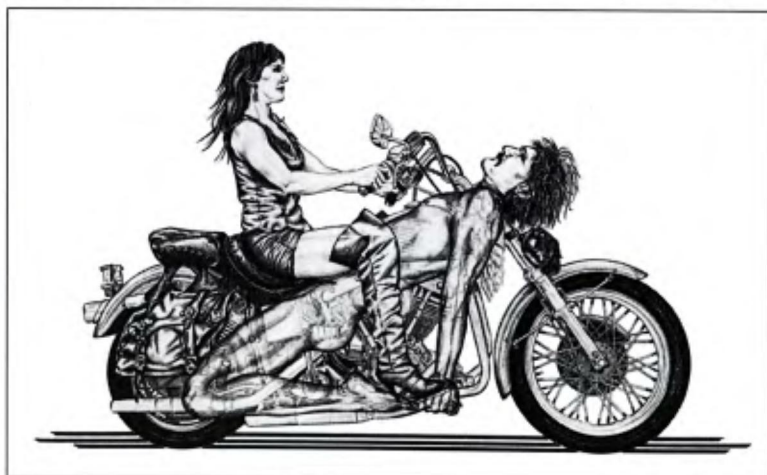
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Illustration by George D. Lucca

BUNKER TYPES

THE PANHEAD RIDER

Editor's Note: Traditionally, Easyriders has promoted the brotherhood of all Harley riders. Nonetheless, owners of a particular model Harley-Davidson often view owners of a different model with attitudes varying from envy to contempt. Having observed certain differences between various groups of Harley owners, the magazine, in its unceasing effort to stay on top of the ever-changing desires and demands of our readership, sent our resident drunk, Snake, into the field to interview four different types of Harley riders. This one, The Panhead Rider, is the first in this series of interviews sure to start some interesting barroom debate.

Snake: Excuse me, bro. I couldn't help but notice the way you stomped the crap outta that Shovelhead rider. What's with that?

Pan Rider: Listen, punk, I got a fuckin' jacket older than that Shovelhead creep I just thumped, so I don't have to explain nothin'—to him or to you. But for your information, I've been riding for 39 years, I've been drunk for 38, and I've owned this '51 Pan for 36. I've never ridden another Harley, and I never will. All this Shovelhead and Evolution stuff is just more of that newfangled bullshit.

Snake: More newfangled bullshit? Like what?

Pan Rider: Like what? Aw, shit, son—wake up and smell the bondo! I'm talkin' about trendy bullshit like color TVs, zip codes, ballpoint pens, jeans with zippers, digital watches, the forward pass, frost-free refrigerators, margarine, FM radios, light beer, and belt drives. In short, if you can't manage a suicide clutch, tank banger, and manual advance distributor, get yourself a tricycle and keep it on the sidewalks!

Snake: Well, maybe—but are Panheads or their riders really all that

much different? What makes them the one and only 'genuine' article?

Pan Rider: Different? You bet your color-coordinated, orthopedic jock strap they're different! Why, hell, it's like Jesse James compared to the Unabomber, or Hank Williams compared to Boy George, or Big Al Tambusco compared to Meatball Malone.

Snake: Big Al Tambusco? Meatball Malone?

Pan Rider: Guys I useta know. Big Al would eat 30 or 40 big jalapeños, poke a hose up his ass, and weld all day with the flame generated by the gas in his guts. They don't make 'em like Big Al anymore—no-nonsense, tough, uncompromising, just like a Panhead. Know what I mean?

Snake: Well, not exactly.

Pan Rider: I'm sayin' that Panheads are simple, sturdy, and will last forever—if ya treat 'em right. The only thing Shovelheads are good for is cops, and I can outrun a Shovelhead. Yeah, most cop bikes will break down before catchin' me.

Panheads taught me machinery, how to pack a tool bag, how to hold a bike on a hill without putting both feet down, and how not to buy into every new gimmick that pops outta some candyass engineer's mind. I mean, when you've got something that works, why fuck with it? The radios in my house all have tubes, and this Pan still has points. All I need to do is carry some points and a handful of tools, and I can tear that scooter down to the ground in 45 minutes. I've done it more times than I can remember. I know this bike better than I know the back of my hand.

Snake: With such a hostile attitude toward the owners of other models, don't you feel isolated?

Pan Rider: Isolated? If I wanted company, I'd join Club Med. Hell, I

strive for isolation—I ride alone. In fact, that's the reason I ride—no fancy tours, no charity events, no poker runs, no yuppie hangouts. I ride across the country at least once a year, haulin' ass at 60 or 70 mph all the way, just smellin' the asphalt. I hang out with truckers, 'cause they know the road—they don't just blast over it. Oh, sure, I see other motorcycle riders, but most of 'em are wimps who couldn't kick-start a moped without a nurse in attendance. And by the way, I don't like no long-haired chopper riders, either. Those sonsabitches screwed up the whole country with their liberal hippie bullshit in the '60s, and then they ruined our bikes in the '70s.

Snake: So you don't have much use for any aspect of today's biking scene, or the guys riding post-Panhead models, it would appear.

Pan Rider: Yer damn right! I buy Harley parts exclusively, and I get 'em from a couple of nonyupified dealerships who still know the meaning of quality, and who still carry Panhead parts, rather than throw 'em away or sell 'em for millions to some antique hound. I won't go into a damn swishy bike boutique that sells Harley Fondue Sets and H-D Mood Rings, or any of the garbage they've tricked out to look like '30s and '40s Harley stuff.

Snake: So how would you summarize your position?

Pan Rider: I'd say that I'm the last true Harley enthusiast. I don't grow my hair long, I don't take any crap from anybody, I'm proud to be an American, and—aside from 30-odd beers a day—I'm a model citizen. And if you ain't like me, you ain't shit.

Snake: Well, thank you for sharing with us your reasons for stomping the hell outta that Shovelhead rider. That's all the talk for now, but be watching for some equally enlightened opinions from another biker type in the next issue. ☉



Amold

THE BIKE ON THE **BARROOM FLOOR**

By Tex Campbell (with apologies to John Henry Titus)

'Twas a balmy summer evening, and the biker crowd was there,
Which well-nigh filled Joe's Bar & Grill, on the corner of the square;
And as rock 'n' roll and laughter came through the open door,
A tattered bum crept slowly in, and paused upon the floor.

"Where'd that thing come from?" Tiny asked. "Did the wind blow it in?"
"The hell you want?" Fat Billy cried. "Some whiskey, rum, or gin?"
"Hey, Toby, throw him out—if you can stand the smell.
I wouldn't touch him with a fork—he stinks to holy hell!"

These hostile jokes the poor wretch took with humility on his face;
In fact, he smiled, as if he thought he'd found the perfect drinkin' place.
"Aw, c'mon boys," he said. "I know there's kindness in this crowd—
Why, to be in such great company makes this ol' rider proud.

"Give me a drink—that's what I want. I'm out of funds, you know;
But when I had cash to treat the bros, my hand was never slow.
What? You laugh as though you thought that what I say ain't true;
But I once was fixed as well, my friends, as any one of you.

"There, thanks. That hit the spot—you're kind as you can be.
Next time I pass this biker bar, the drinks will be on me.
Give you a song? No, I can't do that—my singing days are past;
My voice is cracked, my throat's worn out, and my lungs are goin' fast. →



"Say! Give me another whiskey, and I'll tell you what I'll do—

I'll tell you a funny story, a fact, I promise, too.

That I was ever a famous man, not one of you would think;

But I was, a mere four years back. Just give me another drink.

"Fill 'er up Joe, or whatever the hell's your name—

Such little drinks, to a drunk like

me, are just too fuckin' tame;

Five fingers—there, that's the way—and damned fine whiskey, too.

Well, here's luck, bros and bar-keep, my best regards to you.

"You've treated me pretty kindly, and I'd like to tell you how I came to be the dirty lush you see before you now.

As I told you, once I was a man, with muscle, and looks to boot,

And, but for a little blunder, I'd have made a pile of loot.

"I was a painter—not one that daubed on bricks and wood;

I painted bikes—and lemme tell ya, I was pretty fuckin' good.

I labored long at my craft—was an artist on the rise,

And soon I saw the star of fame appear before my eyes.

"I did a tank, perhaps you've seen, 'twas called *The Deadly Game*.

It brought me over 3,000 bucks, and added to my fame.

And then I saw a custom bike—now comes the funny part—

With style that petrified my brain, and sank into my heart.

"Why don't you laugh? It's all a

joke—a mighty good one, too,

That I could ever own a bike, and love to ride, like you;

But I damned sure did, you know—by God, I speak the truth.

But it cost me dearly, men—my job, my wife, my youth.

"Say, boys, did you ever see a custom bike for which your soul you'd swap,

With a form that made your poor heart race, till you thought your brain would pop,

And with parts of exquisite quality, the best that you could find?

Well, such a scoot possessed my brain, and filled my fevered mind.

"So I bought an ancient Panhead, and formed a simple scheme:

I'd transform the bike piece by piece, and shape it to my dream.

I worked like hell, banked every dime, until the great day came,

When I'd saved enough to buy myself a stretched-out rigid frame.

"My wife felt all neglected, since I labored day and night,

To buy the parts so I could build the perfect custom bike.

She said that she was lonely, and flashed those lovely tits,

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But all I could think of was some Arlen Ness handgrips.

"I bought a Headwinds headlight, and some Thunder Header pipes, And all the while, my wife complained—but I ignored her gripes. I hardly slept, I hardly ate—just pounded down the beers, And painted like a madman for some Andrews backcut gears.

"Then I gave up beer for whiskey, 'cause it numbed my twisted brain; I'd soon be done, just one more part—a hot new cam from Crane. Just one more part, I'd tell my wife, whenever she would cry, A Mikuni carb, and then I'll stop—but she knew it was a lie.

"And then one night, she ran away, but she left behind a note; In a drunken haze, through blood-shot eyes, I read the words she wrote: 'I can't go on,' the note began, 'and though I wish you well, Since the day you brought that damned bike home, our lives have gone to hell.

'Just one more part,' you tell me, but there's another after that;

And I can't wait a lifetime, till I'm ugly, old, and fat. So buy those Ron Simms fenders, 'cause I have set you free, And soon you'll own the perfect bike ... but you paid for it with me."

"The scooter was almost finished, and brothers, so was I; I stunk like shit, I shook like hell, and thought that I would die. With trembling hands, I tried to paint, but the work went straight downhill; My clients left, didn't come back, and refused to pay their bill.

I GAVE UP BEER FOR WHISKEY 'CAUSE IT NUMBED MY TWISTED BRAIN

"The bank foreclosed the mortgage, and thus my home was lost; So I moved into a flophouse, but could barely pay the cost. I sold my paints and all my gear to buy just one more part; And sat alone inside my room, pouring whiskey on a broken heart.

"She'd been my loyal helpmate, my lover, friend, my all; But I was blinded by a dream, obsessed, beyond recall. Her leaving cut my heart to shreds, like she'd sliced it with a knife, For I had thrown away, my friends, the real love of my life.

"Too hurt to live, too scared to die, I was barely half a man; And I felt a hatred deep inside for that damned, accursed Pan. I begged for dimes and nickels, and felt the giver's scorn; At night I'd buy a bottle, and drink alone, forlorn.

"I kept the bike inside my room, and talked to it at night, Then fell asleep to crazy dreams at dawn's first breaking light. And when I had no money left, I began to sell each part →



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(93) 414 08 42
(93) 414-58-34 FAX



That I had worked so hard to buy,
and paid for with my heart.

"And when the bike had been picked
clean—no engine, wheels, or tank,
I sat alone and drank my booze, as
deeper down I sank.

Then one day there was nothing left;
I didn't have a buck.

Without a cent to buy a drink, I
cursed my wretched luck.

"They threw me out, they locked my

room, they put me on the street;
And now my bed is pavement, in
winter's cold and summer's heat.
These hands that once worked
magic, with such artistry and skill,
Now clutch a glass or bottle, to
fight an inner chill.

"I drown myself in whiskey, bros.
Hey, c'mon, gimme a smile;
I thought you'd be amused, and
laughing all the while.
Why, what's the matter, friend?
There's a teardrop in your eye;
C'mon, now, laugh like me—only
women get to cry.

"Say, boys, gimme another
whiskey, and that will make me glad;
And I'll draw right here a picture of
the bike that drove me mad.
Hand me, please, that chalk with
which you mark the 9-ball score.
And you'll see that stunning scoot
upon this barroom floor."

Another drink, and with chalk in
hand, the ragged bum began
To sketch a bike that well might
steal the soul of any man.

Then as he drew a small detail on
the custom's forward head,
With a fearful scream, he leaped
and fell across the picture—dead. ©



"No, thanks."



Take a Trip Back In Time

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

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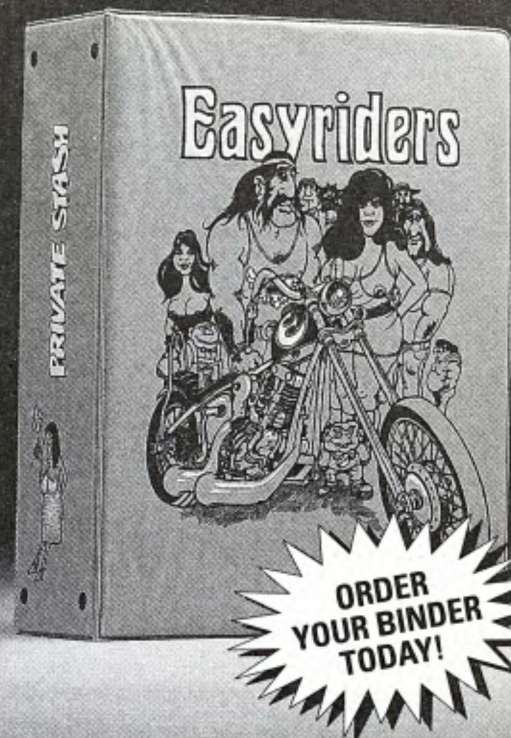
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1990			201	202			205	206	207	208	209	210
1991	211	212	213	214		216	217	218	219	220	221	222
1992	223	224	225	226	227	228	229		231	232	233	234
1993	235	236	237	238	239	240	241	242	243	244	245	246
1994	247	248	249	250	251	252	253	254	255	256	257	258
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INCLUDES: NECK BEARINGS, RACES, DUST COVERS, STRAIGHT RISERS 4", 6" OR 8", RISER STUDS, DRAG BARS, 21" WHEEL, AVON TIRE, RIM STRIP AND TUBE, AXLE KIT, MASTER CYLINDER, BLANK OR SWITCH HOUSING AND HARDWARE, STEEL BRAIDED BRAKE LINE, ROTOR & HARDWARE, BRAKE CALIPER, CALIPER MOUNTING BRACKET, CALIPER ANCHOR ARM & HARDWARE, WITH FENDER MT. AND BRAKE PADS.

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SINGLE DISC WITHOUT SHOCK
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Fits Big - TWIN 4 Speed 1936-'84, 3.5 or 5 gal. Kit includes: GAS TANKS, DASH KIT (CHOOSE ONE), 2 LIGHT, 3 LIGHT OR CATEYE DASH, PETCOCK, GAS CAPS

FBK - 1 COMPLETE KIT
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Made Just For SPORTSTERS! Accepts 2 or 3 Light Dash Kits. Specify Year. Includes: TANK, DASH KIT, MOUNTING HARDWARE & SPEEDO CABLE.

COMPLETE KIT
\$369.95

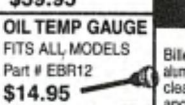
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SPECIFY YEAR



CHROME CHAIN GUARD

Fits FLH 1936-84
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OIL TEMP GAUGE

FITS ALL MODELS
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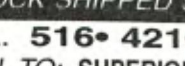
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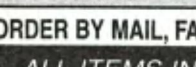
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INCLUDES 5 HEAVY DUTY CLUTCH PLATES, STEEL DRIVE PLATES, WHEELS, FRICTION DISC, WIRETIE, HEAVY DUTY CLUTCH SPRING, AND 3 LOCKING STUD NUTS.

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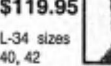
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Mens and Ladies plain leather pants.

Finest quality.

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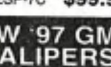
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NEW '97 GMA CALIPERS

Billit aluminum / clear anodized calipers.

Part # EG-402ST
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Fits '72-'81 Part # EC-22B
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KIT WITH WIRING & SWITCHES **\$144.95**

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SUPERIOR LEATHER

MEN & LADIES SLIP POCKET LEATHER VESTS

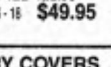
A sharp looking tailored vest made from top - grade cowhide, nylon lining, heavy duty snaps.

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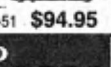
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COMPLETE AND EASY TO INSTALL KIT. BRAKE & SHIFTER.

SPECIFY YEAR AND MODEL
part #ESP-2D
Fits BIG TWINS 1936-96

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Fits SPORTSTERS® 1954-96

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BIG TWIN BRAKE KIT

COMES COMPLETE WITH OR WITHOUT CHROME MASTER CYLINDER

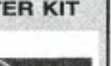
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COMPLETE KIT W / AIR CLEANER

Kit comes complete with S & S chrome teardrop air cleaner, fuel line, clamps, extra main jets, machined intake manifold, bracket and complete instructions. Specify year and model.

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Includes: Speedo (2:1 or 1:1 ratio), Chrome Dash, Base Plate, Light Sockets, Mounting Hardware, Chrome Ign. Switch.

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Part # ESP-25 **\$109.95 EACH**

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USA MADE SPECIFY YEAR & MODEL
Part # EEX-2 1 3/4" PIPES **\$64.95 - 79.95**

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1000 LB CAPACITY Deluxe V-Lift Jack features foot operated hydraulic. This deluxe rated model features 4 steel wheels, 2 fixed and 2 swivel and a stay bar locking device to keep the lift in full up position when cycle will be left on lift for extended periods of time.

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STANDARD V-LIFT COMES WITH FLOOR MOUNT, NO WHEELS.

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BY:
DON TOWLE

HEY HON... LET'S GO TO THAT BIG
"ALMOST BROTHERS" CONCERT!
IT'S NOT SOLD OUT YET, LET'S
GO!



AW, YES... SPLITTING LANES...
WE'LL GET UP FRONT!



AFTER PARKING...



NICK... I LOST
MY TOP DURING
THE RIDE!

WHAT WE
GONNA DO
NICK?



WE'RE GONNA SHOW
YER PERKY PUPPIES
TO THAT BOUNCER, AND
GET BACK STAGE,
DEAR!



HEY, YA BIG FUCKIN' GORILLA... LOOK AT
THESE FINE SET OF HEADLIGHTS...
CAN WE GET BACK STAGE?



YER IN!

NOW... YOU FLASH YER BEAUTIES TO
THE BAND, AND WE CAN HANG ON THEIR
YACHT, OR SOMETHING, AFTER THE SHOW!



LISTEN, BIKER BOY...
YOU LET THE BAND
HAVE A SHOT AT
YER OL' LADY...
AND WE'LL GIVE YA
A NEW MOTORCYCLE!



NICK, I DON'T
LIKE THIS...



MY ANGEL? FOR
A NEW BIKE?
HOW DARE YOU!



OF COURSE I'LL TAKE THE
BIKE, YOU FUCK HEADS!



SORRY BABE... A BIKE WON'T
SUE ME FOR ALIMONY...
BESIDES, I'M PUMPIN'
YER SISTER, SO THERE!



HEY PAL, GETTIN' RAMMED BY
THE BAND IS NO DIFFERENT THAN
ME DOING ALL YER FRIENDS...
OH, I FORGOT TA TELL YOU,
WAIT 'TILL YOU SEE HOW
I'M ABOUT TO GRAB.....



WHO THE FUCK CHANGED THE CHANNEL?

NOW, WE SEW THE OPPOSITE
SIDE OF THE PATTERN TO...



BIKER'S BULLETIN BOARD

HARLEY PARTS

AFFORDABLE PARTS: Harleysville Motorcycle Co. Never pay retail! GIANT 750-page catalog: \$6.95. Harleysville pocket Beefy T \$16.95, Cont. U.S. only (all others add \$5.00 S&H). Harleysville Motorcycle Co., 691 Rt. 63, Harleysville, PA 19438. Call (800) 698-8946 or FAX (215) 256-8820.

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HARLEY-DAVIDSON KNIFE COLLECTION for sale, starting with the first folding knife issued in 1978, thru the current knife issued in 1996 (25 knives). Includes the Buck Mastodon. Only 100 people in the world can have a complete set. Howie Gross, 407 Lincoln Rd., Miami Beach, FL 33139. (305) 534-4757. Fax (305) 538-5504.

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PARTS & ACCESSORIES: Free 200-page catalog, Harley parts and accessories. Call (216) 364-6519 or write to H&M Cycle Sales, Inc., P.O. Box 128, Dover, OH 44622. Unable to deliver to prisoners. Retail only.

PARTS & ACCESSORIES: Tans Cycles Parts for H-D parts and accessories. Catalog \$5. P.O. Box 550(EB), North Beach, MD 20714, (410) 257-6619 or (301) 855-8337.

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T-SHIRTS: Easyriders Store, San Diego, 363 Fifth Ave., San Diego, CA 92101, (619) 234-6009. Open year-round. Full line of Easyriders products in stock. Stop by and check it out. Complete custom and service dept. Factory authorized Harley Davidson technicians on staff. (619) 234-8547.

T-SHIRTS: Easyriders Store, Scottsdale, 3748 N. Scottsdale Rd., Scottsdale, AZ 85253, (602) 947-4423. Open all year round. Full line of Easyriders products in stock. Check it out.

T-SHIRTS: Easyriders Store of St. Louis, 14912 Manchester Rd., Ballwin, MO 63011, (314) 230-6400. Open 7 days a week. Full line of Easyriders products in stock.

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T-SHIRTS: Easyriders Store, Austin, 9325 Burnet Road, Austin, TX 78758, (512) 832-8022 or (512) 832-8017. Open year-round. Full line of Easyriders products in stock. Stop by and check it out.

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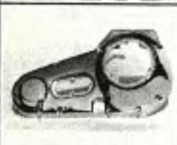
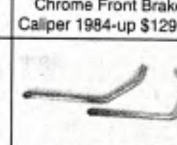
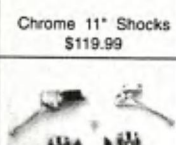
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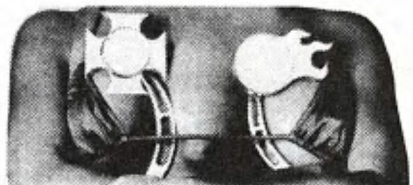
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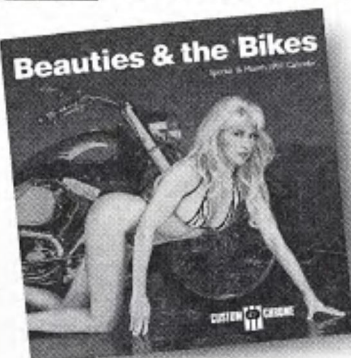
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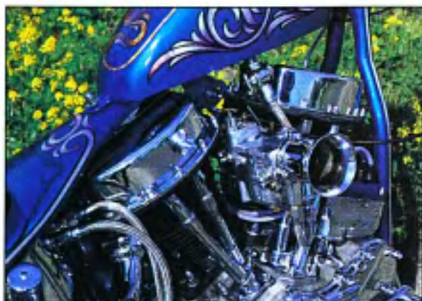


Photo 1

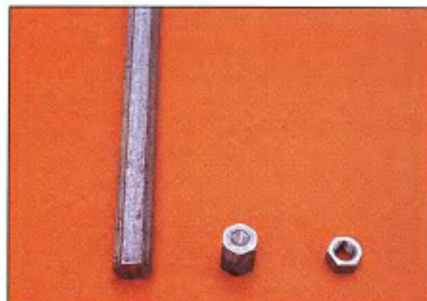


Photo 2



Photo 3



Photo 4



Photo 5



Photo 6

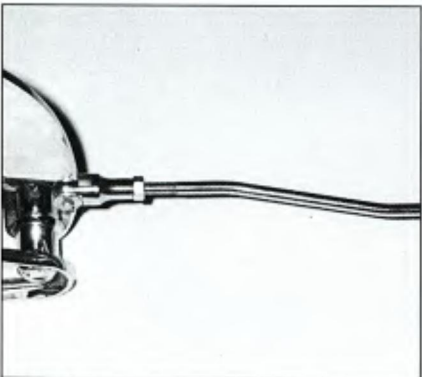


Photo 7



Photo 8

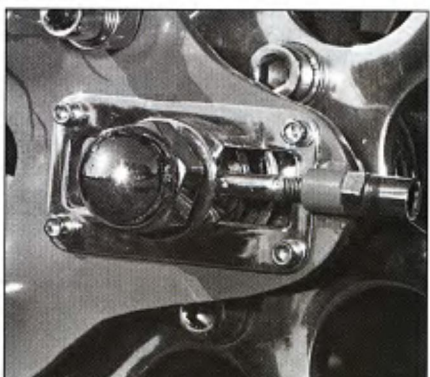


Photo 9

PAINLESS STAINLESS Using The Magic Metal— Without Going Broke

In the continuing battle to keep your scooter from going dull, rusty, or otherwise nasty, stainless steel is one good answer. Once machined, fabbed, or polished, raw stainless holds its good looks for eons—even in today's hostile ozone smog and acid rain—without plating or treating (photo 1). It's basically steel with chrome plating built-in; common series 300 or "18-8" stainless varieties are 18 percent chromium, 8 percent nickel, often alloyed with traces of more exotic stuff. Consequently,

stainless won't corrode like ordinary steel or iron, nor will it haze over or pit like aluminum. Looks aside, stainless parts can also benefit the inside of your ride; corrosion resistance helps in locales prone to condensation (like under point covers) or high temps (like cylinder heads and exhaust ports).

What's the catch? Cost! Cost! Besides its expensive contents, this metal is harder to machine than regular steel or aluminum. So extensive use requires long green. That's not to say you can't scrounge it, sprinkle it, and substitute for it to save bucks. Here's how!

Be a junkyard dog. Many metal surplus and salvage yards will sell you anything you can haul away by the

pound, so they're an excellent source for cheap billet, bar, or pipe stainless. And identification is easy. Most stainless is nonmagnetic so take along a small magnet for testing (photo 2). Also, look for mill description and alloy IDs, in ink or stamped (photos 3 and 4). Common IDs are 303, 304, 316, and 321. Even lacking that, stainless stock will look unusually bright or un-corroded next to most metals.

Enjoy the volume. Many smaller industrial stainless hardware items are a good deal, since they are mass produced. You can take advantage of these economies for things like washers, nuts, bolts, studs and rod ends, and hose clamps. One caution with →

TECH TIPS



Photo 10

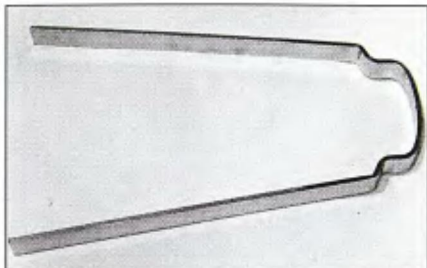


Photo 11



Photo 12



Photo 13

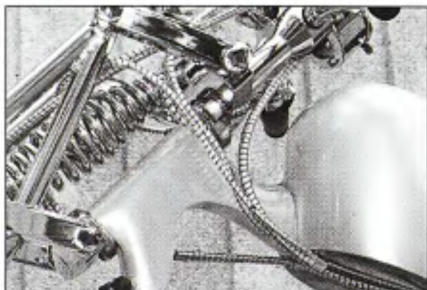


Photo 14

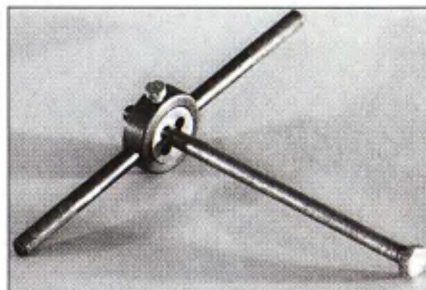


Photo 15

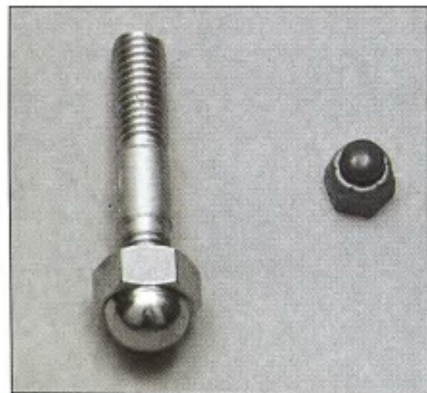


Photo 16



Photo 17



Photo 18

clamps: Make sure the gathering hardware is stainless.

Cruise the catalogs. Motorcycle aftermarketers offer a scattering of stainless outer-and inner-wear. These range from braided brake and oil line kits (photo 5)—including stainless ends—to foot pegs (photo 6), shock bodies, rod linkages (photo 7), fenders and stays (photo 8), even spokes for wire wheels, and exhaust pipes. See our list for a sampling of stainless Big Twin parts. Another fertile field? Nautical, boat, and yacht supplies carry mucho stainless to contend with corrosive sea water; lotsa good stuff to adapt by us landlubbers.

Handy for hostility. Used judiciously, purchased, or custom-fabbed, stainless

(for relatively simple parts) is the least expensive choice for other things exposed to continuous heat, wear, abrasion, and abuse. Examples: skid plates, axle adjuster plates (photo 9), brake disks (photo 10), fender struts (photo 11), and chain guards. Higher initial costs are balanced by the elimination or repeated replating, repainting, scratch removal, or ding repair.

Sometimes, fake it. You can often simulate or substitute for stainless to cut costs. Highly-finished simple-shape billet aluminum parts like clamps or plates (photo 12)—in easy reach for continued appearance maintenance—fill the bill. Ditto for brass that's satin-chromed, like tire valves or oil line fittings (photo 13). I personally don't dig

metallic cable or lines wraps or stainless tape (photo 14), but applying them is less costly than braided or solid stainless alternatives. The problem of funky-looking stud, axle, or bolt ends can be cured by fabbing the item from solid stainless rods stock or by reworking a stainless fastener (photo 15). In larger sizes and repeated places, this gets expensive. Lower cost solution? Covering the offending ends with dome or spike nuts (photos 16 and 17).

Nobody's perfect. Any downsides besides dollars to stainless? A few. It has a greater tendency to seize or gall, so lubricate bolt threads (photo 18). Although corrosion resistant, it will yellow or darken in high-temperature applications—like exhaust pipes



Photo 19



Photo 20

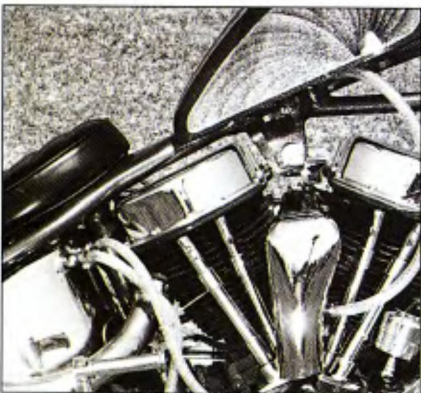


Photo 21

or clamps (photo 19). Braided stainless lines can easily rub and abrade painted finishes; use vinyl coverings in conflict areas. And for high-strength needs like wheel axles (photo 20), you will have to go to 400 series stainless—which can be heat treated like regular steel, but is not as corrosion resistant as 18-8.

Finally, if all this modern metal machismo offends you, take heart. Some early Panhead engines featured valve covers made right in the Juneau Avenue factory from—believe it or not—the magic metal (photo 21). So you can go stainless and stock at the same time. Just bring that magnet to the next swap meet!

—Jake

Sources

Company:

Chrome Specialties
4200 Diplomacy Rd.
Fort Worth, TX 76155
(800) 527-1635

Custom Chrome, Inc.
16100 Jacqueline Ct.
Morgan Hill, CA 95037
(800) 359-5700

Cycle Works, Inc.
1990 Troy Rd., Suite 2
Edwardsville, IL 62025

Landmark Stainless Steel
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Oceanside, CA
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Milwaukee Iron
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Lynchburg, VA 24501
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Nostalgia Cycle
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Huntington Beach, CA 92649
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Pat Kennedys Custom Motorcycles
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Tombstone, AZ 85638
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Los Angeles, CA 90064
(800) 292-3960

Rivera Engineering
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Whittier, CA 90606
(310) 907-2600

Sputhe Engineering, Inc.
11185 Lime Kiln Rd.
Grass Valley, CA 95949
(800) 338-0887

SuperTrapp
(distributed via Arlen Ness,
Chrome Specialties, CCI etc.)

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intake clamps, engine skid plate, fork stop
bumpers, coil cover, RevTech brake
disks, Manley and RevTech engine valves,
fender and fork trim, electric starter and
headlight cover, braided plug wires

disk brake rotors

shift linkages, gas caps, spokes, pushrod
covers, motor mount stabilizers fork tube
nut caps

front fork bearing cup kit

oil line kits, spokes

wire wheel hub, spokes

adjustable Softail shock link

ignition mechanical advance unit

intake valves

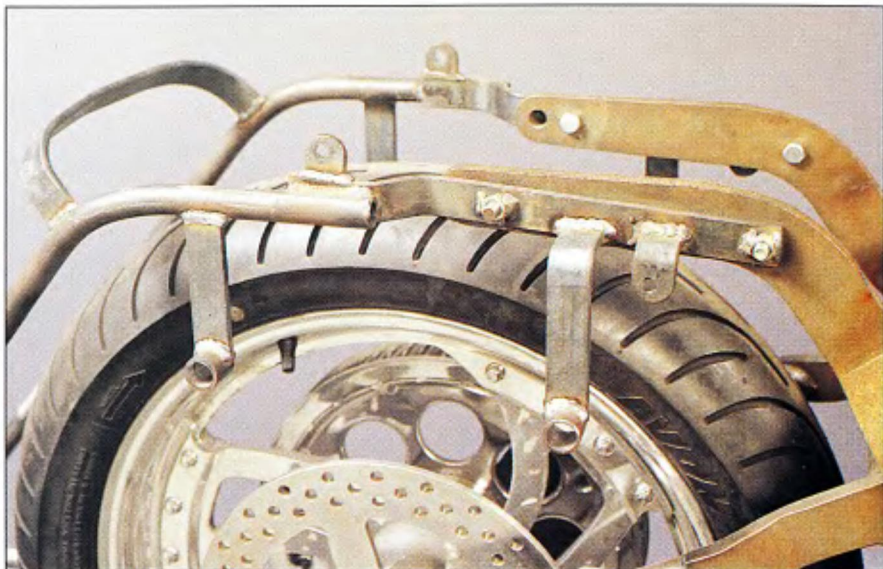
exhaust pipes, mufflers, clamps

exhaust port "tork" sleeves

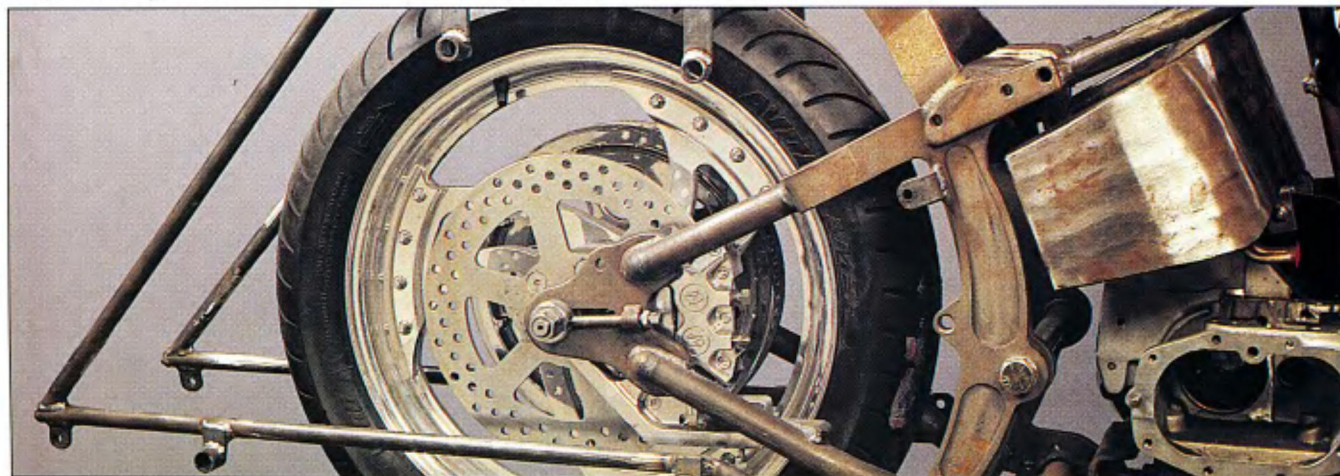
TECH TIPS



Front fender with panel removed.



Structure for rear fender mounted to fender rails.



Terry designed the fender structure to support the fender to the farthest tip.

SHEET METAL STRUCTURE **Final Mods Before The** **Trip Back To The Bay**

Recently, I headed north to check on the progress of Bandit II—and what a trip it was. What should have been a leisurely, one-hour flight to the Bay Area, was nothing but a hassle due to, in my never-to-be-humble opinion, the worst airline in the country: United. Lemme tell ya, I found the “friendly skies” to be anything but. The crew was rude and, even more aggravating to me, the flights ran late. The flight out was delayed an hour; the second and

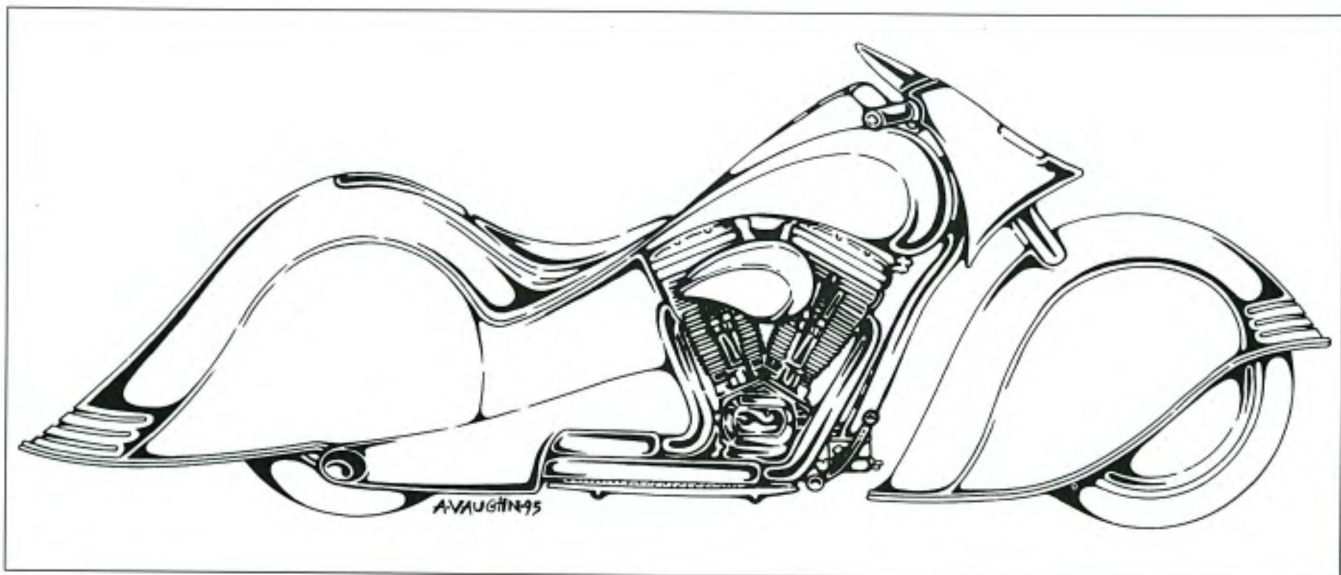
third flights on the return were canceled.

But anyway, on a drizzling, gray Friday afternoon, Joel Felty, the man behind the billet headlights at Headwinds, and I went to Oakland and then on to Ron Simms’ Bay Area Custom Cycles (BACC) in Hayward to check out the monster, Bandit II. It was an inspirational weekend, after talking with the sheet metal talent at Downtown H-D in Seattle about the final structure for the body and fenders.

Terry Breitsprecher made the fender side panels to bolt into place separate from the fender tops. So, in order to remove the front fender, I’ll need to take off one of the fork legs; the remaining portion of the fender will come off with

the other leg. The framework supporting the rear fender, which is bolted to the fender struts, can be accessed from beneath the seat.

Since Terry studied sheet metal engineering while working for Boeing, he was well aware of the effect vibration would have on these massive fenders. So, through experimentation and hit-and-miss design, he formed, out of light, but thick-walled tubing, a frame that would support the weight. With each experiment, he tested the fenders for clearance and vibration until he felt the system was substantial enough to carry the load and haul it securely, without the shaking that could ultimately destroy the finish on the



Photos: Bruce Carroll



Russ Tom's fairing design.

outside or the structure on the inside.

The fairing is Russ Tom's design. Russ, one of the owners of Downtown H-D, made some alterations, and we're not sure we disagree. But just in case, we removed it so that Joel, upon his return to L.A., could begin to work up the retractable headlight design.

At this point, Ron Simms and his crew are tearing down the bike. The engine will be polished, and various components will be sent down to South Bay Chrome in Compton, California. Also, Ron's master mechanic, Bob Gomes, will build the S&S stroker and return it to the 5-inch stretched Paughco frame. The sheet metal will be painted a black matte, and the bike will



A Headwinds headlight will operate inside fairing, be fitted with a set of Rich Products pipes.

From that point, I'm going to pick up Bandit II and bring it to L.A., where Joel will experiment with the headlight mechanism. Together we're going to design a special set of handlebars that will encompass a dash with digital readouts for speed, gas, tach, high beam, etc. While we're experimenting, I will also put some miles on the beast.

These moves are designed to test the Bandit II for performance and reliability so we can make corrections before the final finish is laid to rest at BACC. In addition, since this is a test bike of sorts, we want to install creature comforts not found on other bikes, but that may become

Sources

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

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

Joel & Julie Felty
Headwinds Cycle Products
P.O. Box 661213
Arcadia, CA 91066-1213
Ph/Fax (818) 359-8044

accessories in the near future—items like the retractable headlight, digital, electronic dash, a retractable passenger seat, and, of course, LED taillights and turn signals. We're also considering a retractable windshield by Vetter, and an electronic ignition switch panel on the dash, which will include an electronic combination lock/ignition switch.

Through this magnificent Simms/Tom creation, we're getting input and ideas from the best minds in the aftermarket. Stay tuned for updates, setbacks, female distractions, and drunken stupors. But, as always, the bottom line is that we're having a good goddamn time.

—Bandit

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Rebuilt rocker (left) and the next one in line.

REBUILDING ROCKERS Snake Continues To Learn The Ins And Outs Of Pans

If you were with us through the last two tumultuous issues, you watched an original 1948 Pan come together, while Snake simultaneously learned the ins and outs of engine rebuilds from two masters, Lee Clemens and Musky at Departure Bike Works in Richmond, Virginia. As we begin to depart from this series and close it with a final tech on rebuilding rockers, we've encountered another problem. Snake's new-

found confidence and knowledge has turned a consummate drunk into a non-stop bullshitting bench racer.

We ignored his overblown, cocky behavior, since the constant jabbering kept him off the juice longer. Although, the next deadline was approaching. "Snake!" Bandit hollered, "Git on the phone to Musky and finish the series."

"Sure, boss," Snake said, following Oil Can into the head, lippin' about how the Pan he was gonna build someday would kick Oil Can's Shovel into the ditch. Half an hour and half a sixer later, he was dialing up Musky at Departure.

"Hey, Musky," Snake began, "why



Always keep sets together.



Honing a clamped set with a Sunnen Hone.

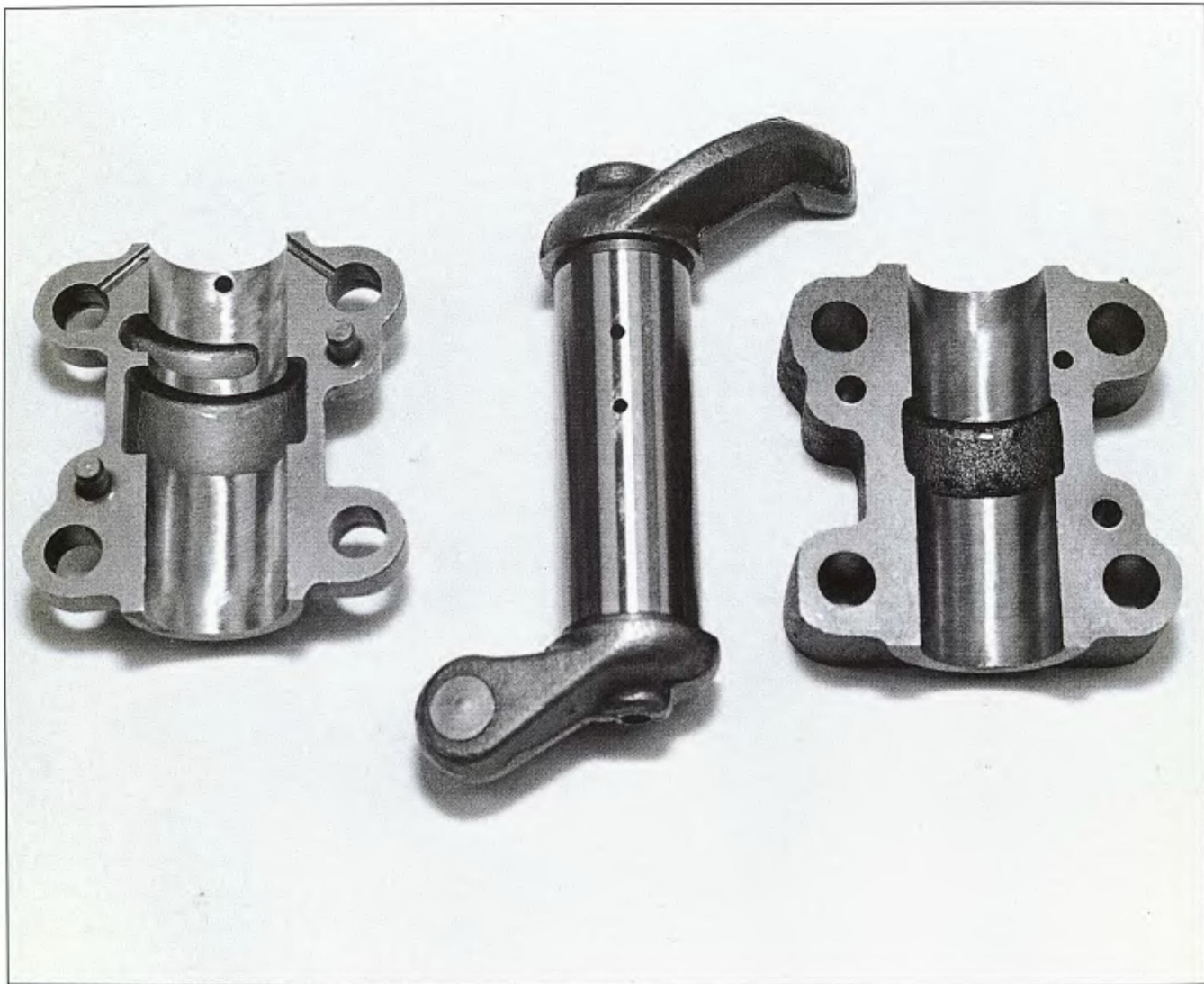
don't you send the rockers out to me? I'll rebuild 'em and send 'em back."

Musky, who's been building and rebuilding engines and performance motors for more than 20 years, paused before answering. He'd been through two sessions with Snake already and suspected the overt confidence. "Tell you what, Snake," Musky said. "I'll run it down quickly to you, and if you have the equipment and can handle it after I'm done, I'll send you the rockers."

"No sweat," Snake said with a snap, then snuck a swig from a brown paper bag hidden behind his milk crate.

"It's a reasonably simple operation," →

TECH TIPS



Honed lid and base with the polished rocker in the center.

Musky began. "If you determine that your rocker shafts are sloppy and need rebuilding, take them out of the heads in pairs and keep them together. Clean 'em and mic 'em. Take the bottom cast-iron portion of the rocker base to a machine shop and have them face .030-inch off the top. Put your rocker in a lathe and polish the bearing surface to minimize the step worn in the surface. If the step is .003- or .004-inch worn, I'll use them. Or if they have anything less than .002-inch taper, they're all right to run. Then I set the bore mic ..."

"Wait," Snake said humbly, "I can't keep up."

"Whaddaya mean," Musky snapped, "I've got to race at the drags tomorrow. I still gotta do a top end on our drag bike, so I can risk my neck tomorrow at the track. You said you knew this shit. What's the problem?"

Snake took a long swig, hoping his false confidence would return. It didn't. He was sweating like a stuck pig; his nerves raced toward the edge of oblivion. Nancy ran to his aid. Standing near enough to the longhair on the verge of a breakdown, he could sense her calming nature. She took the receiver from his sticky palm.

"It's okay, Musky," she said. Her soft

voice reached across the country to Virginia, "Go ahead. I'll get it." Sharing Snake's seat, Nancy began to write on the legal pad.

"I have a special tool," Musky began to explain, then blushed, realizing Nancy was taking it all down. "I mean ... a fixture to hold the rocker base firmly in place while we hone the hole to .001-.002-inch clearance. Then I clean the parts again and install the unit on the head with the rocker arm. If they're tight once the nuts are snugged down, I hone them with a Sunnen Hone until they're free and clean the parts again. Then I always make sure to use new



Here's what we started with.

Nylock nuts and Loctite during final assembly. And that's it."

"Thank you, sir," Nancy said in a voice that could melt a glacier. "Snake will put the interview together and fax you a copy for your approval."

Snake had composed himself thanks to a couple more swigs and the aura of Nancy's presence. He sat upright in his chair as Nancy hung up the phone, staring directly at Nancy's shapely form. "Okay, Nancy," he said in a deep resonant voice, "I'll take it from here."

Nancy nodded and backed away quietly, and we had another lunch-room tale to last us a week. This then is the end of the Panhead overhaul. However, the restored '48 Panhead in which the engine ultimately landed will be featured here soon, along with some sage advice about making alterations to the stock configuration. Or, in plain language, it wasn't all smooth fits and easy-to-find parts. The engine now has over 500 miles on it and runs strong—starts first kick.

—Renegade

Sources

Departure Bike Works
Lee Clemens
5216 Hull Street Rd.
Richmond, VA 23224
(804) 231-0244

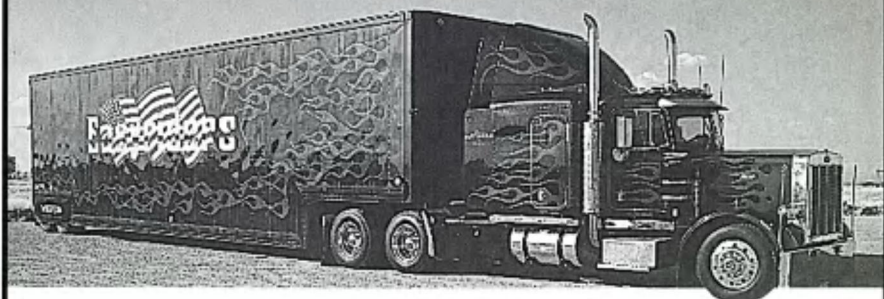
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Fast Backward To Page 47.

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READERS' RIDES



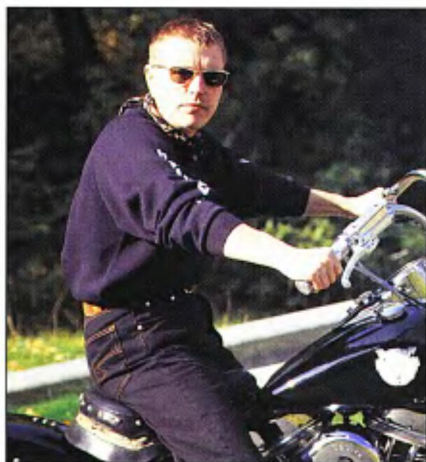
Photos: Steve Kelly

Steve Garland South Wales, Great Britain Special Construction Rigid

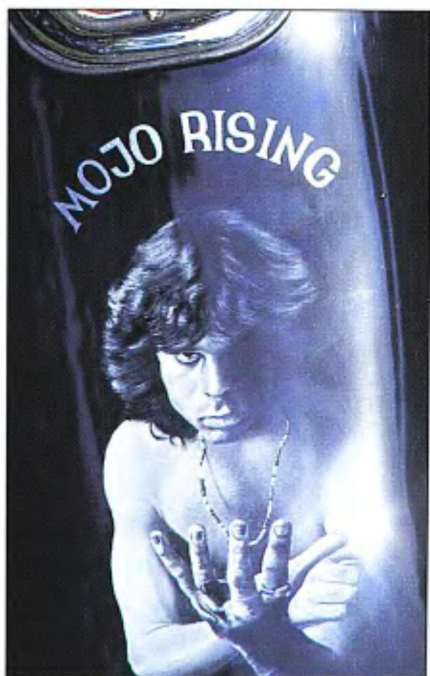
Steve Garland knew that he had to have a particular Harley if he wanted to get his own version of riding heaven. He tried cruising the Welsh valleys on a collection of Evolutions, both big and small. A Shovel brought him closer but, well, it still wasn't quite right.

After years of studying *Easyriders*, he decided on a Panhead engine with a rigid frame, and the beginnings of his dream had begun. He has a lot of parts fabricated in aluminum on this ride. There are two reasons for this: First, Steve believes they are better than off-the-shelf chrome offerings, and second, they don't rust—as it rains just a wee bit in Wales.

The theme for the paint job on his bike was inspired from a personal tragedy. The music of Jim Morrison and The Doors had played an impor-



tant part in his life. Steve had a son who only lived two days, and The Doors' music helps him through the hard times. Now his bike is a rolling tribute to his lost son. Special thanks go to Matt's Engineering for assembling Steve's version of perfection. —Steve Kelly →



READERS' RIDES

MO

**Newton, Kansas
1992 FXR**

One of my favorite subjects to debate with my biker buddies is what constitutes the make-up of a chopper. The original choppers, that is. The choppers built by post-World War II hellcat bike riders were built with one thing in mind: Speed! Strip off all the unwanted weight, saddlebags, front fenders, dash, chop the back fender to smithereens, rip off the footboards, cut the foot clutch in half, and replace the tank shift linkage with a piece of scrap iron bolted right to the tranny top. Pure, unadulterated trouble. Light enough to blow the police garbage wagons into the ditch, and since everything was already stripped off, there was just that much less to replace when the hellcat in question laid it down, say doing doughnuts on Main Street, USA. Pure, unfiltered function.

Somewhere along the way, Joe Chopper Rider discovered that chicks dug choppers, and then came the competition of who had the baddest babe-magnet of a chop. The '70s came around with mile-long twisted chrome springer forks, molded peanut tanks, and psychedelic endless-line paint jobs. Willie G. designed the Super Glide based on choppers of yore, and then came the argument: "Can it be a chopper if it isn't as functional as a stock bike?" The Harley aftermarket grew as a result, because no self-respecting biker was going to let the factory outdo them at their own game. So better engineered parts were developed, and it wasn't long before 20-inch-over Denver's-framed choppers were passing the factory rides again.

The factory upped the ante: behold the FXR. Complete with the lightest production frame, rubbermounted Evolution engine, and five-speed transmission, some believed (and some still do) this to be the perfect palette on which to work in order to build the perfect chopper.

Mo of Newton, Kansas, has been there, done that. He says he's been riding for three-quarters of his life,



and his FXR is the best so far. That, coming from a man who has had an old Sporty, a '63 Panhead, an '80 Shovel, and an '82 FLH.

Mo, a trucker by day, says he traded the FLH in on the '92 FXR because he was on the road so much during the week that he didn't get much time to take long trips, so he decided he wanted a hot rod. Stock sucks, so Mo headed down to Big Dog Motorcycles and had Frank Aliano rework the engine, giving it a treatment of high-performance head work, an EV-3 cam, and Samson exhaust, which he had powdercoated, along with the rocker boxes, and tranny end cover by Bob Eisel. Bob also did the deep green paint job.

But the question is, can Mo's FXR pass the acid test? Well, being that Mo's wife, Cindy, also rides an FXR, and they have a six-year-old girl named Boo, I'd have to say, yes it does!

—Flynch

BRYAN HESS

Bothell, Washington

1988 FXRS

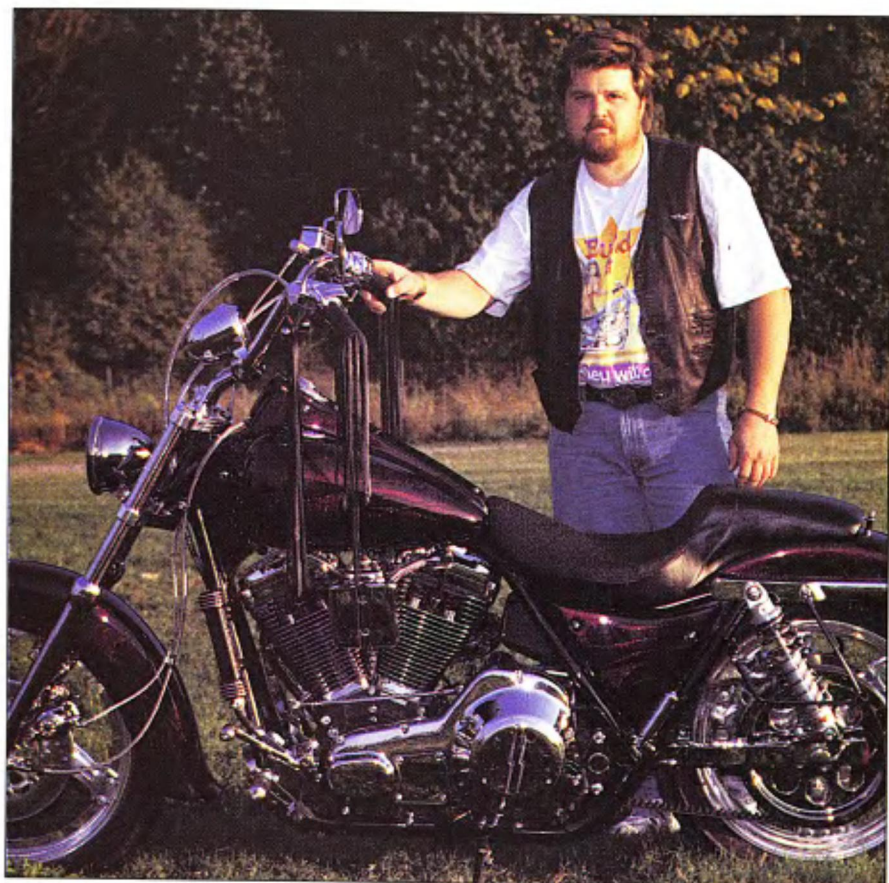
I've been studying up on the Amish people lately, and one subject that keeps arising is how they deal with technology— what is acceptable and at what point does it go too far? I believe this is what has happened with modern automobile manufacturers. I remember the day when you could drive home a new car, raise the hood, recognize the major and minor components, and repair the vehicle yourself if need be. Now I'm lucky if I can find which end of the car the engine is in. Don't get me wrong, I'm not running back into the cave yelling "fire bad," it's just that the auto manufacturers have forgotten that humans like to get personal with their means of transportation. I mean why else would we have opposable thumbs? (No comments, J.J.) You don't see monkeys spending hours with a vacuum gauge dialing-in their carburetors.

I believe that the current Harley popularity explosion has a lot to do with that. You just can't go buy a Camaro, rip out the cam, head over to Napa Auto Parts and buy an Edelbrock intake and a Holley carburetor, and go cruising. But you can buy a Harley, take the whole thing apart, rebuild it to your liking, using your basic backyard garage tools, and wind up with a custom that you can be proud of.

Bryan Hess of Bothell, Washington, is a cabinet maker by trade and, other than the headwork by Carl's Speed Shop, he did all the work himself.

Bryan bought the bike new in '88 and for the first year, just rode it. The next year, he started bolting things on; the next he got a little wilder. Then all hell broke loose, and he found out the more he unbolted, the more the bike started taking the shape of the perfect custom that lived inside his head. He discussed an engine package with Carl's, which consisted of head work by them, Carl's 580-lift cam, JIMS roller rockers, and Rivera pushrods.

Bryan says it is a freakin' monster, and he recently was pulled over for



Photos: Billy Tinney



doing over 100 mph. Luckily, the cop was more interested in asking questions about the bike and let him off with a warning.

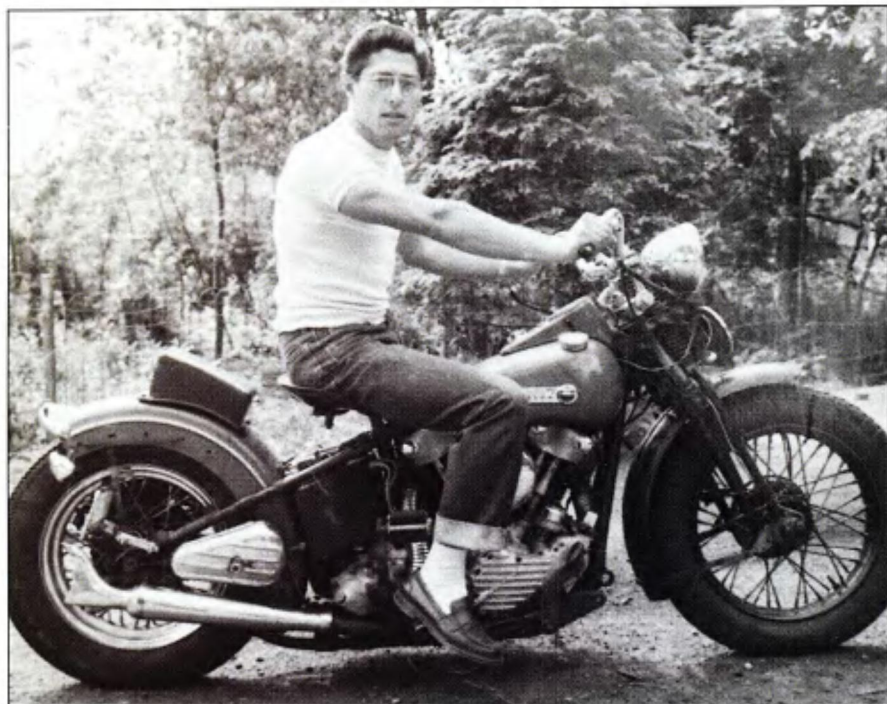
Chances are, the cop was checking out the House of Kolor purple paint applied by Condor Customs, or the Doss dash that Bryan frenched the speedo into, or the back fender consisting of a Fat Boy and a Heritage fender morphed together and formed so they follow the line of the back tire.

Bryan believes in riding his custom, and even though he won second place at the *Easyriders* '96 Bike Show in Washington, he still takes his FXR on overnight fly-fishing expeditions. He says he has his eye on a new Buell he'd like to customize, but he also has another FXR frame, and his cave girl, Annie, could use a set of wheels. Just, watch him, Annie, if he starts sportin' a beard under his chin, and speaking Dutch.

—Flynn →

READERS' RIDES

Michael D. Maiello San Diego, California 1947 FL Knucklehead



This classic Harley represents a father/son legacy that began decades ago in Providence, Rhode Island.

Michael's dad is shown on the scooter in the 1955 photo. He'd modified it in a popular style of the period, which included changes to the clutch pedal, handlebars, and fenders. It was known as the "Bobbed" or "Bobtail" look.

"When I was about six, I was on the back of the bike, hanging on to this monster of a man," Michael recalls. "My face was buried into his leather jacket, and when I turned my head sideways I could see the countryside flyin' by. I remember getting enough courage to lean over and see how fast we were going. We were hittin' 60 mph; that was the biggest thrill."

His dad's career in engineering kept the family moving. Once, while laid-off during the early '70s, he romanced the idea of opening his own H-D dealership, which required a \$10,000 investment. "Back then that was just too much money for him to raise," Michael says.

After high school (in Indiana), Michael went to New York City, hoping to get

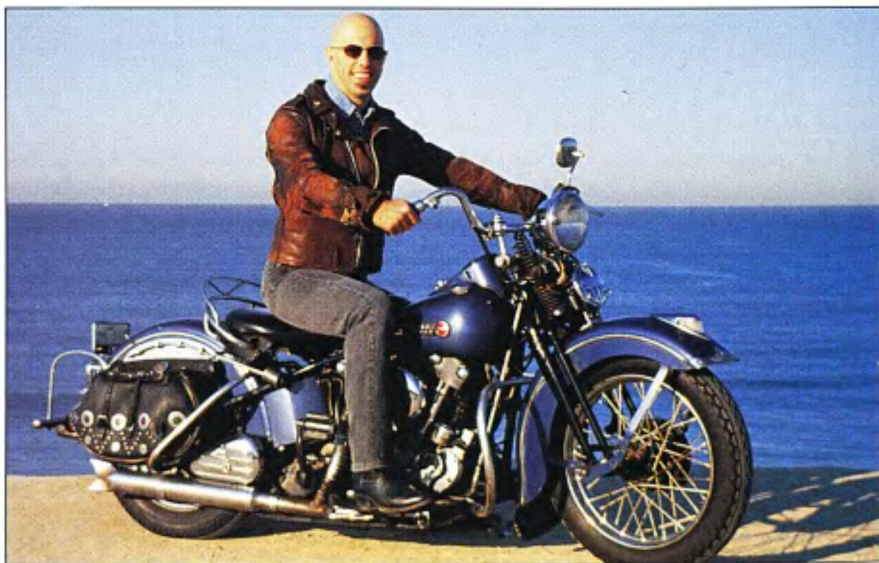
into the entertainment industry. Meanwhile, his folks moved to Virginia. Some months later, Michael's work took him to Los Angeles.

"I was leery. It was my dad's bike and I didn't want to damage it."

Finally, he tried to start the ol' jewel but couldn't get it to fire. He considered how long it had been sitting and decided to get some wrenching education. He made some calls and discovered that the Motorcycle Mechanics Institute (MMI) was the only school accredited by Harley. "Initially, when I decided to enroll in the MMI, it was solely to work on my dad's bike," he says. "I wanted to go to the best school." Luckily, a facility was located in Phoenix, making it an easy move from L.A.

Michael found that mechanical studies really interested him, and he began to realize this could lead to a new career. Graduating at the top of his class didn't hurt, either. In June 1992, just days after graduation, he accepted a job with Harley's House of Harleys in Oceanside, Calif. "I fell in love with the place," he says. "It's right on the water."

The wheels of ambition have continued turning for Michael. He and bike builder "Big Daddy" Drew purchased *Easyriders* of San Diego in the summer of '95. They plan to expand the franchise to include service and parts departments, in addition to building custom bikes. "I'm happy I waited for the right thing," says Michael.



In 1990, Michael bought his first Hog, even though two years prior, he'd inherited the Knuckle when his dad died. "I didn't know the functions of it because Pa had never let me ride it," he admits.

"I've known all along that I wanted to have my own shop, be it my own ambition or living my father's dream. Either way, I know he's proud!"

—Clark Crouse

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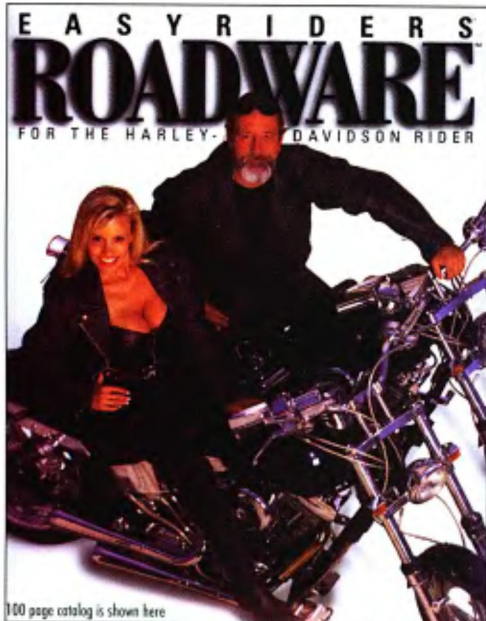
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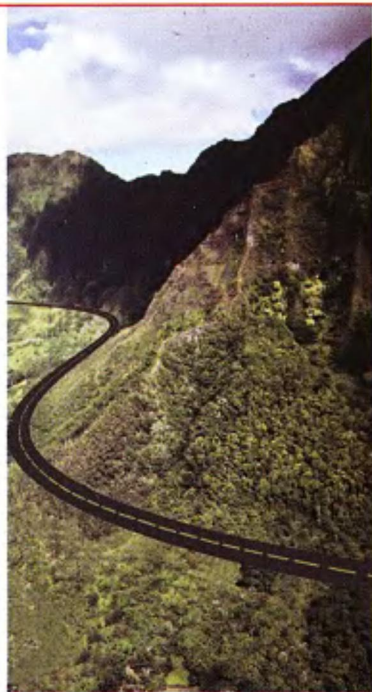
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RED RIDER

• 1997 H-D FXDWG •



It was a dark and stormy night. Actually, it was a gray and stormy day, but whoever started a story that way? The assignment seemed simple enough: Ride the new FXDWG and write a road test article on it. Well, things don't always go that smoothly. See, it rained right up until deadline, and the only way to complete the assignment was to cowboy up and take it for a wet and windy ride. All of you who actually have seasons know how much fun it can be to ride in the rain. Since it doesn't rain much in Southern

California, the cagers freak out and don't know how to react. They drive like midget blue-hairs on methamphetamines. Everyone was cruising at 90 mph, doing the "no look" lane change and the always popular, hydroplane stop. However, we'll save all those details for another article.

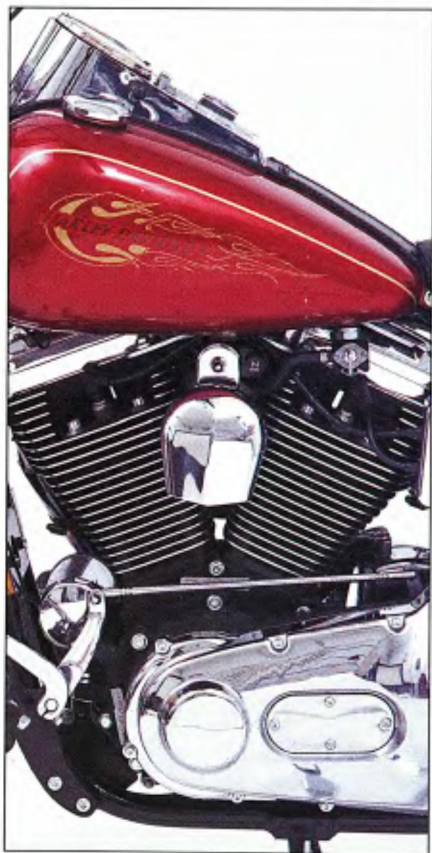
Anyway, you perceptive readers (those of you who reach this page before the case is polished off) know that this is the feature where we've been reviewing all the new Hybrid models. Well, in its never-ending quest to bring you the →





most informative, cutting-edge articles, our esteemed staff has chosen four new rides from Harley-Davidson to feature throughout 1997.

This month, the Dyna Wide Glide got the nod because it's one of the more customized and popular models the Motor Company puts out. Factory ape-hanger handlebars and forward-mounted controls are a couple of the reasons why. Standard on the Dyna Wide Glide are wide front forks, a sculptured bob-tail rear fender, and a one-piece fatbob fuel tank with flame graphics. With the trend of lowered bikes and drag bars on scoots nowadays, it's nice to be able



to sit up (comfortably) in the saddle, legs stretched out, and still have ample control over this bike. Reminds me, somewhat, of my ol' Shovel—'cept this one isn't causing Greenpeace to picket the office. Fortunately, I've been assured that the ol' Shovel won't be leavin' oil spills for too much longer. Bandit swears he's gonna fix it—see why in this issue (flip back to page 78). I'm such a trusting prospect.

Anyway, back to the Dyna. Although it is a comfortable ride, you'll feel like you're sitting atop a Clydesdale (you know, the Bud horses). This model isn't fuel-injected, so you have the traditional "pause" →

if ya let off the throttle, then twist the wick—not to mention the ever-present cough when you throttle up.

While riding on the Golden State Freeway, trying not to become a semi's hood ornament, I had to grab a big handful of brake and simultaneously perform my first brake test. Maybe it was my vast riding expertise and controlled braking technique—okay, it was luck—but this scoot stayed right on line and kept me from becoming another statistic for the pro-helmetcrats.

The rain eventually let up enough to take the Dyna on a long putt up the coast and, although I froze what was left of my

ass off, it proved to be a pretty comfortable ride. One of these days, H-D is going to manufacture comfortable foot pegs instead of the small stock ones they have now. But, I suppose that's why customizing is so much fun.

I got the bike back to the office just in time for everyone else to ride it during great weather. Next month, we take a ride on Titan Motorcycle Company's new rubbermounted Sidewinder. If you want info on any of the Hybrids or Harleys we're testing, drop me a line at P.O. Box 3000, Agoura Hills, CA, 91376-3000, or fax (818) 889-1252. I'll get the word to ya.

—Oil Can Scott





Manufacturer:Harley-Davidson
Motor Company
Year and model:1997 FXDWG
Dyna Wide Glide

Dimensions
Length:94.5 inches
Seat height:26.75 inches
Ground clearance:5.6 inches
Rake:32 degrees
Trail:5.1 inches
Wheelbase:66.1 inches
Fuel capacity:5.2-gallon
(includes .5-gallon reserve)
Oil capacity:3 quarts
Dry weight:598 pounds
Gross vehicle weight1,085 pounds

Tires
Front:21-inch
Rear:16-inch
Type:Dunlop Touring Elite II

Wheels
Front:21-inch, laced
Rear:16-inch

Performance
City:43 mpg
Highway:55 mpg
Braking (at 60 mph):
Light load (200 lbs):160 feet
Maximum load:170 feet

Brakes
Front:11.5 in x .20
Rear:11.5 in x .23
Suspension travel

Front:5.6 inches
Rear:4.0 inches

Lean Angle
Right:31 degrees
Left:32 degrees

Engine
Year and model:1997 Evo
Displacement:80 cubic inches
Ignition:Screamin' Eagle
Exhaust system:staggered shorty duals
Air cleaner:8-inch round chrome with
spun aluminum insert

Frame
Type:mild steel, rectangular section
backbone with twin downtubes
Swingarm:mild steel,
rectangular section
Other:adjustable rear shocks

Forks
Type:41.3mm wide glide assembly

Electrics
Battery:sealed 12-volt, 20 amp-hour
Charging:32-amp permanent
magnet alternator
Starting:1.2kw electric

Accessories/Instrumentation
Headlight:quartz halogen; 55-watt
low, 60-watt high beam
Tail/stop lights:3/32 cp
Turn signal lights:self-canceling, 32 cp
Running lights:front turn signals
Speedo:electronic w/odometer and
resettable tripmeter; fuel gauge

Bars:factory apehangers
Gas tank:one-piece fatbob with cap lock
Oil tank:under transmission
Seat:pillow-soft custom
Sissybar:chrome with backrest pad

Fenders:custom front with painted brace
Other:integrated fork lock w/common
barrel key for ignition

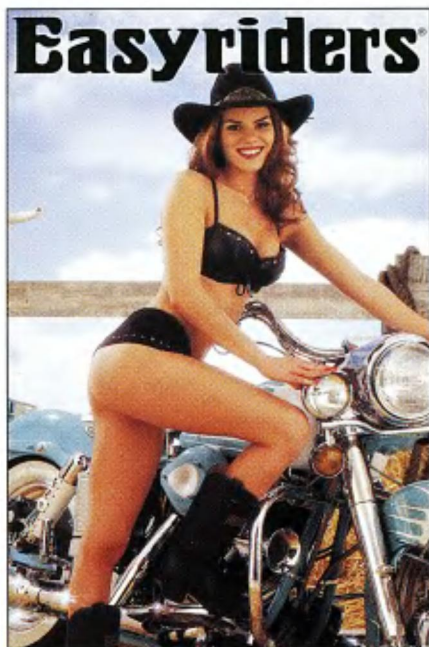
Paint
Colors:Vivid Black, Patriot Red Pearl,
States Blue Pearl, Violet Pearl, Two-
Tone Victory, Sunglo/Platinum Silver,
Two-Tone Platinum Silver/Black
Photos:Doug Mazell

Dyno Run:Commanche Custom
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COMING AT YA

Summer's just around the corner, and things are definitely heating up in the **May** issue with our annual guide to the finest exotic dance clubs in North America. That's right, it's time to hit the highway, and what better sight for road-weary eyes than lovely ladies groovin' and grindin' at the best bare-it-all bars around. Keep this one in your saddlebags, bros, so no matter where the wind takes you, a biker-friendly relief station can be easily found. You can thank us later. We've also got a long-awaited feature on how to build the sleek Marlboro Man bike from the ground up. Also, don't miss this month's pick of slammin' sleds including Mike Neil's '78 Super Glide, Robert Shade's '60 Panhead, and Michael Warner's custom FLSTC. And ya gotta dip into our selection of sensual fiction, detailing a wild night out with Nikki. What else, you ask? Damn you expect a lot ... and, natch, we deliver. Our event will be a Rocky Mountain high bash in Breckenridge, and tech tips include cures for the blues (on your pipes, that is), and belting a chain drive FXR. Don't even think about missing this one! On sale April 1



The **April** issue of *Biker*, the magazine for dissenting adults, gives ya what ya need 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 deranged Mutha, completely demented fiction, another edition of Double Trouble, and all the other twisted stuff you can't get enough of.

On sale March 6



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 now



We're cooking up plenty of racing action for the **May** issue of *Quick Throttle*. Follow our racing correspondents as they trek across the country to cover the Palmdale drags in California, and rocking racing in Rockingham, N.C. Also, look for Jesse Keen's sizzlin' Shovelhead, Lonnie Cantrell's monster Pro Streeter, and Mr. Lucky's Street Drag FXST. We'll also get the latest on barrels from the guys at Patrick Racing and check in on the progress of QT's Ultimate Street Racer.

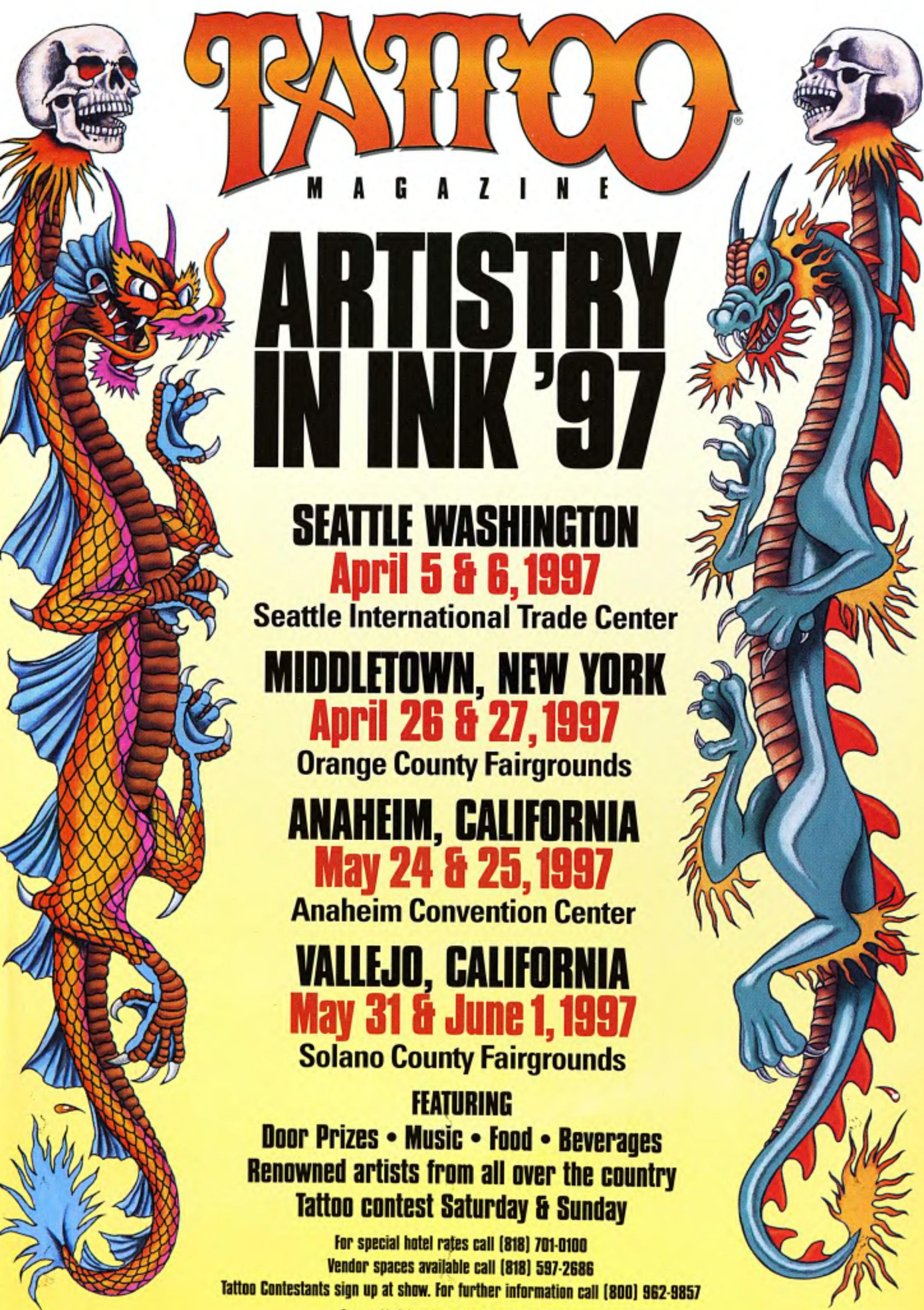
On sale now



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

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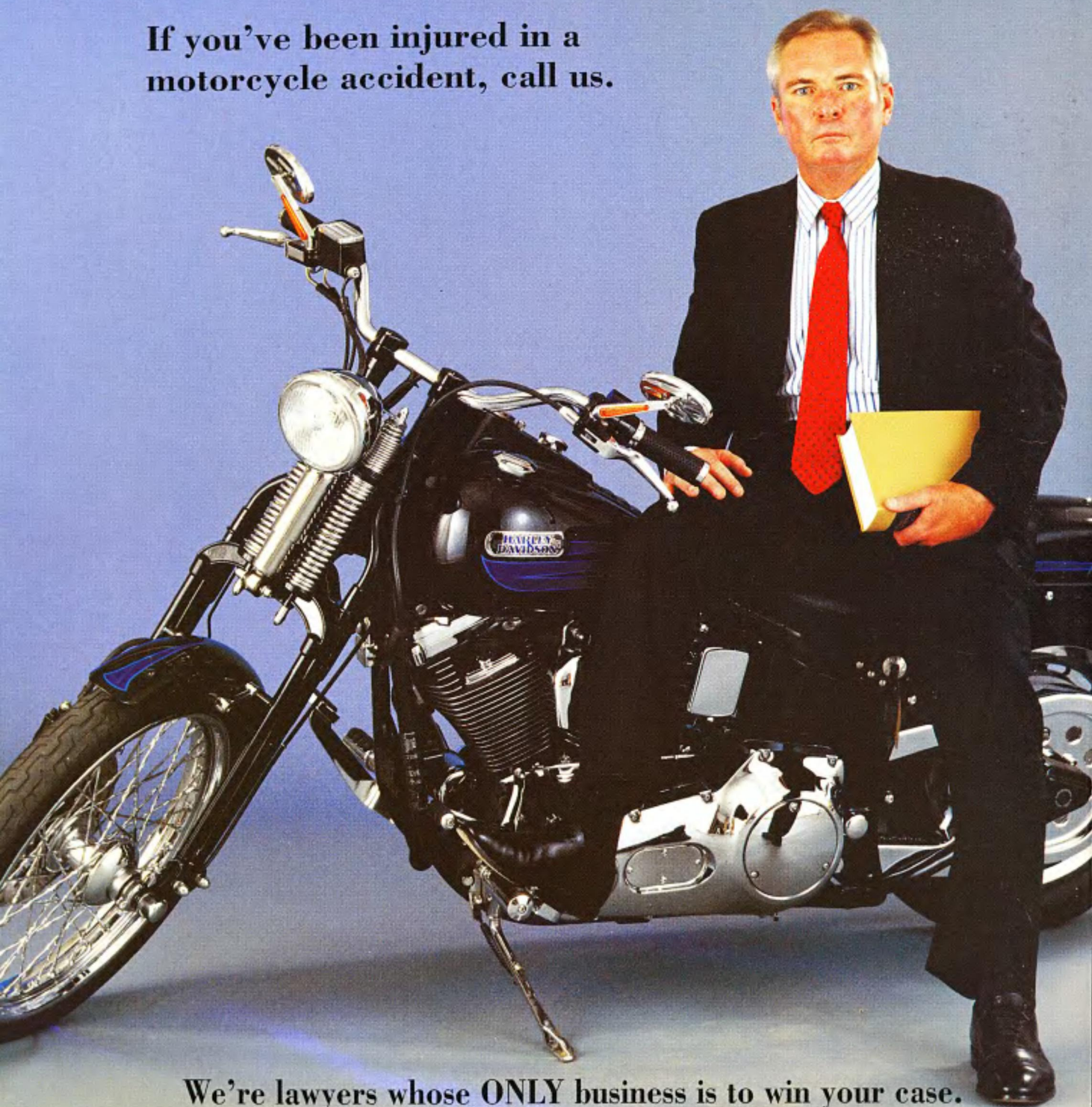
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