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March 1989
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Easyriders

39

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Gary Busey
What's The Real Story?

Daytona Rodeo
(See back cover)

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Easyriders Rodeo
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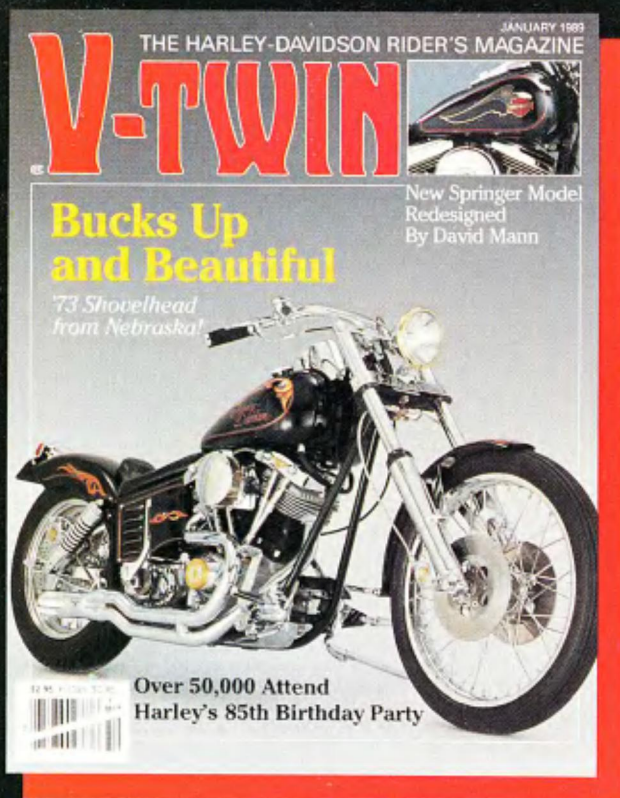
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The photography of your October Fox Hunt winner, Deborah, on the cover, gatefold, and feature, with Dan Nicolaides's rowdy red shovelhead, was done by Chuck Emery in Chicago, Illinois.

eye to eye

Don't Buy This
Magazine.



We're serious—*V-Twin* is an edited version of *Easyriders* intended for sales in areas where nudity is prohibited (something like when you see "edited for television" on R-rated

movies)—but since the magazine distribution system is less than perfect, you may find *Easyriders* and *V-Twin* on sale at the same location—don't buy both—they are basically the same material!

She slaved away, mixing some Hamburger Helper with beans, and after all that work, she presented it to her husband for dinner. He told her he wasn't going to eat that shit, so she sorta got pissed off, went out to the back of the house, grabbed an axe, came back in, and chopped his head off. So if you don't like what your ol' lady makes for your dinner, just grin and slip the shit to your dog on the sly.

He had a knife and threatened a woman he saw walking along the street at 1:00 a.m. He held the knife to her neck and said he was going to slit it if she screamed. Then he dragged her into a dark, empty lot, where she pleaded for her life. So he made her munch on his joint for a full 30 minutes. When he was done, he started to zip up his pants and handed her the knife to hold. He must have thought she'd enjoyed it so much he could trust her with the knife, but when he gave it to her, she stabbed the shit out of him.

If any of you guys are looking around for a new snatch to marry, be warned that women who have been married once have more children than women who have been married twice.

He was drunk and decided to kill his dog, but his ol' lady wouldn't have any of that shit, so he decided to kill her instead. He stuffed a rifle in her mouth and fired the .22-caliber, loaded with bird shot. When he came to trial, his ol' lady pleaded for him, saying, "He's over his drinking problem now... he has suffered enough bein' in jail."

I don't understand these people--his ol' lady had been feeding him rat poison for a month in an effort to kill him. So she went to trial, and her ol' man (even though he was still sick from rat poison) pleaded for leniency, saying, "If I ever needed her, I need her now." Man, there's no tellin' what a pussy-whipped guy will do.

Here's a new gimmick: He stole \$11,000 worth of cow gallstones from a meat-packing plant. They're used for aphrodisiacs in the Orient, which makes them the most expensive part of a cow. Whatdashit--a buck's a buck.

Earn-a-free-beer dept.: Ask the guy next to you if he can give you four professional sports teams' names that don't end with the letter "s". They are Chicago White Sox, Boston Red Sox, Utah Jazz, and Miami Heat.

Now you figure this one out--I can't. He was pissed off because the sheriff's deputies had the nerve to rip out 80 of his marijuana plants. He was fuming and called 911 because detectives had destroyed the pot crop that he had been cultivating. He complained about the premature harvest and wanted to talk to the supervisor about getting the plants back. The police department invited him to the station to make a formal complaint. When he arrived, he was promptly arrested.

If any of you are old enough to remember, when bands started playing rock-'n'-roll music, it brought on complaints about its being devil music. Now, well over 35 years later, the government in New Delhi, India, claims that rock music produces a drug-like effect on listeners and encourages suicidal tendencies. They say the music should be banned from India.

In Bavaria, if you call a traffic officer a "damischer Bulle" (stupid bull), you'll be fined \$1,700. If you call him a "Raubritter" (robber baron), you'll be fined \$1,140. If you call him "Stinkstiefel" (smelly boot), you'll only be fined \$51.

We've reported similar situations like this before, but here's another reason why you shouldn't wear helmets. A guy was beaten over the head with his own helmet until he croaked.

Here's another weirdo calling women on the telephone, convincing them that if they rub the receiver against their breasts, he can determine if they have cancer or not. Of course, they rub and do indeed have cancer. So he has to come over to confirm it. When he arrives, he examines the women's breasts, rubs his face against them, and hums softly.

TAKING IT EASY

By Spider



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Just Wondering

□ I've been seeing the names of winners from the *Easyriders* rodeos in the last couple of issues. I was a little pissed about the results from the Manor, Texas, rodeo. My ol' lady and I were told by several people that she had broken the *Easyriders* rodeo record for the wienie bite at 4½ inches in the eliminations. When it came to the finals on Sunday, the announcer even said that she had broken the record. Well, needless to say, in the finals I got the fat head and fucked up (not her, me). Does the record stand even though we didn't win the finals, or what? Anyhow, I think she deserves a little recognition for a job well done—that I fucked up.

Here's a picture from our Texas State ABATE party, where she won first place with a little over a 4½-inch bite. Way to go, Debbie. I would also like to see some other records from your badass rodeos and who they're held by.

(The picture was taken by Quiz from the Houston ABATE chapter.)

Les Holt
Houston, Tex.

■ Space won't allow us to list everyone, and I'm sorry to tell you that recently an ol' lady beat Debbie's 4½-inch bite. But I gotta tell you, Les, you trained her well.



Help! Help!

□ I've been reading your rag since 1975. Now more than

ever I need your help.

I own a 1976 shovelhead chopper. Yep, custom to the bone. Now for the bad news. In between Spearfish and Sturgis, my SureShot camera, along with four or five rolls of film totaling around 80-some-odd flicks, all in a case, fell off my belt loop. All I want is the film. Whoever found the camera can keep it, but the film is very dear to my heart. It was my first vacation after doing three years in the joint. There were skin flicks from the Sons of Silence party—Bare Butte shots and Main Street shots. Please, please have some compassion as a brother or sister and return my flicks.

Bill Kounanis
Box 8757
Madison, WI 53708-8757

It's Gettin' Cold!

□ Tim Berg, if you're out there somewhere, I need desperately to talk to you! You don't know me, but I am attempting to live in your old place outside of Milner, Colorado, with my two kids—and we do love being out here in the boonies, but I can't seem to get anything to work in this place!

We've been here since September 1. Now don't get me wrong, because shittin' and pissin' outside are okay and so was takin' a bath in the river up until about two weeks ago, but now it's pretty damn cold! (Yeah, I know, what a pussy!)

Anyway, if you could please get hold of me and explain the well system and how the dang pump works so I can fix it, I'd be very grateful.

Also, you left all kinds of bike parts here.

Cyndi Garcia
Box 31
Milner, CO 80487

Did He Fuck?

□ In your November '88 issue, you had an article in "Short Strokes." It was about a dentist who pulled 2,000,744 teeth in 35 years. He must have liked his work, because in order to accomplish such a feat, he would have had to pull out a tooth approximately every nine minutes, 24 hours a day,

seven days a week for these 35 years.

Did the guy ever eat or fuck?

M. Bratton
Dixon, Calif.

■ He just pulled out.

Question

□ I was just reading the spread in your November '88 issue, "99 percent Stock," about 29-year-old Alan Zacharias. You state that he will join the local Vietnam Vets Club. Is this the Vietnam Vets MC? If so, I was under the impression that it was for vets only from Vietnam. And Zach is not old enough to be a vet.

So what's the deal? Can anyone who wants to support the cause join the Vietnam Vets MC?

Big Ed
Plattsburgh AFB, N.Y.

■ You're right. Only a vet can get in—after he prospects.

Easyriders In Prisons

□ The November 1988 issue of *Easyriders* had a letter from an inmate in TDC, complaining that the magazine was being withheld by the library. I respond in kind.

I am unable to ascertain the unit or the man's name, so please deem this my notice for assistance. This magazine cannot be stopped in TDC. We have a First Amendment right to its receipt. An injunction in the district court would stop this practice. I participated in the Guajardo litigation for five years. This federal lawsuit established our correspondence rights. I intend to enforce them as I do at all times.

I am also a prolific "writ writer," the same one who filed the lawsuit on TDC concerning female strip-searches of male inmates. TDC violates its own policy when they allow female strip-searches. Administrative Directive #03.22 provided: "No correctional officer of the opposite sex shall conduct unclothed body inspections or searches of an inmate."

Pending in court is my other lawsuit, which raises prisoners' rights under the Texas Constitution. This is the first suit ever filed using the state constitution as a basis for prisoners' rights.

At this unit we have no problem receiving *Easyriders*. I simply will not allow it to be rejected.

R. Wayne Johnson
Tennessee Colony, Tex.

David Mann

□ Fuckin'-A to David Mann's November centerspread. He deserves an extra-large slice of raisin pie—fuck it, give him the whole pie. That spread will definitely be framed before this letter gets to ya. And the fiction by Ratface was righteous. Fuckin'-A. Keep 'em coming.

The Kidd
Wallington, N.J.

Club In Italy

□ We are a small club (30 people) in southern Tyrolia, Italy, and would like to get in touch with some clubs in other countries. Our club's name is "MC Coyoten." There are many clubs here in Tyrolia and lots of events.

Our goal is to come to the United States for an event or run. If any American clubs would like to get in touch with us beforehand, our address is:

MC Coyoten
Am Sterzinger Moos
Moosweg 4
39049 Stenzing
Italy

A Complaint

□ In the December issue, there's a letter from a Boston Woodard, who said he's in the joint and has a couple hundred back issues of *Easyriders* he'd like to send if we'd send him 66¢ in stamps for postage. Well, the stupid asshole didn't tell us that he has to have prior approval to receive correspondence.

I'm in the joint here in Michigan, and I sent the guy \$1.50 in stamps and a letter. One week later I got the letter and stamps back with "Correspondence Requires Prior

Approval" stamped on it.

I thought I'd let y'all know. I don't know what the dumb-fuck thought!

T.A. Hurley
Carson City, Mich.

Piercin' Nipples

□ I'm writing out of desperation. Being avid readers of your mag, my ol' man and I have always wondered how the girls you occasionally show pierce their nipples. We've tried needles and thread and pins—even an ear-piercing gun—but when the needles and thread worked through, I couldn't seem to work an earring through after the thread.

If you or anyone can tell us how to go about this without causing so much pain, please write.

Perplexed
Gilford, N.H.

■ Very, very gently.

Thanks

□ I wish to express my sincere thanks and appreciation to all the readers who responded to my request for parts information for my son's 1948 Model 165 Harley-Davidson (December '88 issue).

As I've recently caught a long stay with the Michigan Department of Corrections, it is virtually impossible to answer all your letters personally due to lack of funds. Furthermore, my father has agreed to procure the needed parts and finish the project for my son, Jeremy.

Morris Barlow
Coldwater, Mich.

Wants To Know

□ I would like to know the first year the Daytona Harley beer came out. I have asked around, and no one seems to know in this neck of the woods.

Fried Fred
Hampton, Tenn.

■ A scooter tramp in the office says it was in 1978. I don't know, 'cause I drink Jack—not brew.

Bummed

□ Well, shit, it finally happened—got caught by a left-hander. I hope everyone else can learn from my experience.

I woke up in the hospital, all fucked up—shattered arm, broken back, leg, ribs, and head—only to find my ol' lady had called one of these so-called "biker attorneys." Now I'm not naming any names; that's not my aim. He came spewing words of lawsuits and hundreds of thousands of dollars while my head was full of morphine, and in my daze it all sounded good. All it would cost me was one-third.

The insurance money came—30 grand, leaving me with 20 grand to pay 40 grand in hospital bills. Hey, but what the fuck, I got \$800 for my ruined bike. Also got a letter from this "biker attorney," saying they did all they could or would. Still haven't figured out what they did besides take the easy money and kiss me off. I sound bitter? Damn right! Just wanted to tell you all to make sure you get something before you give a third away, and watch out for that left-hander. Ride free, ride aware.

Mr. Bill
Eureka, Calif.

Carried Away

□ I've been readin' your rag since day one, and I think it's about time I dropped a kite.

First, tell Rip to watch his ass, 'cause I'm after his job.

Second, to Jake in the December issue: You should contact one of the agencies that provide free Seeing Eye dogs to the blind for your partners who say most of the cover ladies are dogs, 'cause they're definitely fuckin' blind!

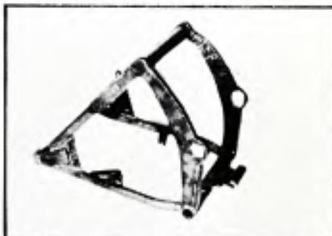
Third, you guys have big balls to hit the stands once a month! I get this rag the first day it comes out, read it cover-to-cover, backwards, upside-down, even the fine print, then wait a fuckin' month for the next issue. Is two issues a month too much to ask of you overworked office slags?

Red Man
San Clemente, Calif.

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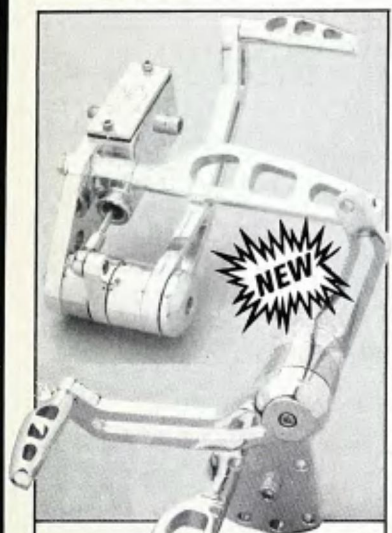
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Coming Events

☐ I'm trying to accumulate the names and addresses of any clubs or organizations of clean and sober bikers so I can notify them of any upcoming events in the New England area sponsored by the Fifth Chapter MC.

Mr. Toad
Box 313
Franklin, NH 03235

■ Clean and sober?

Prison Conditions

☐ I am currently incarcerated in the Texas Department of Corrections and am doing a study on prison conditions throughout the United States. It would be of great help to me to hear from all the brothers and sisters who are locked down.

Mark Wheelis #439917
Box 128 Beto I
Tennessee Colony, TX 75861

Movin'

☐ We need some help from your readers. My ol' lady and I are planning a move from Jersey down to Franklin, Tennessee, in July of '89. We don't know anyone down there, or even some good biker bars.

We'd really appreciate hearing from anyone who either likes the area or knows it.

John and Dee
RD 3, Box 296A
Charleston Spring Rd.
Freehold, NJ 07728

A Woman's View

☐ I've read your mag for quite some time now. In response to "Chauvinist Pig" in the December '88 issue, I've got a few things to say in respect to all women bikers.

Your ol' man slap ya around for screwing around on him? Hey, if you don't get appreciation and respect and care and love at home—if yer ol' man ain't lovin' ya (women are human, too!)—yer gonna go elsewhere for it. If men were to give us half the attention, respect, and care they give their scooters, we wouldn't have to go to someone else.

Face it, guys. Drop the macho-male biker bullshit. We women need just as much affection as you give your bike. So if you don't want your ol' lady (woman) goin' elsewhere, if you want your lady to be a true lady to you, clean up your act—not your bike—and start treating her with respect and care.

Don't slap and kick the shit out of her just because you don't take care of her needs as

you do those scooters parked in the garage (try hugging up to cold steel at night). Be righteous bikers, not righteous woman-beaters.

A Woman Bike Mechanic
Santa Ana, Calif.

Like Lemmings

☐ The homecoming MDA ride to Milwaukee was indescribable. So much H-D iron in one place at one time. No hassles and one great weekend. The only thing that could top such a party would be if all the rice riders got on their rice machines and rode them back to where they were made. All at once—just like lemmings. Come on, folks, the bigger the turnout, the better.

Hulio
Kasota, Minn.

Likes Her

☐ I've been reading *Easyriders* for a long time and have seen a lot of good-looking honeys in your mag. But the redhead in the "99 Percent Stock" article (November issue) was the best-looking female I've ever seen. Her mother must have stayed pregnant for 18 months, and Mother Nature blueprinted this female. I just can't say enough about her. What she doesn't have I could live without.

G.D. Craft
Lexington, Ky.

Nebraska Helmet Law

☐ As of January 1, 1989, Nebraska will have a helmet law in effect. I'm asking all you money-spending biker types to avoid Nebraska like the plague. Don't spend a dime in this state if you can help it. I'm not saying Nebraska draws much, but it's got one hell of an Interstate highway east to west, and a bunch of bitchin' people in between.

Now to all the riders who made one or both protest rallies in Lincoln at the state capital this summer and fall, thank you for being there!

Gordon "Flash" Strickland
Cozad, Neb.

Fur-Bearing Clam

☐ Where did you find that beautiful fur-bearing clam called Sandy (October '88)? I'd crawl a mile on broken glass just to sniff the tire tracks of the laundry truck that was carrying her dirty panties. She can sit on my face any day.

Second, I just received the *Easyriders* video. Best damn thing you guys have done since Spider traded Miracu-

lous Mutha in for a scooter. A whole raisin pie to Spider and the rest of the motley crew. When's the next one coming out?

Jed
Petawawa, Canada

■ S'posedly April.

Only in America

☐ Just had to write and say "Right on, bro," to Rick Clow and all the bros and sisters who made that run a success (November '88, "Beatin' Discrimination"). It's efforts like that that keep us all free! Only in America could something like that be pulled off.

Mouse, Wolfe, Joe,
and Pooter
Ft. Polk, La.

Is It For Sale?

☐ In the December '88 *Easyriders*, the last bike in the rag belongs to a bro by the name of Arlin Fatland from Denver, Colorado. I sure do admire the hell out of his bike.

I doubt very seriously if he's interested in selling the bike, but I'm interested in a lot of tips on it. I'd pay for pictures—please help my dream come true.

Ronnie Thomas
Soledad, Calif.

■ He's a bike builder, so he may be interested in selling it. Write him at:

2 Wheeler's M/C Shop
1433 W. 38th Ave.
Denver, CO 80211

Likes Video

☐ Thought I'd take a minute and send you a kite on the fine job you did on the first *Easyriders* video. It was top-quality and real interesting. I'm looking forward to future volumes.

I hope to see more features on the USA Network on TV. The rodeo was great.

Finally, how about a feature on the super fox on page 12 in the November issue! The guys in the shop voted her "Fox of The Year."

The Bike Baron
Short Gap, W. Va.

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, porno mail, threats of violence, love letters, propositions, and demands for payment may all be sent to the Word-monger, Box 3000, Agoura Hills, CA 91301. ■

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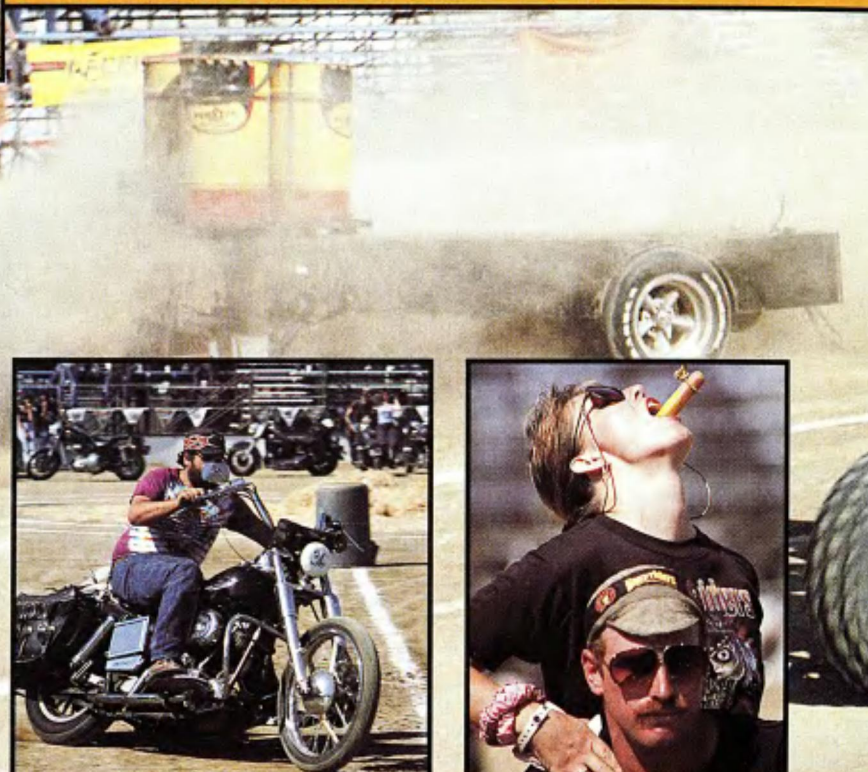
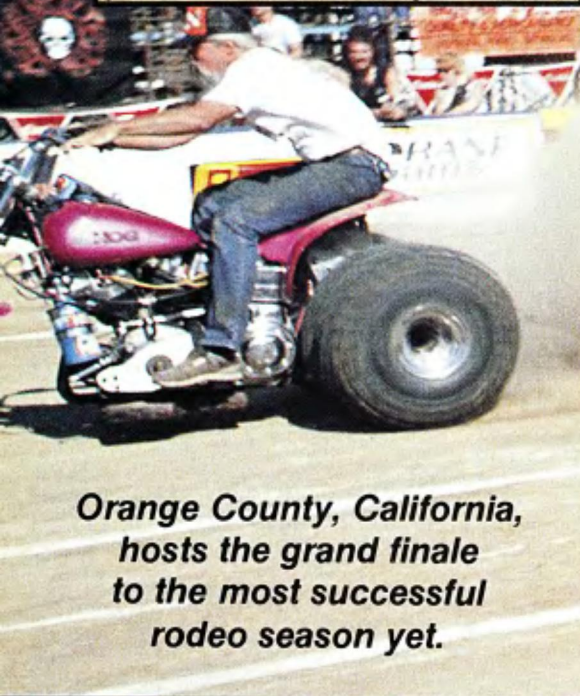
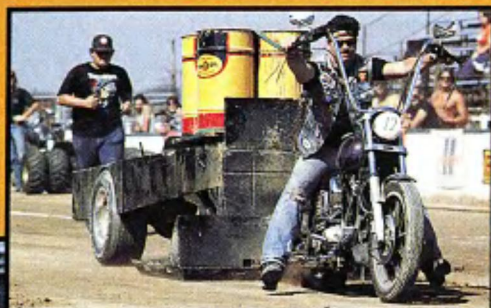
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**Friday 5:00 p.m.—12:00 midnight
Saturday 12:00 noon—12:00 midnight
Sunday 10:00 a.m.—6:00 p.m.**

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'88 RODEO



**Orange County, California,
hosts the grand finale
to the most successful
rodeo season yet.**

And the winners are . . .

Slow Race

- 1st: Robert Donley, Anaheim, Calif.—\$200
- 2nd: John Cochlin, Santa Cruz, Calif.—\$150
- 3rd: Gary Freel, Ames, Iowa—\$100
- 4th: Ray Tewksbury, Tampa, Fla.—\$50

Wienie Bite

- 1st: Steve Fleming and Lisa Ginsberg, Santa Monica, Calif.—\$200
- 2nd: Smily and Christi Stahl, Soquel, Calif.—\$150
- 3rd: Gary Freel and Debbie Kid, Ames, Iowa—\$100
- 4th: Ray Brown and Kyrae, San Clemente, Calif.—\$50

Potato Haystack

- 1st: John and Carole Brewer, San Bernardino, Calif.—\$200
- 2nd: Dave and Deb Vineyard, Riverside, Calif.—\$150
- 3rd: John Cochlin and friend, Santa Cruz, Calif.—\$100
- 4th: Gary Freel and Debbie Kid, Ames, Iowa—\$50

Keg Derby

- 1st: Roger Arnold, El Centro, Calif.—\$200
- 2nd: Gary Freel, Ames, Iowa—\$150
- 3rd: Mark Lane, Sanger, Calif.—\$100
- 4th: Jerry Cable, Ames, Iowa—\$50

Barrel Race

- 1st: Rick Stecyk, Canoga Park, Calif.—\$200
- 2nd: Gary Freel, Ames, Iowa—\$150
- 3rd: Daryaz Zimbardo, Mission Viejo, Calif.—\$100
- 4th: Patrick Stephenson, San Carlos, Calif.—\$50

Solo Sled Drags 1000-lb. (gas class)

- 1st: Gary Freel, Ames, Iowa—\$500
- 2nd: Ray Tewksbury, Tampa, Fla.—\$300
- 3rd: Jerry Cable, Ames, Iowa—\$200

Solo Sled Drags 800-lb. (gas class)

- 1st: Jerry Cable, Ames, Iowa—\$500
- 2nd: Ray Tewksbury, Tampa, Fla.—\$300
- 3rd: John Chambers, Oxnard, Calif.—\$200

Trike Sled Drags (fuel class)

- 1st: Manuel Azevedo, Modesto, Calif.—\$1,700
- 2nd: Bobby Torres, Sanger, Calif.—\$1,000
- 3rd: Keith Ruxton, Sanger, Calif.—\$700

Bike Show Winners

- Gary "Ziggy" Adams, Fresno, Calif. (1958 panhead—\$500)
- Jeff Ackley, Lake Elsinore, Calif. (1947 knucklehead—\$300)
- Jimmy Detrick, Garden Grove, Calif. (1956 panhead—\$200)

ARROW Members 1988 Tour

Final Standings

- 1st—Gary Freel, Ames, Iowa—(4,080 points)
- 2nd—Ray Tewksbury, Tampa, Fla. (4,005 points)
- 3rd—Bobby Torres, Sanger, Calif. (3,907.5 points)
- 4th—Keith Ruxton, Sanger, Calif. (2,680 points)
- 5th—Manuel Azevedo, Modesto, Calif. (2,190 points)
- 6th—Mark Lane, Sanger, Calif. (1,542.5 points)
- 7th—Jerry Cable, Ames, Iowa (1,087 points)
- 8th—Tim Warner, Washington Court House, Ohio (795 points)
- 9th—Bob Ritchie, Granada Hills, Calif. (632 points)
- 10th—John Cochlin, Santa Cruz, Calif. (250 points)

Special Notice: Easyriders Rodeos are sanctioned by Associated Rodeo Riders On Wheels (ARROW), and all ARROW members who are event winners throughout the '89 tour now earn points toward \$10,000 in prizes, merchandise, and contingency awards to be given away at the Grand Nationals. Supporting memberships are also available. For more information, write ARROW, Box 1050, Agoura Hills, CA 91301 or call Cathy Chaffin at 800-247-6246 (national) or 800-231-2669 (in California).

GRAND NATIONALS



More than 7,000 riders, racers, and fans turned out in the warm seaside sun to watch and be involved in the raucous conclusion to the 1988 rodeo season. The massive Orange County Fairgrounds opened its gates to the best in rodeo entertainment on October 14, 15, and 16.

I was in the preliminary stages of buying a bike on that warm Friday before the event. I wasn't about to

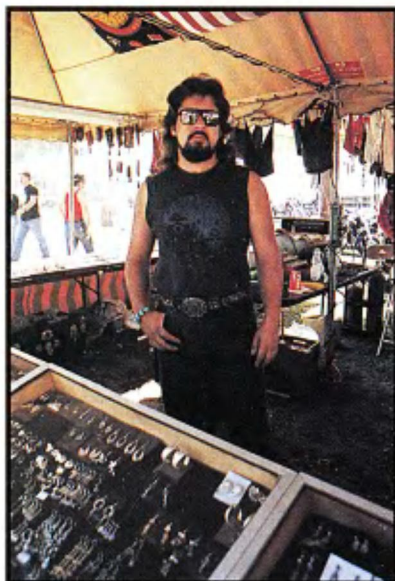
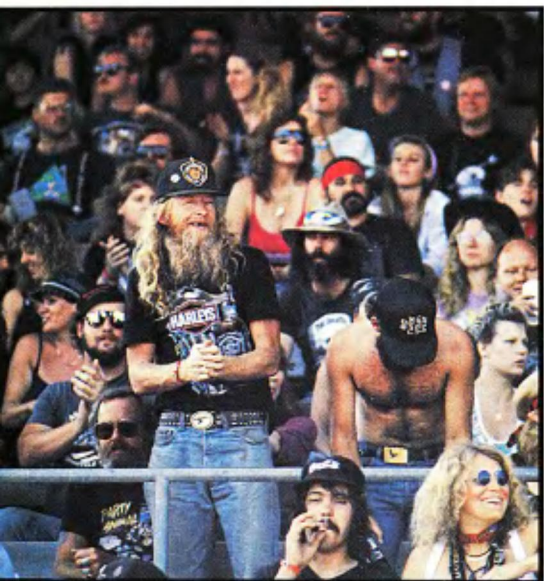
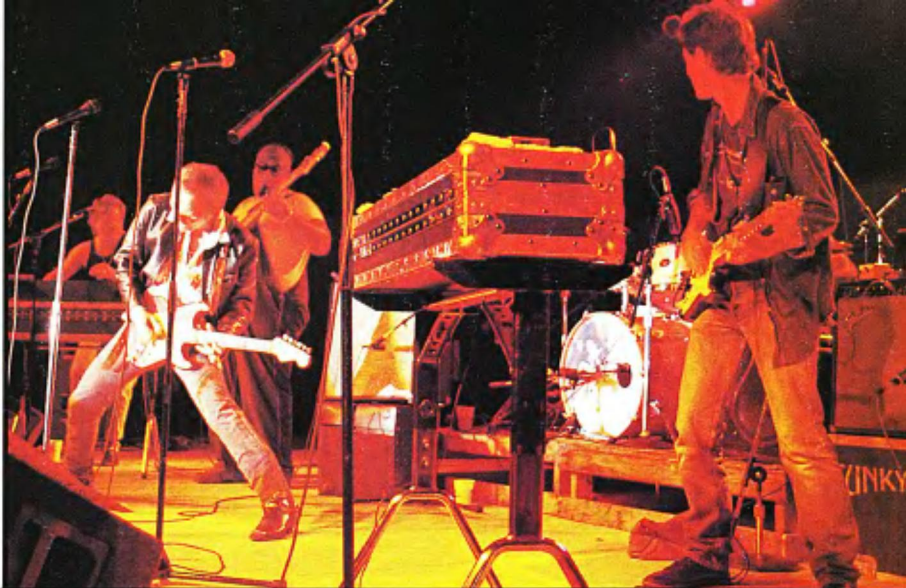
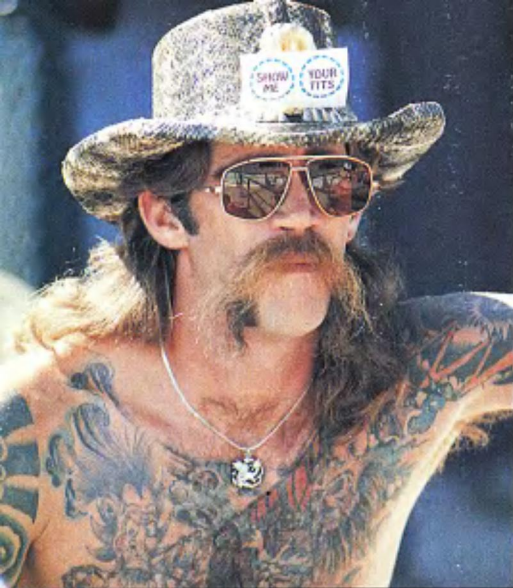
cash-out for a new one, but I had been down for over a year, and the excitement of the Grand Nationals and the sun were beginning to get the best of me. Arlen Ness had built a rowdy rubber-mount (being featured in the April '89 *Biker*). Its all-black appearance and smooth ride attracted me, but once on it, my 6'4" frame didn't set well. I did, however, ride it as far as Burbank, where Bomber took over the black beast,

much to his delight (it fit him perfectly), and I hopped onto a Jammer special that Mil Blair had recently constructed.

I fell in love as the stock reproduction rigid frame, powered by the new Evo motor and four-speed trans, jolted me onto the freeway. It felt a bunch like my nearly stock '48 pan (which I had for 12 years) as Bomber and I split lanes trying to escape the congealing L.A. traffic early on that Friday afternoon. If you don't make it onto the freeway by 2 p.m., especially on Friday, you might as well bungeecord yourself to a VW in a parking lot. It was rapidly approaching 2:45 as our tires met the rain grooves and we began weaving between reflectors and sideview mirrors toward Orange County.

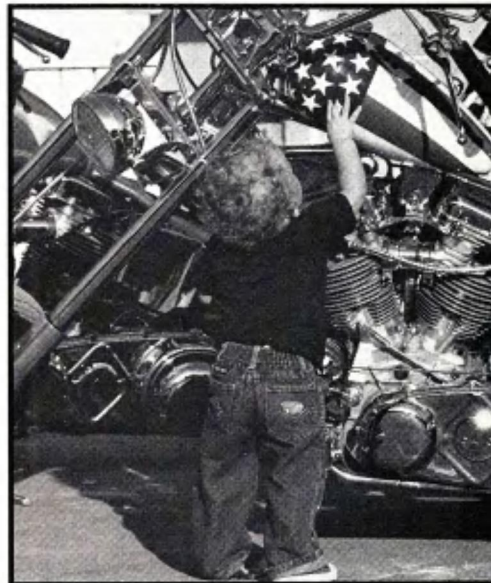
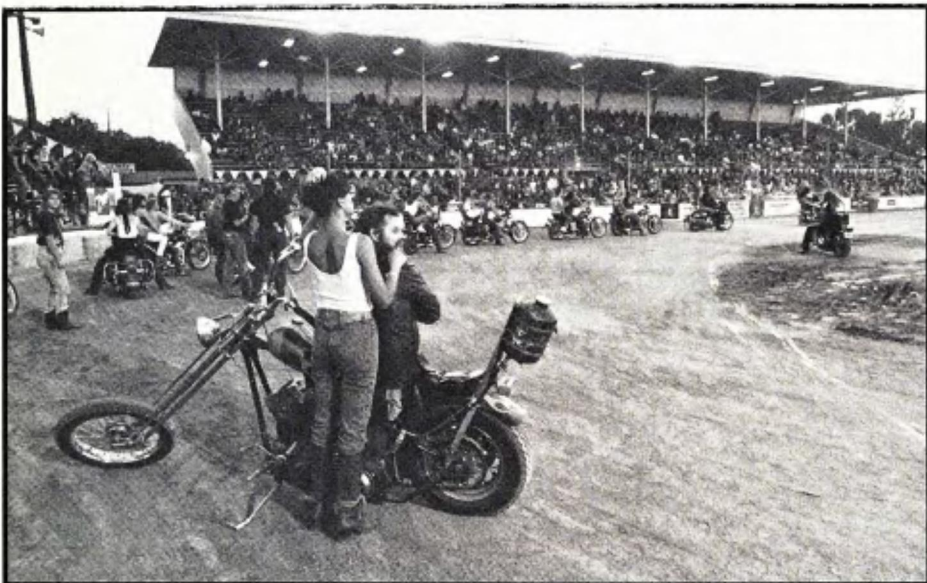
The Performance Machine disc brakes matched my reaction to unpredictable motorists, and the Evo power allowed me to escape certain death several times. Finally heading down 55 toward the coast, we snuck into a carpool lane and blew 'em out. They ran like maniacs. With every mile we ate over the fluorescent diamonds, the warmer the air got.





Whatta rush—the night was warmer than the day had been north of L.A. More than 1,000 riders had already moved into the campsites near the fairground facilities as we pulled in. The excitement that had already shut down any chance of work being done at the office had carried to the grounds and its inhabitants. The area was perfect—camping less than a stumble away from the action, the vendors, and the outdoor stage. It hadn't even gotten dark, and the bros were already lined up at the Coors booths or watching the tattoo artists; ol' ladies were trying on the leathers, tank tops, and turquoise jewelry; and the participants were out back of the main arena, tuning up for the preliminaries on Saturday. Bomber and I were downing beers and grinning from ear to ear. It was only Friday night.

The best aspects of events like the rodeos are the people you meet, the friends you haven't seen for moons,



and the camaraderie you share from the moment you roll through the gates. The Modified Motorcycle Association had the dubious distinction of working security, but they turned out to be terrific, shootin'-the-bull, biker ambassadors. A great deal of appreciation is also due the Southern California Harley Dealers' Association, the Harley Owners Group, and the American Motorcyclist Association for sanctioning all *Easyriders* Rodeos.

So the Grand Nationals for 1988 began on Friday evening with fatbobs full of brotherhood, good-lookin' sisters, lots to chow down on, goods to check out (for the discriminating biker only), and live music that started up just after the sun went down. And we're talking music that cranked: Carlos Guitarios had the rivets in building #16 rockin', brothers bellied up to the stage, and people dancin' right into the streets outside. If you ever get the chance to tune

your ears into the way this solemn dude manipulates a guitar, don't let your hearing disorder down.

Saturday began in a blur. Seems we all had too much fun the night before. J.T. was more obnoxious than usual with his screw-ya-if-ya-can't-take-a-joke attitude. By the time we crawled out and stretched, there were already over twice as many people on the grounds as the night before. Breakfast was served, the booths had reopened, riders were lined up to enter their bikes in the Riders' Choice Bike Show, and you could hear the crack-pop-rumble of contestants warming up for the day's rodeo events in the main arena.

Saturday was nonstop action. Rodeo practice and qualifying ran from 11 a.m. till 4 p.m., then Leon, the short sergeant of the *Easyriders* rodeo team, gathered the V-twin participants for the riders' meeting behind the stands, and the eliminations began.

At 1 p.m., the scrawny, fuzzy-haired Les Fitch put on the first-ever leather fashion show, which again packed the corrugated building that had been doing all the rockin' the night before. Silvermoon brought armfuls of L.A. sweeties, who showed off *Easyriders* and Purple Hog leathers until the heat from all the prancin' was too much to endure, and we all went out for something cool.

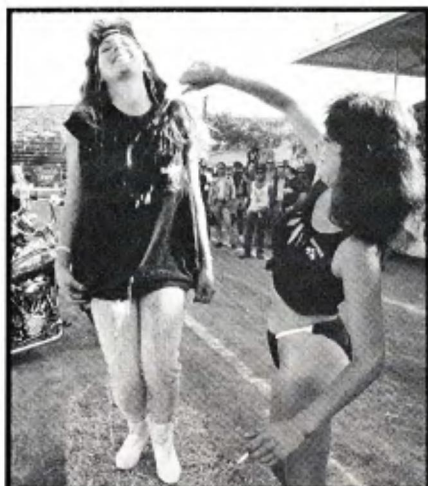
In the afternoon, during a break in the dust-churning action on the rodeo grounds, David Mann (Mr. *Easyriders* Centerfold himself) hobbled out onto the field—he had just recently completed a rebuild on his highbar shovelhead, and it had kicked through on him. He awarded the Grand Prize winners of the 1988 *Easyriders* Subscription Sweepstakes—Michele White and her husband, Greg, of Covington, Kentucky—their brand-new 1988 Custom Softail, which David had personalized. (See more on the winners on

page 17 and the kick-off of the new Sweeps on page 18.)

As the sun set and the eliminations that would lead to the Grand Nationals Rodeo championship awards the following day wound down, the music and nightlife throttled up, kicked off by L.A.'s newest threat, Little Caesar (they all ride). They were followed by pure '50s rock-'n'-roll from Dave Alvin and the Allnighters, and then, just when we thought the night would mellow, Carlos Guitarios began twistin' guitar strings in the steel building again and kept at it right up to the time for the midnight Trophy Girl contest.

As the sun shone through on Sunday, the points standings were close, but first place seemed somewhat assured for Tampa Bay Ray (or Rodeo Ray, as some call him). He held the lead with 3,355 points, while Gary Freel (Ames, Iowa) clung onto second with 3,030 points, and Bobby Torres (Sanger, California) was pulling a close third with 2,907 shares in the race for the top cash prize of \$3,000 and the outrageous one-of-a-kind gold Grand Champion belt buckle, handmade by Dennis Hogland of the Buckle Baron out of Colorado.

By the finish of the second event, Gary had pulled to within 100 points of Ray, and competition was intense through the heavyweight events, such as the bike and trike sled pulls. Even though Rodeo Ray had taken 600 points in the gas sled pulls and Bobby Torres had scored 1,000 points in the gas trike class, Gary popped a 500-point first place in the gas sled pull that, along with winning scores in several other events, took



Photos by Michael Lichter



him over the top to become the Grand Champion.

A tremendous *Easyriders* Rodeo season came to a very competitive close with more than 52 prizes being awarded, including the \$3,000 and \$2,000 taken home by the second- and third-place champions, respectively. All the contestants deserve a great deal of respect for their competitiveness and sportsmanship—not to

mention the beating they gave their scoots. That goes especially for the brothers, like Fred Haas and Fat Dog, who rode in the barrel race with long front ends and jockey shifts—and a couple of guys who rode antique Indians in many of the events.

This season was a success predominately because of such people as Bill Van Dyke, the voiceless announcer; Keith Ruxton, the nonstop wrench (and Streamliner mechanic); Bobby Torres, the standup guy who's always there; and Al Sherman, who coordinates these events and often has to stand up against the city governments to see 'em through. And let's not forget Len Bogert, the rider from Pennsylvania who could make his bike stop and never put his feet down, but admitted to crossing the line during the eliminations. Or Bob Ritchie, from Granada Hills, California, who had a major breakdown on the way to the rodeo and didn't make the prelims, so was unfortunately disqualified.

And some credit has to go to the man, J.T., for bringing this season and the concept together and for fighting the wars to keep it there. But it's not over—look for the *Easyriders* Motorcycle Rodeo crew to be holding events every day at the baseball field this year in Daytona Beach during Bike Week. (See the back cover for details.)

When I asked about the next season, all I got was "wait an' see"—but I could tell from the main tuners that turbos, nitro bottles, and bigger engines will be jerking the sleds from coast to coast as the 1989 season gets under way.

— Renegade

ARROW SPONSORS • 1988 GRAND NATIONALS

Sponsor

AMOUNT

<i>Easyriders</i>	\$6,000
<i>Crane Cams</i>	\$1,025
<i>Rivera/Primo</i>	\$1,000
<i>Russell Pro</i>	\$900
<i>Accel Ignitions</i>	\$880
<i>Delkron Mfg.</i>	\$686
<i>Custom Chrome</i>	\$500
<i>Jammer Cycle</i>	\$500
<i>Pag Bros.</i>	\$405
<i>Accel Spark Plugs</i>	\$270
<i>Kal-Gard</i>	\$120

(cash prizes: 1st place, \$3,000; 2nd place, \$2,000; 3rd place, \$1,000)
(5 camshafts, \$205 each)
(4 gift certificates, \$250 each)
(6 sets of fuel lines, \$150 each)
(20 ignition coils, \$44 each)
(set of cases)
(5 gift certificates, \$100 each)
(2 gift certificates, \$250 each)
(3 oil cooler kits, \$135 each)
(9 jackets, \$30 each)
(3 cases of chain lube, \$40 each)

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Fits '52-'78 Sportsters

13½".....Chrome Springs1111 \$149

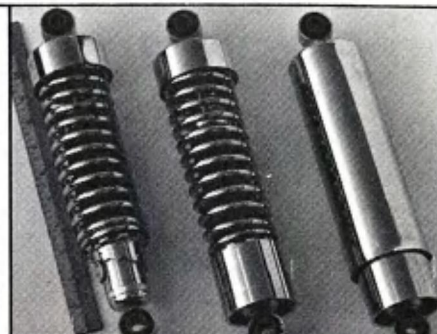
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Shorten your shocks. Don't want to buy new shocks? Send us yours and we'll shorten them. Send \$59.95, includes shipping. Turnaround time at M.B.—one to two days. For two-day air delivery, send \$70.00. No personal checks.



Late Sport & 5-speed shocks shown above.



The Super Flow Air Cleaner 7" assembly shown above.

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Part #0088 Super Flow backing plate to be used with stock H-D Round 8" Evolution chrome cover. \$39.



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ALL-NEW HARDCORE BIKER VIDEO
We outdid ourselves this time. Actually two videos on one tape. What happens when two hot-looking young women get put through a weight-lifting routine at Crazy J's Biker gym? They love it, of course. Lots of nudity, steroid injections, and very funny. Next, on the way to the local bike shop to return some parts. After some beers and a giant joint or two, Crazy J and Tattoo Criss pick up two fine-looking women at the gas station—they'll meet them again later. On the road again, they pick up an unsuspecting hot-looking hitchhiker, whom they inject with drugs, sexually molest, trade for bike parts, get shot at, steal her back, then meet up with other girls and have an orgy. What else? Super funny and hot! Video #2002 \$19.95, plus \$3.00 for shipping. No C.O.D. orders except with other parts. Send check, money order, or use credit card. This video is sexually explicit. You must be over 18 years old to order. Allow 3 to 10 days for delivery, depending on your location.

LUCKY IN KENTUCKY

It was a done deal—all she had to do was lick stamps.

Sometimes ya just know you're on a lucky roll. There ain't no way ya can miss. The bones are turnin' up favorably, the Lotto balls are poppin' out of the hopper just like ya predicted, and in Michele White's case, her lucky entry into the *Easyriders* Sweepstakes was picked, from among a literal roomful of more'n 35,000 different hopeful entrants, by C.J., our official Sweepstakes picker and all-around knockout office mouse.

Michele had watched her ol' man, Greg, fill out a couple of perfunctory entries to our Sweepstakes, and, we imagine, suppressed a chuckle as she checked out the potential prizes, saying, "Hey, that's my motorcycle." Not that she ever actually rode herself, other than on the back of Greg's '85 Wide Glide—but in her mind, that Sweepstakes scooter was as good as hers. It's eerie. Rod Serling would call it just another normal day in the "Twilight Zone."

The Covington, Kentucky, couple had taken a day off to go visit the King's Island Amusement Park in Cincinnati, Ohio. While there, they got to dreamin' about goin' down to Epcot Center and Disney World in Orlando, Florida, or maybe to the original mouse house, Disneyland, out in Anaheim, California. Just dreamin', ya understand.

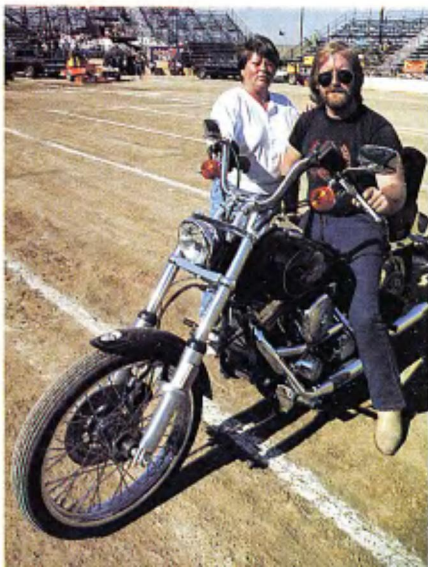
Not a minute after Greg, a postal employee in the bulk mail department, and his wife walked in their door, the phone rang. Hustling over to answer, Greg's jaw dropped. It was J.T. from *Easyriders*, calmly and casually asking for Michele. She thought one of their friends was putting them on with a cruel stunt, but it was too weird to be a prank, though the thought definitely crossed both their minds, Greg's more than Michele's.

The fact was, Michele had just been declared the Big Kahuna, the overall kingpin and *Easyriders* Subscription Sweepstakes winner. That made her the owner of the David Mann-detailed 1988 Softail, 1,000 bucks, and a trip to California to the *Easyriders* Rodeo Grand Nationals at Costa Mesa, where she would be announced the winner and receive the sled directly from David Mann. It would also allow Michele and Greg to fulfill their dream of visiting the Magic Kingdom, since it's just a quick throttle-burst up the freeway from the rodeo site. They eventually went whole hog, so to speak, on the tourist bit, and even took in the sights of the Universal Studios tour.

Michele and Greg are active members of the Kentucky Biker Association (KBA) and are six-year subscribers to this rag. They plan on making as many KBA runs as time allows, including Daytona. Michele is thinkin' of takin' a rider-ed course, and Greg's just thinkin' of stickin' her on the back and rollin' down the road. Stories of tremendous luck and goodwill like this turn my stomach. But what the hell, someone's gotta win. Maybe it'll be you this year. ■



Photos by Michael Lichter



Easyriders

\$100 Subscription

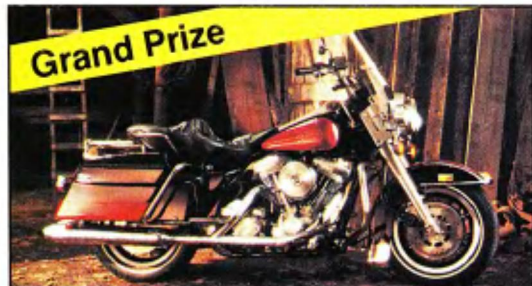
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Grand Prize

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First Prize

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Second Prize

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Imagine the rush you'll get, flying out to California to party for five days with the burnouts of the Easyriders staff, attending the Easyriders Motorcycle Rodeo Grand Nationals, and receiving the keys to your very own brand-new 1989 Springer Softail Custom® with one-of-a-kind design details by David Mann—David will personally hand you the keys to this unique Softail. Now don't forget to subscribe or extend your sub.

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Well, it isn't. Many of our lucky readers will receive every prize mentioned on these pages, totaling over \$100,000. Don't forget to subscribe to the only magazine that has stood for bikers for over 18 years.

Hell, you could win the one-of-a-kind David Mann 1989 FSXTS Softail®, a brand-new FLHS®, the all-new XLH 1200 cc Sportster®, a 1989 883 cc XLH Huger™, or saddlebags full of other prizes.

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Over \$40,000 in Harleys!

1000 Sweepstakes

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Save up to 53% on Easyriders, the world's biggest and best biker rag, with our special Sweepstakes subscription offer! See insert for details.



We're Giving Away Four Brand-New 1989 Harleys and Lotsa Other Great Prizes.

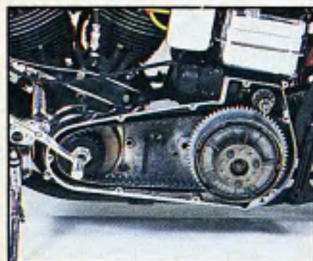
Subscribe for All You Can Save and All You Can Win.



\$20,000 in Custom Chrome Goodies

20 Third Prizes

Twenty gift certificates of \$1,000 each—decorate your bike or your back with a \$1,000 gift certificate from Custom Chrome, suppliers of high-quality accessories and leathers for riders who demand the very best.



\$5,000 in Super Max Belt Drives

20 Fifth Prizes

Twenty certificates of \$250 each—swap your old primary chain drive for a quiet, smooth Super Max power train, and putt in style.



\$2,500 in Cobralinks Locks

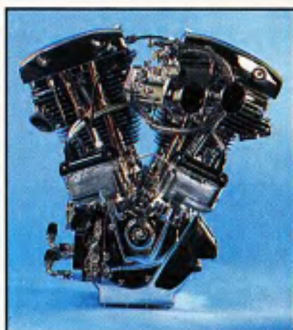
25 Seventh Prizes

These indestructible ripoff-thwarters will keep your number-one possession right where you left her, and not in the back of a Midnight Express pickup truck.

\$10,000 in Nempco Accessories, The Bikers' Choice™

20 Fourth Prizes

Twenty gift certificates of \$500 each—The Biker's Choice™ supplies your local shop with what you want for your Harley—from Andrews and Cycle Shack to Primo and S&S, they have it all. When you want the best for your Harley, ask the guy behind the counter at your local shop for The Biker's Choice™. He'll show you the Nempco catalog.



\$17,500 of H.O.G. Memberships

100 Sixth Prizes

One hundred five-year memberships, each a \$175 value—your Harley Owners Group card is your passkey to hassle-free riding on your Hog—kick back and enjoy the putt.



\$10,000 in Easyriders Motorcycle Rodeo Tickets

500 Eighth Prizes

Five hundred tickets to any of the Easyriders Motorcycle Rodeos, valued at \$20 each—pack your sweetie on the P-pad, your tent on the handlebars, and check out the rodeo events, scoots, and buckle-busters at any of our dust-kicking, American Easyriders Motorcycle Rodeos.



OFFICIAL SWEEPSTAKES RULES

1. Use the enclosed subscription envelope, or print your name, address, zip code, and telephone number on a 3"x5" piece of paper. Enter as often as you wish, but mail each entry separately to Paisano \$100,000 SWEEPSTAKES, Box 3752, Escondido, CA 92025. Entry blank must be legible and completed in full to be valid. All entries must be received by July 15, 1989 (or by February 28, 1989, to be eligible for the Early Bird bonus prize). The Sweepstakes winner must be available to accept the prize at the Rodeo Grand Nationals in September 1989. Sweepstakes ends July 15, 1989. Paisano assumes no responsibility for lost, misdirected, or late mail.
2. All prizes will be awarded. Prizes are non-transferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 689 prizes—1 Sweepstakes Prize, 1 Grand Prize, 1 First Prize, 1 Second Prize, 20 Third Prizes, 20 Fourth Prizes, 20 Fifth Prizes, 100 Sixth Prizes, 25 Seventh Prizes, and 500 Eighth Prizes. Total approximate retail value of \$107,528.
3. Winners will be selected by random drawing from all entries received by Davis Professional Corp., 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

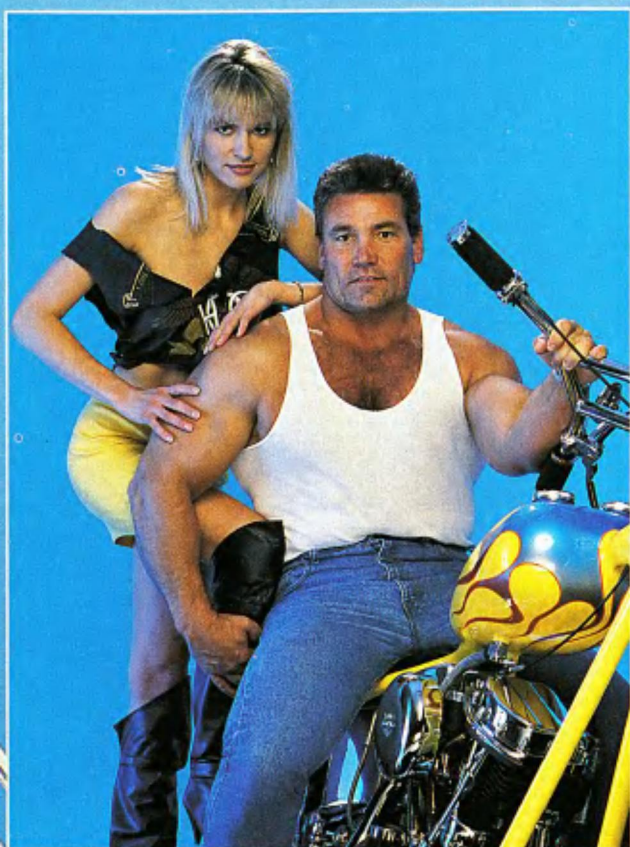
- prize will be forfeit and an alternate winner selected. Odds of winning will be determined by number of entries received.
4. Sweepstakes is open to all residents of the U.S. age 18 and over, except employees of Paisano Publications and their families, its affiliated companies, and advertising and promotion agencies. Sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. ALL FEDERAL, STATE, AND LOCAL TAXES ON PRIZES, IF ANY, ARE THE RESPONSIBILITY OF THE WINNERS. Winners of vehicles are responsible for appropriate sales and use tax, dealer registration fee, and any other taxes or fees applicable.
5. Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Paisano Publications, Inc., and none will be returned. Winners grant Paisano Publications and its agencies the right to use their names and likenesses for advertising and promotional purposes.
6. For a list of major prize winners, send a separate, stamped, self-addressed business envelope to Paisano Publications, Inc., Sweepstakes Winners List, Box 1050, Agoura Hills, CA 91301.

NO PURCHASE NECESSARY TO WIN

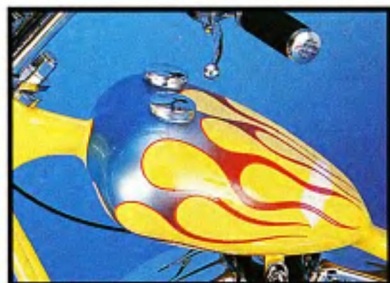
MIND RELE



ASE



This '53 pan is Hollister's think tank.



Seems that no matter how many times some of us scooter jockeys race around the track, we inevitably end up at the finish line with the same goals that we left the starting line with. Once in a while, like with plans on a new scooter, ya gotta pick

yerself up from outta the street and start over until ya get it right.

Sometimes we're lucky enough to make a few improvements on our original plans as we move down the road, and come up smellin' like a rose. It feels good, especially when you're aware of the hassles involved in the bike-buildin' department. Mishaps occasionally do lead to something better. This owner dumped the bike of his dreams twice before its completion—once on the way to the shop to have the scoot rebuilt, when he got centerpunched at an intersection, and once on the way back from the hog farm, when he hit a patch of oil. That time the putt was all flash—chrome and fire-engine red. When the religious experience took place with the oil, he decided red wasn't his color. He's definitely pleased with the outcome now.

Originally out of Houston, Texas, Hollister Whitworth had a tough fight reachin' back to his panhead roots with this 1953 custom panhead after a couple of decades of shovels and Evolutions. For the burly weightlifter, his pan represents a unique time and a special feeling that ring out in thunderclaps of power every time he hits the streets. This eye-poppin' panhead, which symbolizes a return to the mystique of his early days, is also his office on wheels. That's where his mind is at ease, allowing him to think clearly and creatively. Hollister feels that ridin' an' liftin' give him an edge in stayin' alert. The only hard part is keepin' track of all the brain-blasts.



Photos by Silvermoon



Owner: Hollister Whitworth		City: Beverly Hills, California	
General		Frame	
Fabrication by: Wink		Year: 1977	
Year and make: 1953 H-D		Builder: Berdoo Choppers	
Model: panhead		Type: Denver rigid	
Value: \$15,000		Rake: some	
Assembly by: Wink		Stretch: lots	
Time: three weeks		Other alterations: one-piece tank/frame	
Chroming by: All Metal Polishing		Accessories	
Engine		Bars: handmade	
Year: 1953		Risers: 6 inches	
Model: EL		Fender(s): 4-inch flat	
Rebuilder: Wink		Headlight: Bates	
Ignition: points		Taillight: Gary Bang	
Displacement: 74 cubic inches		Speedo: none	
Lower end: H-D		Front pegs: H-D	
Balancing: Wink		Rear pegs: H-D	
Pistons: H-D		Electrics: 6-volt	
Cases: modified H-D		Gas tank: Paughco	
Heads: reworked		Oil tank: wraparound	
Cam(s): Andrews		Oil system: updated	
Lifters: solids		Primary cover: Paughco	
Carb(s): H-D		Seat: Bob LaPera	
Air cleaner: H-D		Sissybar: Denver	
Pipes: handmade by Wink		Height: 18 inches	
Muffler(s): shorties		Material: chromed steel	
Transmission		Forks	
Modifications: close-ratio gears		Type: springer	
Year: 1953		Extension: 18 inches over	
Shifting: foot		Builder: Denver	
Engine sprocket: 25-tooth		Special features: Teflon bushings	
Trans sprocket: 22-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 18-inch	Size: 16-inch
Molding: Auto Cosmetic		Hub: spool	Hub: H-D
Painter: Steve K./Robert D.		Rim width: 2 inches	Rim width: 4 inches
Color: fly yellow		Tire: Avon	Tire: Avon
Type: lacquer		Brake: none	Brake: modified H-D
Special paint: pearl flames, pinstriping by Kim Art			
Special thanks to Wink, Robert, and Steve.			

His technique has served him well. A Vietnam vet, Hollister has been around bikes since Christ was a corporal, starting on a BSA at age 16, then moving to Harleys at 18, never again to sit astride anything but American iron. That was better than 20 years ago. Today he works as a producer for Modern World Pictures in the motion picture/cable television industry, most recently concentrating on "Champions Forever," a tribute to former heavyweight boxing kings.

—Buster

EASYnews

"If it's of interest to bikers, we'll print it."

The California Motorcycle Safety Program Is Working

The statistics are encouraging: A record number of trainees have participated in the California Motorcycle Training Program since its kickoff on July 1, 1987. These include a high percentage of riders under the age of 25, "the main targets of our training efforts," said California Highway Patrol Commissioner James E. Smith.

The California Motorcyclist Safety Program (CMSP) trained 5,265 motorcyclists between July 1987 and the end of June 1988. That's an 89 percent increase over those trained be-

fore the start of California Motorcycle Training. Of particular note is that more than three times as many riders under 25 years of age were trained as in the year before.

While a good deal of the increase in under-25 riders can be attributed to the mandatory training law for under-18-year-olds, much of the progress in this area has come about because of the intense marketing effort directed at the under-25 age group. The chart below best illustrates the progress.

In a CHP press release, Commissioner Smith reflected upon

the reduction in 1987 motorcycle deaths and injuries: "I find the major declines in both motorcycle deaths and injuries last year reassuring. Our training program did not begin until July, so the improvement in casualty figures is probably attributable to several factors. But we believe the increase in trained

riders can help us hold on to gains in casualty reduction."

California motorcycle deaths in 1987 dropped 12.9 percent (from 851 to 741), while injuries were reduced 12.2 percent (from 28,097 to 24,662). The following chart illustrates motorcycle casualty trends over the past seven years:

MOTORCYCLE CASUALTIES

Year	Deaths	Injuries
1987	741	24,662
1986	851	28,097
1985	791	26,243
1984	833	26,511
1983	651	23,771
1982	681	23,116
1981	757	25,794

RIDERS TRAINED IN FIRST YEAR (July 1987-June 1988)

Age	Pre-CMSP	CMSP First Year	Increase (percent)
Under 18	214	1,394	551.4
18-24	556	1,053	89.4
25 and Over	2,018	2,818	39.6
TOTALS	2,788	5,265	88.8

Gary Busey Cover-Up?

By now, you probably know (as the rest of the world does) that actor Gary Busey had an accident on his bike and cracked his skull on a curb—and that, of course, all the pro-helmet backers have jumped on the I-told-you-so bandwagon with our old buddy, Dirty Dick Floyd, who took advantage of the extensive media hoopla to reintroduce the of helmet bill.

Thanks to the gods that watch over Harley riders, Gary didn't die or receive any permanent brain damage, and he's

not going to stick the state with his hospital bills, as Floyd claims all us evil bums do.

But knowing that the pro-helmet types and the straight media would take advantage of this isolated incident to try and slap helmets on all our gourds, we decided to put an investigative reporter on the story to find out what really happened.

Well, surprise, surprise—when we sent our reporter, Jim Dunnigan, out to the accident scene to reconstruct the accident with eyewitness Gene Thomason, all hell broke loose. A city bus driver called the cops, a black-and-white arrived and jacked up Gene, and then a Transit Authority official showed up in an un-



marked car and tried to intimidate our reporter.

The city bus company won't talk to us except through the city attorney, who ain't saying much—and the bus driver who witnessed (and may have con-

tributed to) the accident is conveniently on vacation.

A cover-up? We don't know at this time, but we're stickin' to it until we find out. See next month's issue for the whole story.

Iowa DOT Wants to Let Riders Decide on Helmets

After being inundated with complaints from motorcyclists, the Iowa Transportation Commission decided not to push for a mandatory motorcycle helmet law.

Instead, the commission decided to give motorcyclists a chance to show that they will voluntarily wear helmets.

Commission chairman Austin Turner of Corning said officials of the Department of Transportation should work with motorcycle riders' groups to increase helmet use during 1989. "Maybe we could see if the accident rate and the injury rate could improve," he said.

Turner had suggested last summer that Iowa should consider reinstating a mandatory helmet law. Since then, he has been inundated with calls and letters from opponents, he said.

"It's very controversial. No doubt about it," he said.

If a voluntary effort does not succeed in boosting helmet use and reducing deaths, Turner said he will consider proposing mandatory helmet legislation for the 1990 session of the Iowa Legislature.

Turner said the DOT should first work with riders' organizations to improve the rate of helmet use. "Let's try it for a

year and see if they will make an effort to cooperate," he said. "It's their lives we're talking about. This is something worth trying."

Turner said he was concerned because a DOT survey of 26,000 motorcyclists during the past summer showed that only 26 percent were wearing helmets. The low use has been reflected by a large number of traffic deaths involving motorcycles, officials said.

Dennis Fields of Newton, state coordinator of ABATE, said his 3,200-member motorcycle riders' organization will not oppose efforts to encourage

helmet use.

"I don't have any problem with it, as long as they leave it on a pro-choice basis," said Fields, who does not wear a helmet.

ABATE already conducts a motorcycle education program that points out the benefits of wearing helmets, Fields said. Turner's proposal "will probably help some, but I don't see a dramatic reduction" in motorcycle deaths.

—from *The Des Moines Register*

The Right to Bear a License

The November 1988 issue of *Easyriders* published an article entitled "Unlicensed Motorcyclists." However, legislation abolishing the mandatory helmet laws is supported.

The same constitutional freedoms supported, regarding the helmet laws, should be extended to the driver's license law. This law is unconstitutional by virtue of being a Title of Nobility.

The Court of Criminal Appeals of Oklahoma voided the convictions of David Hampton for not having a driver's license. A brief discussion, with supporting Supreme Court cases and the Constitution's prohibition against Titles of Nobility, are cited for your information.

"The use of the highway for the purpose of travel is not a mere privilege, but a common fundamental right that individuals cannot rightfully be deprived of." 25 *American Jurisprudence, First, Highways, and* 163. In addition, the Supreme Court has held: "The right to travel is part of the liberty contemplated in the Constitution . . . This right was emerging as early as the Magna Charta." *Dent v. Dulles*, 78 S. Ct. 1113.

A Title of Nobility (Article I, and 10, Clause 1, U.S. Constitution) is when the state takes away a right and grants it back as a privilege. The driver's license law takes away one's

right to drive, albeit disingenuously, and grants the same right back as a privilege by requiring a payment of the state fee for the plastic transport termed a license. This license fee is a restraint upon the right to drive the highways, a right granted

by the federal Constitution.

"A state may not impose a charge for the enjoyment of a right granted by the federal Constitution." *United States v. Texas*, 252 F. Supp. 234 at 254-255. Also, *Murdock v. Pa.*, 63 S. Ct. 870 at 875.

This same Title of Nobility argument has been used against the federal income tax as it applies to individuals, not corporations.

Legal briefs are available on both of the issues.

—"Legal Eagle"



ABATE of Arkansas Charter Goals and Objectives

1. To initiate, endorse, and sponsor educational programs: rider safety, public awareness, legislative and affirmative action, and individual freedoms and rights.

2. To create and promote a positive public image of motorcyclists and motorcycle groups; to dispel and disprove

media hype, unfounded propaganda, and the "Hollywood Image."

3. To encourage goodwill and mutual understanding among motorcyclists, law enforcement personnel, and the general public.

4. To benefit the less fortunate (among our group or

outside) through organized activities—such as blood drives, toy runs, general donations, other fund-raising activities—and coordinated events sponsored by other approved organizations, whether related or not.

5. To serve as an information source pertaining to current laws, pending legislation,

personal rights, political inclinations of elected officials and their constituents, ABATE lobbying and endorsements, and voter awareness.

6. To act as a central responsive agency to devise and coordinate recreational, legislative, educational, and charitable activities.



ABATE of Arkansas State Board

ABATE of Florida Lobbyist's Report

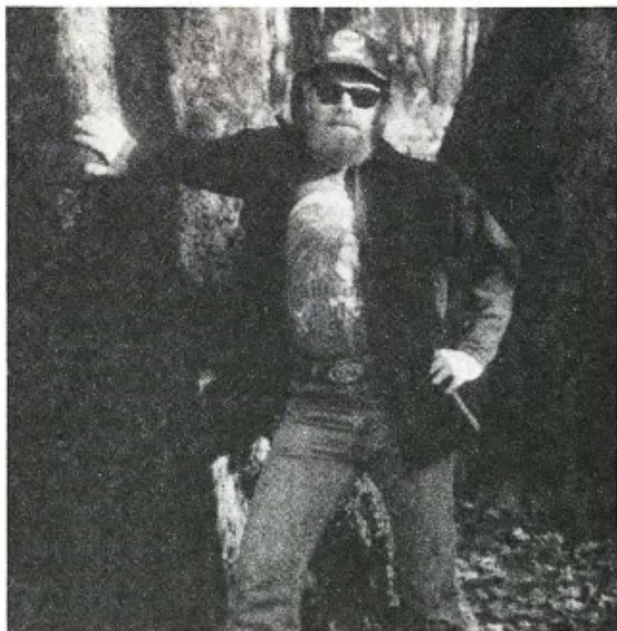
Our helmet bill was shot down again. After passing the House, the bill passed the Senate with amendments. Because of the amendments, it had to go back to the House to be voted on again. About this time, Governor Martinez came out adamantly against our bill. Once this happened, John Mills, Speaker of the House, had an excuse not to move the bill any further. He refused to let the bill out on the floor, thus killing it for another year.

It's unfortunate that we were beaten again, but perhaps it is for the best, considering all the garbage that was amended into the bill. The way I look at it, we may have lost the battle again this year, but we haven't lost the war. I am already talking with key legislators about sponsoring again next year. It does look promising at this point. At the same time, the

new board is looking into new strategies and ideas that may help us get our freedom of choice.

I've been hearing that some people think that ABATE should back off if Martinez is going to be in office for two more years. Some think that it would be a waste of money to pay a lobbyist to be there. Well, I say to these people—you are crazy! Not only will we lose all the ground that we've gained over the years, but there also wouldn't be anything to stop our opponents from doing anything they wanted with the laws. A good example is Louisiana. They beat their lid law and went home. The next year nobody went back, and now they have to wear the lid again or face penalties of \$500 or six months in jail. Think about it.

—Bones



Helmet Facts from Bikers Against Manslaughter

The following, directly from a wallet-size brochure published by Bikers Against Manslaughter (BAM), is available to all members and concerned riders. Everyone should carry one of these cards—you'll never lose a helmet argument again (I hope):

The four safest states to ride motorcycles in are: Iowa, Wisconsin, South Dakota, and Kansas. None of these states mandate helmet use—Motorcycle Safety Foundation and the American Motorcyclist Association.

States with helmet laws had 9.59 deaths per 10,000 registrations in 1980, while states without mandatory regulation had 9.20 deaths per 10,000 registrations—*Road Rider* magazine.

No concrete evidence could be found to support the concept that any increase in motorcyclist fatalities had resulted from repeal of helmet regulations—The State of Kansas Health and Environment Department.

There is no significant difference in the fatality rates of states requiring or not requiring the wearing of a helmet—Fatal Accident Reporting System, National Highway Traffic Safety Administration.

29.4 percent of the motorcyclists who died wearing a helmet died of a head injury. 28.9 percent of the motorcyclists who died without a helmet died of a head injury—Wisconsin Dept. of Transportation, 1978 Division of Motor Vehicles Study.

A helmet cannot prevent an accident. "It is a rare instance where a motorcycle helmet makes a difference as far as a motorcycle accident is concerned. Most accidents are chest and abdominal or extremity-related"—Dr. John Lewis, Trauma Specialist, Beverly Hills, California.

A study by the Utah Highway Safety Department showed that helmet usage does not significantly affect the severity of head injuries.



According to the Bell Helmets Dealers' Guide (1986), "an incorrectly fitted helmet can do more damage than no helmet at all" ... and people will usually buy a helmet that fits too loosely because it is more comfortable.

Improper helmet removal from injured person may cause paralysis—American College of Surgeons, July 1980.

Use of helmets is accompanied by a 16.6 percent greater incidence of accidents and 3 percent more fatalities. (Incidence of accidents and fatalities in motorcycling for the nine years ending December 31, 1985.)

Serious and/or fatal neck injuries increased 75 percent in New York State the first year of mandatory helmet regulation, and fatalities increased in New Jersey in the first year of that state's helmet law—New York and New Jersey Highway Department.

In New Jersey, deaths soared 340 percent after a helmet law passed.

Rhode Island had a 166.7 percent increase in bike-related fatalities after putting its 1971 helmet law into effect.

Education, not legislation, is the key to safer motorcycling.

The Hurt Study from the University of Southern California

shows that helmets are most useful in a very small range of slow-speed accidents. At high-way speeds, helmets are for keeping off bugs, period.

45.5 percent of motorcyclists involved in accidents had no motorcycle license, 92 percent had no formal training, and more than 50 percent had less than six months' experience. Also, 62 percent of the accidents and 50 percent of the fatalities involved riders between the ages of 17 and 26, with students making up the largest component by profession, at 21.2 percent—Hurt Report, Traffic Safety Center of USC.

National Highway Traffic Safety Administration admits that motorcycle accidents make up only 1/10th of all medical expenses. Considering the high percentage of helmet usage and the fact that those figures do not differentiate between helmet and non-helmet wearing "victims," the true cost is probably closer to .05 percent.

In 1987 (when California was considering a mandatory helmet law) 4,990 letters were received in opposition to the bill, with only five letters supporting it—California State Transportation Committee Analysis.

Motorcyclists voluntarily wear helmets more than 50 percent of the time, while auto drivers use seat belts only 20 to 47 percent of the time. Even with seat-belt laws in effect, the NHTSA annual statistics, up to and including 1986, show that approximately 50 percent of all auto fatalities are due to head injury—yet no one would suggest that auto drivers should wear helmets.

There is no evidence that any helmet thus far, regardless of cost or design, is capable of rejecting impact stress above 13 miles per hour—Federal Department of Transportation.

In one Department of Transportation test, 90 percent of all helmets tested were defective.

A study by the University of Utah Speech and Hearing Clinic found that helmets restrict hearing and distort sound direction, thus creating confusion.

Impairment occurs when turning one's head to check surrounding traffic conditions. The helmet, even while properly fitted and worn, may rotate just enough to create a peripheral obstruction.

Temperatures can reach 130 degrees inside a helmet.

With the helmet weight factor considered, after a matter of time, the helmet can cause discomfort or fatigue.

When applying the law of inertia, the weight of an object becomes awesome. A four-pound helmet at 50 mph becomes 200 pounds upon impact.

Dr. D.M. Kuland of Rhode Island Hospital reports that a concussion with no fracture can be caused by a helmet and can lead to massive internal head swelling.

Not everyone has the ability to ride a motorcycle, and certainly not without proper training. All the safety equipment in the world cannot save the inept, unskilled rider.

For a wallet-size copy of the above, call 1 (800)-4-Bikers.

Bikers' Rights Organizations Nationwide

The following groups and individuals are bustin' ass to keep our faces in the wind, an' they need your support to keep the legislative wolves at bay. Write the organization in your state, and they will direct you to the chapter nearest you. Changes, additions, and deletions should be sent to Bikers' Rights, Box 3000, Agoura Hills, CA 91301. Since space is at a premium, we are unable to list every chapter, phone number, and contact. For a complete listing, inquire at the above address.

ALABAMA
Alabama Riders Association/ABATE
Box 360095
Birmingham 35216

ALASKA
ABATE of Alaska
Anchorage Chapter
Box 92213
Anchorage 99517-2213
(907) 248-7828
ABATE of Alaska
Tanana Valley Chapter
Box 74773
Fairbanks 99707
ABATE of Alaska
Kenai Peninsula Chapter
Box 1969
Soldotna 99569
ABATE of Alaska
Mat Valley Chapter
Box 872505
Wasilla 99567

ARIZONA
Modified Motorcycle Association
MMA of Tucson
Box 22558
Tucson 85734-2558
ABATE of Arizona, Inc.
Prescott-Yavapai County District
Box 3377
Prescott 86303
(602) 445-7386 (602) 445-7425
ABATE of Arizona, Inc.
East Valley District
3135 S. 48th St., Suite 3, Box 69
Tempe 85282
(602) 968-8985
Modified Motorcycle Association
MMA of Arizona
4625 E. Broadway, Suite 215
Tucson 85711
(602) 322-5511

ARKANSAS
ABATE of Central Arkansas, Inc.
Rt. 2, Box 1388
Dardanelle 72834
ABATE of Arkansas, Inc.
8120 Doyle Springs Rd.
Little Rock 72209

CALIFORNIA
Modified Motorcycle Association
2206 18th St.
Sacramento 95818
Bikers Against Discriminatory Legislation
20175 Ricardo Ave.
Hayward 94541
(415) 278-8808
Bikers Against Manslaughter
5455 Wilshire Blvd., Suite 1600
Los Angeles 90036
(800) 424-5377
ABATE of California
Box 8
Oak View 93022
ABATE of California
Local #1
11021 Hesby St., Apt. 3
North Hollywood 91601
eves. (818) 769-9684
PAC-MAN
Box 212
New Almaden 95042
Days (408) 993-0848

CANADA
Central Ontario Cycle Association
RR 1
Churchill, Ontario L0L 1K0
(705) 456-6622
Bikers Rights Organization of Alberta
Box 684
Coaldale, Alberta T0K 0L0
Bikers Rights Organization
Box 216
Colville, Saskatchewan S0L 0K0
Bikers Rights Organization
30 Circle Rd.
Point Claire, Quebec H9R 1X1
Bikers Rights Organization
Box 14, Site 2, RR 5
Armdale, Nova Scotia B3L 4J5

COLORADO
Riders for Justice
6400 S. College Ave.
Fort Collins 80525
(303) 669-7269
ABATE of Colorado
Box 269
Arvada 80001-0269
Colorado West Concerned Cyclists
Box 218
Clifton 81520

CONNECTICUT
ABATE of Connecticut
84 Venice Dr.
Burlington 06013
Connecticut Motorcycle Riders
Association
Box 186
Terryville 06786

DELAWARE
ABATE of Delaware
New Castle County Chapter
Box 10765
Wilmington 19850
(302) 453-0490

FLORIDA
Mission Church of Bikers International
Box 1389
Middleburg 32058-1389
(904) 282-0792
ABATE of Florida
Daytona Beach Chapter
Box 3463
Daytona Beach 32018
(904) 255-9497 eves.
ABATE of Florida
Southeast Chapter
Box 4943
Hollywood 33063
(305) 473-2238
ABATE of Florida
Capital City Chapter
Box 1642
Tallahassee 32302
(904) 575-5583

GEORGIA
ABATE of Georgia
Box 669
Bethlehem 30620
(404) 857-8026

HAWAII
Associated Committee for Bikers
5609-2A Honou Rd.
Kapaa, Kauai 96746
Street Bikers United
Box 1314
Honolulu 96807

IDAHO
ABATE of Idaho
Box 331
Blackfoot 83221-0331
(208) 684-5531

ILLINOIS
ABATE of Illinois
Central Illinois Chapter
c/o Bill Lagerstrom
501 W. Woods St.
Avon 61415
(309) 465-7587 (309) 465-3217
ABATE of Illinois
Eastern Illinois Chapter
Box 2264, Station A
Champaign 61820
ABATE of Illinois
Piasa-Galena Chapter
148 Blackhawk
Collinsville 62234
(618) 459-3474
ABATE of Illinois
Box 634
Heyworth 61745
(309) 473-2979

INDIANA
ABATE of Indiana
Balls
Box 81
Granger 46530
(219) 674-5694 resident (800) 23-ABATE

IOWA
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Box 463
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Box 745
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6210 Sherman
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Billings 59107-0395
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Missoula 59801
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Rhode Island Motorcycle Association
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ABATE of Texas
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Motorcyclists for Political Awareness
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Passin' Gas

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but hey, 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 and slip it to us. We'll pay \$25 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, Box 3000, Agoura Hills, CA 91301.



EMERGENCY



... and then she shoved my entire body up her ass."

Q: What's the difference between a Honda and a Bic lighter?

A: You can only light a Honda once.

—Jeff Seymour
Benton, Ill.

As the doctor was delivering a white woman's baby, he noticed the dark, kinky hair and asked if she'd been with a black man.

She replied casually, "Oh, sure."

As the face appeared, the doc noticed the child's slanted eyes and asked if she had been with an Oriental.

"Shit, yeah," she replied.

Then the doctor saw the baby's red skin, and sure as shit, the chick said she'd been with an Indian, too!

The confused doc picked up the boy and slapped his rear. As the baby gave a lusty cry, his mother exclaimed, "Well, thank goodness he doesn't bark!"

—Roz
Muskegon, Mich.

Then there was the six-year old biker's son who walked into a saloon, pounded on the bar, and said to the barmaid, "Gimme a double bourbon on the rocks!"

"You want to get me in big trouble, sonny?" replied the shocked barmaid.

"Maybe later, bitch," the kid said, "but right now I want a drink."

—Mad Dog
Elmira, N.Y.

Fuckin' a chick who's having her period is a case of mind over matter.

If you don't mind, it doesn't matter.

—The Prowler
Milbur, Ohio

There was a biker named Knute

Who had warts all over his root. He put acid on these, and now when he pees,

He fingers the thing like a flute.

—P. Wilkum
Milwaukee, Wis.



"You're putting me on. You're married to a jockey?"

A little boy was sitting on the curb, wearing a pirate hat and an eye patch and playing with a wooden sword.

A little old lady, walking by, asked him what he was supposed to be.

"A pirate," he said.

"A pirate, huh? And where are your buccaneers, sonny?" she asked.

"Under my buckin' hat," the kid replied.

—Da Juggler
Lake C.I.

What do ya call a drug-lord who has come to the U.S. to avoid prosecution?

A Bush-leaguer.

—Keith deSteiguer
Pollock Pines, Calif.

Sticker spotted on a London pub's condom dispenser: *If this machine is empty, see the barkeep. If it's full, see the barmaid.*

—Wolf
Oshkosh, Wis.



"Ya know, Al, some guys just shouldn't wear shorts."

The pastor of the church was speaking a few words on proper conduct to the Sunday school class.

"Willie," he said to a model little boy in the front row, "do you know where little boys and girls go when they do bad things?"

"Sure," Willie said, "back of the churchyard."

—Dusty
Stockton, Calif.

Bumper sticker on the back of a Hog: "Attention, all virgins—thanks for nothing!"

—Thomas Oetzel
Philadelphia, Pa.

A banker named Strange was asked what he would like to have inscribed on his tombstone.

"Just inscribe 'Here Lies An Honest Banker' on it," he said.

"But," said the friend, "that really doesn't tell who it is."

"Sure it does," said the banker. "Passersby will read it and say, 'That's Strange.'"

—Ruben Sanchez
Tehachapi, Calif.

Q: Why does it take women longer to come?

A: Who cares?

—Bubba Goldman
Tenn. Colony, Tex.



A group of wives were sitting in a bar, discussing their pet names for their ol' men's cocks.

"I call my ol' man's cock 'The Curtain,'" laughed the first wife, "because it comes down at the end of each performance."

"I call my ol' man's dick 'The Basque Terrorist,'" added the second wife, "because I never know whether it will attack from the front or the rear."

The third wife shrugged. "Myself, I call my ol' man's dong 'The Rumor.'"

"Why's that?" the others asked.

"Because it passes swiftly from mouth to mouth."

—Desperado
Attica, N.Y.

Q: What's 13 inches long and hangs from an asshole?

A: The D.A.'s tie.

—Paul Maynard
Westfield, Mass.

The floor waitress brought over a fresh round for the boys, and Fat Bob happened to be bending over the pool table, lining up a shot. Patting his sizeable beer gut, she joked, "Y'know, Bob, if that belly was on a woman, I'd swear she was pregnant."

Fat Bob took his shot, then gave her a wink. "Honey, it was, and she is."

—Linda Lou
Muleshoe, Tex.

Two lawyers were talking shop over martinis one day. "How's your case load been lately?" asked one of the shy-sters.

"Not bad. In fact, I just got a new client last week," replied the other.

"Is he rich?"

"He was," came the reply.

—Willie
West Coast

Ronald Reagan arrived in Hell and was being shown around the place. Passing by a pit full of unspeakable slime and filth, he suddenly recognized the entire Watergate crew, writhing in agony.

John Dean was covered up to his waist, and Haldeman and Ehrlichman were submerged up to their necks. Yet next to them, John Mitchell was only knee-deep in the shit.

"Hey," the President asked Satan, "how come ol' Mitch rates such preferential treatment?"

"Don't worry about it," the devil said. "He's standing on Nixon's shoulders."

—Sandwich
Locked Down

Q: How many Teamsters does it take to change a light bulb?

A: Fifteen. You gotta problem with that?

—Lobo
USA

After adopting a war orphan, the Texas Aggie and his wife decided to learn Vietnamese—so they'd know what the baby was saying when it started to talk.

—Harry Wagner
Tenn. Colony, Tex.

Definition of vibrator: a slot machine.

—Larry Cole
Roswell, N.M.

A strange-looking old dude walked into a funeral home and said to the mortician, "I'll give you \$100 for the vagina of the blonde lying in the casket in the front room."

The mortician looked at the guy like he was nuts. "You crazy?" he said. "I could lose my license."

"How about \$200, then?"

The mortician debated with himself, then said, "All right, ya got a deal, but keep it quiet, okay?" Locking the doors and pulling the drapes, he went hurriedly to work, scalpel in hand.

In minutes, he was holding the dripping pussy at arm's length, and he asked nervously, "How do you want it wrapped?"

"Don't sweat it," the guy said. "I'll eat it here."

—Wayne Willhoite
Tehachapi, Calif.

Did ya hear about the cannibal who passed his brother in the woods?

—Debbie Combs
Chillicothe, Ill.

There's a new invention that's selling like hotcakes in California: solar-powered flashlights.

—Gary Wells
Anthony, N.M.

Birth control pill: Absorbine Junior.

—Clutch and Stormy
In the South



"I'm a eunuch, but I still get my licks in."

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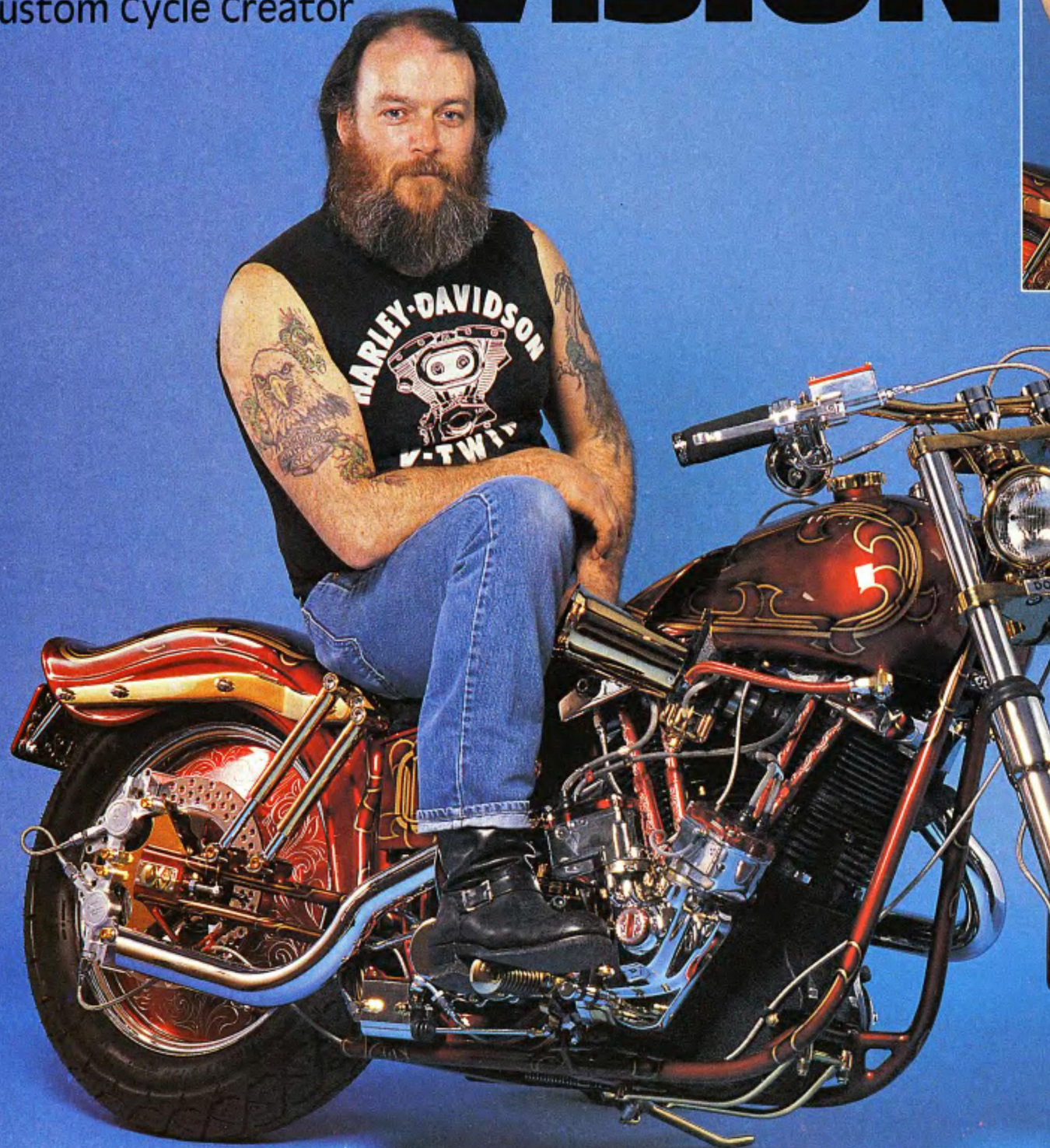
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DOUBLE VISION

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Imagine sittin' at the dinner table when you're 15, trying to rub the dirt off your hands onto your jeans so your mom won't send you to the head to clean up before you dig into the steaming-hot plate of pasta filling your face with great smells. Your old man looks down at your grubby self over his glasses and says something in the ballpark of, "Just what the hell do you plan to do when you get outta school?"

Startled, you look up at his majestic wrinkles while chomping on a mouthful of spaghetti, the tentacles of pasta slapping tomato sauce all over your chin and grease-smeared white T-shirt. But you reply with all the assurance of a young man who's three years into law school and carrying a 3.8 GPA, "A Harley mechanic—why?"

Whether the owner of this show bike went through that scenario or not, he has lived the career of a dyed-in-black-leather H-D mechanic for more than 18 years, and this scooter is a clear indication of how far he's come.



Bob McKay began his creative wrenchin' career in 1972 by working in a bike shop in Canada, but he discovered a lack of raw data and experience to draw on in the cold

north, so in 1973 he packed up and moved to Florida, where he began learning the basics, from painting to frame work to bike building. He scrambled back to the east coast of Canada for a while, then went back to Florida and worked in parts and service.

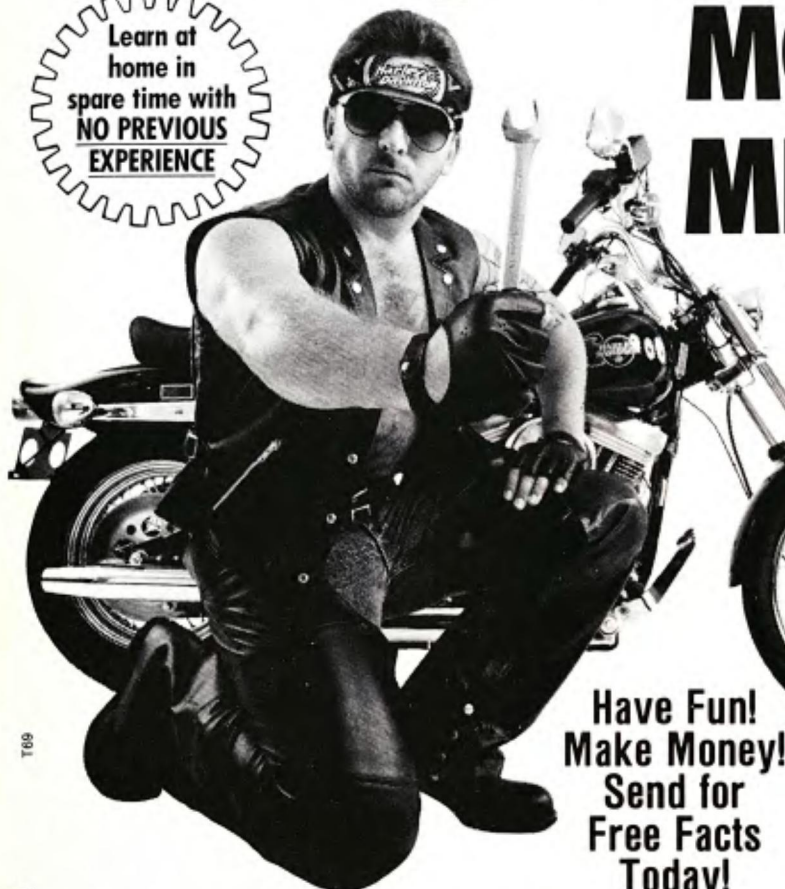
He moved up to Massachusetts and ran Manzo's Hog Shop in Worcester, and after that he felt it was time to roll home to the small town of Owen Sound (population 20,000) and kick off Owen Sound Custom Cycles. After three years Bob bought the building and transformed the shop into an H-D dealership, which he and Dianne, his wife of three years and co-worker for eight years, virtually run by themselves. This year they sold 30 new H-Ds and enjoyed every minute of it.

As you can see, Bob is no slouch when it comes to building the show scooters that he runs through the



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If you like to ride a bike for fun...learn how to fix it for profit! Can you imagine a better way to earn your living whether you work in a cycle shop for somebody else or start your own cycle repair business. Now, thanks to International Correspondence Schools, there's a fast, easy way to get training at home in your spare time. No need to quit school or job. Experts show you step-by-step everything from minor tune-ups to major overhauls.

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Graduation from this course does not insure that you will get a job. To find out how our graduates have done, send for our job placement record. And be sure to check with the motorcycle repair shops in your area!

Everything is explained in easy-to-understand language, complete with drawings, diagrams and photographs. You'll learn engine design, carburetion, electrical systems...as well as how to adjust and repair frame, wheels, shocks, transmissions, valves, everything you want to know from routine maintenance to a major overhaul.

Motorcycle sales means profits for repairmen

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Has your bike ever been out of action waiting for needed repairs? Some shops don't have enough mechanics on hand to take care of everyone as fast as they would like. Opportunities vary from

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It's easy to get started once you qualify as a motorcycle mechanic. Just let your friends and neighbors know you're ready to repair cycles in spare time—or if you'd rather, get a full time job at a motorcycle shop or dealer.

place to place, but the sale of hundreds of thousands of motorcycles a year in the U.S. insures a continuing need for motorcycle maintenance.

More girls—more bikes each year

If you've been riding your bike for fun the past few years, you can see for yourself that more and more girls are taking up the sport. And this means more bikes every year...and more bikes mean more motorcycle repairs. So get in on the action...get in on the fun—start making money as a motorcycle mechanic. Rush post-paid card for free facts—full information.

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Enjoy the admiration of friends and neighbors as they flock around to watch you tear down and tune up all kinds of motorcycles. And just think of the satisfaction in knowing you've got the best performing bike in town. Plus, you can make extra dollars fixing motorcycles for friends and neighbors.

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SCHOOL OF MOTORCYCLE REPAIR
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Owner: Bob McKay		City: Shallow Lake, Ontario, Canada	
General		Frame	
Fabrication by: Bob McKay's H-D		Year: 1986	
Year and make: 1986 H-D		Builder: Ostrich/owner	
Model: custom-built swingarm		Type: swingarm	
Value: \$30,000 Canadian		Rake: stock	
Assembly by: owner		Stretch: none	
Time: one year		Other alterations: lowered seat	
Chroming by: Platingmaster		Accessories	
Engine		Bars: 1-inch-rise drags	
Year: 1986		Risers: Taiwan	
Model: Harman 120-inch/120-h.p.		Fender(s): CCI	
Rebuilder: owner		Headlight: 4½-inch CCI	
Ignition: Morris dual magnetos		Taillight: glass-lensed bullets	
Displacement: 120 cubic inches		Speedo: tach	
Lower end: Carrillo rods		Front pegs: CCI	
Balancing: owner		Rear pegs: none	
Pistons: 4.325, 9:1 compression		Electrics: alternator/regulator/batteryless	
Cases: Harman		Gas tank: 3½-gallon, cut for carbs	
Heads: Harman/Manley/dual plugs		Oil tank: 5-quart, by owner	
Cam(s): Andrews #14 (600 lift)		Oil system: H-D pump and filter	
Lifters: S&S solids		Primary cover: none	
Carb(s): Bing 44 mm		Seat: Drag Specialties/owner	
Air cleaner: stacks by owner		Sissybar: fender struts	
Pipes: owner		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: Andrews gears		Type: wide glide	
Year: 1986		Extension: stock	
Shifting: foot/round top		Builder: H-D, custom	
Engine sprocket: belt pulley		Special features: fluid/tree and post	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: owner		Hub: CCI	Hub: CCI
Painter: owner		Rim width: 2 inches	Rim width: 4 inches
Color: candy red		Tire: Dunlop	Tire: Metzler
Type: lacquer/urethane		Brake: Perf. Mach	Brake: Perf. Mach.
Special paint: metallic base			
Special thanks to Grant Schneider of Platingmaster, London, Ontario			

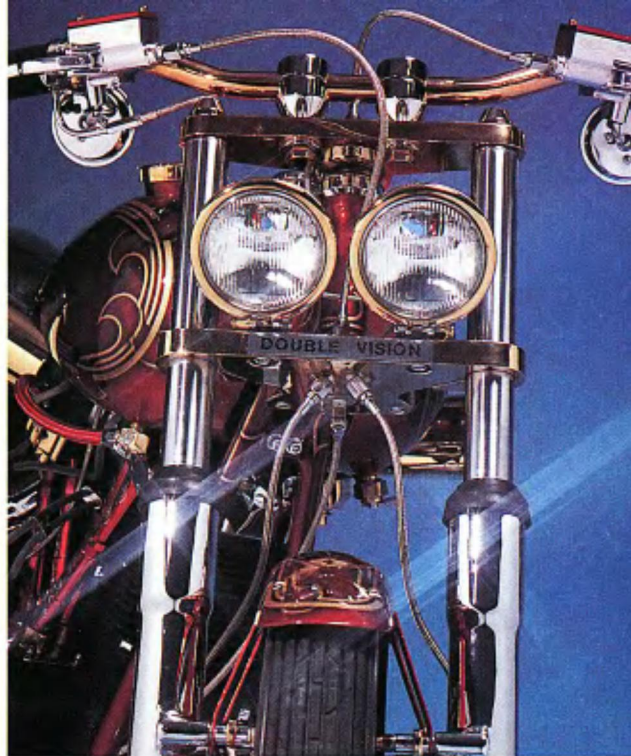
Canadian show circuit, usually taking top honors. In fact, this scooter will be the main feature bike at the upcoming Rocky's H-D Custom Cycle Show at the Western Fairgrounds in London, Ontario, February 10, 11, and 12. Bob performs his own fabrication, painting, and rebuilds, while Dianne runs the parts and accessories. The double-vision theme is carried out through the master cylinders, headlights, brakes (dual discs on the front), carbs, magnetos, plugs, pipes, rear chains, swingarm, spring struts, and

taillights.

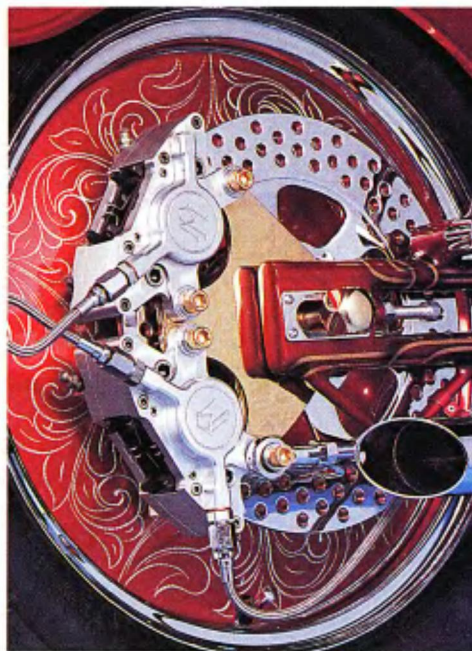
Bob obviously has a thing about custom-built parts versus bolt-on custom-manufactured parts. So he modified everything he was forced to purchase, like the solo seat, which was cut and reassembled as a two-piece seat. Other than the 24-K gold and chrome plating, the only other farmed-out work was the anodizing and engraving by Kirk at Sumax.

Between the shop and their project bikes, Bob and Dianne have a nonstop career.

—Ball



Photos by Charles Vandenouden





THE RECOVERY

by Jody Via

It was *High Noon* on Saturday night at the O.K. Corral in a redneck tavern on the downtrack side of Baltimore, where Grunt and I had stopped to wet our whistles on our way through town. We were sitting on adjoining stools at the bar and quaffing longnecks when Grunt ran out of smokes and got up to get a pack from the machine across the room. When he didn't come back in a couple of minutes, I tore my attention away from the barmaid's low-cut neckline and looked around for him.

He was over by the cigarette machine, standing chest-to-chest with a big bald guy, both of them dogging each other tough. Just as I slid from my stool, the bald guy's jaw jutted and he said something to Grunt. Grunt grunted something in reply, and as quick as that, the rumble was on. They threw simultaneous punches at each other's head, and in the blink of an eye, a dozen fists were flying in different parts of the room. It was that kind of joint. And that's why they call them dives.

I charged, booting a few slow-fleeing bystanders out of my way, and fired a bottle at a burly sidewinder who was trying to rabbit-punch Grunt with a busted cue stick. The bottle hit him flush above the ear and dropped him in his tracks. Ducking a roundhouse with a longneck on the end of it, I took a solid jolt to the ribs and a punch in the nose that smarted while I battled my way to Grunt's side.

We stood shoulder-to-shoulder and went at it toe-to-toe with the house, punching and slugging and butting and kneeling, dodging licks and kicks and the occasional thrown bottle when we could, getting hit when we couldn't. Elbows flew and thumbs jabbed, trying to gouge. There was no finesse to the fighting—it was knuckle-and-skull all the way, with booted feet slipping and shuffling for purchase on the rough wooden floor.

Then suddenly Grunt went down. I'd never seen Grunt knocked off his feet before. I wouldn't have believed it possible by anything that didn't leave tread marks. I was so shocked at the sight that I stopped fighting to gape, and got rapped in the chops by the redneck I'd been thumping. Grunt

was shocked, too. It showed plain in his eyes until he pulled his eyebrows down over them.

"Slipped," he grunted, spat out a tooth, and righted himself.

The same guy promptly decked him again. It was Baldy, the one Grunt had started the ball rolling with.

"Lemme at 'im!" Grunt grunted.

After being booked,
with all the indignities
that the process
entails, we were
shoved into a
crowded tank with
the sorriest collection
of society's dregs I'd
ever seen.

"Gimme room!" He scrambled back up, shook his head to clear it, then waded in on Baldy with big piston arms pumping punches. I cleared a space around them with a swinging barstool, beating the rest of the rednecks back until they got the idea and made room for Grunt and Baldy to rumble. Slowly the other fighting died away until only those two were still at it. They laid into each other with furious flurries of ripping body blows and hard-driving haymakers, knocking each other staggering. Then Grunt hit the floor again.

That was about enough of that, I decided when I saw how glassy-eyed he was. I cold-cocked Baldy with the barstool I was holding, and that's when the cops walked in.

It took a paddy wagon and I dunno how many cruisers to transport everybody to jail. The unconscious were left for the ambulances already keening in the distance, but Baldy came to in time to make the ride to the lockup with us. The cops elbow-linked us together in threes, with our hands cuffed behind

our backs for the trip. Baldy was chained between Grunt and me, conscious but not exactly cognizant of what was happening.

"Whafflezut?" he mumbled when the paddy wagon started moving.

"Jail," I enlightened him.

"A-huh. Wha' happened?"

"Ya got yer butt kicked," Grunt grunted.

"The hell ya . . . Aw, crap, my putt! Aw, crap!" Baldy groaned.

Grunt and I looked at each other. "Putt?" he grunted.

"You've got a putt?" I asked.

"Had one's more likely by now," Baldy said sadly. "In that neighborhood, hell, it's probably torn down already."

"Uh, sorry to hear it," I said awkwardly. My bike and Grunt's were parked safe and sound in the mechanic's bay of a gas station up the street from the bar.

"Whaddaya ride?" Grunt grunted.

"Harley panhead," Baldy sighed.

Grunt blinked. That's what he rode.

"What year?" he grunted.

"Nineteen-sixty."

"Bedamned! Me, too," Grunt grunted, and hitched himself around so they could, after a fashion, shake hands. Following introductions all around, Baldy and I went through the same contortion, and all three of us went to the slam together.

After being booked, with all the indignities that the process entails, we were shoved into a crowded tank with the sorriest collection of society's dregs I'd ever seen. Grunt claimed he'd seen worse, but Grunt is from Texas and you have to take that into account.

There were pushers and pimps and purse-snatchers and dips, drunks and dopers, two-bit stick-'em-uppers, the rest of the rednecks in our party, a ratty assortment of burglars and bunglers, a Peeping Tom and a gay flasher, a blind guy whose Seeing Eye dog had stuck its nose up a meter maid's skirt and who was charged with assault for whacking her with his white cane after she kicked the dog, and winos and derelicts of all size, shape, color, and degree of stench.

The three of us cleared a space along one wall with our boots, as far away from the single overflowing toilet as

THE RECOVERY

possible, and hunkered down on the concrete floor to wait for morning and our turn in front of a judge.

By the time dirty dawn showed through the jail windows, there was no doubt in my mind or Grunt's that Baldy was one of us. Of our kind, of our breed. And just passing through town, same as us. He'd been in Baltimore for a couple days, taking care of some personal business and maintenance—wrenching on his putt, getting ready to take off again.

Grunt and Baldy talked panheads until ya could smell the oil, then they traded stories about the lid-law days in Ohio, where, they were bemused to learn, they had both ridden in protest runs to defeat that state's mandatory helmet statute.

When the conversation turned to runs, we discovered that we'd all made the Black Hills Rally in Sturgis two summers ago. Grunt and I had partied at Gunner's Lounge while Baldy, falling in lust with a redheaded barmaid at the other end of town the day he rode in, did all of his drinking down there. That explained why they hadn't bumped into each other then and beat their brains out there like I wished they hadda—we wouldn't be in jail now. Like Grunt and me, Baldy had ridden the out-country around Sturgis. While he was there he'd seen the great stone faces and cruised Spearfish Canyon and heard the tale of the legendary nympho on the Moto Guzzi.

When Baldy mentioned the nympho, I groaned, but Grunt grabbed my arm before I could get up and held me down to listen to the story again for the umpteenth time.

Grunt claims that one night, when no lightweights were out riding, he met up with the legendary nympho on the road to Deadwood, where, to make a long story short, they raced and he beat her and she balled his brains out. But the night he claims it happened, I wasn't passed out long enough for him to have putted from Gunner's to Deadwood and back, even if he'd been sober enough to ride—which he wasn't—and that was the only time I wasn't with him the whole week we were there, except for when I went off with a cutie myself. But it's a good yarn the way Grunt tells it, even if he did lift some of the embellishments from the letters section in an old copy of *Penthouse*.

"That's some story," Baldy said when

Grunt was finished. "You just gotta be from Texas."

Breakfast in the tank was coffee with the consistency of dirty oil and an aroma to match, and oatmeal that looked like congealed boogers. We watched the winos wolf it down and decided to have flapjacks and eggs at a diner Baldy knew after we hit the bricks. When court call came, the blind

"Well, it just seems fitting, in an epic sorta way, for a panhead to go to the rescue of another pan. That's the kinda stuff legends are made of, ya know?"

guy and the Peeping Tom were taken out first, then the flasher went, followed by a trio of pimps and a liquor store bandit, and finally us. The judicial process was a revolving-door operation. In, fined, and out. The judge wore bifocals but didn't look up once from the papers in front of him while we were in the courtroom. Our fines were a hundred bucks each. Stiff, I thought—but not too, compared with the alternative of going back in the tank. It was midmorning when we finally got out. We hopped a cross-town bus that let us off several blocks from where we'd left our bikes and hoofed it the rest of the way.

"I hate walkin'," Grunt grunted at every street corner. "I really hate it."

Baldy trudged along in doleful silence, hoping that all the scooter thieves in Baltimore had spent the night in jail, too, but knowing better, and dead certain that only an empty curb space awaited him at the end of the hike.

And sure enough, he was right. Grunt and I paid the guy at the gas station for parking our bikes overnight and rode down the street to where Baldy was standing in the gutter with his head bowed, fists clenched in futile rage at his sides.

"The diner I told ya about is around the corner there, midway up the next block. I ain't hungry right now. Go on ahead," he said without looking up from the oil drip on the street where his pan had last marked its spot.

Grunt got off of his bike and draped

an arm across Baldy's shoulders. "We ain't hungry, neither," he grunted. "Let's find yer putt."

Asking around the neighborhood got us nothing but tired feet. We split up and canvassed a three-block area, questioning everyone we saw. Nobody knew anything. Nobody saw anything. Nobody told us squat. It was a glum gathering when we regrouped at the diner Baldy'd told us about. Grunt was scowling darkly. His feet hurt. Baldy's face mirrored the realization of his loss. I stared with empty-gut dismay at the plate of snot-runny eggs and doughy flapjacks the pointy-breasted, redheaded waitress placed in front of me. Obviously, she, and not the eats, was the diner's attraction for Baldy. Recalling his mention of a redheaded barmaid in Sturgis, I eyed the waitress's black roots and reckoned it was simply an unfortunate case of the guy having a thing for redheads, real or imitation.

The waitress hovered solicitously around Baldy, fretting over his cuts and scrapes, warming up his untouched coffee, cooing sympathetically and making well-meant but idiotic suggestions. Why didn't he just call the police and let them worry about finding his motorcycle? That was their job, wasn't it? Or how about placing an ad in the newspaper's lost-and-found column? Maybe he'd be better off to simply forget about it and buy another cycle, a newer one. A college student in her building had a shiny green one for sale. She wasn't sure what kind it was, but it started with a button, unlike Baldy's old one that he'd had to kick to get going, and it had a windshield and something else on the front of it. She didn't know what that thing was, but she was sure Baldy would know when he saw it. I was sure he would, too. Grunt grunted and went outside. I followed. In a minute Baldy came out, followed by a thrown plate.

"I, uh, never was in there sober before," he explained sheepishly, and chuckled with a sound like gravel rattling in a barrel. "She can't cook a lick, can she? Why, she ain't even a real redhead! I shoulda just beat feet when I noticed them roots, 'stead of mentionin' it to her and lettin' her put me on the run like that." He hitched up his jeans, and, shaking our heads over the duplicity of women, we headed for a nearby pizza parlor and grubbed down on deluxe and draft brew. When we got through eating, Grunt belched thunderously and grunted, "Well, what now?"

"I've got an idea," I said slowly. "But it's a long shot."

Baldy leaned forward hopefully. "A long shot beats shootin' blanks, and that's all we've done up to now. What is it?"

Continued on page 40



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Brass Hog

THE RECOVERY

"I was thinking we could set a trap tonight, using Grunt's bike for bait. Park it on the street where yours was swiped last night, then lay back in the cut and wait for somebody to make a try for it. When they do, we'll grab 'em, make 'em tell us where your putt is, and go get it. Of course, there's no guarantee they'll try to rip off another bike from the very same place on the very next night. Or that it'll necessarily be the same thief if somebody does try. But like I said, it's a shot. Whaddaya think of that idea?"

"I kinda like it," Grunt grunted. "But why's it gotta be my bike we use for bait? Why not yours, seein' as how it's yer idea and all?"

"That's exactly why, bro. My idea, your bike, both of us working together like always to get the job done. Besides, my ride's a shovelhead."

"So?"

"Well, it just seems fitting, in an epic sorta way, for a panhead to go to the rescue of another pan. Especially with both bikes rolling off the line the same year. That's the kinda stuff legends are made of, ya know? But, hey, if you don't like the idea, bro . . ."

"Naw, I didn't mean that," Grunt grunted. "I was just makin' sure ya had the details straight. What's the rest of the plan?"

So I ran it down to them step-by-step, and Baldy balked at one point, too, but finally we got all the details straight between us. And then we set out to get Baldy's bike back.

The night was inky black. Shadows lay in dark pools on the ill-lit street. The glow from the nearest streetlamp petered out several yards short of where Grunt's putt was parked. Dim light thrown by an illuminated *BEER* sign in the window of the redneck bar silhouetted the motorcycle. Except for the occasional beams of passing traffic, no other lights showed on the street. I was crouched behind a dumpster with my bike next to me. Baldy was hunkered down on the other side of the bike. Grunt was across the street in the mouth of an alley.

Baldy scratched his dome under the cheap K-mart wig. "This sumbitch itches!" he complained. "How about if I tie a bandana around my head? I don't wanna wear this damn thing."

"The only way a bandana's gonna

change your looks is if you wear it over your nose, and there'd be problems with that. You've gotta wear the wig," I insisted. "If whoever ripped off your bike was in that bar last night, then maybe they're in there tonight, too. And maybe they'd like a chance to steal another bike, if the perfect opportunity was to present itself again. If the thieves recognize you, they're not gonna sneak outside to swipe your

can. That's what you've got coming for starters. Then I'm gonna ask ya where the motorcycle you stole last night is. Once is all I'll ask. If you tell me what I wanna know, I won't beat ya to death. If ya don't, I might."

Then Baldy reared back and hit him so hard it slewed the weasel's whole face sideways. He spun on his toes like a ballerina, wig going one way and teeth another, then hit the street like a

It was a clean kill, and I hated making it. The dog was only doing its job, but these were serious matters we were about, and there was no time to do anything else.

ride—they've already got yours. But a redheaded stranger in leathers and a Harley T-shirt, too drunk to ride a barstool without weaving, might look like easy pickin's. If anybody comes out of there and starts skulking around, me and Grunt'll grab 'em. But you have to flush them out first. Now put your hair on straight and get going. And act real drunk!"

Baldy muttered and yanked the wig down firmly on his head, then got up and stomped across the street to enter the bar with long locks flowing. A few minutes later the door opened again, a crack wide enough for a weaselly guy to slip out. After peering furtively around, he slunk down the sidewalk and vanished in the thick shadows.

I eased out from behind the dumpster and tiptoed silently after him. When I got closer, I could see his form outlined against the corner streetlamp. As he bent over the bike, a shadow formed and loomed behind him. There was a grunt, a crunch, and a squawk, and Grunt stepped into view with the weasel dangling at arm's length.

"I got the sucker. Get Baldy," he grunted.

"I'm here," said Baldy, at my shoulder. "I kept one eye on the door while I was spillin' shots down the front of my shirt, and when I saw this sleaze slither out, I had a hunch he was it, so I came on along. Gimme him, will ya?"

"He's all yours," Grunt grunted, and he handed the weasel over. Back-handed him there, actually.

"*No please listen it was a mistake I'm sorry!*" the weasel squeaked.

Baldy jerked his wig off and stuffed it in the weasel's face. "Shaddup! And listen up!" he ordered. "There's only one thing I wanna hear you say, and I'll tell ya when I wanna hear it. First, I'm gonna hit ya—one lick, as hard as I

crashing airplane. Grunt picked him up and jerked him back on his feet.

"Where's my putt?" Baldy asked in a cold, flat voice.

"In my cousin's garage. He's the one who stole it, not me! It was his idea! Honest, I swear!" the weasel sniveled.

"Where's the garage?"

"On Mollypole Street—two blocks that way—down the alley beside the hockshop!"

"Is your cousin there now?"

"Yeah, yeah."

"Who else is there?"

"Uh, nobody."

"Okay, I'm going over there to get my bike back. If I run into any trouble, my bros here will tend to you. Before I go, is there anything you haven't told me that they're gonna make you wish you had later?"

"Don't hit me again, all right? There's a dog, a big cur mastiff, on guard. Please don't hit me!"

"I won't," said Baldy, and booted him straight up in the air. Grunt knocked him out on the fly and I tossed him in the dumpster. Then we went to take care of business.

We stood under the three balls of the pawnshop sign and looked down the alley. A line of light showed beneath a garage door at the other end. It was still and quiet until we started walking, but as soon as gravel crunched under our boots, the dog began to bark.

"Who's out there? You better get away from here, whoever you are!" a voice yelled from within the garage.

Grunt and I moved as flankers toward the corners of the building to check for a side window or back door. The dog was still barking, going at it full-throated. Suddenly, the rolltrack rattled and the garage door opened far enough for a wolf-size black shape to streak out. Lights from a truck turning

around on the street faintly illuminated the alley briefly. The dog looked like a wolf. Its eyes gleamed red. It growled deep in its throat, then its teeth flashed and it lunged.

It hit me in the chest as I went for my knife. Its breath was hot and fetid. Snarling, it snapped at my throat but got my leather-jacketed arm instead. I jammed the arm firmly between the dog's jaws, then upped with my blade and stabbed it behind the shoulder between the high ribs, straight through the heart. It was a clean kill, and I hated making it. The dog was only doing its job, but these were serious matters we were about, and there was no time to do anything else.

"Mutt! Sic 'em, Mutt! Get 'em, boy!" the voice called. "Mutt? Okay, out there, don't come any closer. I've got a gun!"

I laid the dog's carcass on the ground, stepped to the corner of the garage, and moved swiftly to a small side window and peeked in. The first thing I saw was Baldy's putt, still in one piece and apparently untampered with. That was some relief.

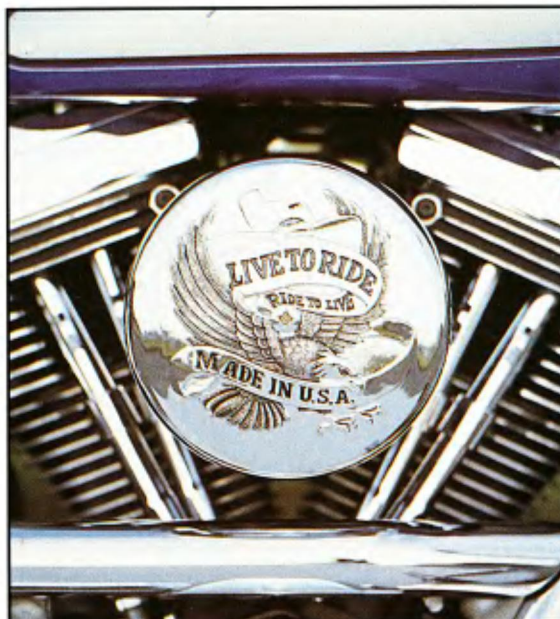
Then I saw the thief. He was standing in the center of the garage, facing the big door with a double-barreled shotgun in his hands. There was a half-gone bottle of whiskey on a workbench and an empty bottle on the floor. And there was a side door in the wall opposite me. As I watched, the doorknob began to turn slowly. Then it creaked. The ripoff artist spun around and fired one barrel straight through the door. With the haft of my knife, I broke the window I was looking through, and ducked. He blasted the windowframe out. *Blam plus blam* equaled empty.

"He's got a double-barrel an' it's empty!" I hollered and climbed in through what was left of the window. The side door had a six-inch hole blown through it at belly height. It swung open and Grunt filled the doorframe.

"Missed by a mile," he grunted.

Baldy rolled the big door open and came in, closed it deliberately behind him, smacked the shotgun from the slimeball's hands, and proceeded to whip him into misery and bad health. It was a serious (ass-kicking that Baldy meted out, as the occasion warranted, and the proper administering of it took some time. Grunt and I drank whiskey and provided commentary. Grunt provided a bit more than that, actually. He was pretty ticked off about a blister on his heel. Grunt really hates walking.

When the job was finally done to Baldy's satisfaction, we all mounted up and went for a ride out of town to celebrate the success of our mission. Score settled, putt recovered, and a new bro well-met for me and Grunt. ■



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OKAY, MEN — here's a chance to share your favorite hardbelly with all bikerdom on the pages of *Easyriders*. We're huntin' for the foxiest, real-live, bike-lovin' women to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get \$150 for sendin' 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 air fare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed in) 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 over the phone by calling 1-900-234-BIKE and punching in the Fox's extension number adjacent to her photo (if a brother can't get through on the phone, he can still send his vote by mail).

Final judging will partially be based on the contestants' reasons—in writing and in a taped phone interview—for wanting to pose for *Easyriders*. Potential voters will be able to hear the taped interviews at an 89-cent-per-minute rate.

All entrants must be 18 years of age or older, and the model release form on this page must be *completely* filled out, signed in front of a notary, and sent along with the entry photos. Entries without notarized releases cannot be used, unless the model release form is accompanied by a photocopy of the model's driver's license, showing signature and photo of the model. (It's easier than it sounds.)

Ladies, one last favor. In your own sweet, legible handwriting and in 25 words or fewer, tell us exactly why you want to be the *Easyriders* monthly Fox feature. Remember, your message will also be taped over the phone for the voters to listen to when they call to vote—and it just might make the difference

between a no-go and a hell-yes, so give it your best shot.

Photos must be black-and-white or color prints or color slides—no negatives (color slides are best). Sorry, no photos can be returned; all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and a reader of this rag. You can call in starting February 10. It's easy. Look the girls over and note the extension number of the lady who entices you the most, then call 1-900-234-BIKE, and Snake will answer and take you through the motions. You'll get to listen to the taped message of the girl of your choice. If you don't like her reasons for wanting to be in the magazine, you can vote for another girl. If, for some reason, Ma Bell's on the rag and you can't get through, write the name of the girl you like on a postcard or the back of a sealed envelope and send it to #189 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

The deadline for voting for this month's issue is February 28, 1989. We'll print the winner in the July issue.

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



Here she is, bros,
the eleventh monthly winner
in our Tenth Annual
Fox Hunt—Gena, from
Oakdale, California.
See more of her next issue.

FOX HUNT

Box 3000

Agoura Hills, CA 91301

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

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

189

Model's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone () _____ Evening Phone () _____
I am _____ years of age, born _____
I will pose Topless _____ Full Nude _____
I will give a 30-second taped interview _____
Model's Signature _____
Notary _____

Photographer's Name _____
Address _____
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Notary Seal _____

Instead of Notary, you may send a photocopy of your picture I.D. that shows your signature and photo.

In your own handwriting and in 25 words or fewer, tell the staff why you want to be the *Easyriders* monthly foxy woman feature.

Why I want to pose for *Easyriders* (25 words or fewer):



There's nothing I like better than having my nude body draped over a Harley.

Teresa, Kansas—Ext. #301



I thrive on excitement and do my best to make life more exciting. To win would be the ultimate for more than just me.

Sheri, South Dakota—Ext. #302



I have been an Easyriders fan forever. I ride with the local ABAAG chapter, and it has been my dream to appear in your magazine for a long time.

Sheri, Texas—Ext. #303



This is my second attempt to get my picture published. If I don't get it this time and win your contest, I'm gonna come out there and shoot your hard dicks off. Sincerely,

Beth, Maryland—Ext. #304

OCTOBER FOX HUNT WINNER



It was the second time around for Deborah, from Indianapolis, Indiana. Now, at last, she's our October Fox Hunt winner. Her dream of posing for the men who read this rag has been accomplished, not without a fair amount of self-control in pushin' away the plate and stayin' in shape. Check out a shape we'd like to get into, on page 67, as she gets close to a shovel.

—Loudmouth



This American-made fox has been a Harley girl all her life. I would feel right at home on the pages of *Easyriders*.

Jennifer, Illinois—Ext. #305



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Susie, California—Ext. #306

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Settlements and Verdicts

In answer to the many inquiries regarding the AIM attorney track record and an attempt to keep motorcyclists informed as to the results of the continuing battle for their legal rights, we submit the following case study.

MOTORCYCLE versus CAR — INTERSECTION ACCIDENT

\$100,000 policy limit settlement plus \$805,000 Government entity settlement

Client decided to structure these settlement funds giving a lifetime valued at \$1,700,000.00

FACTS: This was the typical left-turning defendant. Motorcyclist was continuing through street and had the right-of-way. The driver of the car, going in the opposite direction, made a left turn at the intersection, failing to yield to the oncoming biker. The client broadsided the defendant's vehicle and flew 150 feet in the air. The motorcyclist received massive injuries including 8 separate fractures and some brain damage. There were \$182,000.00 in medical bills and \$10,000.00 in loss of earnings.

The defendant driver was the Mayor of a local city on her way (city business) to the Board of Directors meeting of the County Sanitation District. (She is a member.)

INJURIES:

Fractured skull

Fractured breastbone (sternum)

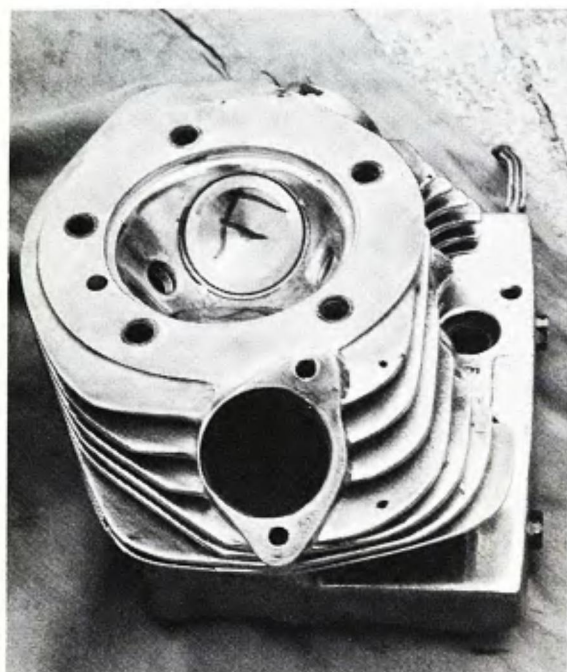
Left wrist comminuted fracture, with plastic implant

Fractured knee cap with orthoscopic surgery

Multiple fracture ankle and left foot

RESULTS: Due to the grievous injuries, an immediate settlement was reached with the defendant's individual insurance company for the full policy limit of \$100,000. Since the defendant was in the course and scope of both her duties as mayor and as a member of the Board of Sanitation, suit was filed against the city and county. Settlement was structured so that there was a large up front cash payment, monthly payment for the rest of the client's life, plus other periodic lump sums paid every 5 years. Of course, these funds are all tax free.

Getting Blown



Heads welded and drilled for two-bolt exhaust pipe.



Exhaust manifold and refabricated pipe.

Turbocharging is probably the most misunderstood V-twin modification. Basically, a turbo forces a more powerful air-fuel charge into the combustion chamber. More explosion = more power = faster.

Turbos work by two impellers (similar to fan blades) being driven on a shaft: the exhaust spins the shaft, and the impellers compress the air-fuel mixture and force it through the intake manifold.

A turbo also increases horsepower under heavy engine load: the increased exhaust gas volume increases turbo speed and sucks more air to meet the demand, allowing the engine to burn fuel more efficiently, increasing horsepower, and improving cylinder scavenging, thus creating better fuel economy.

If engine load is light, the lower volume of exhaust gas decreases the turbine speed, reducing fuel consumption and engine strain. Since the turbo is driven by exhaust that's normally lost, there's no engine power loss—and it still sounds like a Harley.

On the average, you can expect a performance increase of 50 to 75 percent—with some major modifications, increases of 100 to 200 percent have been claimed. More on that later.

The amount of boost you can safely run depends on your compression ratio. Generally, compression over 9:1 is not recommended; 9:1 will handle 5 pounds of boost at the most; 8:1 or 8.5:1 will usually handle up to 7 pounds of boost—and occasionally 10 pounds for very short periods of time—on unleaded high-test gaso-

line. Running more than 10 pounds of boost will necessitate O-ringing your cylinders.

If you get detonation (what some people call octane ping—sounds like little guys in there with hammers) on hard acceleration, your boost is too high. There are a few things you can do with your timing and advance curve to correct some of it, if it's not too much.

But 5 to 7 pounds of boost on a Harley motor will make you pay serious attention: basically, you'll accelerate like you were in the next-lower gear.

After you've ridden with a turbo for a while and have gotten over the fun of having all that horsepower there on tap, you'll find you can run through about $\frac{3}{4}$ of your rpm range on just the carb: if you want the power, twist it, and the boost is there.

I've been working on turbos for more than 25 years, usually on big trucks and diesels, but a turbo is a turbo; the only difference is that the ones we're talking about are smaller.

There are a few things to seriously consider before putting a turbo on your machine:

1. The motor must be in good shape and be able to handle it—pistons, rings, valves, etc.—because if it's not, the added pressure put into the cylinder will leak or blow-by.
2. Forget what you already know about making a motor run on a carb (think compressor, for lack of a better description).
3. Use the right size turbo for your

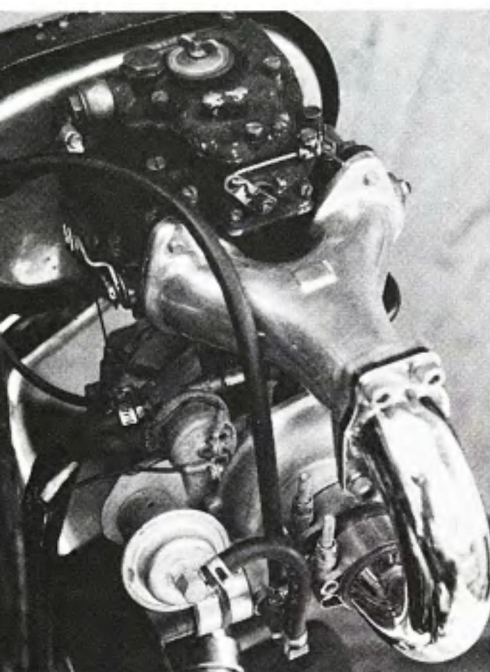
motor. Big is definitely not better here. Until a few years ago, this was somewhat of a problem. Now, with car manufacturers using turbos on a lot of their small engines, they're readily available and affordable. There are a couple of places where you can buy a ready or custom-made setup, but this is the expensive way to go. Another option: build the system yourself. With a little planning, some shopping around, and a welder, it's not hard to do—and then the price drops.

I was turned on to an old Corvair turbo. In '82 I rebuilt it and installed it on my 86-inch shovelhead. The turbo came off a 140-inch motor and was a little big and heavy, but it worked. As long as the stock shovelhead gaskets worked, I was getting 2-to-3 pounds of boost in second gear and up. When the gaskets would blow, the bike still ran okay, but I couldn't get any boost.

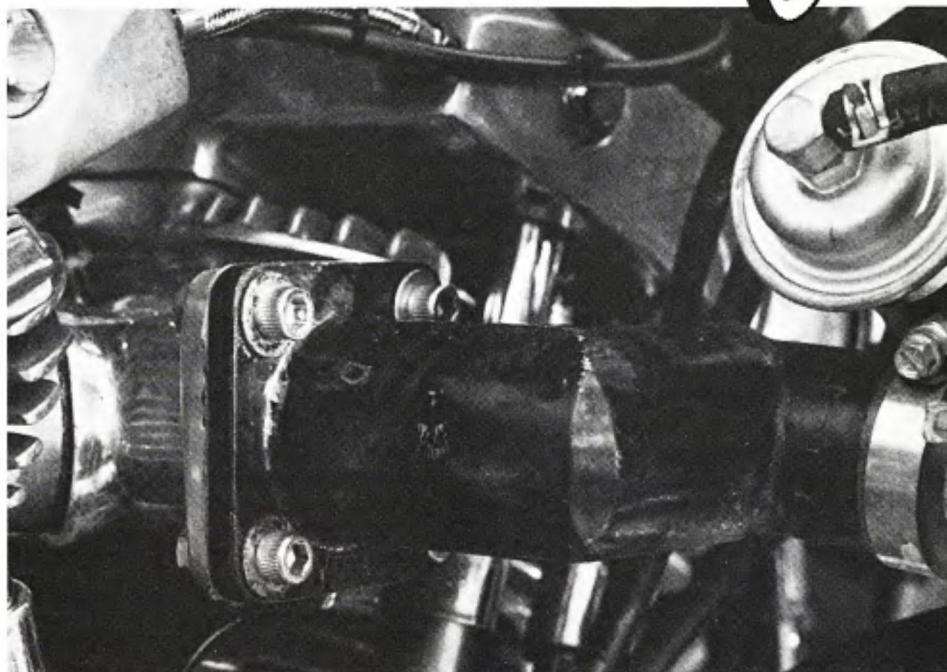
I ran a lot of different carbs and ended up using a Keihin, which gave plenty of power and 50 miles per gallon on the highway. I ran the unit all over the country for two years, with no problem other than blowing a gasket once in a while. Eventually, however, the old-style carbon seal in the turbo started to go, so I removed the unit, but I was impressed with the power increase and wanted more. Solution: the right-size turbo and some minor changes.

There are a number of good small turbos on the market, but after talking to Larry Johnson of L&V Engine in St. Petersburg, Florida, I decided to go with an I.H.I. RHB 52. The deciding factors were that it was small, lightweight, and had better response time, full-floating-sleeve nitrided

by Rogue



Rear view of turbo at the air cleaner, showing after-oiler and plumbing.



Intake manifold.

Photos by Rogue

bearings, superior oil seal structure (piston-ring type), and an advanced compressor-wheel design.

The factors used in determining what size I.H.I. to use included the size of engine (93 inches), cam (Leineweber Turbo Cam), and that I'd eventually be running 12 to 15 pounds of boost. Also, the type of wastegate (safety device to stop over-boost) was extremely important—the I.H.I. had one built in.

The I.H.I. unit will fit everything from a stock 74-cubic-inch Harley to well over a 100-inch. It is light for a turbo, weighing only about seven or eight pounds, and it will put out more boost than you'll probably want to use—so you definitely want a wastegate.

Since the turbo runs off the exhaust, a few changes were made. While the heads were off for a dual-spark-plug conversion, the exhaust ports were built up with heliarc so that two bolts, instead of one, could be used to hold the exhaust pipes secure. (When doing this, be careful—the heads should be bolted solid to a steel plate to keep them from warping during welding. Also, the bolt-holes cannot be installed directly opposite each other; they need to clear the top cylinder fin. You can grind a small amount out of the top fin in this area and not hurt anything.) Since I made this change, there hasn't been a gasket failure to date.

When routing the exhaust pipes from the heads to where the turbo will mount, some important factors need to be considered: the fuel-air outlet of the turbo should not be lower than the intake

between the heads. You don't want any low spots where fuel could collect. Also, you need to figure clearance for the gas tank—and for your legs to reach the forward controls, etc.

I've built numerous exhaust systems and have found no noticeable difference with pipes being the same length from exhaust manifold or head to turbo. This gives you the flexibility to mount the turbo forward. When mounting the turbo, make sure to leave room for pushrod adjustment without sticking the turbo so far out that it affects balance.

Actually, making the exhaust can be done rather easily. Using the turbo gasket for a template, make new plates to mount to the head exhaust port, using two bolts and a plate to mount the turbo. The plate should be at least 3/8-inch thick. Needless to say, these plates need to be flat, smooth, and of good-quality steel, because they will be gasket surfaces. Any leaks in this part of the system will seriously limit your boost.

If you don't have a tubing or pipe-bender that can bend what you need without crimping or wrinkling your pipe, go to your local hot-rod shop. Hooker, the people who make header systems, sell short pre-bent sections in just about any size or radius you could want—and their pipes are nice and smooth.

Bolt the flanges to the heads, leaving them just loose enough to slip a piece of 1 3/4-inch exhaust up into your port. There's a slight curve here. Line it up, tack-weld in place, remove, and weld it. Put both flanges back in place and bolt

securely. Slide a piece of 1 3/8-inch tubing inside, line it up, and tack-weld. Continue fitting your pieces together until you have everything where you want it. I suggest you make one pipe with a slip-fit—it sure makes it a lot easier to take off or put on. Following the direction of flow, always slide the primary pipe inside the secondary pipe; it limits the chance of an exhaust leak. The two pipes from the heads are joined together at the turbo mounting plate, making a collector.

When your exhaust is fully welded and back in place, mount the turbo to the flange. If all's going well, you'll have figured everything out and it'll be where you want it. Use an SU carb adapter manifold to clamp to your heads' intake ports. This will give you a 2-inch intake at the flange.

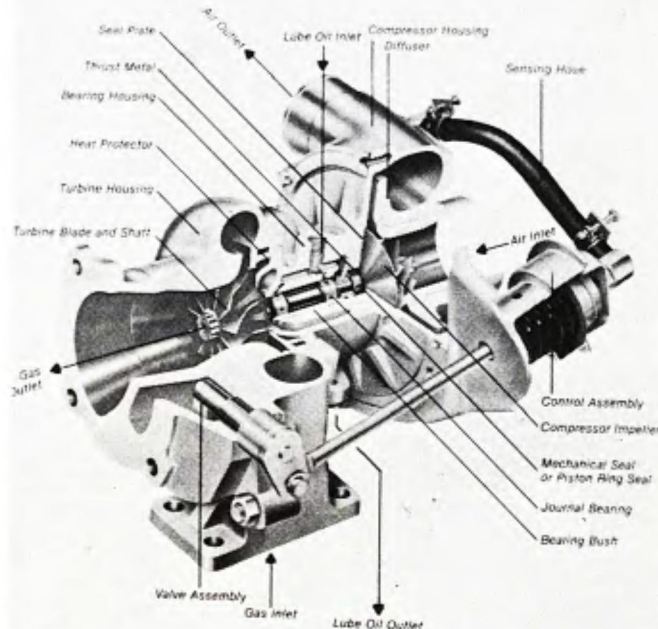
Most of the books I've read suggest a plenum chamber or surge tank between the turbo and the intake manifold. I've made and tried a number of these and haven't found any to my liking. I made a connector out of flanged 2-inch tubing, with 90-degree bends for turbulence, and stepped down to 1 3/4-inch tubing so it could be joined to the turbo unit with turbo hose. (Note: Don't use radiator hose or regular hose, because gasoline will eat it away.) This type of intake has given me the best response and performance; the motor idles below 800 rpm, pulls strongly through the full rpm range, and has yet to produce what's called "turbo lag."

The exhaust pipe coming out of your turbo is usually around 2 or 2 1/2 inches round, depending on what turbo unit you use. On the I.H.I. or other turbos with built-

Tech Tip



View of the built-in wastegate.



Cross-cut schematic of the typical RH series turbo.

in wastegates, you need to make sure that the hole relieving your exhaust gas is large enough. What the wastegate does is release or divert your exhaust pressure at a certain boost to slow down your turbo speed. If the turbo unit you use does not have a built-in wastegate, you can buy an external one and add it to your system. They usually cost between \$150 and \$200, so a turbo with a built-in wastegate, even if it cost a few dollars more, may actually be cheaper.

The type of wastegate you use has to be taken into consideration when making your final exhaust. I've found that a pipe about 2 feet long and 2½ inches around works well most of the time. Figure your clearances and start with this length. Should you decide you want something longer or just want to experiment, you can do so by adding extensions.

I would suggest using the carb that you have on your bike now; it'll save you money, and usually all that'll be required is to lean it out one jet size all the way through. This rule applies to any carb you may choose to use. Run it a little, check spark plug color, and adjust the jetting.

The fuel inlet side of the turbo is round and also uses turbo hose. I've tried some commercially made flanges with molded hose and have found they crack after a while. So I made a flange and tube out of aluminum, and it worked well.

If you decide to use a carb like a Keihin and run it straight off the turbo, be sure to make a strong support bracket. Leg clearance is usually a factor here.

Right now I'm running a Weber, and

because of its size, I had to run it above the turbo. Again, I used a welder and tubing from Hooker. It's working well, but because it's above my fuel petcock, I had to use a small electric fuel pump. I believe mine came off a Ford Courier, but they are available at any auto parts store.

Because of how a turbo works, you don't want a long-duration cam. A stock cam will work, and there are usually many around, for cheap or for free. If you've got the money, I strongly recommend a turbo cam. Right now I'm using a turbo cam made by Leineweber, and I like it better than the others I've tried. If you have a naturally aspirated engine (one using a carb and fuel being sucked into the combustion chamber), it's understandable that you'd want a long-duration cam. The longer the valve is open, the more fuel you get into the combustion chamber. Bigger explosion: more power. On a turbo, you're forcing an air-fuel mixture into the combustion chamber, and you want the valves to close as soon as possible to retain this charge.

Oiling is big-time important. A turbo will spin a lot faster than your engine—some well over 100,000 rpm—so good, clean oil (and plenty of it) is needed. Your turbo will last a long time with enough oil, but if there's not enough, look out. I have reworked my oil pump to give 10 pounds at idle and 20 to 25 pounds going down the road (these are readings with the engine hot). This pressure gives the turbo plenty of oil.

The turbo is fed off the oil pump at the oil-pressure-sending unit, using 3/16-inch

hose. Return is gravity-fed, using ¼-inch hose returning into the cam side of the motor case. The block must be drilled and tapped to do this; take the cam cover off and make sure no metal pieces remain in the engine. Oil is a major factor on reliability—make sure you install an oil filter and cooler.

There are also a couple of other things that will help prolong your turbo's life. Don't let it idle for long periods of time. After running at road speed, let it idle for just a short time before shutting off. A pre-oiler and/or after-oiler will send small amounts of oil to the turbo without the engine running. You can buy a kit or make one. Do this and your turbo will last as long as your engine—or longer.

Normally, on a small-boost motor, you won't have to change the timing, but you can retard it slightly by timing it with the timing mark in the very front of the timing hole. This will help slow down detonation if you're running a little more boost than you should be.

This is just the beginning. Changes in compression ratio, ignition advance, curve, head gaskets, etc., will make it haul ass even more. More on turbos in the future.

If you have any questions about turbocharging your Harley, you can write to Rogue here at the magazine or at Box 184, Melbourne, FL 32902.

Other experts in the field of turbos for Harleys include Pharoah, at All-Arizona Welding & Machine, 703 W. Main St., #2, Mesa, AZ 85201, (602) 835-0822; and RB Racing, 1625 W. 134th St., Gardena, CA 90249, (213) 515-5831. ■

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Laurer's Performance Engines/precision rebuilding, hi-performance rod motors, used motors. 254 Lewis St., Fond du Lac, WI 54935. (414) 921-5200.

FORKS

Forking By Frank (Frank's Maint. & Eng. Inc.), 945 Pitner, Evanston, IL 60202. (312) 475-1003.

FRAMES

Texas Frame Works, frame building & repairing, 8808 Cullen Lane, Austin, TX 78748. (512) 282-2499.

GASKETS

Jan's Cycle Gaskets, for pans, shovels, Sportsters & Evolutions, \$2 for catalog. Box 5790, Somerset, NJ 08875-5790. (201) 249-9788. Fax: (201) 613-9865.

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Flo Dynamics, 1150 Pike Lane, Oceano, CA 93445. (805) 481-6300.

JEWELRY

Brass Head, Inc., 68 Lamar St., W. Babylon, NY 11704. Spiked leather and chain jewelry. (516) 643-6060 (wholesale only).

LEATHERS

S&S Cycle & Supply, Inc., 816 Amarillo Blvd. E., Amarillo, TX 79107. (800) 251-7770 or (806) 374-8760.

Branded Garments, 43-38 36th St., L.I.C., NY 11101. (718) 361-2072. Write for free catalog and send unusual/wild photos for our Bulletin Board.

Sleepy Hollow Saddle Bags Inc./free info. & price list, 105 S. 2nd St., Chesterton, IN 46304. (219) 926-1071, (800) 338-8625.

MAIL ORDER

Hawg Head-Quarters/custom or stock parts. T-shirts, 705 Anderson Street, Belton, SC 29627. (801) 338-8663. EDT 9:30am - 5:30pm. M-F.

H&M Cycle Sales, Inc. (H-D dealer), our own 64 page catalog. \$2 refundable on first order. P.O. Box 128, Dover, OH 44622. (216) 364-6519.

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Semel's Custom Embroidered Patches, 76 Lexington Ave., Passaic, NJ 07055. (201) 473-8988. (201) 473-3959. Free quotes.

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T-SHIRTS

Harley-Davidson of Tucson, 5205 E. 22nd St., Tucson, AZ 85711. (601) 747-7304. (Shipped UPS/COD)

S&S Cycle & Supply Inc., 816 Amarillo Blvd. E., Amarillo, TX 79107. (800) 251-7770 or (806) 374-8760.

Flagstaff Harley-Davidson, Inc., Box 183 (Old Hwy. 66, I-40 Exit 185), Bellemont, AZ 86015-0183. (602) 774-3895. (Shipped UPS/COD)

Brooklyn H-D Sales Corp., \$12 each. 2487 Coney Island Ave., Brooklyn, NY 11223. (718) 998-6666. (U.S. Funds only.)

Blue Ribbon Cycles Inc., Easyriders, H-D, custom designs, 2137 Dixie Ave., Smyrna, GA 30080. (404) 432-3614. Shipped UPS/COD

A & A Custom Motorcycle, T-shirts from L.A., S-XL \$10, XXL-XXXL \$10.95, mailing address: 5442 S. Sepulveda Blvd., Culver City, CA 90230. (213) 390-9093.

Oakland Harley-Davidson, 744 E. 12th St., Oakland, CA 94606. Unique design \$15. State size (S-XL) and color (black or white) shipped UPS. Cert. check or money order only.

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Woodstock Harley-Davidson, Inc. \$12 (state size: S, M, L, XL). Mailing address: Route 212, Box 7320, Saugerties, NY 12477. (914) 679-7227.

Miller's Custom Parts, S-XL \$9.95, XXL-XXXL \$11.95, 1863 S. Ridgewood Avenue, So. Daytona, FL 32019. (904) 761-0858.

Barnett Harley-Davidson \$11.95 ea. (\$9.95 ea. additional), 5/colors, all designs in stock, shipped UPS/COD same day, 9501 Montana, El Paso, TX 79925. (915) 592-5804.

Hacienda Harley-Davidson, \$9.95 first shirt, \$8.95 second. Heavy black 100% cotton, 5-color design. 918 Thatcher Blvd., Safford, AZ 85546. (602) 428-4700.

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H&M Cycle Sales, Inc. (H-D dealer) \$12 (S-XL) \$14 (XXL-XXXL). U.S. Funds only. Cert. Check, M.O., Visa, M/C or Discover. P.O. Box 128, Dover, OH 44622. (216) 364-6519. Free 64 page catalog w/order.

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VALVES

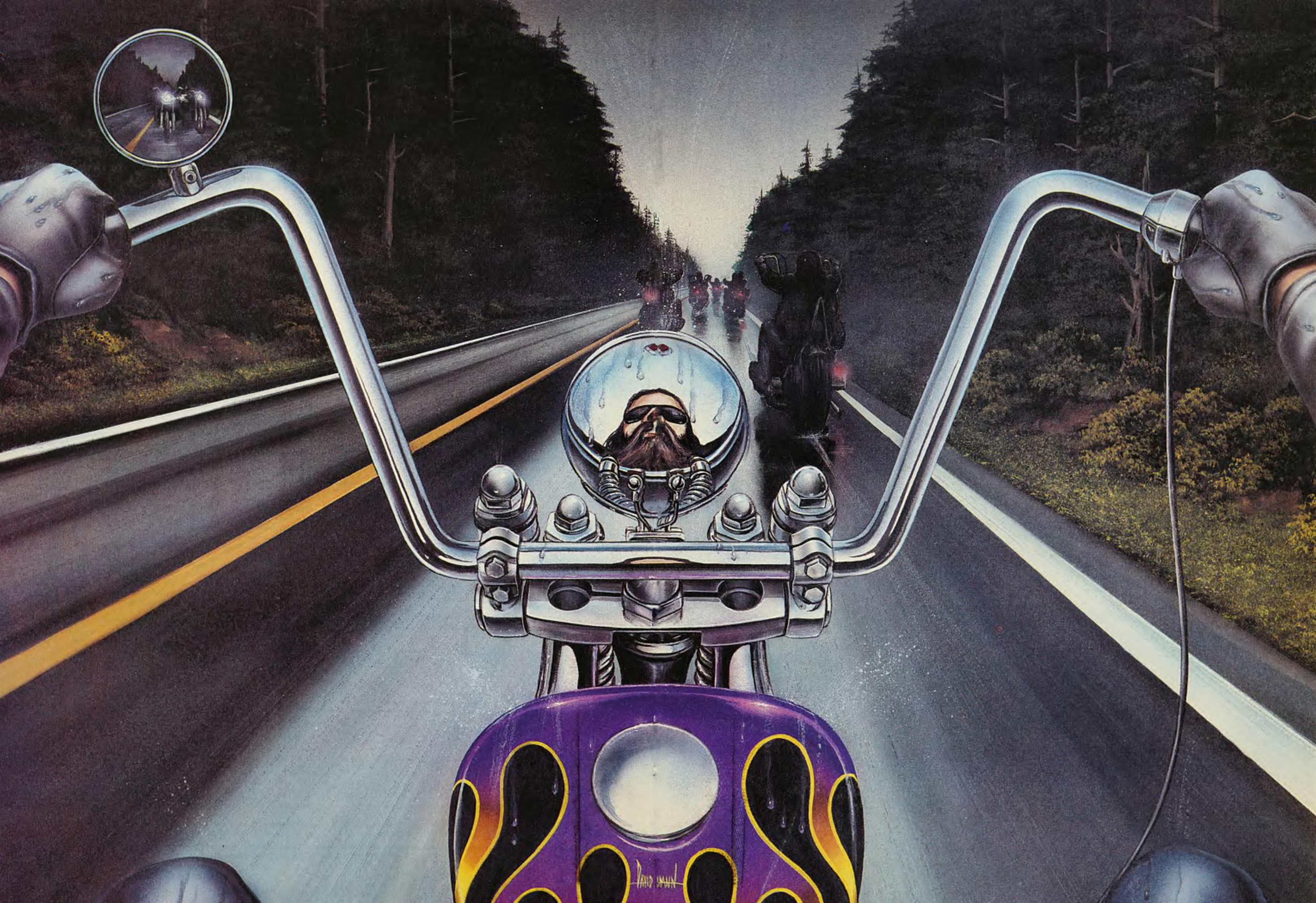
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Tell 'em you saw their name here.





Notes From Home

(or Why Your
Girlfriend Lets
You Think
You're Single)

By Jan Cheek



I remember when you landed in my life—tossed your leathers on my couch, kicked your boots under the table, and stuck your head in the fridge. You knew damn well you added color to the place, and you made sure I knew who slept near the wall. Eventually, when the dust had settled (and so had we), the matter at hand was to bring order back to this Camelot.

It's a fact: on one hand there are girls who cannot bring themselves to wipe a glass with their shirttail, and then there are girls who believe that leaving the empties around means there's never a shortage of ashtrays. If a girl is one of the former, then her housekeeping is as compulsory as your after-sex smoke. She'll have the place clean and your breakfast served in bed before you even realize you *can* open your eyes at this hour. (Believe me, it's not so much an act of love as a compulsion. I think she'd do it even if it was Attila The Hun tangled in her sheets.)

I suppose, when you stop to think about it, housekeeping's almost a primal, ritual thing. It's a very different message when a lady hangs your leathers on the entry closet door, than when you find them neatly laid in that little chair in the remotest corner of the room. And I swear it's true—if she plans on keeping you, she'll move your boots on you. If you come out to find them where you left them, then don't take offense, but don't let the door hit you on your way out, either. If, however, she has carefully lined them up somewhere (probably next to hers), then let's face it—it's your home for the taking.

What I really want to explain is when I first came across the Damn Thing. I was there, doing the whole number—folding leathers, moving boots, boiling up coffee, and attempting a makeshift breakfast out of "I hope scrambled is

okay" eggs. I think it was when I first moved your jacket that I was aware of it. Maybe it was the distinct smell of dry leaves and empty open air. Maybe it was the split-second of dead stillness in the house. You know how it is to lie awake at night when you think you've heard a mosquito? You're not kept awake because you're in any pain from its bite—it hasn't even bitten you—but you're pretty sure *it's there*. Well, that's pretty much what I felt.

For weeks nothing came of it, and those weeks were fantastic. It was like you and I had crawled into each other and found Eden. Our friends even quit dropping in, and the house stayed in a cozy state of disaster.

Then there was the morning that I awoke to the smells of coffee and leather. You were sitting on the window sill with a smoke, tying off your bootlace. You looked up and said very matter-of-factly that you had things to see to. I don't know what prompted me to ask if you'd be back, but you said, almost annoyed, "Sometime."

And then there was a kiss and a pat, and I was alone in a house full of still air, with time on my hands.

Time is only a concept, but it's as real as a neighbor kid or a stray dog (or a woman) that adopts you and pesters you for attention. In the next few months, what with your comings and goings, I became better acquainted with it . . .

Wait—I can hear you saying, "Oh, God, here it comes, here comes the lecture." But before you blow me off and start flipping pages, hear me out.

You would laugh at my friends if you heard their complaints about time and about men. For most of them, time is like money, and they're used to a man's taking it or dictating how it's spent. I hear complaints like: "He takes up all my time" and "He's got an eye on me

all the time." To me they say, "You're so lucky to have a guy who gives you free time."

I agree now, but I didn't used to. The thing about free time is, it's like a spoiled kid dropped on you for the day; if you're not used to having it around much, then it's real easy to run out of things to occupy it with. Believe it or not, housecleaning and shopping can only use up so much of it.

At first, while you were off in your own space, I was filling movie seats and tracing more endless stretches of road with more time than I cared for. When it would get the better of me and you would come back to find me absolutely foul about being left alone for so long, you'd look at me with that look that meant you didn't see the point.

The point was, I didn't see why time apart didn't bother you. I thought (out loud quite a few times) that I must not mean much to you. Now I understand more that your going away and coming back has nothing to do with us—it's just how it is. When time frustrates me, it's because I let it. It rarely gets to you, I think, because you don't act like you even believe in it. You don't accept its limits and obligations. You defy it . . . and sometimes you flat run from it. Time, as far as I can see, is not allowed near your bike.

You tease me. You shake your head and laugh, telling me that weak hearts shouldn't hang around you biker types. Weak, hell! I'll be honest—I've considered murder and I've considered suicide, but I know if I didn't work this out with myself, there'd be some girl out there who would, and I'm not giving you up that foolishly. I think (and you're damned right I've been careful to keep this to myself) that you and I have a lot of good time ahead. Maybe better put: Time will be around, watching us ride into those beautiful sunsets. ■

Two-Wheel Tale

Not long ago, the area around California's Box Canyon and the Santa Susana Pass was a known refuge for outlaws and desperados of the Old West, and although the rock- and cave-studded region may have provided a haven for many a brigand, it was, by any yardstick, unrelentingly rough territory, where a man had to take care of himself . . . and his own.

One recent afternoon, after scraping around Box Canyon's hairpin dropoffs on my panhead, I pulled in at an almost-hidden biker bar called Wally's Hideout, looking for a cold one.

The following letter, received anonymously, was posted on Wally's bulletin board. Seems the territory—and its people—haven't changed much.

—Savage

At the close of a beautiful Sunday, two friends I've never met were injured in an accident that was apparently not their fault.

It seemed to me the decent thing would be to notify some others—people who may know them—of their misfortune.

Not for any reward other than to ease the pain, I took the time to pass the word at a local bar where so many bikers can be found.

The obvious sense of concern, of urgency, of members of an extended family caring for each other that I witnessed was something so sadly absent

from other segments of our increasingly troubled society.

How strangely ironic it is that no group of people come to mind who are more mindful of one another yet are so maligned by those on the outside looking in.

I can recall crying only three times in my adult life. The first was when my father died. The second was when seven good and brave people died on their way into space. The third was on a Sunday evening when I left a bar in which I was the only person who took the time to be the bearer of bad news.

I cried in that parking lot for two

people I hope will recover even though I may never get to know them.

I cried by myself, not a part of the culture I entered for a few minutes, a mile or two away from other passersby who could only shake their heads.

I cry yet for a society, which so often isolates many of us from each other, because it takes something like this to make us see qualities we lack in everyday life.

I am encouraged when I realize that we could learn much from people who still know how to work together.

God bless all of you.

—anonymous



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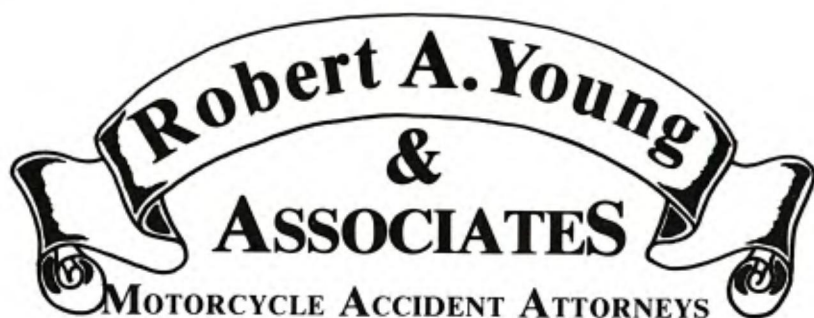
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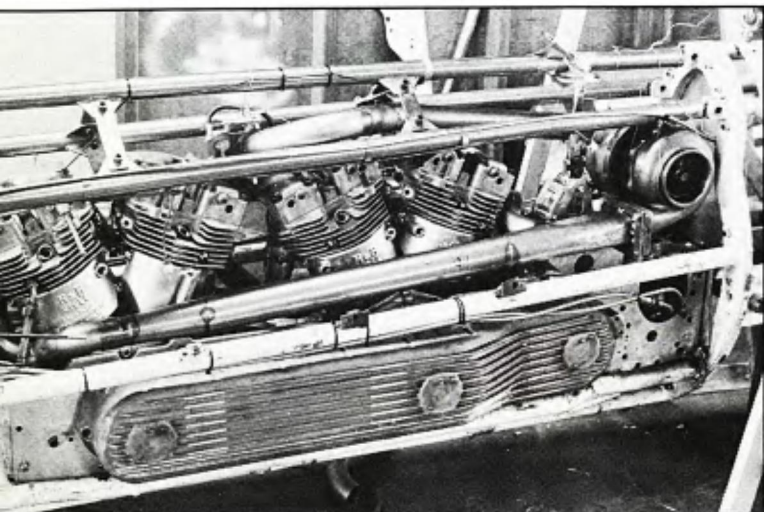
We hope not . . . but if you have been involved in a motorcycle accident you will need to talk to the best in the business. **Robert A. Young & Associates** specialize in motorcycle injury accidents.



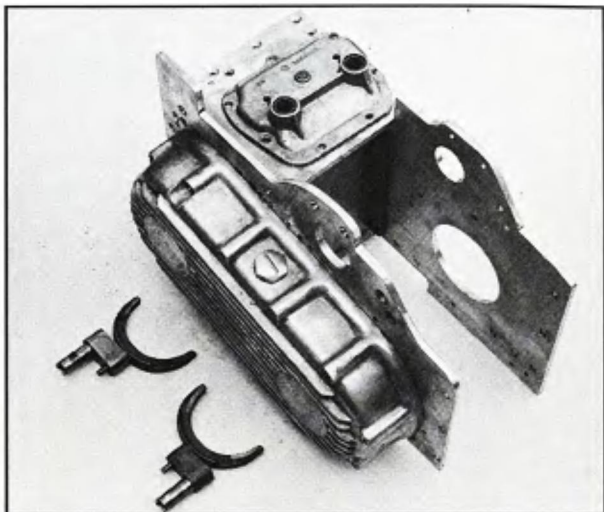
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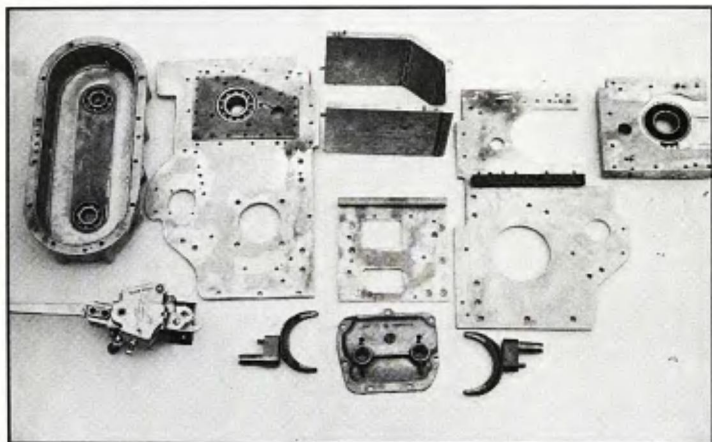
'LINER UPDATE



1.



2.



3.

1. This massive casting holds the Hy-Vo primary drive.

2. 3. Hand-built three-speed trans and clutch carrier.

Here we go—the bench-racin' bull is over, and the grease-under-the-fingernails phase has begun. Crew chief Keith Ruxton has got the 'Liner torn down into what seems to be about a jillion-and-a-half pieces. Every one of the pieces has to be cleaned, inspected, analyzed, and replaced if any wear is shown. Meanwhile, another crew of the guys has been reconstructing a "clean room shop" for reassembly.

The main focus has been put on the driveline, especially the shaft that carries the Crowder-glide clutch assembly—but no bolt will be left unturned, from

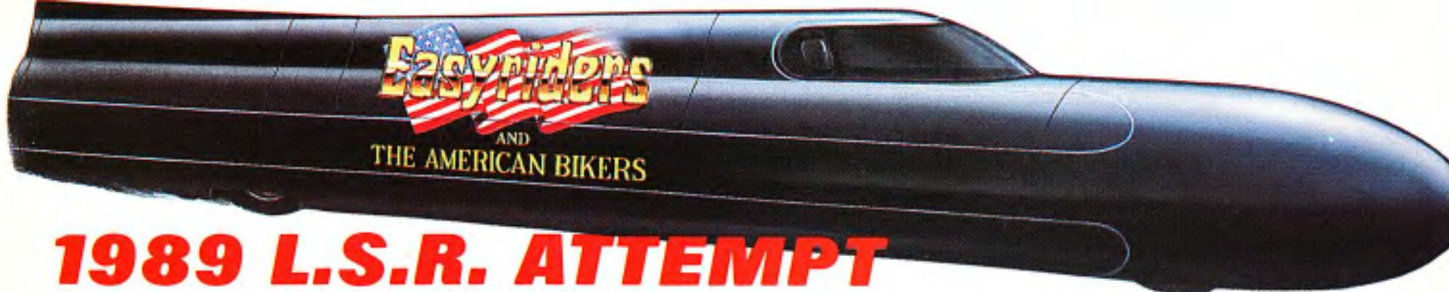
the specially cast cover of the Hy-Vo primary drive, clear through to the handcrafted gearbox that carries a three-speed gear set from a Corvette four-speed—we want it to be bulletproof!

The turbo system shown above has been set aside in favor of a pair of nitro-metering Hilborn injectors with a two-stage nitrous-oxide boost.

The fun's just begun—so come jump on the race wagon by fillin' out the sponsorship form on the next page—we'll keep you updated each month as this great American adventure unfolds.

—J.T.

If you missed last month's issue, the motorcycle Streamliner pictured in this spread is the world's fastest Harley-Davidson, at a record speed of 276.376 mph set in 1978—but there is a Kawasaki record of 318.598 mph on the books, which we're determined to beat in September of 1989.



Easyriders
AND
THE AMERICAN BIKERS

1989 L.S.R. ATTEMPT

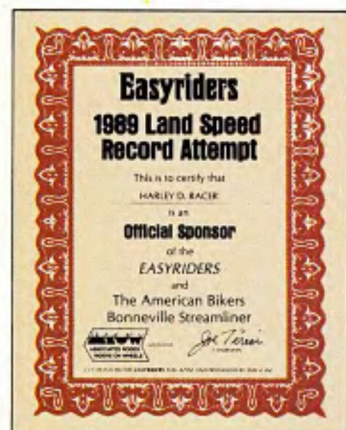
Here's what your sponsorship entitles you to:

1. YOUR NAME ON THE BIKE

John Smith Harley D. Racer
Joe Peterson Mark Stevens
Jane Anderson Robert Warner

The 'Liner is 24 feet long, with about 120 square feet of surface area. That's a lot of names—but act NOW! Nothing's forever!

3. OFFICIAL SPONSOR'S CERTIFICATE (8½" x 11")



This official sponsor's certificate, with your name imprinted, will be mailed to you. Display it on the wall with pride.

2. FREE ADMISSION

Only sponsors and one guest apiece will be allowed on the salt in September 1989 to watch the 'Liner run—also good for the victory celebration! (Exact dates to come.) If you can't make it out, there will be a video available to all sponsors.

4. OFFICIAL L.S.R. T-SHIRT



Co-sponsored by Easyriders magazine and promoted by Teresi, Inc.

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YES, I WANT TO BE A SPONSOR!

NAME _____
As you want it to appear on bike and certificate

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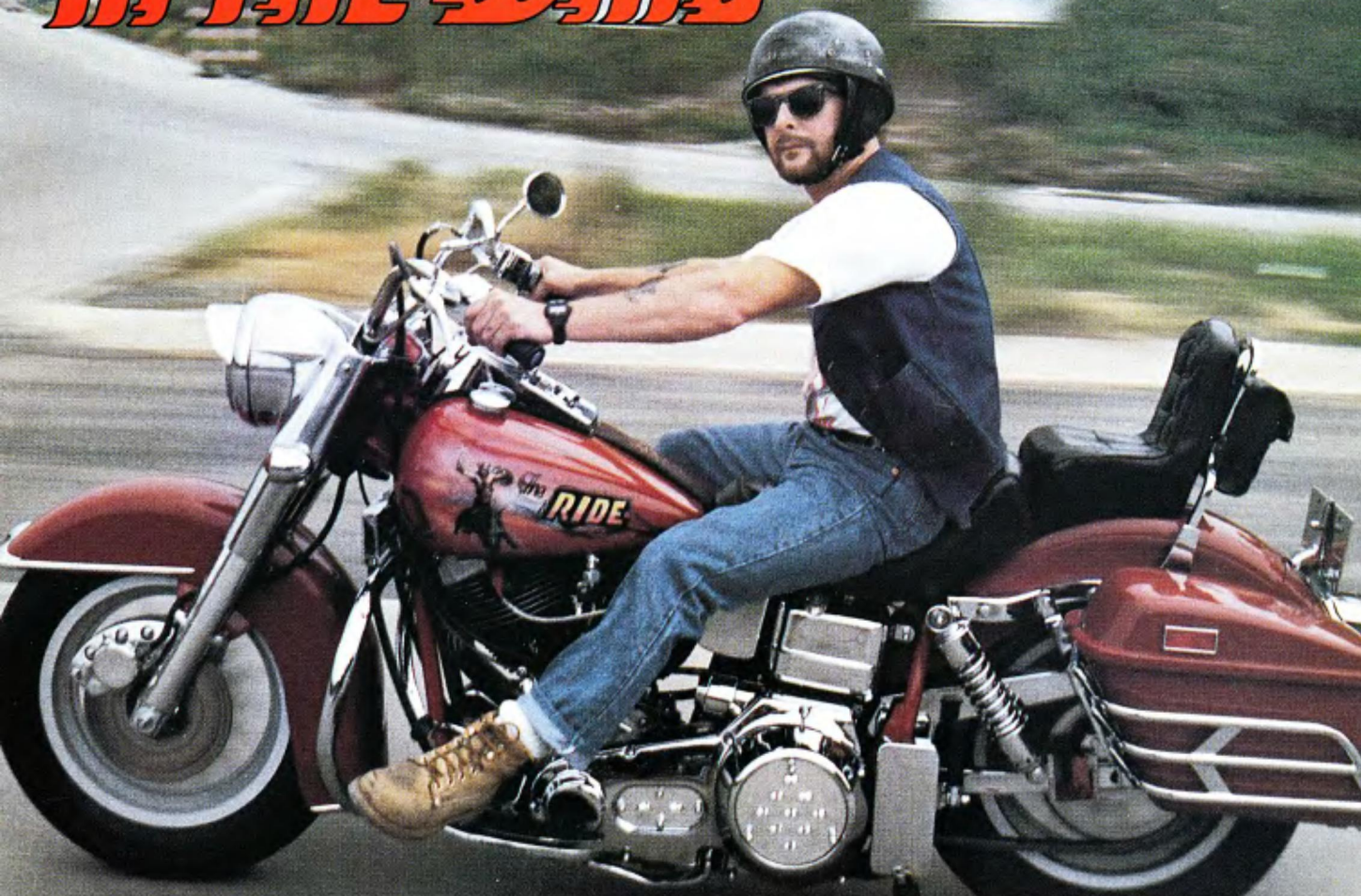
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Make checks payable to Easyriders Streamliner and mail to: **Easyriders Streamliner, Box 3000, Agoura Hills, CA 91301**

Coupon may be photocopied, or information may be submitted on a separate sheet of paper if applying for multiple sponsorship.

IN THE WIND



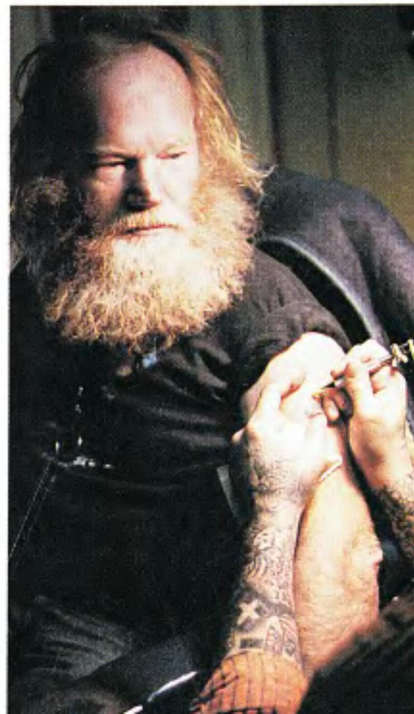
—Bubba, Boiling Springs, Pa.

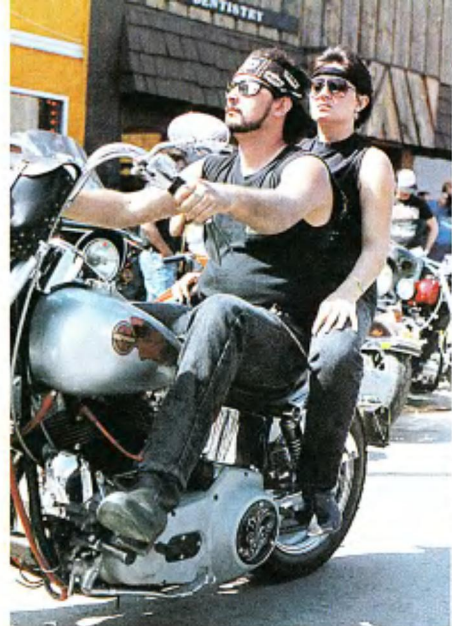
Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2¼ x 2¼)—nothing else. Whether it's the exhilaration of a dude and his chick flyin' down the highway or the let-it-all-hang-out exuberance of a biker bash or the eyeball-poppin' sight of a sexy honey showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah, dig this—we now pay \$30 for every black-and-white photo we print, \$100 for every color photo we print *full-page*, \$50 for every color photo we print *half-page*, and \$40 for every color photo printed *smaller than half-page*.) Please label all photos with your name and address. Send photos to *In The Wind*, Box 3000, Agoura Hills, CA 91301.

—Katie Redman, Lakewood, Ohio



—Buck Simpson, Stafford Springs, Conn.

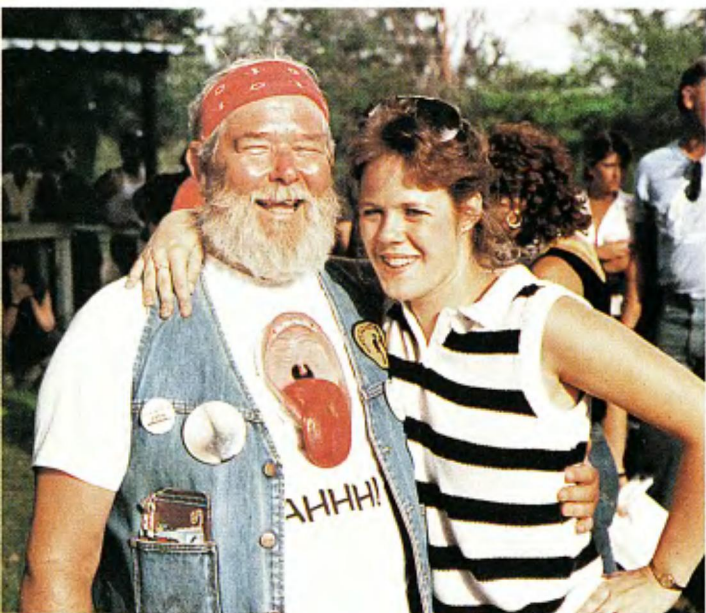




—Dan D. Dynamo, Midland, Tex.



—Kay Mizell, Warner Robins, Ga.



—Dani, Kansas City, Mo.



—Radio Bob, Derry, N.H.



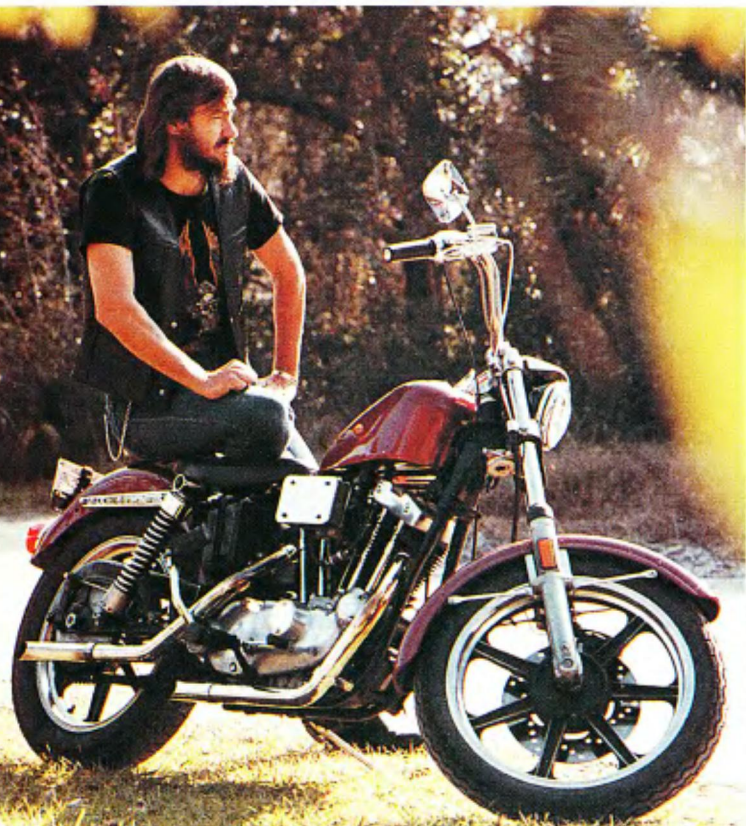
—Ronald Tatman, Milford, Del.





—J.R. Spear, Largo, Fla.

—Karl Efers, Littleton, Colo.

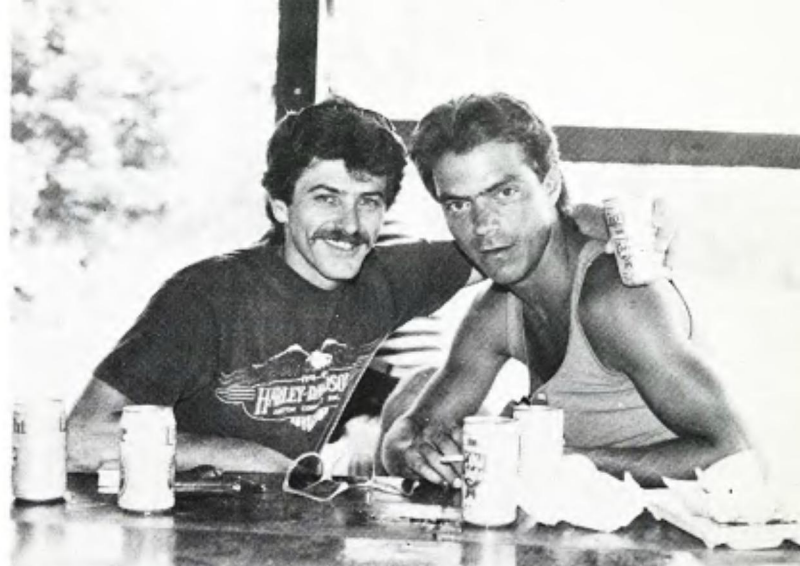


—Joe Tacke, Eau Gallie, Fla.

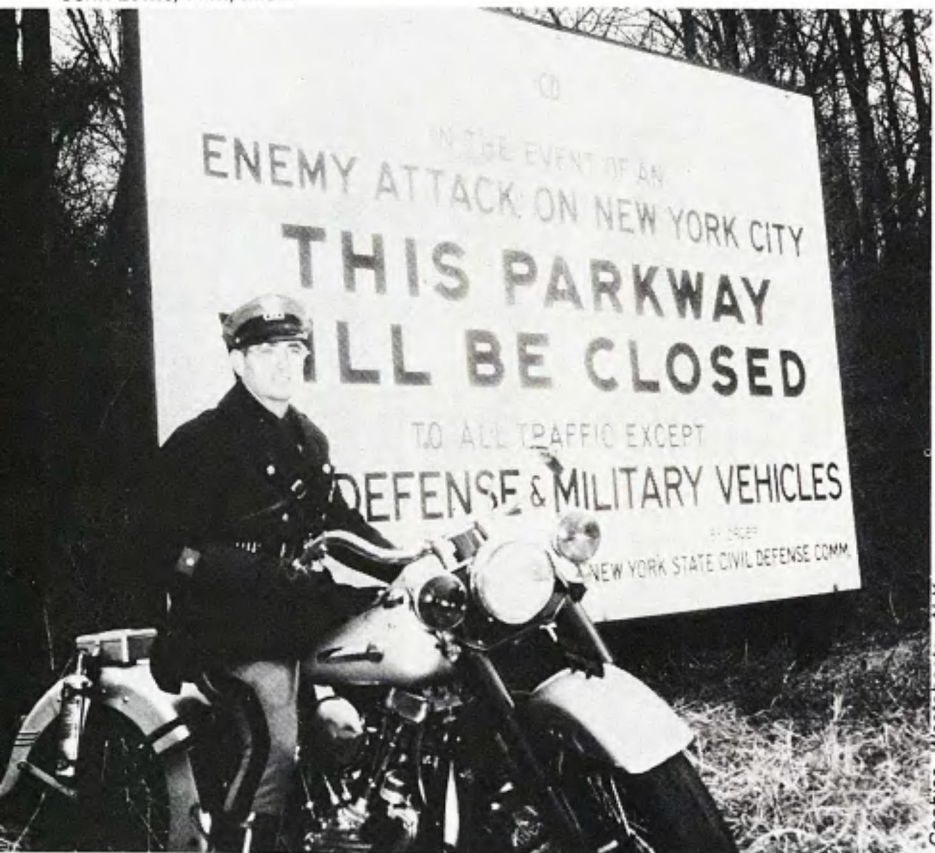




—John Lewis, Flint, Mich.



—John Giencke, Montello, Wis.



—Garry White, Sanford, Maine



—Doc, Medicine Hat, Alberta



—John Lewis, Flint, Mich.





—Weirido, Cypress, Tex.



—Michael Kennedy, Ponca City, Okla.

—Big Jim, Akeley, Minn.



—Sprocket, Old Saratoga, N.Y.



—John Lewis, Flint, Mich.



—Bubba Swope, Bolling Springs, Pa.

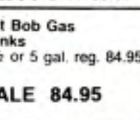


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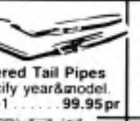
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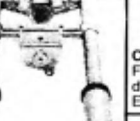
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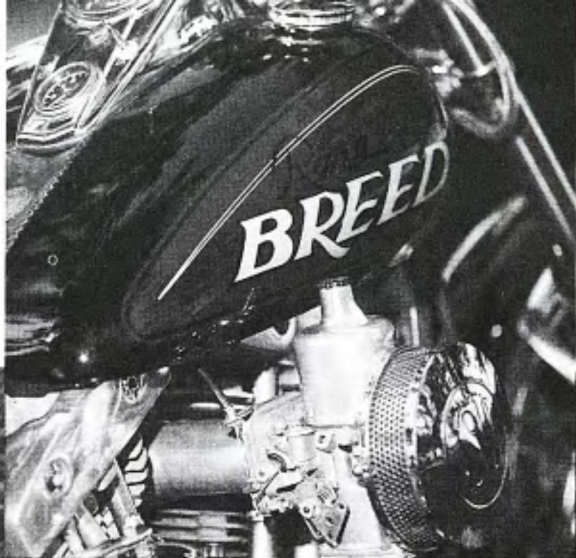


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(of total order 15.00 minimum)	
TOTAL	

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READER'S RIDE



Ricky Maney, Hanford, California
1979 Harley-Davidson FLH

As firsts go, this is one fine stab at customizing—particularly when you realize that the builder, Ricky Maney, was 13 years old when he began the project. The older-than-his-years teenager found himself in the right place at the right time when he picked up this '79 dresser from a guy stationed at the Naval Air Station in nearby Lemoore. Ricky had overheard the sailor talkin' with a guy in a bike shop about his bone-stock FLH. Apparently he needed a thousand bucks, fast-like. The wannabe buyer was out of luck because his bank was closed. Ricky's was open, and before you could say "Willie G. Whiz," he had a scooter.

Ricky has learned the value of money and isn't afraid of working to earn it. The money he saved from his jobs in Hanford, California, provided him with the opportunity to build bikes before most people his age even think of getting a driver's license.

He's a little busy for girls at this point, concentrating instead on his studies, which he hopes will lead him to a job as a draftsman—specializing, of course, in motorcycles.

— Pan Man

Year: 1979

Engine: 80-cubic-inch shovel-head, rebuilt by owner and Beck's, SU Eliminator II carb, hydraulic lifters, 24-tooth engine sprocket

Transmission: stock '79 four-speed, 23-tooth trans sprocket, 47-tooth wheel sprocket

Chassis: 1979 FLH swingarm, no alterations

Credits: special thanks to KCCS

Special features: five-quart oil tank, panhead oil filter, CCI anodized pushrod covers, engraved points cover, derby cover, inspection cover, and master cylinder cover

Model: FLH

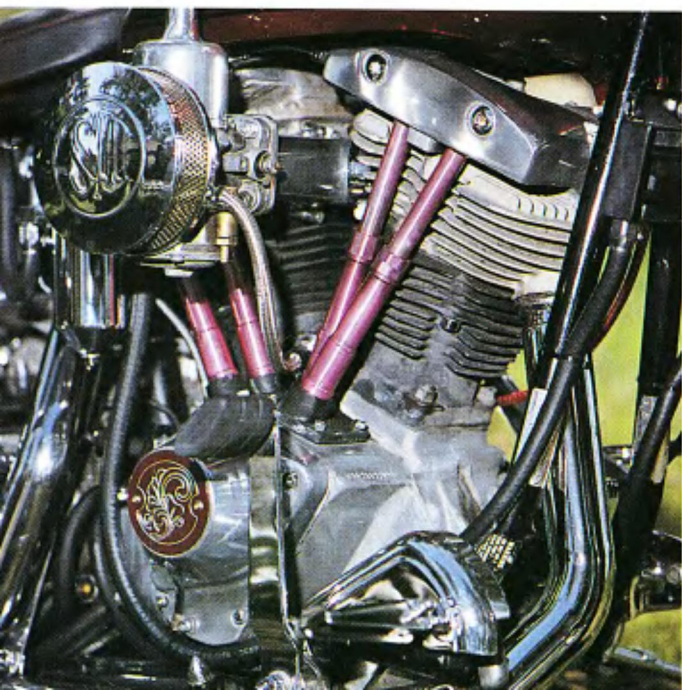
Forks: 1981 FXWG, polished

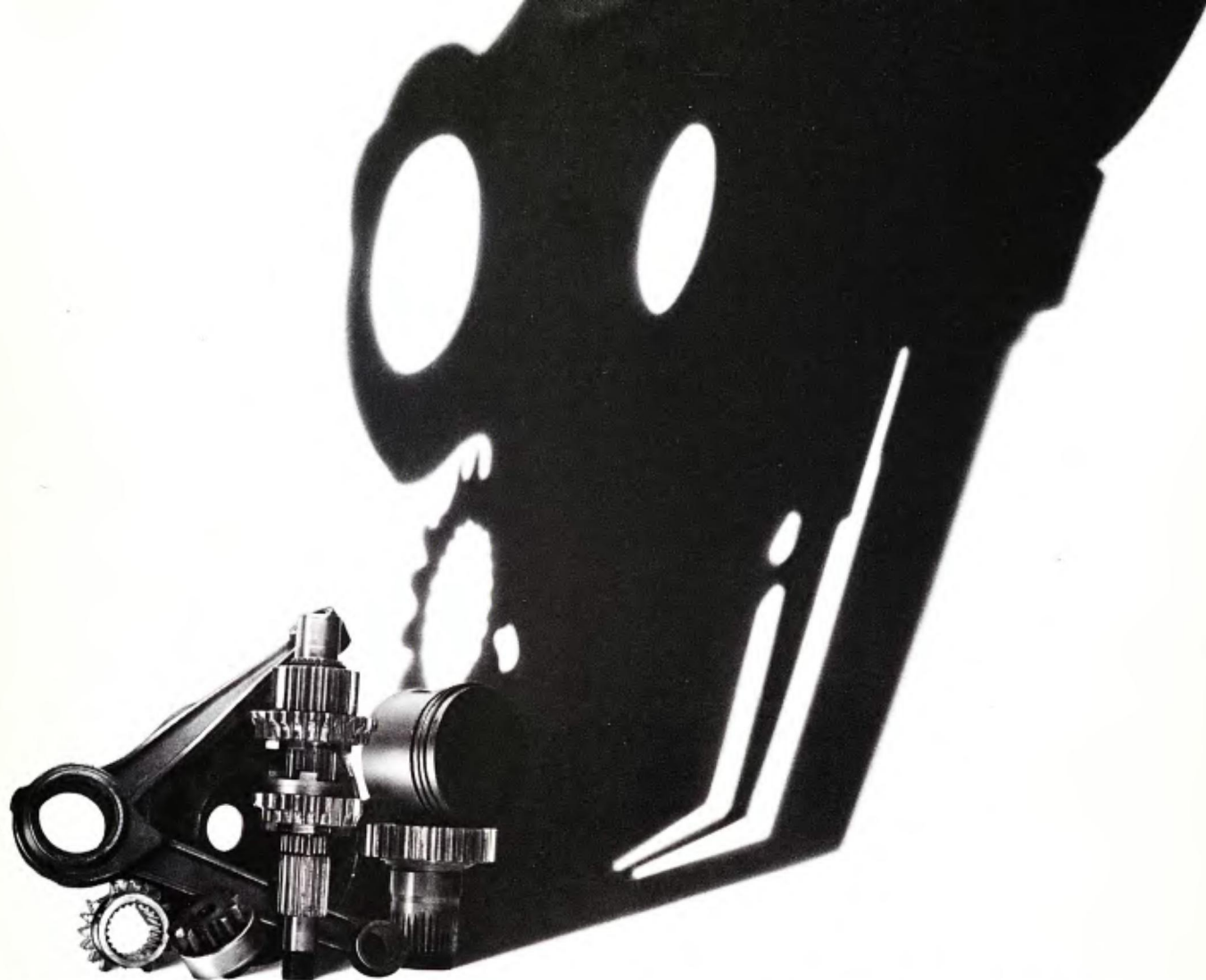
Wheels: Dunlop tires; front: 19-inch mag, H-D disc brake; rear: 16-inch mag, Performance Machine disc brake

Finish: urethane enamel, candy brandywine, pinstriping by Henry



Photos by Harv Brouwer





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Things can get grim in a hurry when you risk riding on *imitation* parts for your Harley®. Even if you don't mind spending your valuable time trying to modify these bargain basement parts to fit right—like chrome covers with misaligned holes—misfit parts can cause serious problems for your Harley.

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GENUINE PARTS

POSTAL WORKERS AND PARTY FACES

*American blood
meets the girl
in the streets*

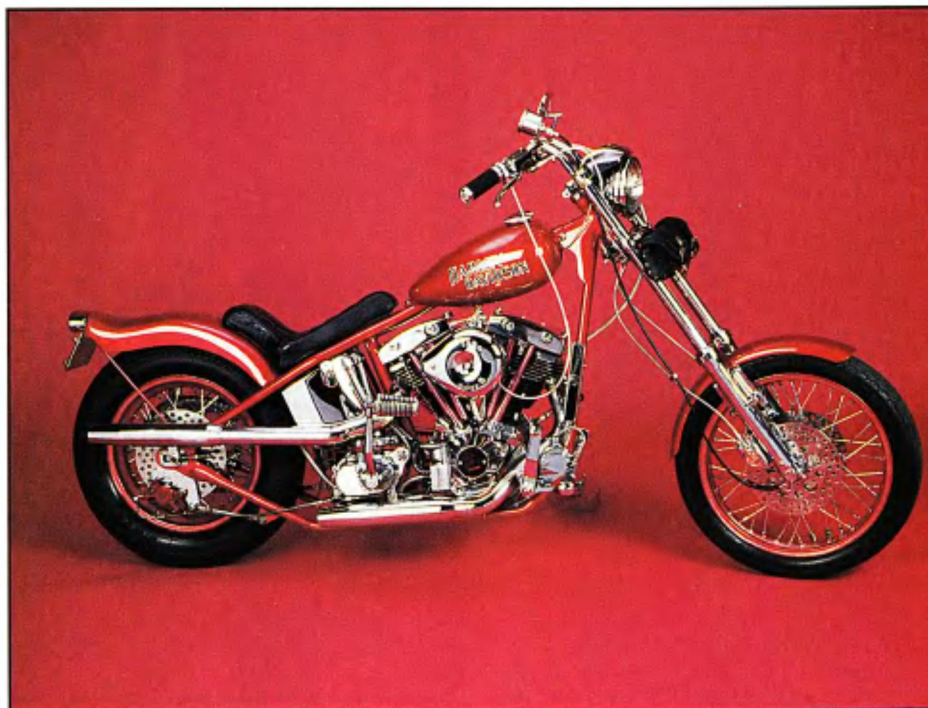
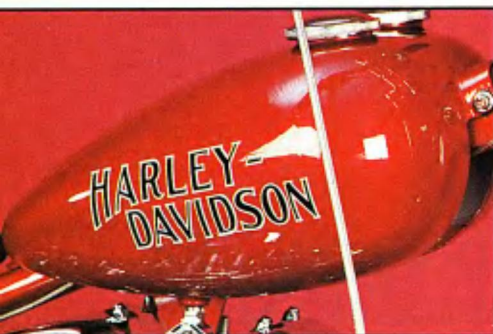
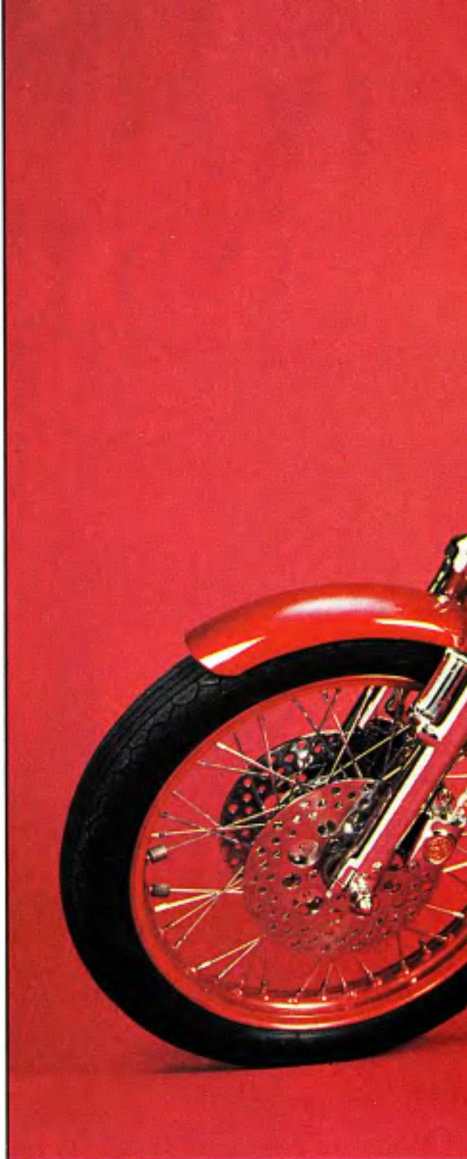




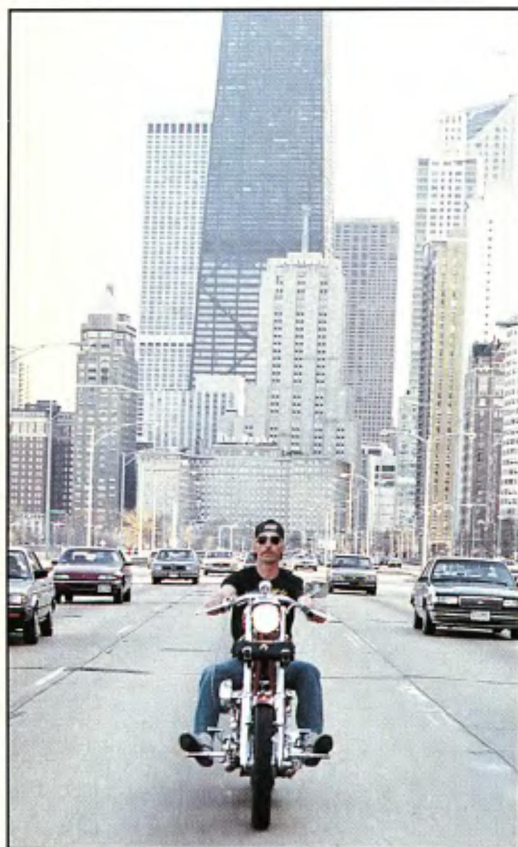
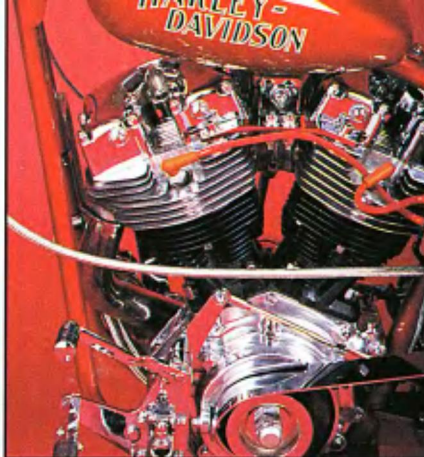
So what makes a brother scoff at the imports after riding Japanese makes for 15 years? What does it take to ignore the old adage about how reliable foreign makes are, or inexpensive, or high-tech, or simply fast? Hell, we know, and Dan, the owner of this flash of crimson, confirmed it again. There's much more to riding motorcycles than high-tech plastic. Our affection for V-twins is obvious every time one rumbles past a restaurant—at first there's the sound, then the glint in the eye that says "I should be out there and not in here."

Dan buys American and rides American. A member of the postal workers' union, he works for the Post Office in Bloomington, Illinois, where more than 15 of his fellow workers ride. And what do they ride? Harleys—not a single foreign make among the airmail bags. One of the main reasons Dan enjoys his rural route job is that it gives him time to ride. If the weather permits, and he's not on the job, he's on the highway with the wind in his hair, splittin' lanes on his candy red sled.

And what makes a little girl like Debby, or Biddy as her brother once called her, want to party, pose nude, and romp and stomp in the Daytona sun this March? Something in her veins that shows through in those sultry eyes and slinky walk—something that even comes across crystal-clear over the phone, in a voice that would make Sprint's pin stand up straight. She grew up around scooter people, felt the rumble of Harleys vibrating the clapboard walls of the homestead, calling her out







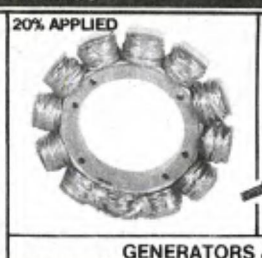
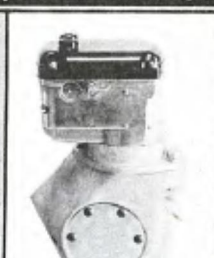
to feel the rush of freedom, the excitement of the nightlife, and the tingle of adventure in the empty streets and in the Indianapolis nightclubs packed with strangers. The smell of leather and steel and the sounds of rock-'n'-roll, screeching tires, screaming women, muffled voices, and drag pipes like machine-gun fire splitting the concrete of the streets—that's what she craves.

And I don't blame her. She's 19, and her eyes are still blurred with neon and chrome. Another desire is creeping into her sensual being, however, a desire to look even better than she does now. So her workout routine is under way, and modeling to tantalize is the goal. Sounds fine to me: work out in the morning, scintillate for the cameras in the afternoon, and chase white lines into the center of the action at night.

Both Dan and Debby know the American Spirit—American steel and adventure.

—Ball

Owner: Dan Nicolaides		City: Normal, Illinois	
General		Frame	
Fabrication: Roger's Custom Cycles		Year: 1987	
Year and make: 1980 H-D		Builder: Santee	
Model: special construction		Type: rigid	
Value: \$10,000		Rake: stock	
Assembly by: Roger's		Stretch: 2½ inches	
Time: six months		Other alterations: fender	
Chroming by: Sun Plating		Accessories	
Engine		Bars: drag	
Year: 1980		Risers: one-piece	
Model: FL		Fender(s): cut-down fatbobs	
Rebuilder: Roger's		Headlight: Sportster	
Ignition: points		Taillight: catseye	
Displacement: 80 cubic inches		Speedo: Drag Specialties	
Lower end: blueprinted		Front pegs: Drag Specialties	
Balancing: Lakeshore H-D		Rear pegs: none	
Pistons: Manley's		Electrics: Roger's, 12-volt	
Cases: polished		Gas tank: sliced fatbobs	
Heads: ported/polished		Oil tank: Santee w/filter	
Cam(s): Andrews A grind		Oil system: braided steel	
Lifters: S&S solids		Primary cover: open	
Carb(s): S&S Super		Seat: Mustang solo	
Air cleaner: S&S		Sissybar: none	
Pipes: Santee shotguns		Height: n/a	
Muffler(s): Santee		Material: n/a	
Transmission		Forks	
Modifications: none		Type: glide	
Year: 1980		Extension: four inches	
Shifting: ratchet top		Builder: Forking by Frank	
Engine sprocket: belt drive		Special features: Frank's lower legs	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Roger Bachman		Hub: stock	Hub: stock
Painter: Fred Kessinger		Rim width: 2.5 inches	Rim width: 4 inches
Color: candy apple red		Tire: Continental	Tire: Continental
Type: translucent lacquer over silver		Brake: disc	Brake: disc
Special paint: decals on tank			
Other special modifications: rear fender molded to frame, anodized pushrod covers, braided steel oil lines, polished heads, louvered coil cover			



ADVANCE MECHANISM KIT

Converts All Shovelheads (from 1970-83) and Sportsters (from 1971 to present) to point ignition.

32629-70A Advance Mechanism Kit..... \$70.83
FL, FX, 71- XL \$44.00

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SUPER COIL, Accel 12v
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8410 58-69 XLCH tw, magneto..... \$15.28
8411 71-77 XL XLH CLCH CAFE XLT..... \$10.26

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MM74E Magneto, pan or early Shovel..... 36-69 FL \$267.60
MM2 Magneto, man advance..... 71-80 XL \$267.60
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29965-81 STATOR, 22 amp..... 81-84 FL/FX \$37.56
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20% APPLIED

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201104 Voltage Regulator...65-77 XL, XLH, XLCH FL, FLH, \$43.87
MCR-75 Voltage Regulator Cvr..... \$21.56

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Don't be caught in the dark! Always carry a spare H-4 bulb.

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5610 Frame, swing-arm, 4-spd..... 80-84 FXR \$480.00
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5626 Frame, rig. w/tknmts..... 57-74 XL \$343.00

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BIKER HALL O' FAME

*Brothers and Sisters Who Stand
Out in the Crowd*



**Paul B. Crow,
Chief of Police
Daytona, Florida**

The sands of time along the Daytona shores may be shifting in our favor this year. For so many sunbleached years, March has meant our first East Coast escape from the cold to the Florida shores and a break in the sand, but in the past, harassment from the Daytona Police Force has always been a major consideration. Too many of us grease bums, with loud pipes and motors that spent too many months in hibernation, went home with mixed memories—sure, we had sun, sand, babes, and brotherhood to remember, but we also stung from that other kind of heat that resulted in a passel of citations.

But this year the new chief, Paul B. Crow, promises a new, sunnier atmosphere. He's spent 22 years on the force

and six on the motor squad, and has made an ongoing effort to bring about a better relationship between the city and visiting scooter people. "I have been making great strides to change the attitudes within our Police Department to show a more cooperative and spirited fellowship between the Police Department and the motorcycle fans. We are proud to be a part of this community's continuing effort to upgrade what has become a novel tradition: Motorcycle Week."

He can't be too bad. He's posed here, on one of Big Daddy's customized trikes, with Karl "Big Daddy Rat" Smith, the founder of the annual Rat's Hole show in Daytona.

—Renegade

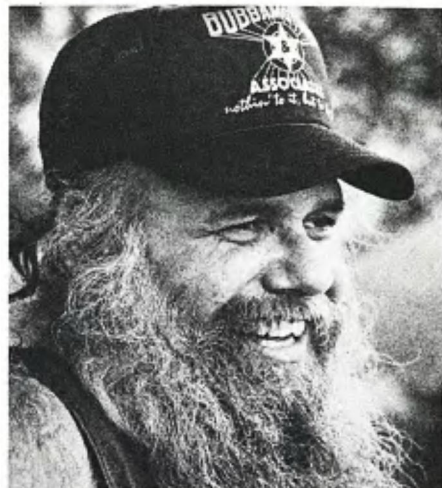


Photo by Michael Kennedy

**Greg Hardy
Wichita, Kansas**

Greg, with the help of his dedicated brothers and sisters of ABATE of Kansas, District 8, sponsored the very successful Meeting of the Minds last October in Wichita. Smack-dab in the middle of preparations for the confab, Greg underwent complicated back and spinal surgery in Dayton, Washington, necessitating his coordinating the program by phone from a hospital bed across country. We're talkin' heart here.

An ABATE District Representative for six years, Greg has recently ascended to the state's Board of Directors—which is impressive enough, but more so when you consider his past.

On July 26, 1982, Greg caught four bullets from a thief he found going through his buddy's truck. The last bullet lodged in his back and severed his spinal cord, leaving him confined to a wheelchair. After six-and-a-half years of pain, he found a specialist, Dr. Carl Kao, who was able to remove the bullet at his Dayton, Washington, facility. Dr. Kao has given Greg hope that he'll be able to get around in a walker soon and be walking with the use of a computer implant by midsummer.

Hardy has a heart as big as the prairie and refuses to have his 6'5" frame strapped down, so he built a shovelhead trike with complete hand controls and a box to throw his chair in. He has three motorcycles and is now building one to sled-pull.

Greg lives his philosophy: "Live together as brothers and sisters, or perish together as fools." He will help anyone with a disability to build their own ride. Letters to Greg Hardy in care of the magazine—for trike-building info or for more about his favorite neurosurgeon—will be forwarded to him.

—Dean Shawler



Photos by Michael Lichter

Stacks Long Beach, California

Now here's the kinda Biker Hall of Fame tribute we like to see. Like Greg Hardy, also honored here, Stacks has had his lumps and bumps. We heard about his dedication to the sport through one of his brothers, Rusty Spurs (originally from Montana, but a California rider for sometime now.) Spurs wrote to us 'cause his brother has just gone through his third major back operation. Stacks was told that he couldn't ride anymore, but that didn't stop the jovial, runnamuck dude, who hasn't let bein' 42 slow him down, either. The first time some sawbones told him he'd never ride again, Stacks made it a point to ride his dresser away from the doc's office.

Ol' Stacks bought the seventh 1984 Evolution made, and it now has 117,000 miles on it. Spurs says it's the only Harley he's ever seen with a disabled person's placard on it. Stacks hurt his precious spine working on printing presses in 1984 and has been strapped to an operating table three times since. Before that, back in 1966, he was hit on the freeway and wound up tacklin' a freeway fence and nearly severin' the jugular. He actually croaked twice on the operating table that time. And that doctor also told him he'd never pull in a clutch again.

Stacks plans to be in Sturgis this year—says he'll keep twistin' highways until he can't breathe. I know a few who feel that way.

—Wilburn Roach

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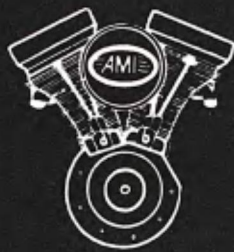
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HEAD

PANHEAD

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Choppershopper

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Notice: Readers are advised to use reasonable caution when dealing with a company or advertiser they do not know. False advertising is fraud and should be reported to the authorities whenever it is encountered.

Food packages by mail. Write for free price list. Brenner Products, Box 1092, Wildwood, NJ 08260. (192)

Easriders back issues: Send SASE for list and prices. Keith Baker, Box 4574, Las Vegas, NV 89127-0574. (189)

Sponsors or donations for bro into stock car racing. Ol' lady says to sell my Hog to support my expensive habit. Any help would be greatly appreciated. Pictures available on request. Wallet-size available for \$1 plus postage. Larger sizes available. Write for price list. Campbell Racing, c/o *Easriders*, Box 3000, Agoura Hills, CA 91301. (189)

Custom tattoo machines and tubes. All equipment repaired. Dyring, Inc., 4138 E. Grant Rd., Tucson, AZ 85712, (602) 881-9026. (190)

1983 FXDG Disc Glide, "Willie G.," #32 of 800, collector's quality \$7,995. (206) 255-4327. (189)

Joe "Junkyard": Just wanted to say thanks for all your help when I went down in May. Doing great! See ya in the wind. Bob, IL. (189)

Woman, late thirties, passionately desires "streamlined" Harley owner, camping enthusiast, Tristate area or Southerner. Craves Daytona Run companion. Has acreage in Florida, needs caretaker. References, please. Berry, Box 23, Levitt, NY 11756. (188)

WIN \$100 IN THE ULTIMATE BIKER CHIC CONTEST. Harley ladies only, no entry fees. Send SASE for application to: The Ultimate Biker Chic Contest, Box 871, Agoura Hills, CA 91301. (191)

Wanted: Financing for lawsuit against unethical, unfair American motorcycle corporation. Send inquiries contributions to: Fineride Headwear Co., Box 42112, Tucson, AZ 85733. (191)

Tattoo patterns and portraits. Info and samples \$3 (deductible). Money orders only. Dave Chance, Box 1902A, B40557-8A, Tehachapi, CA 93561. (188)

Wolfman: Had such a great time, forgot to get your coordinates. Wanna fly me a kite? Kitten, 20 Boisvert, Beauport, Quebec, Canada G1E 4T6. (191)

Buy & trade new used biker duds—from hats to boots. Catalog \$2. Larsen Leathers, Box 33, Riner, VA 24149, (703) 382-4668. (191)

Donna Roberts or anyone knowing her whereabouts: Please contact your ex, important. Joey "El" LoCicero, 32 Emerson Ave., Jersey City, NJ 07306. (189)

To all my brothers and sisters of Deutschland: Frenchy's address is 1600 Carrollton Ave., #3, Metairie, LA 70005-1410. Petra, I'll see you soon. (188)

Wanted: Financing for lawsuit against unethical, unfair American motorcycle corporation. Send inquiries/contributions to: Fineride Headwear Co., Box 42112, Tucson, AZ 85733. (188)

PARTS NEEDED! Have frame, body parts for Stires or Wil-Mac VW trike kit. Need rest. Any info, write: D. Jacobs, c/o *Easriders*, Box 3000, Agoura Hills, CA 91301. (189)

FREE—WORLD'S LARGEST SINGLES MAGAZINE. Photos, descriptions. Ladies, men needing mates. *League*, Box 5637-ESR, Reno, NV 89513-5637. (189)

AMERICAN HANDMADE KNIVES: Satisfaction guaranteed. Send \$1 for catalog. Kessler Knives, Box 202, Elgin, SC 29045. (195)

ATTENTION, EX-CONVICTS: Establish yourself by asserting your right to government benefits available to all convicted felons, regardless of sentence. Vocational training, business loans, grants, plus much more! Complete info, \$10 (no checks) to: E-O INFO, 3531 West Glendale, #101E, Phoenix, AZ 85051. (188)

MALE CHAUVINIST PIGS! Frustrated men of North America, this one is a must. Imagine the look on the faces of those "libbers" when you proudly display your true feelings and membership in our coalition on your desk, wall, etc. Beautiful 8 1/2" x 11" certificate on tan parchment paper. Old English lettering (name blank), signed and stamped with the great seal of the Grand Pig himself. You'll love it. \$4.95 check or money order to: L. Garcia, 3243 Arlington Ave., Ste. 361, Riverside, CA 92506. Please allow 2 to 3 weeks for delivery. (188)

LAST WILL AND TESTAMENT: Quality blank forms, easy to understand. Don't let Big Brother grab yer shit. Send \$4.95 to: L. Garcia, 3243 Arlington Ave., Ste. 361, Riverside, CA 92506. (189)

Anyone knowing the whereabouts of Mark "Detroit 1 urch" Weng-Laz, contact Nancy H., collect: (713) 643-3862. (189)

If you would like to know what your physical, mental, and emotional state will be for the 1989 season, order your personalized Bio-rhythm. Send \$4 with your name, address, and birthdate to: B.O.I., Box 71, Dublin, VA 24084. (189)

To Vicki *Easriders* Foxhunt #180 June 1988: I'm Laurie, a professional photographer here in Melbourne, Australia. I'd very much like to say hello. Please call me collect (before 2 pm PST). Melbourne, Australia (03) 8174478. Bye for now! (188)

REWARD: \$500 for information leading to the recovery of a '47 knucklehead, motor #47EL3573. Stolen 3-4-88 from the Panhandle of Florida. Was Corvette yellow with candy apple orange flames. Six years of sweat & blood in this one. Any information, please contact Unicorn, Rt. 1, Box 216, Marianna, FL 32446. (188)

Bonnie searching for Clyde. Must wrench and own Hog. Bonnie, 1941 Lindsay Lot Rd., Shippensburg, PA 17257. (188)

Dennis: Just wanted to see if you really read this rag, or just look at the pictures. I really like those glasses. Love you forever, no matter what. Pooh. (189)

New Identity: Report details how it's done. Send \$10 to Newman, 5132 NE 105th, Portland, OR 97220. (190)

SILVERLUST BIKER JEWELRY: Send \$1 (refundable) for catalog. Pettit's, Box 224, Los Banos, CA 93436. (189)

T: I love you. Remember the weeds? I love you. T.F. (188)

ALASKA PURE HARLEY-DAVIDSON MOTORCYCLES: FREE airfare to Alaska with purchase of Big Twin—2 nights' lodging in Anchorage—NO GIMMICKS—call for details! Tell your friends! No Alaska sales tax! Get your order in today! HOUSE OF HARLEY, 4334 Spenard Rd., Dept. ER, Anchorage, AK 99517, (907) 248-3300. (188)

Jodi L. Anzur, born September 19, 1961; died September 13, 1988. You're with me in spirit until I see you again. Then we'll ride that pearly-white until there's no end. God, how I miss you, babe. R.I.P. Love ya forever, Tom Hubbard. (188)

PRISON SUBS: Locked-down bros and sisters, subscribe to *Easriders* for only \$14 a year (U.S. funds only, please). Mail to: *Easriders*, Box 3752, Escondido, CA 92025. Allow 6-8 weeks for delivery of first issue. (189)

BIKER TATTOOS ON VIDEO: Photos taken at a major motorcycle event of women's tits, asses, and thighs—wherever they get tattoos. You've never seen so many different tattoos. There was a time when sailors got tattoos on their arms and chests, but now bikers get them all over their bodies—places where you would never dream of getting a tattoo. The tape is rated "R" and is meant for the more adventuresome viewer. Get some ideas for your next tattoo! Send \$39.95 plus \$2 for postage and handling to: Righteous Products, 5699 Kanan Road, #222, Agoura Hills, CA 91301. Specify BETA or VHS (55 minutes in length). (199)

Cadillacs, Mercedes, Porsches, etc., direct from government. Seized in drug raids. Available in your area. Save *Sthouse* & S. (216) 453-3000, ext. A8238. (189)

Seacoast MC and brothers and sisters in West Palm Beach: Downed bro would like to hear from you. I was a patchholder with the Seacoast MC out of Riviera. Would like to get club's address and phone. Please write Charles "Chedo" Vandenberg #112691, Box 500, A-5, Olustee, FL 32072. (189)

Scooter Mates: Introduces biker men and women. 15 FREE profiles! Send name and address to: *Scooter Mates*, RD 7, Box 94, Middletown, NY 10940. Sorry, no inmates. (189)

Genuine sheepskins. Been at Sturgis five years. Order by mail. Full skins: long wool—\$50; short wool—\$35. Shipping extra. COD only: Box 178, Newell, IA 50568. (189)

House mouse wanted: 40-year-old biker needs a mouse to love, and pack on runs. 18 to 40 years old, no boozers or druggies and no head games. If you're the one, it could last. Grumpy, Box 345, Farmersburg, IN 47850. (189)

FREE—WORLD'S LARGEST SINGLES MAGAZINE. Photos, descriptions. Ladies, men needing mates. *League*, Box 5637-ESR, Reno, NV 89513-5637. (188)

Wanted: 1947 knucklehead or 1959 panhead, 74 cu. in. or better, stroker preferred. Send photo, address, and price. Clyde Layne #15904, Box #14-SHU, Concord, NH 03301. (188)

Michael: Welcome to your future. May it be the fulfillment of our dreams. All my love, your wife. (188)

Spiked collars: pet/person—Spikes and Studs: small (13"-17"), \$7; medium (18"-20"), \$10; large (22"-24"), \$12; 4-foot leash, \$9. Fully Spiked: small, \$11.50; medium, \$15; large, \$19; heavily spiked leash, \$28. Plus \$2 shipping/handling to Karen Marker, 29359 Sewells Dr., Lawton, MI 49065. (188)

Gar: Happy 1st anniversary of our love. Sexy Sadie. (188)

Bikers Are a Strange Bunch. What Some Call Pussy, They Call Lunch, or Haws & Herpes Last Forever. Quality 50-50 American-made black T-shirt, \$7.95, or 2 for \$14.95. Headrest Imprint, Box 3782, Louisville, KY 40201. Indiana residents add 5% sales tax. (188)

TRIUMPH, BSA, NORTON parts catalog \$1. Xanders' Britbikes, 1280 Stringtown, Grove City, OH 43123-9743. (191)

"Bo" Dennis Lee Messer: Beep needs you. Get in touch with him! You can get him out of the joint. Write Izzy, c/o *Easriders*, Box 3000, Agoura, CA 91301, and she will help. (188)

477 magazines 1970-81: *Choppers*, *Street Chopper*, *Big Bike*, *Custom Chopper/Bike*, *Easriders*, *Wind/etc.*, *Supercycle*, *Iron Horse* and others. Most in very good condition, few duplicates. All \$450 plus shipping or in lots by title, \$1-\$2 each. Stamped envelope for list. K. Williams, 128 Petersburg, Lancaster, PA 17601. (188)



PISTONS
\$18.95

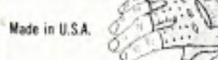
RINGS
\$11.95 to \$18.95

LEVER BEAVER
MADE IN U.S.A.



Made of high quality split cowhide black leather. Fits all levers.
07606 - Beaver \$4.95

SHORTY LEATHER GLOVES



Made in U.S.A.

A short fingered glove made from drum-dyed leather. Ventilated on back with velcro closure. This is the original "shorty". Black only.

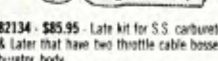
PLAIN
022000 - Small \$10.95 022002 - Large \$10.95
022001 - Medium \$10.95 022003 - Ex. Lg. \$10.95

STUDDED
022004 - Small \$12.95 022007 - Ex. Lg. \$12.95
022005 - Medium \$12.95

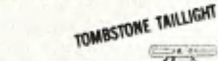
ACCELERATOR PUMP/FLOAT BOWL KIT FOR S & S SUPER CARBURETORS



82134 - \$85.95 - Late kit for S.S. carburetors 1982 & later that have two throttle cable bosses on carburetor body.
82133 - \$85.95 - Early kit for S.S. carburetors prior to 1982 that have only one throttle cable boss on carburetor body.



TOMBSTONE TAILLIGHT



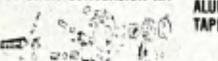
11209 - \$30.95 - Tombstone Taillight (OEM 68003.47)
11721 - \$3.95 - Red Replacement Lens (OEM 68090.47)

GENERATOR



17005 - \$139.95 - Black (MADE IN U.S.A.)

MOTORCYCLE JUMPER CABLES



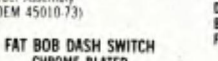
10804 - \$7.95 - Jumper Cable

KICK START CONVERSION KIT



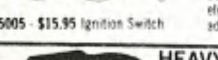
71300 - \$99.95 - Polished
71301 - \$105.95 - Chrome

HANDLEBAR MASTER CYLINDER



Chrome Plated
Fits all XL, FX models 1973/1981 and FL models 1972/1981
45208 - \$54.95 - Master Cyl. under Assembly (OEM 45010.73)

FAT BOB DASH SWITCH CHROME PLATED



15005 - \$15.95 Ignition Switch

RED BARON GOGGLES



These super-popular goggles feature a two-piece lens made of non-scratch, smoke-tinted acrylic, air vents, a fully adjustable headband, and six position lens adjuster.

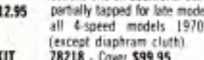
02001 - Vinyl \$15.95
02003 - Leather \$18.95

OUTER PRIMARY COVER CHROME PLATED



Stronger than stock, reinforced die cast construction. Starter shaft support bearing is installed and additional timing washers are provided for both belt and chain drive applications and an additional 9th hole is partially tapped for late models. Fits all 4-speed models 1970/1984 (except diaphragm clutch).

78218 - Cover \$99.95

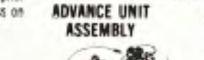


STATORS



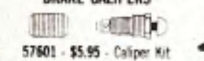
MOLDED
17804 - \$39.95 (29965.70) 1970/1975 HD 74" (4 wire male)
17805 - \$41.95 (29965.75) 1976/1980 HD 74" & 80" (2 wire male)
17806 - \$41.95 (29965.81) 1981/1985 HD 80" (2 wire female)

ADVANCE UNIT ASSEMBLY



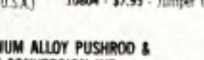
17524 - \$39.95 - Complete unit

REPAIR KIT FOR STRIPPED BRAKE CALIPERS



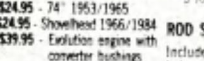
57601 - \$5.95 - Caliper Kit

ADJUSTABLE CLUTCH HUB ASSEMBLIES



Includes clutch hub, friction disc with rivets, bearing retained with bearings, nuts, retainer plate and springs, and pressure plate. Fits Big Twin 1936/Early 1984.
73302 - \$69.95 - 3 Adjustable Stud
73301 - \$69.95 - 5 Adjustable Stud

ROD SET



Includes rods, 3 hole crank pin cages, standard rod rollers, crank pin nuts, and piston pin bushings honed for stock pins.
65004 - \$99.95 - 1941/1973 (OEM 24281-41A)
65005 - \$99.95 - 1974/Early 1981 (OEM 24281-74)

STARTER DRIVE GEAR
(OEM 31443-65A)
67508 - \$28.95 - ACCEL
67501 - \$15.95 - MADE IN USA

IGNITION COIL



DULL BLACK FINISH

MADE IN U.S.A.
16014 - \$18.95 - Fits all Harley Davidson's 1965/1979 (except XLCH with Magneto) 12 Volt application (OEM 31609-65)
16015 - \$18.95 - Fits all Harley Davidson's 1980/1984 with electronic ignition and electronic advance module (OEM 31609-87)

ACCEL SOLENOID
(OEM 71469-65A)
17718 - \$16.95 - Made in USA - Cadmium
17728 - \$16.95 - ACCEL - Cadmium
17709 - \$16.95 - ACCEL - Chrome
All Model Big Twins 4 Speed Transmission

EVOLUTION
4 SPEED MODELS
64127 - \$54.95 - Complete Set
64019 - \$31.95 - Top End Set

PRIMARY CHAINS

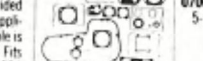
APPLICATION	SIZE	DIAMOND	DUCKWORTH
45" 3 WHEELER	35/2/96	76001 - \$24.95	76008 - \$28.95
45" 2 WHEELER	35/2/100	76002 - \$29.95	76009 - \$29.95
Sportster	35/3/94	76003 - \$29.95	76010 - \$49.95
74" W/Sidecar	428/2/80	76004 - \$42.95	
74" & 60" Standard	428/2/82	76005 - \$42.95	76011
74" & 80" 25 Tooth	428/2/84	76008 - \$44.95	
FLT	428/2/76	76007 - \$29.95	

Made of high quality black synthetic leather. Features simple "throw over seat" mounting.
07002 - \$54.95 - Standard 11"x10"x 3 1/2"
07004 - \$94.95 - Touring 14"x13"x 5 1/2"

ADJUSTABLE SADDLEBAGS

Made of high quality black synthetic leather. Features separating bags with overlapping yokes to fit any size seat.
07003 - \$59.95 - Standard 11"x10"x 3 1/2" (pictured)
07005 - \$99.95 - Touring 14"x13"x 5 1/2"

EARLY CATEYE DASH MOUNTING PLATE

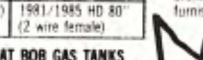


Includes wiring & sockets. Fits dash 48112 located on this page when mounting on 1936/1946 Harley Davidson Fat Bob tanks.
48111 - \$29.95 - Mounting Plate

EVOLUTION
5 SPEED MODELS
64128 - \$44.95 - Complete Set
64019 - \$31.95 - Top End Set

MASTER CYLINDERS
CHROME PLATED
45201 - \$34.95 - Imported - 1958/1972 (will also fit 1973/1979 disc brake bikes by following instructions furnished.)

FAT BOB GAS TANKS



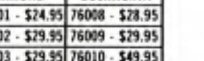
10003 - \$84.95 - 3.5 gallon
10004 - \$84.95 - 5 gallon

Positively the Most Competitive Prices on Hog Parts

To Order **1-800-FONE-HOG**
1-800-366-3464

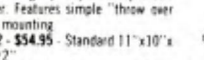
CENTRALLY LOCATED IN THE MID U.S.A.

LATE CATEYE MOUNTING PLATES



Includes wiring and sockets. Fits dash 48112 located on this page when mounting on MID-USA tanks or Harley Davidson tanks 1947 and later.
48107 - \$32.95 - Mounting Plate

FAT BOB DASH & MOUNTING

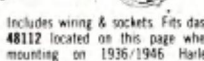


CATEYE DASH - CHROME PLATED
Cateye-Style dash complete with lenses.
48112 - \$39.95 - Dash
48225 - \$4.95 - Red Replacement Lens
48226 - \$4.95 - Green Replacement Lens
48214 - \$1.95 - Replacement Trim Rubber

SHOVELHEAD 1970/1948
64124 - \$42.95 - Complete Set 1970/1984
64023 - \$10.95 - Top End Set 1978 & Later

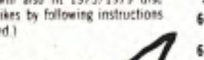
BIG TWIN CLUTCH KIT
1936/EARLY 1984
Fits all Big Twins 1936/Early 1984 dry or wet clutch applications.
73119 - \$48.95 - Clutch Kit

HIGH PERFORMANCE IMPORTED COIL CHROME PLATED



(OEM 36 104-48)
16011 - \$22.95 - 6 Volt
16010 - \$22.95 - 12 Volt

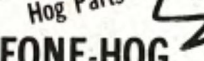
REAR CHAIN



CHAIN
DIAMOND
STD. XDL EXP XLO
76105 - \$29.95
76121 - \$49.95

DUCKWORTH
STD. HLX SP HE
76147 - \$24.95
76180 - \$39.95
76186 - \$39.95
76192 - \$44.95

TRANSISTORIZED REGULATOR GENERATOR END COVER



17051 - \$59.95 - Fits 1965/1981 - 12 Volt
17052 - \$49.95 - Fits 1958/1964 - 6 Volt

CHROME PLATED
\$39.95

CHROME PLATED
\$39.95

EVOLUTION
4 SPEED MODELS
64127 - \$54.95 - Complete Set
64019 - \$31.95 - Top End Set

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LATE CATEYE MOUNTING PLATES



Includes wiring and sockets. Fits dash 48112 located on this page when mounting on MID-USA tanks or Harley Davidson tanks 1947 and later.
48107 - \$32.95 - Mounting Plate

FAT BOB DASH & MOUNTING

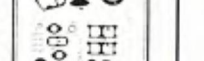


CATEYE DASH - CHROME PLATED
Cateye-Style dash complete with lenses.
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48225 - \$4.95 - Red Replacement Lens
48226 - \$4.95 - Green Replacement Lens
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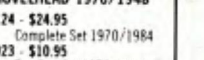
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1936/EARLY 1984
Fits all Big Twins 1936/Early 1984 dry or wet clutch applications.
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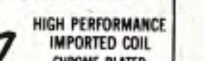
REAR CHAIN



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DIAMOND
STD. XDL EXP XLO
76105 - \$29.95
76121 - \$49.95

DUCKWORTH
STD. HLX SP HE
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64019 - \$31.95 - Top End Set

EVOLUTION
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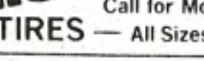
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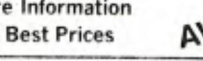
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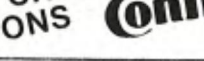
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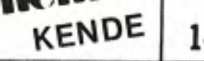
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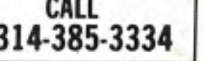
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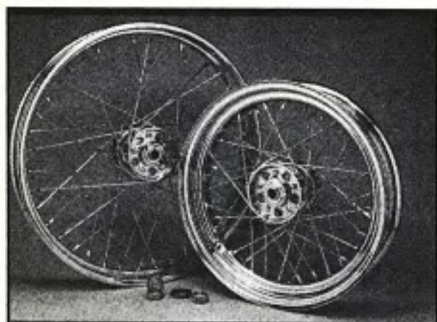
Tell 'em Wrench sent ya.



CRANKPIN NUT CLEARANCE GAUGE

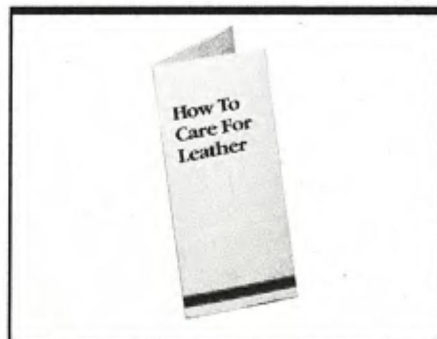
This special tool is designed to simplify and eliminate clearancing problems when installing stroker flywheels in H-D Big Twin engines. By painting the bosses to be clearanced with machinist's blue and then placing the gauge on the main bearing race, you can mark the crankcases with a scribe in the proper location for the stroke and style connecting rod crankpin nuts to be used.

The gauge is offered for the two main year groups of OHV Big Twins: #5009 covers crankcases from 1937 to 1957, and #5005 covers 1958 to the present. For more information about these jewels and other speedy S&S products, write S&S, Dept. ER, Rt. 2 Co. G., Viola, WI 54664, or call 'em at (608) 627-1497.



TIMKEN HUBS FOR 1936-66

Nice product. Hell, even the photo is snappy. Custom Chrome will lace up a variety of sizes of wheels, from 16-inch to 21-inch, with chrome or stainless spokes. The hub features one-piece construction with extra-thick spoke flanges, beautiful chrome plating, adjustable bearing preload, and a center zerk fitting for easy lubrication. Don't forget to use a Custom Chrome axle kit to keep it all together. See your nearby authorized CCI dealer or write to Custom Chrome, Dept. ER, 1 Jacqueline Court, Morgan Hill, CA 95037.



A FREEBIE

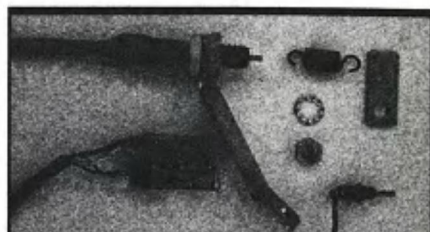
Since we all wear leather (even our scooters wear leather from time to time) and Rip has a leather ass, this is a natural. Those cowhide products cost a small fortune, so we might as well try to make 'em last. Apple Polishes, Inc., produces the above pamphlet on "How To Care For Leather." It tells the rawhide owner what to do before puttin' that new leather in the wind and how to provide proper care and conditioning thereafter.

The pamphlet contains leather background, characteristics, and benefits, so you'll know it all—and it's free. Of course, Apple hopes that once you know how to care for your leather, you'll buy their products for it. For the brochure, write Apple Polishes, Inc., Dept. ER, Box 43, Stow, MA 01775.



WINTER GAMES

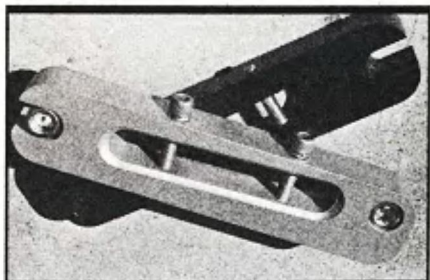
All right, here's something to keep you and all your lovers in shape when it's too icicle-cold in the garage to tinker with your ride. It's based on some bullshit about the extravagant lifestyle of Ancient Rome—in other words: flesh, food, and fun. Could get interesting. You can find this under games at some department stores, or write to Bobbi Singer, Intromark, Inc., Dept. ER, 701 Smithfield Street, Pittsburgh, PA 15222.



ELECTRIC POWER SHIFTER

Just what the speed freak's always needed: a unit that allows a rider to shift under full throttle. The handlebar switch activates the unit. When the shift lever is pulled, the ignition coils are momentarily killed, releasing all load on the power train. The ignition does not fire again until the tranny is fully into the next gear—then, look out.

They say it's lightning-fast and gives safe shifts that are much easier on your trans and clutch. But who cares about the trans when your tryin' to blast your way into the next century? Dale Walker's Holeshot Performance Products shifters will fit 883 Sportys, 1200 Sportys, and even five-speed Big Twins. Write to HP Products, Dept. ER, 311 Chestnut Street, Santa Cruz, CA 95060, or give 'em a buzz at (408) 427-3625.



WEAK POINT STRENGTHENED

As many of us know, the stock Harley coil bracket, even on the 12-volt systems, can be a weak point. It can't take vibration because of the heavy weight of the coil and the flexing of the frame—after a while something has to give. But now for all 74s and 80s having short threaded blocks welded to the seat post, enters the Blu-Arc unbreakable coil bracket. It's made of T-651 aluminum and comes complete with all stainless-steel bolts. It comes either in plain aluminum or satin-black anodizing. For more info, write Don at Blu-Arc, Dept. ER, 1171 S. Hwy. 49, San Andreas, CA 95249, or call him at (209) 754-1204.

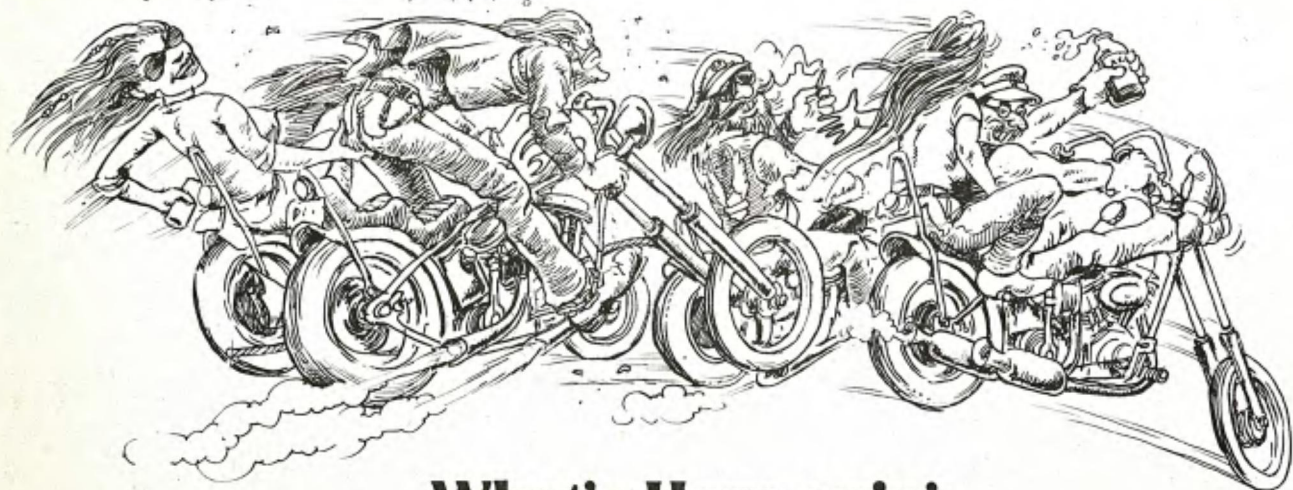
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What's Happenin'

Here's your guide to what's happenin' in your area during February and March. To have your events listed, get the information to us at least three months in advance. We are as accurate as possible, but event dates are often changed after publication—check with the sponsors before you putt across the state. Send info to "What's Happenin'," Box 3000, Agoura Hills, CA 91301.

CALIFORNIA

FIRST EASYRIDERS INVITATIONAL \$25,000 BIKE SHOW—February 10-11-12 in Long Beach on the Queen Mary.

BRASS MONKEY SIDECAR RALLY—February 18-19-20 in Death Valley. Sponsored by So. Cal Sidecar Experience. For info, call Dave Tenpenny at (602) 883-8275.

MALIBU BEACH RIDE—February 26 leaving from Agoura at The Rock Store near Kanan Rd. Meet at 9 a.m. for breakfast. Sponsored by So. Cal Sidecar Experience. For info, call Jim at (818) 366-3179.

COLORADO

ROCKY MTN. MOTORCYCLE SHOW AND SWAP MEET—March 18-19 in Longmont at Boulder County Fairgrounds. For info, write Hawg Wild, 4315 S. Lincoln Ave., Loveland, CO 80537, or call (303) 669-5589.

FLORIDA

BENEFIT RUN FOR THE SON—February 4 in Orlando at the Florida Central Fairgrounds to benefit the homeless and hungry. Begins at noon, campgrounds available the night before. Entertainment and concessions. For info, call George at (407) 862-2277 or (407) 869-0359.

ABATE OF FLORIDA STATE MEETING AND PARTY—February 10-11-12 in Cornwell at the Liar's Den on U.S. 98. Hosted by ABATE of Florida, Interstate chapter. For info, call Rooster at (813) 453-4106.

EASYRIDERS RODEO EXTRAVAGANZA—March 6-12 in Daytona, at the baseball field a mile from downtown. Rodeo Events, Trade Show, Concerts all week long. Free to the public on Monday, Tuesday, and Wednesday. See back cover for more information.

GEORGIA

1989 RUN TO THE SUN—March 3-4-5 in Unadilla at Southeastern Arena. Field events Saturday, live music Friday and Saturday. Sponsored by ABATE of Georgia. AMA sanctioned. For info, call Moose Evans at (404) 294-8184.

INDIANA

MOTORCYCLE SWAP MEET—February 26 in Indianapolis at Indianapolis Convention Center, Exhibit Hall A, 100 S. Capitol Ave. For info, write J&P Swap Meet Productions, Box 135, Anamosa, IA 52205, or call (319) 462-4605.

IOWA

2ND ANNUAL SWAP MEET/5TH ANNUAL PARTY—March 11 in Colfax. Sponsored by ABATE of Iowa, District 9. For info, call Sonny at (515) 628-1808, or Dennis at (515) 526-3281.

MISSOURI

MOTORCYCLE SWAP MEET AND BIKE SHOW—March 11-12 in St. Louis at Kiel Auditorium on 14th St. and Market St. For info, write J&P Swap Meet Productions, Box 135, Anamosa, IA 52205, or call (319) 462-4605.

NORTH DAKOTA

NORSEMAN SWAP MEET—February 14 about 60 miles northwest of Bismarck at Totten Trail. For info, call (800) 247-1213 or (701) 223-5609.

FREEDOM RIDERS BIKE SHOW—March 3-4-5 in Bismarck. For info, call (800) 247-1213 or (701) 223-5609.

FM CRUSADERS BIKE SHOW—March 17-18-19 in Fargo. For info, call KC at (701) 282-6805.

JAMESTOWN CRUSADERS BIKE SHOW—March 18 in Jamestown at the Jamestown Civic Center. For info, call Dennis at (701) 252-5454.

PENNSYLVANIA

T.N.'S 4TH ANNUAL MOTORCYCLE SWAP MEET—February 19 in Belle Vernon at Ros Traver Ice Arena, 11 a.m. to 5 p.m. Dealer set-up from 8 to 11. Sponsored by T.N. Engineering. For info, call (412) 929-8767.

SOUTH DAKOTA

9TH ANNUAL ABATE SWAP MEET AND BIKE SHOW—March 18-19 in Sioux Falls at Ramkota Inn Expo Hall. Begins at 10 a.m. Live band and dance Saturday night. Sponsored by ABATE of Sioux Falls, Inc. For swap and show info, call (605) 335-8772. For room reservations, call (605) 336-0650.

WASHINGTON

EAST PIERCE COUNTY CHAPTER "SHARE THE ROAD" T-SHIRT PRINTING PARTY—February 2. Sponsored by ABATE of Washington, East Pierce County chapter. For info, call Larry at (206) 475-4469.

WISCONSIN

NORTHEAST WISCONSIN'S LARGEST SWAP MEET—February 5 in Green Bay. All booths still only \$20. For info and poster, send a stamp to Midwest Biker Productions, Box 2702, Appleton, WI 54913.

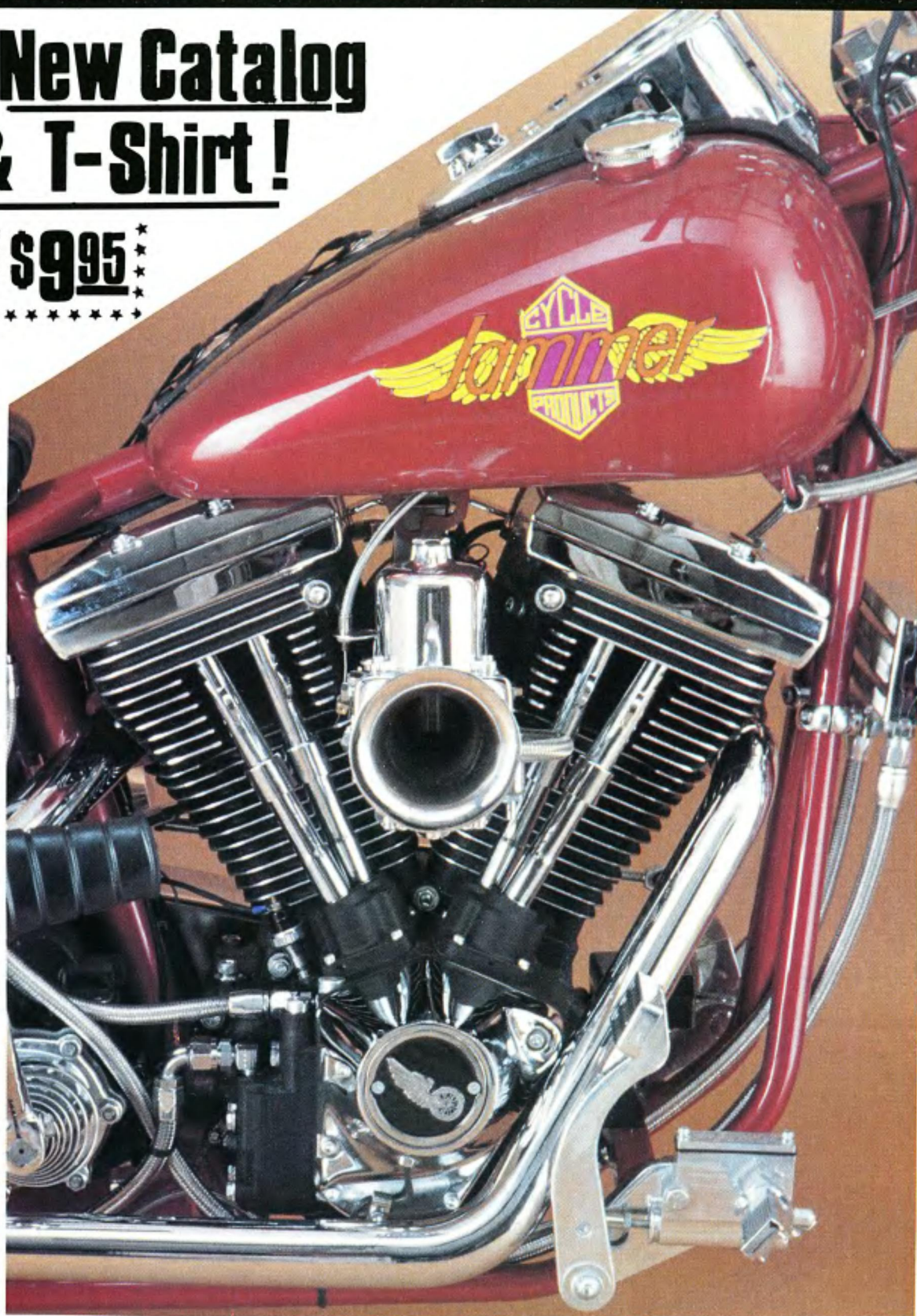
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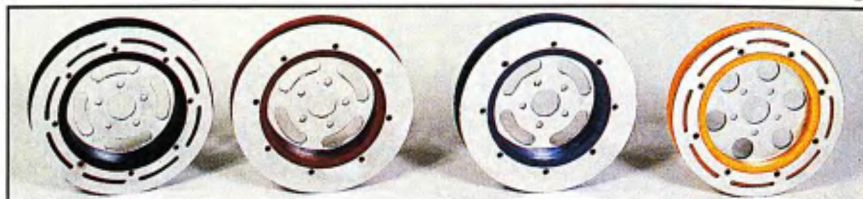
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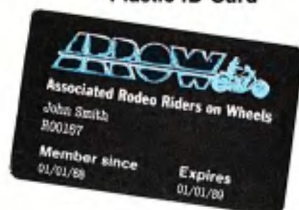


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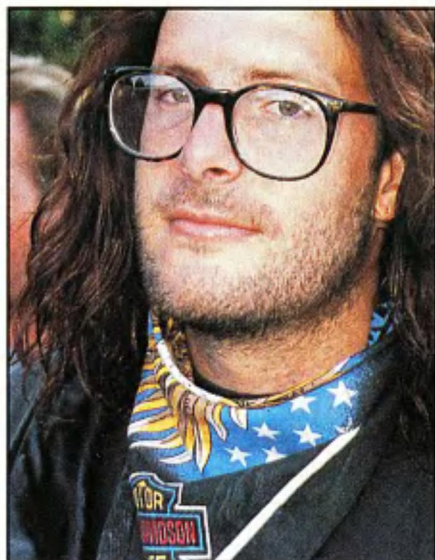
CYCLE MURDER

It's never dark on downtown Hollywood streets. Streetlights, combined with neon, glitter, cruisers, chromed-out scooters, and sedans fulla blondes, light up and heat up the night. It was on one such night that four riders were southbound on Highland Avenue when a madman tried to run them off the street. They rolled to a stop facing a red light, and their wild night went berserk.

Rob and Mike were up front, with Beachy and Lee Selwyn less than a wheel-length behind, when the late-model Ford Bronco screeched to a stop beside them. The driver rolled down the tinted window on his side, spit on Rob, and began to scream obscenities at the riders. A fight broke out between Rob and the driver while the light turned from red to green and back again. The driver, murder already in his glare, acted like he was going for a gun while again spitting on the riders. As they sped away from the light, Rob managed to kick the maniac's door, inflict some damage to his sideview mirror, and punch the side window, shattering the glass.

The light turned green and they blasted to the next intersection, where the scooters went in opposite directions to escape the insane action of the mindless motorist. At mid-intersection,

A tribute to a downed brother and the hunt for his killer



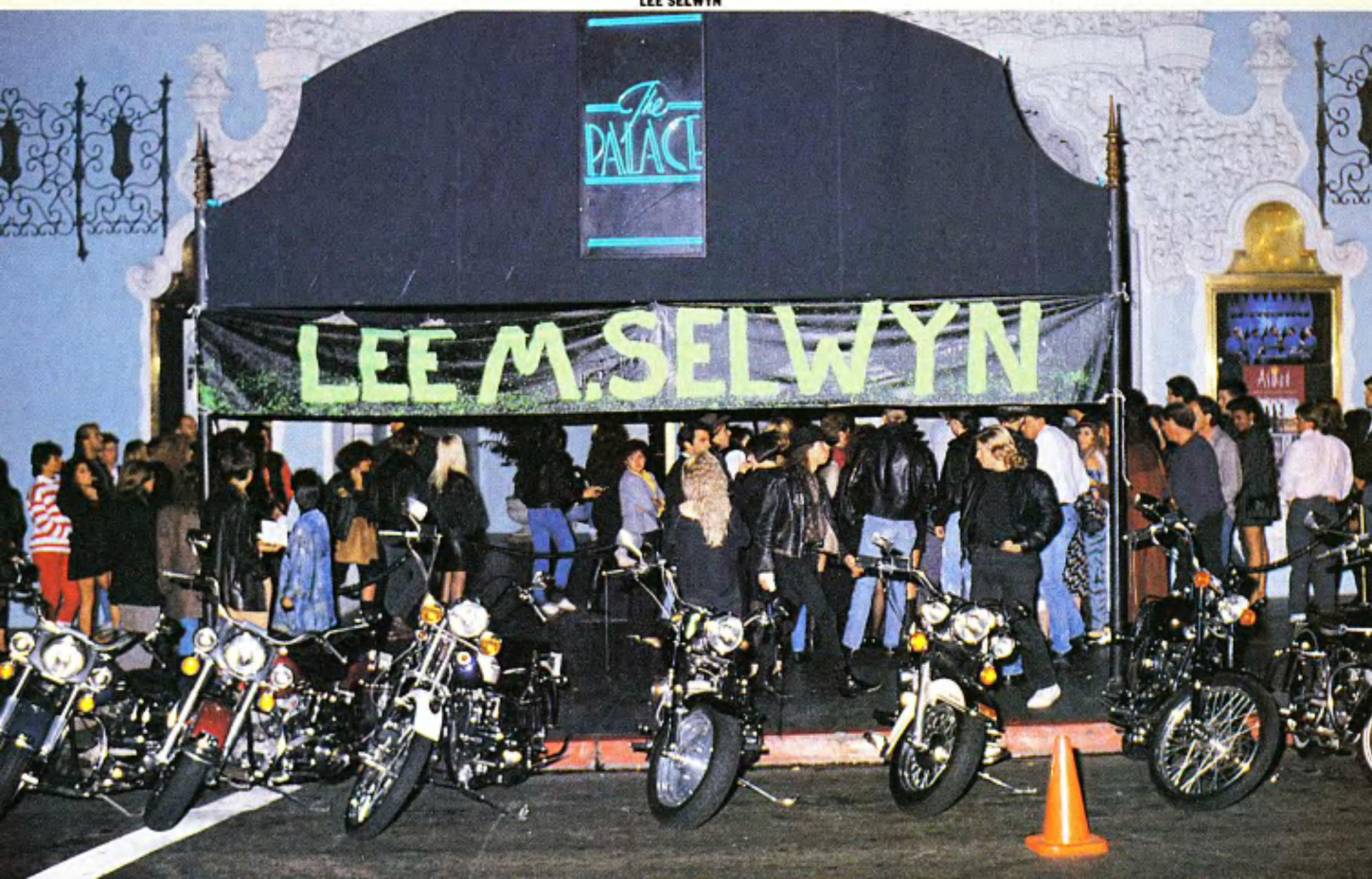
LEE SELWYN

the Bronco driver spun in a 180-degree slide, but he didn't stop. Drunk or insane, the mad pilot continued to jam his pedal to the floorboards in a slide that took him the full 360 degrees, and he began to pursue the escaping riders around the corner on 6th Street.

Lee and Beachy had turned to follow when, on Wilshire Boulevard, the driver made another high-speed turn, and the two riders split. The Bronco tailed Lee on his 1978 FL across San Vicente Boulevard and onto La Cienega Boulevard, where, at over 80 mph, the murderous pilot struck Lee's scooter and forced him into the curb. Sparks flying and engine racing, the Bronco shoved the shovelhead into a light pole, hurling the rider more than 40 feet to his last breath.

Witnesses reported that the Bronco stopped and backed up, then the driver sneered as he assessed his damage, then sped off. People tried to catch him, but to no avail.

But he will be caught. And I'll tell you why: because scooter people stick together; because basically, citizens enjoy what we're all about and respect the dangers we face daily, especially on congested streets; and because it's one thing for a motorist to inadvertently cause a mishap, but no one tolerates premeditated motorized





Photos by Mark Cuff



violence. So the community came together. A composite was drawn and is shown here. Everyone is out looking for this guy or the white-on-red Bronco with the chromed luggage rack, no spare tire, and tinted windows. Someone will spot the vehicle at a shop having the door or window repaired, and the driver will be turned in to Detective Bishop at (213) 485-4033.

To back up their promise to catch the killer, Beachy, Rob, and Mike called their brothers in the entertainment business and set up a benefit concert to raise funds for a reward. So less than a week after Lee was murdered, 200 scooter riders pulled up to The Palace in Hollywood to pay their respects, put up the bucks (\$18,000 was raised that night), take in the rock-'n'-roll, and enjoy the show.

A half-dozen members of our staff rode into

L.A. for the event. After a serious announcement from Sam Kenison, we rubbed shoulders with the 1,700 people who came, presented a check to Lee's three sisters and his mother, and enjoyed the tunes from the bands, which included Francis X and the Bushmen, Twenty-Flight Rockers, Mighty Hornet, Mickey Free, Little Caesar, Charlie Sexton, Julian Lennon, and Billy Idol.

Only 26 years old, Lee Selwyn was a successful nightclub deejay at the Durango Club in L.A. and Club Triple X. He also designed and built custom furniture and was an active biker. It's only right that his death be avenged. The Lee Selwyn Fund is strong, and his story was filmed for the TV show, "Unsolved Mysteries."

The jerk who killed him can never sleep soundly again—at least not until after he's convicted.

—Ball

There's more to the Paisano \$100,000 Subscription Sweepstakes than meets the eye.

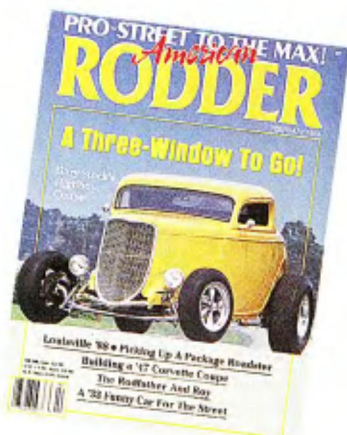
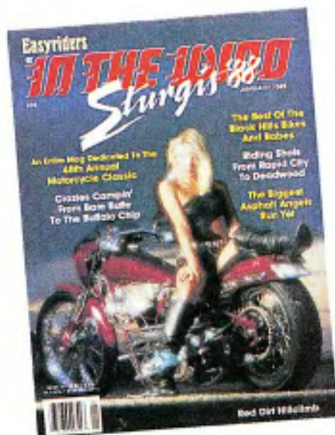


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(For more information on prizes, see page 18.)





RIP'S RUN



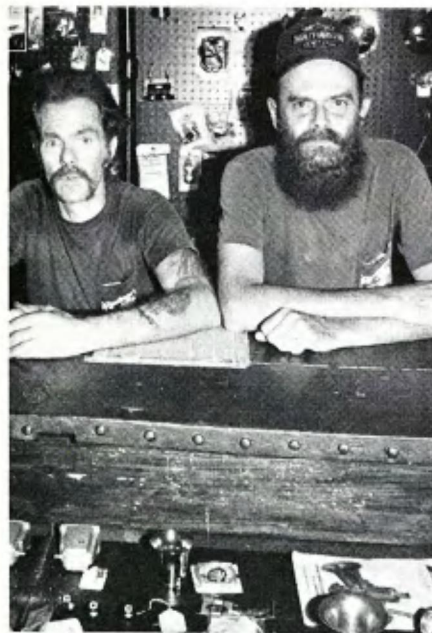
Trick or Treat by Rip

Last month I wrote about the 14th Annual Antique Motorcycle Club of America Swap Meet and Show in California. While in my home state, Baby (my E-Glide Sport) and I also took in the Modified Motorcycle Association (MMA) day run at Prado Park, did a swap meet in Costa Mesa, and attended an MMA meeting at the Forge, a bar in Glendale.

In this issue I'll be talking about my ride up to Sacramento, California, where the Camel Pro Series races were held—and a couple of Halloween costume parties Baby



At Harley-Davidson of Citrus Heights.



Clyde Rawlings (left) and Willie DePrima at Rawlings Motor Maniacs in Fresno, California.

and I crashed.

First off, let me say that I don't know how many of you readers follow the Harley factory racing team. The team is sponsored by the Harley Owners Group (HOG), which many of us belong to. If I'm around when they are racing, I try to attend, and when I'm home, I do for sure.

Anyway, our factory racers haven't had the number-one plate nailed on their badass XR 750s for three years. The imports and some damn fine American riders have shut our guys out. But, oh no, boys and girls, no more. No more, because Scotty Parker, the HOG racer from Michigan, got it back where it belongs. Spell that red-white-and-blue. Scotty

put the hammer down, shooting around the track and smoking the rest of the field.

He is the coolest. Scotty and his machine were as one—balancing the power of the Harley and the savvy of his years on the track, executing perfectly. After many years of knocking at the door, he reached over to the twist grip and turned it like a doorknob: all the way to the stop. I love him—every time I've been to the races in Sacramento he has won. It's like "Win one for the Ripper."

The ride up to Sacramento was uneventful—from Mohave past the Tehachapi to Bakersfield, then north up Highway 99 to my old pal Ralph's

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The owners of the Key Largo bar in Torrance, California.



This dancing skeleton is a Deadhead and
puts her own shovelhead.



BUB Enterprises owner Denis Manning,
holding Midnight and his son Eric.

house. Baby ran as fine as rare wine.
We passed many vineyards en route
to Sacto. I've made this trip many
times—480 miles to Ralph's pad,
door-to-door. On the way up north,
we had to stop and visit with the
fastest man in California. That's
Clyde Rawlings, and his shop in
Fresno is called Rawlings Motor
Maniacs. They do everything needed
for drag racing. I mean everything,
frames to engines, any size you may
want. I love to watch him burn up
the dragstrip. He ain't as pretty as,
let's say, drag racer Lori Dalton,
but Clyde is faster than greased
lightning.

The roundy-round dirt-track rac-
ers get to come to Sacramento twice
a year—spring and fall. H-D of Sacra-
mento and H-D of Citrus Heights take
turns hosting these events for HOG.

This fall it was Citrus Heights's turn,
with the factory racing team show-
ing up to sign autographs and gener-
ally do some socializing before
ripping around that one-mile oval.

In the background of the color pic-
ture is the racetrack at Sacramento.
It is located on the Cal Expo State
Fairgrounds. In the foreground of the
same photo are HOG members get-
ting together the afternoon before
the nighttime races. More than 600
riders putted in. There was live
music and grub, a drawing, and no
field events—generally a laid-back
afternoon.

It turned out that Citrus Heights
H-D was having an open house the
evening before the races: free draft
beer, a raffle, etc.—you know the
drill. There were people all over the
store and parking lot. Great fun, es-



Picking up the checks at the Key Largo.



Out behind Egor's Red Eye Saloon in Ventura.

pecially seeing folks that I haven't seen for a while. Ran into Teach, whom I hadn't seen since Sturgis. He rides that hack all over the country. While at the store I also got Scotty Parker's, Chris Carr's, and Jay Springsteen's pictures and autographs.

Yeah, the Harley factory racers did us proud. Scotty had already sewn up the number-one plate due to an AMA ruling against Bubba Shobert. It really didn't matter, 'cause Scotty won his last race by damn near half a lap. He broke the track record again, and he won the 25-lap main in the same convincing manner, taking away all doubts about who the real champion was. That is, going away by almost a quarter of a lap—good job.

Jay Springsteen came in a close third. I love the Grand Nationals 'cause they go fast and the program keeps moving right along. There isn't enough time to get bored. You know that the riders won't get bored with \$40,000 as the basic purse, plus contingency awards. They averaged

almost 100 mph for the 25 laps. Can you imagine turning left at the end of the straightaway going at that speed?

Earlier in the week, I stopped in for a visit with Denis Manning of BUB Enterprises. Denis makes great exhaust systems. We seemed to be tuned in perfectly on ecological matters. While in Grass Valley, Ralph and I popped in on Alan Spathe. Alan is one helluva machinist. Spathe Engineering makes complete Sportster crankcases and other high-performance components. We also dropped in on Blu-Arc Distributors, which is run and operated by Don Hollingsworth, an old pal. Don's shop is in San Andreas on Highway 49 south. It hasn't been that long since Don had a racer out on the dirt ovals. Winky Freadus and Jim Filice were a couple of his riders.

On Halloween day the following weekend, Baby and I caught a couple of parties about 100 miles apart. The first one was the 2nd Annual Halloween Costume Poker Run sponsored by Division 5, District E, of the Oxnard chapter of the Modified Motorcycle Association. The poker run started at several bars on the west side of L.A. and ended up in Ventura at Egor's Red Eye Saloon, a biker bar located at 1644 Thompson Boulevard. The live music was provided by 3rd Degree, who played classic rock-'n'-roll from the '50s through to the '80s. The Red Eye is where I took the photo of the costumed pregnant nun and two riders.

The second Halloween party was in Torrance, at the Key Largo, a biker bar from way back. It's at 17416 South Prairie and is real close to the 405 freeway. They gave away cash prizes. The \$75 for first place was won by Phil Ross and Donna from Super Max, the belt-drive people.

Donna gets into the holidays—she made the pirate costumes for both Phil and herself. He called himself "Big Bone," and Donna was "Property of Big Bone." The Heat Brothers provided the tunes that evening. I

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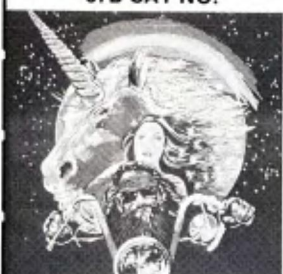
32B WIDOW MAKER



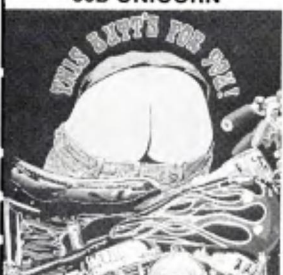
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Harley-Davidson of Citrus Heights. Left to right, back row: Steve Darrell, Steve S., Mike, and Greg; front row: Len, Joe, and Dick.



Harley-Davidson of Sacramento. Crew, left to right: Andy, John, Jeanette, Doug, Larry, Kenny, Bill, and Monty. Owner Mike Shattuck, seated on the 1951 panhead that has not missed a Sacramento Mile since its inception.



All winners in my book. Left to right, back row: Mike Shattuck, Maria Ruiz, Chuck Ruiz, Bill Bartels, Joe Guidara, and Jay Westbrook. Left to right, front row: Chris Carr, Scott Parker, and Jay Springsteen.



Russell McCoy charging up the bad hills of Anza Cycle Park in Riverside.

Photos by Rip

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liked them—they played a variety of tunes, mostly fast numbers. On Sundays at the Key Largo, they have a jam session with new and different entertainers. If you can sing or play, drop on by. They also have spaghetti dinners on Sunday for a buck-fifty, from 5 p.m. till it's all gone. I like it there; it's one of my favorite watering holes. If you're in the South Bay Area, pay them a visit. Local 22 of ABATE of California holds its meetings there on the second Tuesday of each month. Please support the people who support us.

The photo of the rider aboard a hillclimbing Harley was shot at the 1988 World Championship Hillclimb at De Anza Cycle Park in Riverside County. The best the Harley pilots could do there was third place, which was copped by Steve Stith. Steve puts a 1680 cc engine.

Gordon Thielbolot from Northern California came in fifth. The engine on his bike displaces at 1765 cc's. Sixth place was held down by Dan Chase, Sr., on an 1800 cc Harley. Lucky seventh place was copped by Russell McCoy on his 1200 cc H-D—so Harley riders finished in third, fifth, sixth, and seventh places.

It was a brutal hill. The last 200 feet were the worst. It was almost straight up, about 90 degrees from the floor of the canyon that we spectators were standing on. Near the top it was loose and powdery. It wasn't lack of effort, 'cause we saw Steve Stith, a Southern California hillclimb club member, fly about 30 feet when the bike he was riding hit an obstruction and stopped. Nevertheless, when Steve's turn came around again, he climbed back on his Harley hillclimber and charged up that mean, wicked, nasty-looking hill again.

The eventual winner of the open exhibition class, Kenny Kimball, rode a 1225 cc import. Kenny is from Bountiful, Utah. There were many out-of-state participants, from as far away as Colorado and Utah. A total of \$7,000 dollars in cash and contingencies was passed out after the races. Come April, many of the big guns will be in Oregon for the state championship up there—and also we can't forget Utah's Widow Maker in May.

Well, it's time to close again. If you're thinking about writing "Rip's Run," do so ASAP. I'll be doing one more column from the West Coast, then it's off to who knows where. I'm looking to check out different places, bars, shops, events. And I'd love to hear from you readers. Write to "Rip's Run," Box 3000, Agoura Hills, CA 91301.

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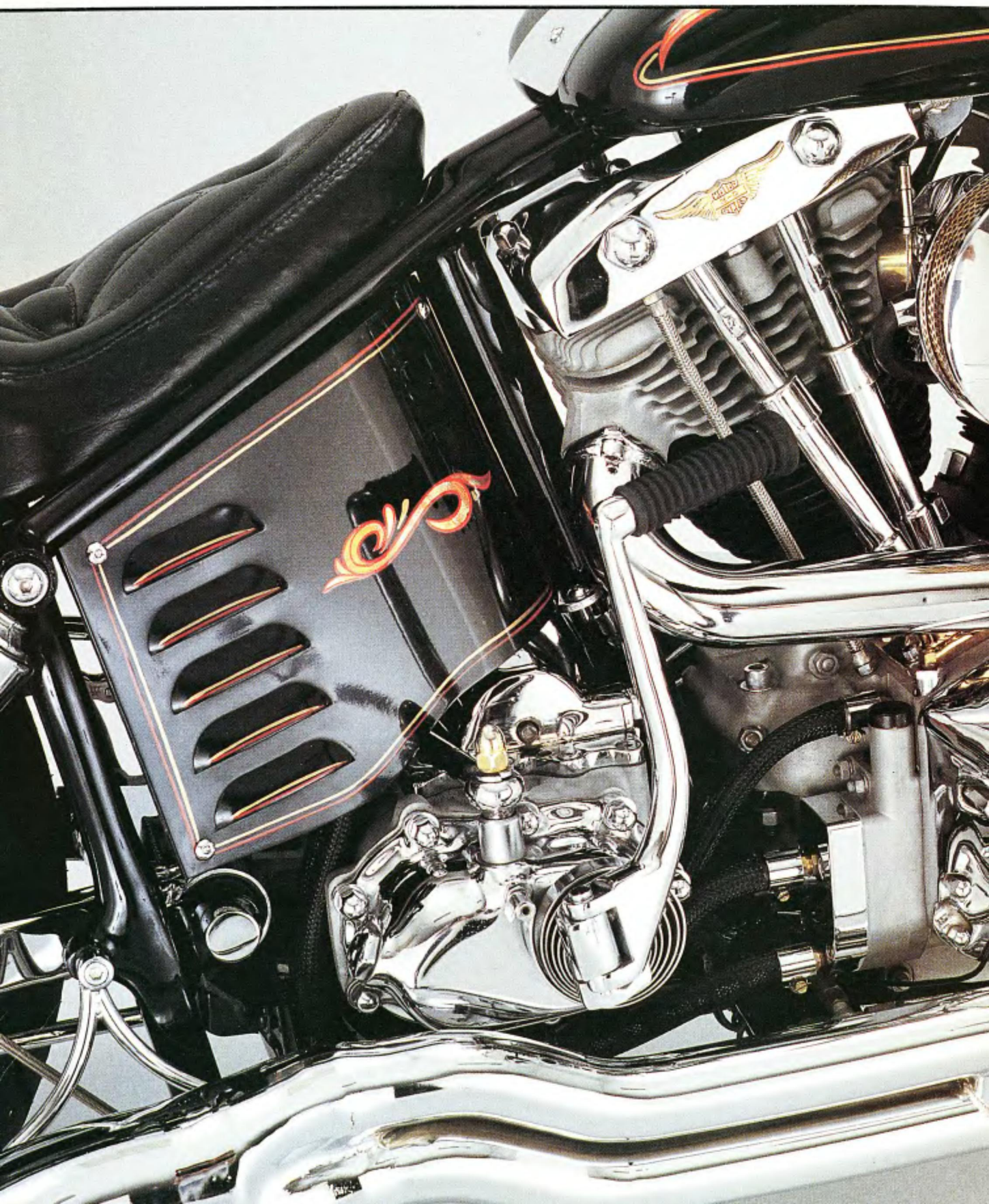
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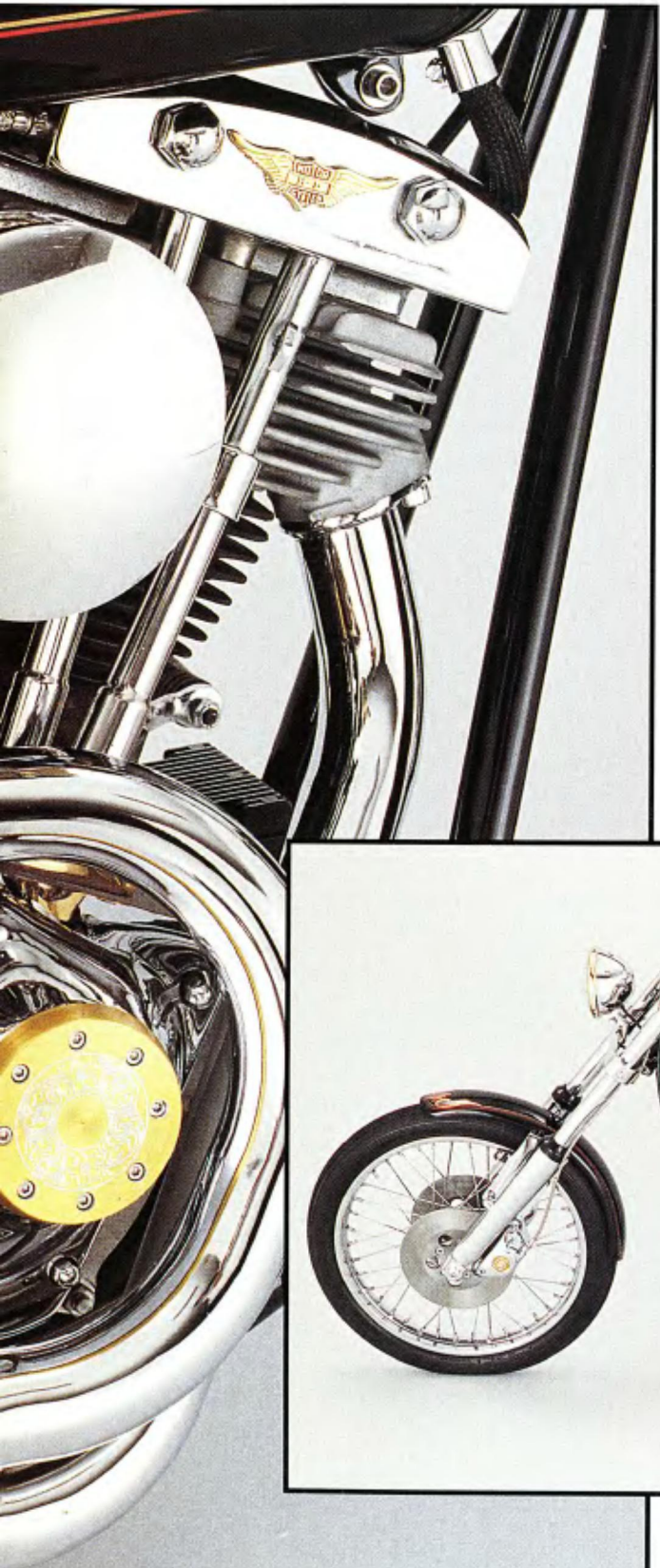
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DAN'S ALL-NIG



HATER

Nebraskan gets
in just under
the wire.



Two days before Thanksgiving last year, Hoss swaggered into my cave, dumped a saddlebagful of photos on my desk, and growled, "Git yer worthless, sorry butt on the phone, put in a call to this Dan Huebner in Nebraska, and get the straight skinny on his shovelhead. It was in the November '85 *Easyriders*, back when he useta call it Little Red, but now it's a horse of a whole 'nother color—jeez, ya cain't hardly even tell it's the same sled anymore. So check it out, menudo-breath."

"Why the hell can't ya call him up yourself, Hoss?" I asked him, and he hitched back his holey cowboy hat and aimed both barrels of his best Texan-gunslinger stare at me.

"Because, ya little cityfied geek," he snarled, "Ah'm goin' back to Fort Worth fer Turkey Day on the ranch, an' I gotta pack mah duds and hit the trail tonight. Any more lamebrain questions?"

'Course, I knew better than to get into it with Hoss when it came to anything about Texas, so I just kept my mouth shut and flipped the bird at his back when he roared off.

After eyeballing the pics, though, I hadda admit that maybe just this once, Hoss actually knew what he was talkin' about: except for the custom seat and the motor,

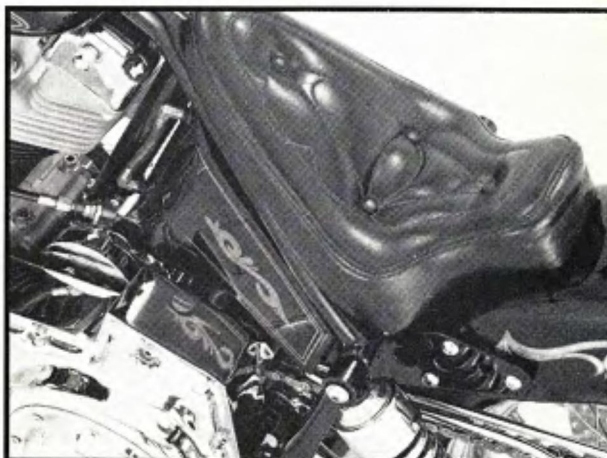




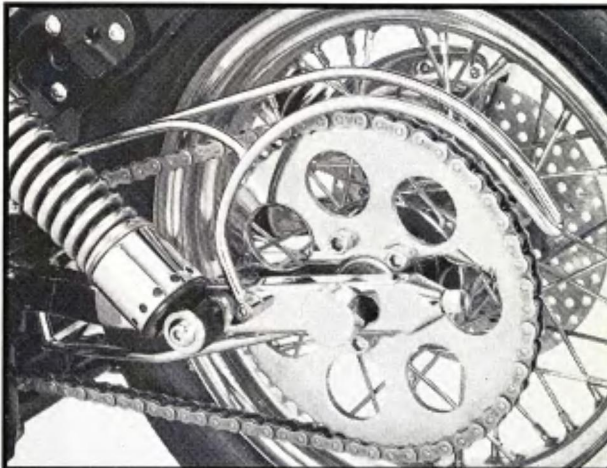
Dan's sled had been completely reworked, and then some. The hardtail frame is now a lowered swingarm, the springer front end's been replaced by a glide, the slim gas tank was traded in for a set of modified fatbobs, and Dan's added his usual trick touches—check out the pipe brackets, coil bracket/motor mount, chain guard, and shortened collector system. Then scope out the right side of the louvered oil tank; it opens for painless access to the battery.

The reconstruction wasn't exactly painless, however. After his first shakedown cruise, the gas lines sprung a leak and nailed the lacquer on the downtubes—so he had to pull her apart again and

Owner: Dan Huebner		City: Grand Island, Nebraska	
General		Frame	
Fabrication by: owner/Fred's		Year: 1987	
Year and make: 1973 H-D		Builder: H-D/Fred's/owner	
Model: FX		Type: swingarm, lowered	
Value: \$8,000		Rake: some	
Assembly by: owner		Stretch: yes	
Time: three months		Other alterations: molding	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: Ness	
Year: 1973		Risers: angled, welded to bars	
Model: FX		Fender(s): strutless by owner/Fred's	
Rebuilder: Nebraska Cycle Co.		Headlight: Bates	
Ignition: points/condenser		Taillight: Lucas	
Displacement: 74 cubic inches		Speedo: yes	
Lower end: factory		Front pegs: from a friend	
Balancing: stock		Rear pegs: none	
Pistons: two		Electrics: Chief/Tom	
Cases: legal		Gas tank: modified H-D	
Heads: H-D		Oil tank: Fred's Speed & Sport	
Cam(s): Andrews A grind		Oil system: machined cover	
Lifters: solids		Primary cover: Paughco	
Carb(s): chrome Bendix		Seat: Danny Gray	
Air cleaner: Drag Specialties		Sissybar: don't need it	
Pipes: modified H-D collector		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: none		Type: glide	
Year: 1973		Extension: 4 inches	
Shifting: foot		Builder: H-D	
Engine sprocket: belt drive		Special features: plated	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: owner		Hub: H-D	Hub: H-D
Painter: owner		Rim width: WM1	Rim width: WM4
Color: black		Tire: Avon	Tire: Carlisle
Type: lacquer		Brake: discs	Brake: disc
Special paint: gold leaf/pinstriping by Dave Smith			
Other special modifications: brackets and chain guard by Fred's Speed and Sport. Special thanks to Chief, Honk, Tom, and Fred.			



Photos by Michael Lichter



drop the works into a borrowed rat frame until he could get his frame back under the spray gun.

Thanks to his solid bros—Chief, Honk, Tom, and Fred—Dan got his shovel repainted and cinched up in time for a bike show in Lincoln, after they stayed up until four in the a.m. of the day of the show—then Dan hauled it to the capital city and copped first prize.

Dan digs his show-stopper but says she's just "a lady in waiting," 'cause he's selling this black-and-gold beauty for a new, stock Evo. Knowing Dan, he'll find a way to slick it up—I just hope he doesn't send the photos to Hoss next time.

—Bogie



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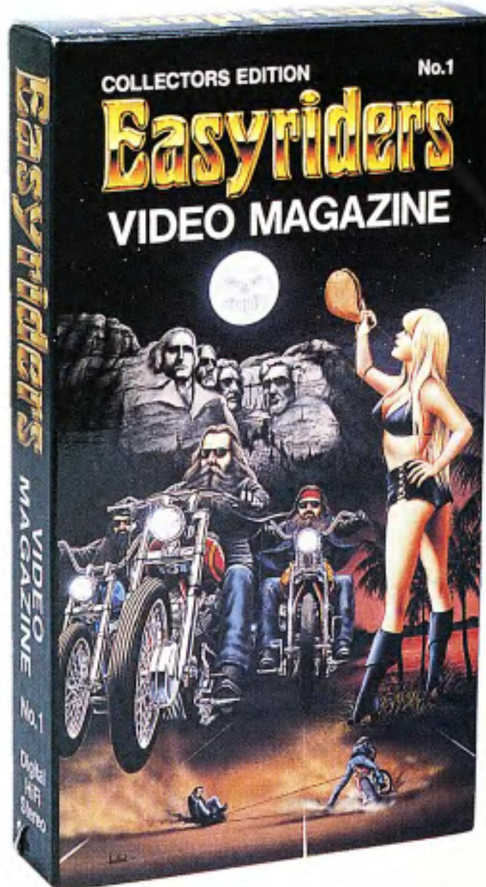
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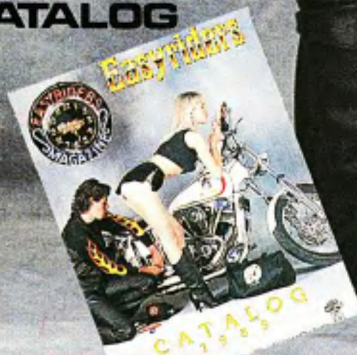
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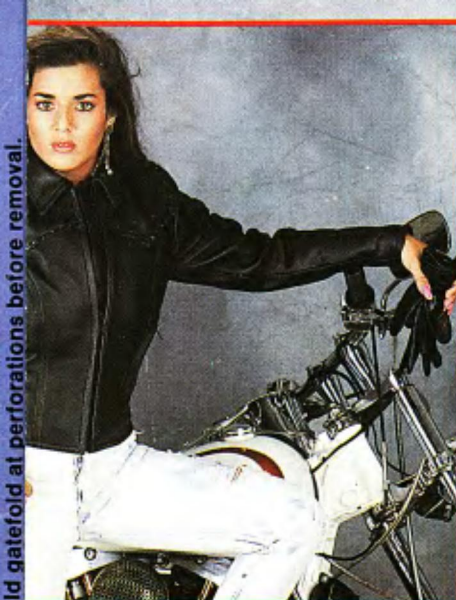
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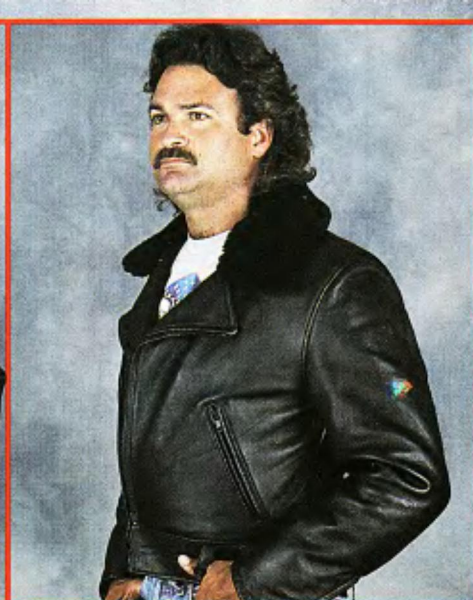
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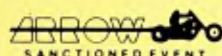
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