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ANNUAL ISSUE

World's Largest-Selling Motorcycle Magazine

February 1990
ADULTS ONLY

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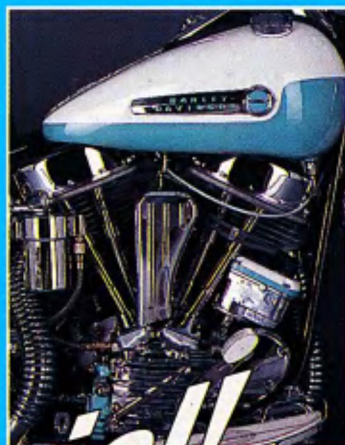
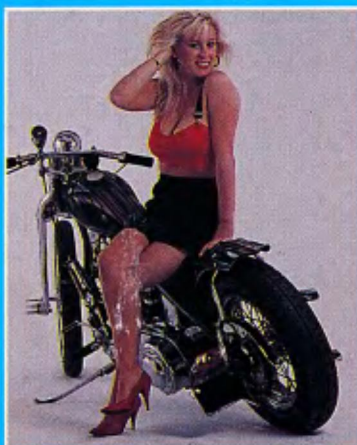
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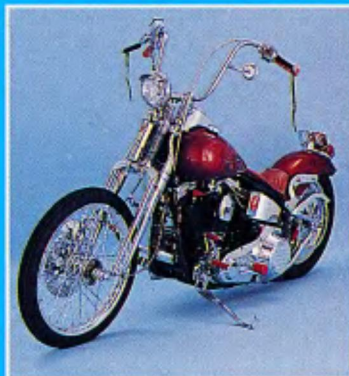
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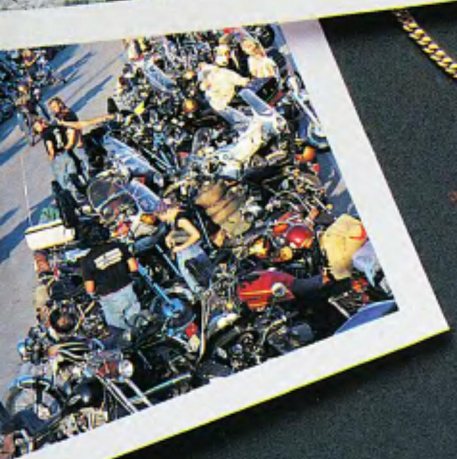
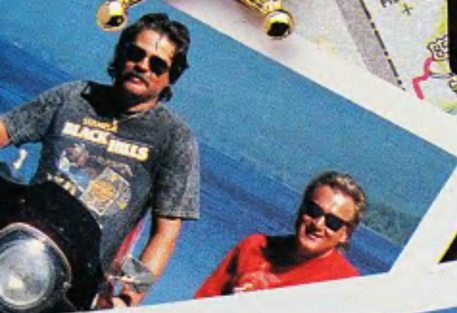
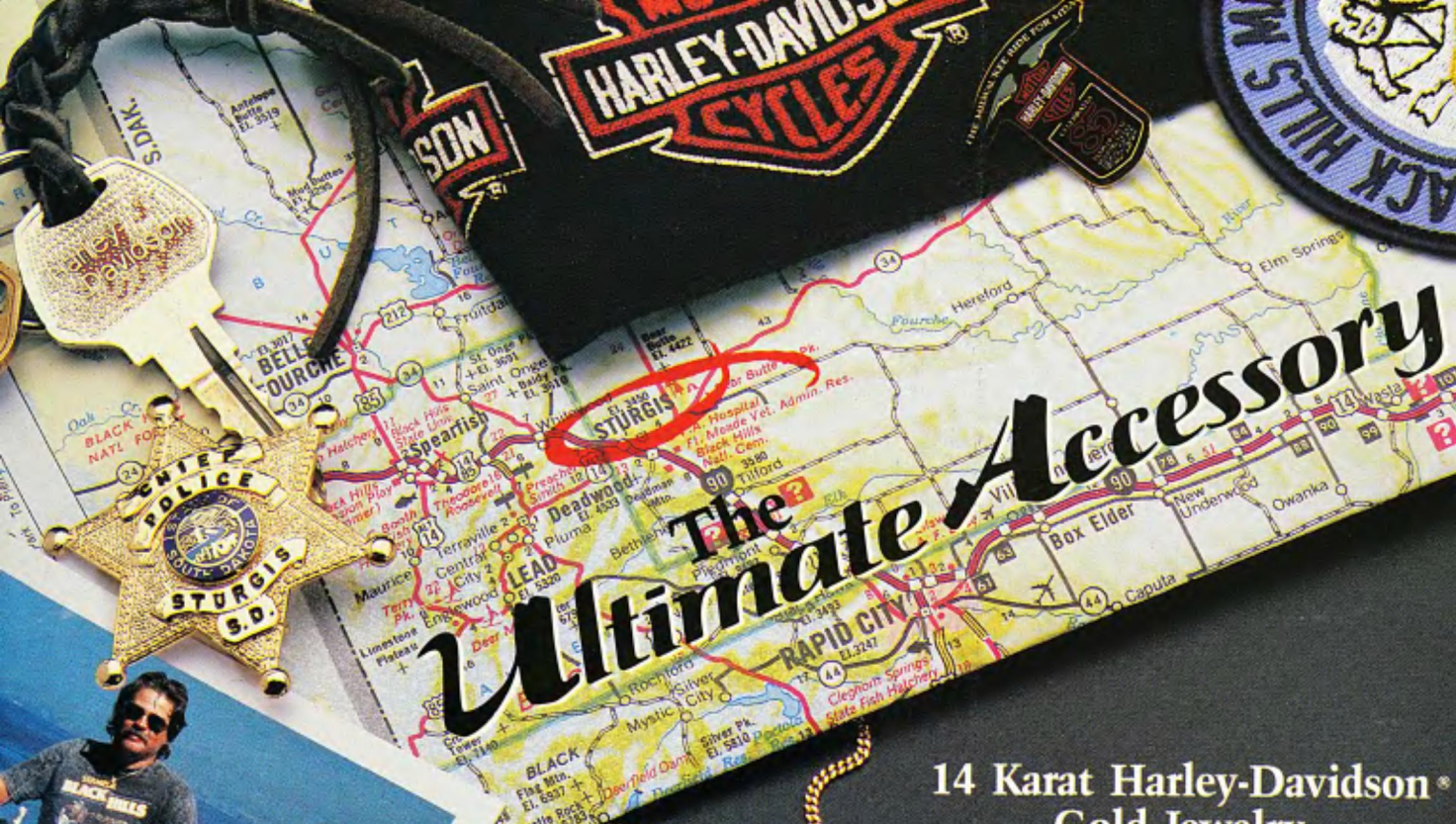


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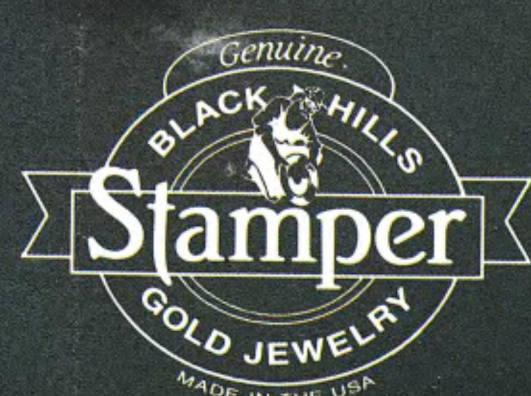
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Bike Features

The power of persistence will pay off for John Clapper with his Evo and his shop.....10

Mark picks himself up and makes do, and brother, his panhead is done right.....35

The ballad of Dan's pan has a 20-year refrain.....69

Keepin' out of sight isn't easy with Stan's shovel.....87

Reader's Ride

1978 Super Glide/Tim Dill.....16

Foxy Rider

1985 special construction knuckle/Dana Patrick.....44

Events

Colorado women have 'em headin' to the hills, check 'em out.....19

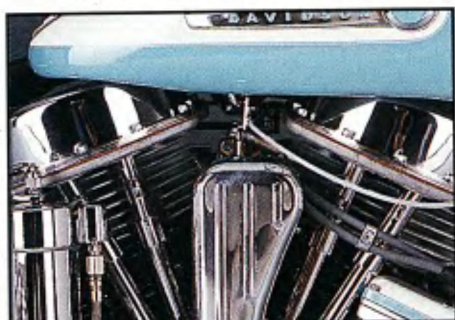
With your support, our Streamliner made its record-attempting debut on The Salt Flats.....98

Biker Hall O' Fame

Men and women who go the extra mile for motorcycling.....30

Easyriders Annual: 1989 Bike Review Special Insert . . .

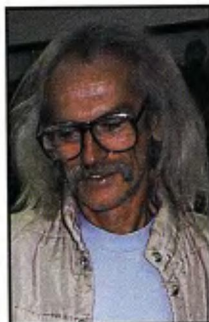
Checkin' out the road behind us from last year; righteous rides, leggettin' women, an' good bros.



Page 35



Page 19



Page 40



Page 98



Page 87

Fiction

V-Twin Heart...R.T. Short
One name was enough from Booker's tough mama.....48

Non-Fiction

Outlaws Take To The Ring...
Kayellen Hartman-Hoffmann
Rock 'em, sock 'em woman
boxing champ, supported
by the Chicago Outlaws.....76

Articles

Mustang Jack's clip 'n' paste art..... 40
Fox Hunt winner Rhonda..... 62
Liftin' yer bike's spirits..... 66

Columns

Spider.....5
Rip's Run..... 92

Departments

Wordmonger.....6
Easynews.....23
Passin' Gas.....32
Biker's Bulletin Board.....34
In The Wind.....56
Fox Hunt.....62
Parts Box.....78
Choppershopper.....80
General Store.....82

What's Happenin'

What events are down the road
from state to state.....75

The next liver-quiverin' issue of this rag goes on sale January 30.



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The
Audit
Bureau

Cover photos clockwise, from left: Fox Hunt winner Rhonda on Dan Ballard's panhead by Michael Lichter; Mark Wagon's pan by Silvermoon; Streamliner by Michael Lichter; John Clapper's Evo by Michael Lichter; Donnie Smith's FXRS by Michael Lichter; Joe "Crazy" Tracy's shovel by Michael Lichter; Stan McCollum's shovel by Michael Lichter.

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I've left women barking at the moon at times, but I've never left a woman in this condition. For some reason, this 200-lb., nude woman was howling at the moon and grazing on the lawn at a downtown hotel. The cops didn't know what to do with her so they took her to the hospital.

Speaking of barking, an angry dad was arrested for punishing his teenage daughter by making her crawl around the street on all fours while barking like a dog. He put his belt around his 13-year-old daughter's neck as a leash. He told her if she was going to act like a dog, he was going to treat her like a dog.

We have a number of dumb dipshits this month. The dumbest one figured he would pull off the perfect bank robbery by putting a sack over his head so he wouldn't be recognized. Before going to the bank he cut out eyeholes in the bag and pulled it over his head. The only problem (apparently not to him) was that the sack was a clear plastic one.

Then there was another dipshit who robbed a bank. When he came out of the bank, he forgot where he had parked the car. The cops caught him hiding nearby, and he said, "I forgot where I parked the damn car—ain't that a bitch?"

Now here's a case of two dipshits. They committed a burglary and decided they would call a cab for a getaway. But they made a mistake and called the police department instead, saying they needed a cab right away. They got their getaway car, and it took them directly to jail.

A local research firm recently disclosed that men say "no" to sex just as often as women do. None of the guys I know say "no" so I don't know where they got their research figures. Men initiate sex more often than women do, and they think about initiating sex more often. They found it to be true that women are less interested in initiating sex than men are. Women say "no" 25 percent of the time—but so do men.

They solemnly sat down and waited for the funeral to begin. But before it could get started, the damn corpse in the casket blew up. Body parts showered the entire audience. One woman fainted following the explosion. So they collected all the body parts and decided to cremate it.

This 36-year-old woman lived in fear of getting breast cancer. So she did what anyone would do facing such a disease. She promptly had both her jugs cut off. She said she saw them as two things that could possibly kill her. So sayonara to her jugs. She now wears false tits that cost her \$325. She said, "Shit, I should have stuffed socks in the bra."

Shit, you guys won't believe this but they found that heavy drinkers are more likely to commit a crime and that they are more tolerant of criminal behavior than people who don't drink. How do you think they found that out?

She was busted along with her labrador dog. While being booked, she fed the dog some crack cocaine to get rid of the evidence. Apparently, she got away with it, as they didn't find any cocaine on her or in her mouth. They suspected she gave it to her dog because he was very hyper. But other than that, the dog had no ill effects.

He was busy flushing packets of heroin down a toilet when he was arrested. And he was somehow able to cut off his tongue so that he couldn't confess where the rest of the heroin was hidden.

He sat down to supper with his ol' lady. She had prepared some spaghetti and ribs. He took one look and said he didn't want any of that shit. He was so angry that he got up from the table and poured gasoline all over the interior of the house and threatened to burn it down. His wife called 911, and he was arrested for attempting to commit a felony. He went to jail and she ate the spaghetti and ribs.

TAKING IT EASY

By Spider



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Coming To America

☐ I'm a British biker coming to the States in February 1990 to train as a Harley mechanic at the Motorcycle Mechanics Institute in Orlando, Florida.

I'd like to hear from bike people in the Orlando area who could help me settle in and, hopefully, enjoy Daytona.

Gordon Ramsey
Oaks End
145, Palace Meadow
Chudleigh, Devon
TQ13 0PH England

Manual

☐ I'm a locked down female with about 14 months left to do before heading back to Southern California. I've been dreamin' about putting together my own bike! Does anyone out there have a Sporty repair manual?

Beth Stone
#54397-065 Numen Unit
3301 Leestown Road
Lexington, KY
40511-8799

BMW?

☐ I need some help. I'm working on a 1966 BMW 250 and need help locating parts for it.

David Atkinson
Northern Law Center
NSSG (80ASG)
Box 49
APO New York 09088

Write

☐ We would like to thank you and your readers for all the favorable responses to our brother Iceman's letter.

We received many letters from brothers out there who wish to help us branch out into other states, which we intend to do. The problems we face are ones that have to be dealt with on a national level in order to be effective.

Also, we wish to thank our brothers for the many donations we received and the countless offers of help from volunteers. We are going to take you up on them.

The present system seems

to be designed to keep a man down once he has been down. With your help we can change this. The public's attitude toward the project has been good, and the overall feeling is that things do need to change. We are making progress.

And to our downed brothers who have written, keep the faith. There is light at the end of the tunnel. Our call for help is yours, and brothers and sisters throughout the country are answering this call, making the voice of the project stronger to fight for you.

Keep the letters coming and we'll carry on the fight together. All letters will be answered, but please be patient—there are a lot of them.

And last, but certainly not least, we would like to thank our brother Iceman who, with his financial support and ideas, enabled us to be here. Write to us at Project Effect, Box 2239, Sunnyvale, CA 94087-0239. Or call (408) 986-0476.

Robert Reynolds,
Sunnyvale, Calif.

Wants Change

☐ I'm presently incarcerated at Mable Bassett Correctional Center for Women in Oklahoma City, Oklahoma.

I'm trying to get transferred to Miami, Florida, Prison for Women but need someone to exchange with me—either from the men's or the women's prison. I have not seen my family for 10 months or more—Oklahoma is too far for them to come to see me.

Please help! Write to me at the address below (I can't receive mail at this prison from other prisons).

Maria Branly
c/o Abel Branly
15310 Casey Rd.
Tampa, FL 33624

The Origin

☐ In "Rip's Run" (October '89 issue) he states that the Asgard Motorcycle Club is named after the "Norse god of mischief

and cunning." Either Rip has misquoted what he was told by that club concerning the origin of the name or there's a club out there that doesn't know the origin of the name they carry. Either way, someone needs to get his act together.

In Norse mythology—a subject taken quite seriously by a growing number of righteous people—Asgard is the realm of the gods. The god of mischief and cunning is Loki!

End of lesson. Hail, Odin!
Donald "Satan" Barton
Fond du Lac, Wis.

Looking For Album

☐ Does anyone out there in the wind know where I can get a copy of an album or tape of the soundtrack to the movie "Easy Rider"?

I'm looking for the album but will take a cassette. If you can help, please write.

Ronald Schlaug
Box 608
Grand Island, FL 32735

Pagan Needs Info

☐ I'm a downed Pagan due out in mid-1990. I'm doing time on RICO and have 24 years of paper. I need assistance in beating nonassociation clauses such as the following: "Certainly upon release, your association with any former or present member or associate of the Pagan Motorcycle Club or any criminal associates or organizations, will be precluded by the conditions of your supervision."

If any clubs or individuals have beaten clauses like this, or have any information or case cites, I would appreciate any assistance I can get.

John "Egyptian" Kachbalian
#10418-016- (F)
F.C.I. - Sandstone
Box 1000
Sandstone, MN 55072

A Lesson

☐ In reply to Sea Dog in the November '89 issue, I can see

that the staff already, more or less, answered your question, but let me clarify.

Illegitimi does refer to illegitimate children (or bastards) and carborundum refers to an abrasive material used for grinding. Loosely translated, it means "Don't let the bastards grind ya down."

Got that from my (late) pops who ran away to sea when he was 14.

How's that for a fuckin' Latin lesson!

B.A. Davison
Huntington Beach, Calif.

Long Winded

□ The recent resurrection of the long-dead helmet law in Texas has generated some half-witted attention from our news media. One local paper, *The Port Arthur News*, has published a series of drizzling diarrhea labeled as "editorials" that are 100% pro-helmet law and 100% anti-biker.

My first reaction to these inflammatory editorials was outright anger. I wanted to find this editorial asshole and dance the fandango on his face. After a while I decided to try to fight this thing with words so I sat down and typed out my own reply to this newspaper editor's overly prejudiced propaganda. After only a few rewrites the piece was finished and I mailed it to the newspaper's editorial office.

Within a few days I received a letter from the paper requesting that I call the editorial page dude. I called. The guy was out to lunch, but one of the editors said my piece was too long for the "Opinion" section; however, they wanted to run it as a "Guest Column" along with a mug shot photograph. After making the necessary arrangements for the photograph, it then took about seven days before the piece was printed. Someone at the paper gave my article the appropriate title: "Helmet Laws Are Unfair and Illogical."

The editorial dude, Thomas Taschinger, who was responsible for writing all the anti-biker editorials, seemed genuinely committed to seeing that my opposing viewpoint was published. Also, my article was left almost entirely intact with the exception of two paragraphs that were dropped. (One paragraph referred to "blind" car drivers and the other asked if the DOT might try to "prove" that car drivers have "thicker skulls" and would be exempt from a helmet law.) On the funny side, some goofus at the paper misspelled Marlon Brando.

After talking with the editor, Taschinger, I was extremely disappointed to learn that my letter was the *only one* received by the paper concerning helmet laws. All of my riding partners have pissed and moaned about the helmet law but none are willing to take the small amount of time and effort necessary to write a simple letter.

I wish I could be a persuasive enough speaker to be able to convince bikers to at least write letters to politicians and the media. These politicians and media characters tend to "follow in the direction of whichever way the wind is blowing." If enough people will take a few minutes to let the politicians know what we think about the helmet law, then we just might be able to retire brain buckets for use as pot planters. Strangely enough, I received more cooperation from the anti-biker newspaper editor than from my riding partners.

Just exactly what do I hafta say to get bikers to join in this fight for our freedom?

Clint Armentor
Groves, Tex.

More Lid Law Blues

□ I appreciated Bill Ley's article and input in our effort to defeat the helmet law. I have the feeling we lost the issue

before the bill was even introduced because many of my certified letters were never answered and especially because of the governor's arrogant support of the helmet law.

I'm suspicious that the motorcycle helmet law was a trade-off with the insurance industry for concessions in regard to workman's compensation, since that was the big issue this session. I also think we can talk ourselves blue in the face and get nowhere when our opposition has just dropped a bag of money on the legislator's desk.

According to *American Motorcyclist's* monthly list of contributors to AMA-PAC California's list is about as long as the sum of the rest of the states. I don't like it, but that's the way modern government works. Now is the time to start working on repeal to buy back our freedom. If bikers would contribute to the fight the same amount of money they spend on oil filters and grease, we'd stand a better chance when the time comes. Simply put, when you grease your bike, remember that the wheels of government have to be greased, too.

Charles D. Summers
Bay City, Tex.

Not Normal

□ Thanks, Popeye (September '88 issue) for your comments on the Evo motor. Sold my '81 FX and went for the virgin. The 1990 Ultra pissed me off. That high-ticket bitch scared what little else was left in my arsenal (after payin' for her with that noisy trans and clattering lifters). Friends and the dealer said, "Hey, that's normal."

"Not for that kind of money," was my reply.

Al
Freehold, N.J.

Good People

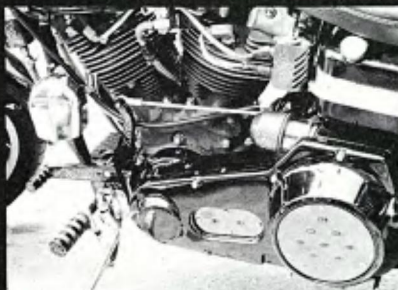
□ I'd just like to say thanks to the fine folks at Frazier's Cycle Barn in Buford, Georgia. These

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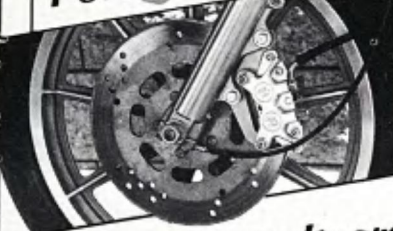
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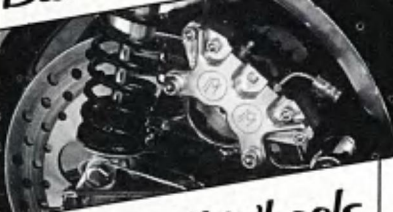
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are good scooter folk, and Ralph Sr. and Ralph Jr. will treat ya right. They sold me a used Super Glide on layaway, and I lost second gear the first day out. They not only stood behind the bike but rebuilt my transmission.

"Nomad" Mike Polack
Norcross, Ga.

D.F.F.L?

☐ I bought this pin at a Harley shop and asked them what D.F.F.L. stood for but they didn't know. I called a few Harley shops and each one said the same thing—they didn't know. So my last resort is you.

If you don't come up with anything, I have: "Die For Fuckin' Liberty."

Please inform Harley shops they should know what they're selling besides what they read in pamphlets.

SKE

Satellite Beach, Fla.

☐ It's a throwback to the mid-60's, Dope Forever, Forever Loaded. We don't need it any more.

Letter Of Protest

☐ Thought you and the crew might get a kick outta this letter I sent:

The Austin Agency
Box 325
New Boston, NH
03070

As a "respected and educated tax-paying citizen" I find your ad for "Bayberry Estates" to be prejudiced and in extremely bad taste.

The ad was printed in the June 18 issue of the New Hampshire Sunday News, but more recently was highlighted in the November 1989 issue of *Easyriders* magazine. It would behoove you to pick up a copy—you'll find page after page reporting on the thousands of bikers around the country who give their time and effort to help the needy, e.g., raise money to feed the hungry, house the homeless, give to charity (helping the handicapped, the Muscular Dystrophy Association, etc.), and collect toys for underprivileged children at Christmas. In fact, any issue of *Easyriders* will provide you with similar information.

Every biker I've ever had the pleasure of knowing—and that is no small number—has been, at the very least, honorable and helpful. Every yuppie I've ever known in the "corporate world" would well improve themselves by taking a lesson

or two in honor and charity (at the very least!) from the very people you consider "undesirable."

Those who profit from ridiculing fellow human beings are small-minded indeed. Next time you want to improve the world, the best place to start would be to take a closer look around you—preferably in the nearest mirror.

Sincerely,

Audrey Sparkes

P.S. Malcolm Forbes loves bikin' on his Harley-Davidson or have you been too busy working to notice?"

Audrey Sparkes

Brooklyn, N.Y.

H-D Ad

☐ If y'all are so upset by the use of the "tough, badass biker image in advertising, why didn't you bitch about Harley-Davidson's own "Would you sell an unreliable motorcycle to these guys?" campaign? That not only made full use of the "tough guy" image, but also included an implied threat of violence (the end result, if you did sell those guys an unreliable motorcycle!) and yet, no one seemed much offended by it.

Yes, the Bayberry Estates ads poked fun at us (although nowhere near as offensively as the California Date ad!), but if you find yourself angered by gentle teasing, do a quick reality check. Chances are you're taking yourself too damned seriously and you get ulcers like that. For myself, I can think of far worse ways to stigmatize bikers than by using us as spokespeople for high-dollar housing developments! Remember *B.J. and The Bear* and *Miami Vice*?

The point is, your oil's running a little hot. I know how easy it is to get uptight when you feel like you're under attack, but those advertising folks ain't hurting us none. Mellow out!

Bill James
Temple, Tex.

Damned Picky

☐ Not meaning to sound so damned picky, but upon reading the November '89 issue, I came to the article "Brotherhood of The White Line" by Bette Garber.

I am enclosing a copy of same named article she wrote for *American Trucker* magazine in which she wrote about a New Jersey guy who owns and rides a "stock 1975 Spe-

cial Edition Harley-Davidson Sportster Softail"—and another who rides a "1983 FLH tourer with a big 1380cc engine."

Needless to say, I wrote them a well-worded letter about this four-star fuck-up!

Come on, fellas! Think I'll go take a ride on my Glide ('81) to clear the stink out of my head and make me feel better about finding an article in—of all places—your magazine by this "person" who does not know shit from shinola about Harleys.

Deborah Pache Kilgore
Oakwood, Ga.

Likes Us

☐ Extra raisin pie for y'all on the shovelhead tech tip series. Man, it certainly was informative and helped me out with a few decisions on future maintenance of my '79.

Rim Cheese
In the Swamps,
S. Fla.

Tech Tip

☐ I just finished reading the tech tip on page 41 of the October '89 issue of your rag. I don't disagree that the oils mentioned are good quality oils, but you missed one that bikers should know about.

Mobil 1 formula 15W-50 is an excellent 100% synthetic oil that outperforms conventional premium 20W-50 motor oils. Synthetic oil will warm up to operating temperature quicker than mineral base oil and will dissipate heat more easily at operating temperature to keep your engine cooler and more stable.

I could write forever on this oil but find out for yourself. Go to a Mobil distributor and get a product data sheet. Mobil 1 isn't cheap, but anyone on a Harley doesn't buy junk just to save a few pennies.

Scott "Scooter" Smith
Wauseon, Ohio

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 Wordmonger, Box 3000, Agoura Hills, CA 91301.

HARLEY-DAVIDSON[®] USA

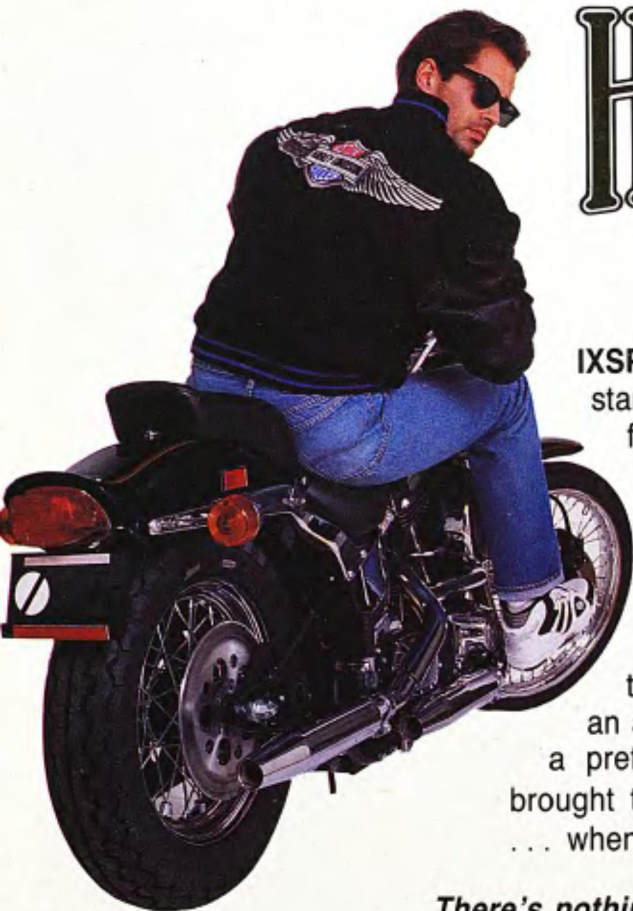
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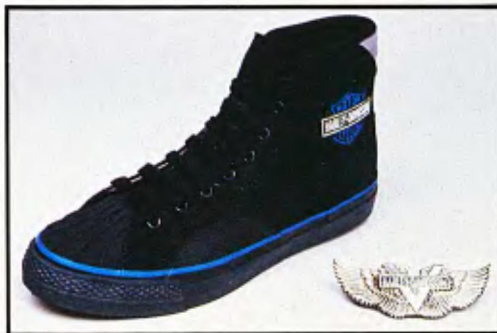
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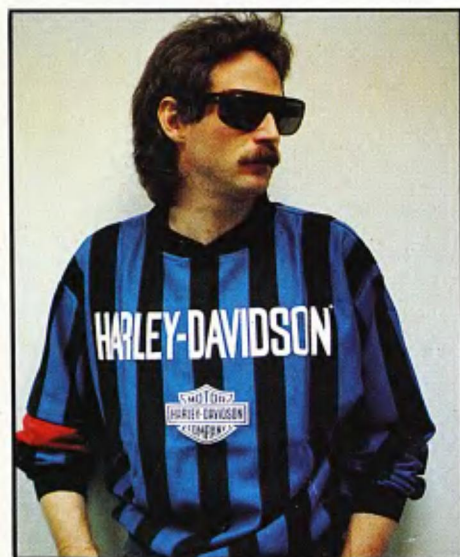
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A. #9601 — 70% wool/30% nylon w/leather sleeves and embroidered back. Imported in men's sizes S-XL and women's S-L.
Colors: Black. Retail: \$260.00



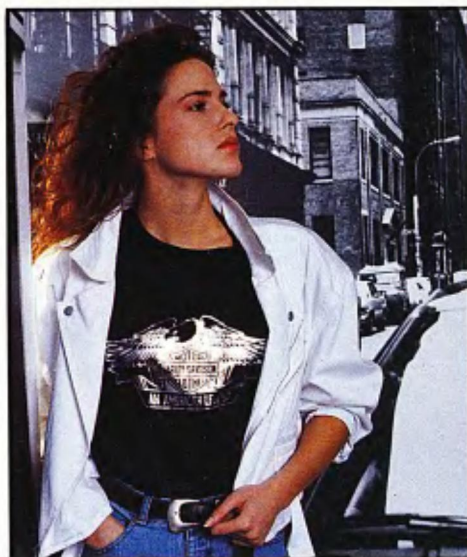
HARLEY[®] SNEAKER.

B. Allover split suede w/gum rubber outsole and rubberized Harley[®] logo. Imported in men's sizes 6-13.
99040: Black/White
99042: Black/Orange
99041: Black/Turq. \$42.00



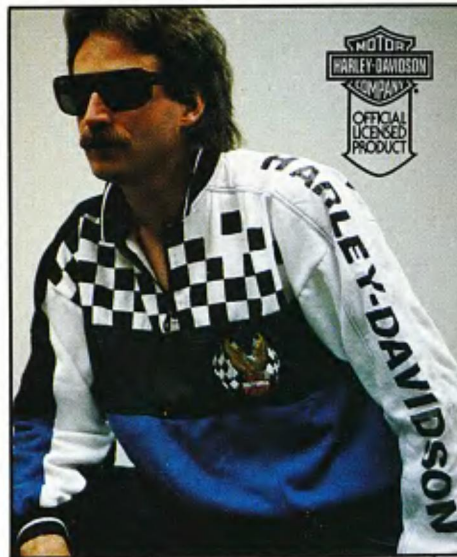
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CHROME TEE

D. #9705 — 100% cotton jersey. Domestic, in men's sizes S-XL and women's S-L.
Colors: White, Black. Retail: \$22.00



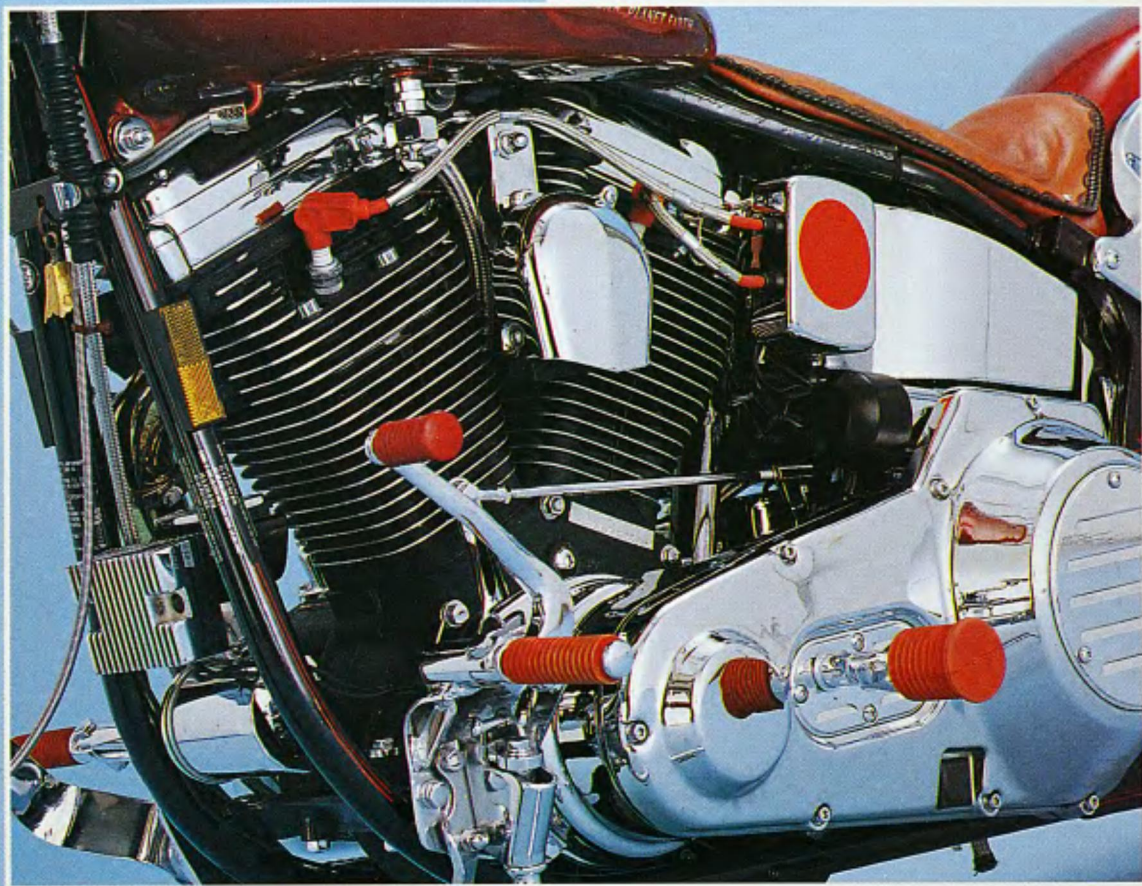
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MAN WITH A MISSION

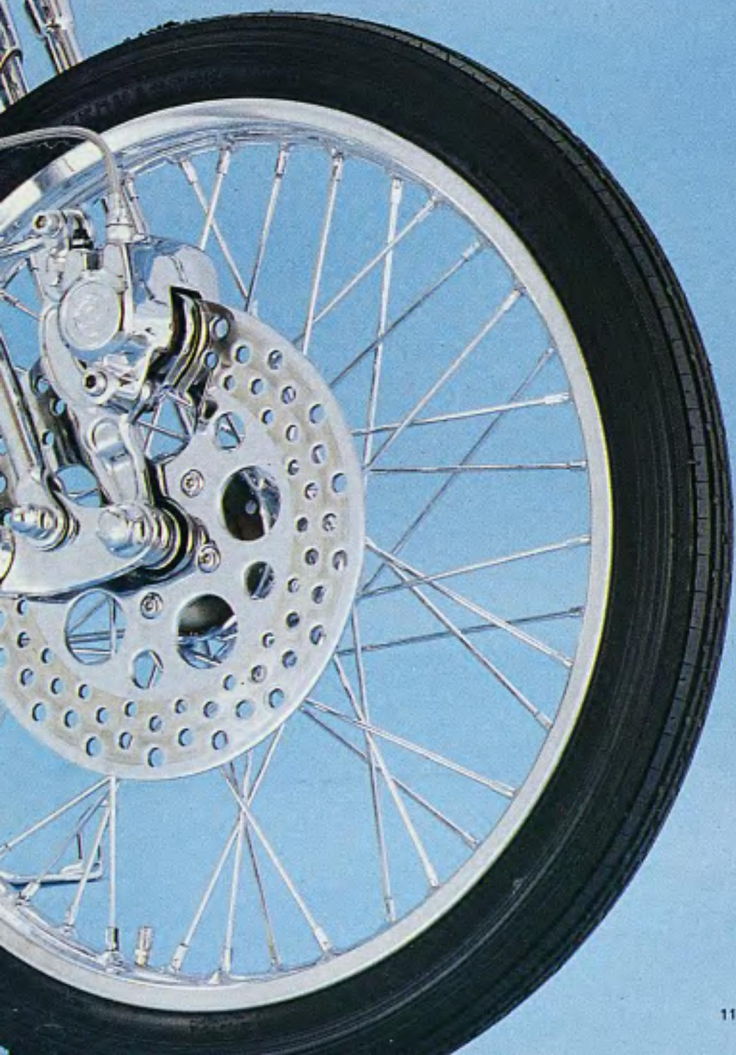




FOR SOME, RIDIN' AND WRENCHIN' AIN'T ENOUGH

This is a tale of dedication to a lifestyle, to a notion, and to a growing career. John Clapper, owner of this sano, limited edition (#1152 of 1,450 models produced) 85th Anniversary Springer Softail, has been chewing on Harleys for 16 plus years, as an enthusiast, mechanic, shop owner, and drag racer. Now his dream is to become the authorized dealer in Central Village, Connecticut (the only county in the New England state without a franchise). John has paid his two-wheeled dues and is constructing his own building—which would make any dealer proud.

Some 16 years ago, this rider struggled to find a job at the one thing he believed in—motorcycles, and in particular Harley-Davidsons. It was 1974 when he pursued a job at his local dealership, H-D Sales of Wauregan, Connecticut, where he found a friend and mentor in the owner, Lloyd Frink. Lloyd trained John in the right way to rebuild engines, transmissions, and how to service scooters from tire to tire. For nine years John honed his skills, and though as a young biker he had his crazy times, he knew the meaning of getting a job done. He learned how not to cut corners on engine work and how to watch out for the bottom line when it came to the business.



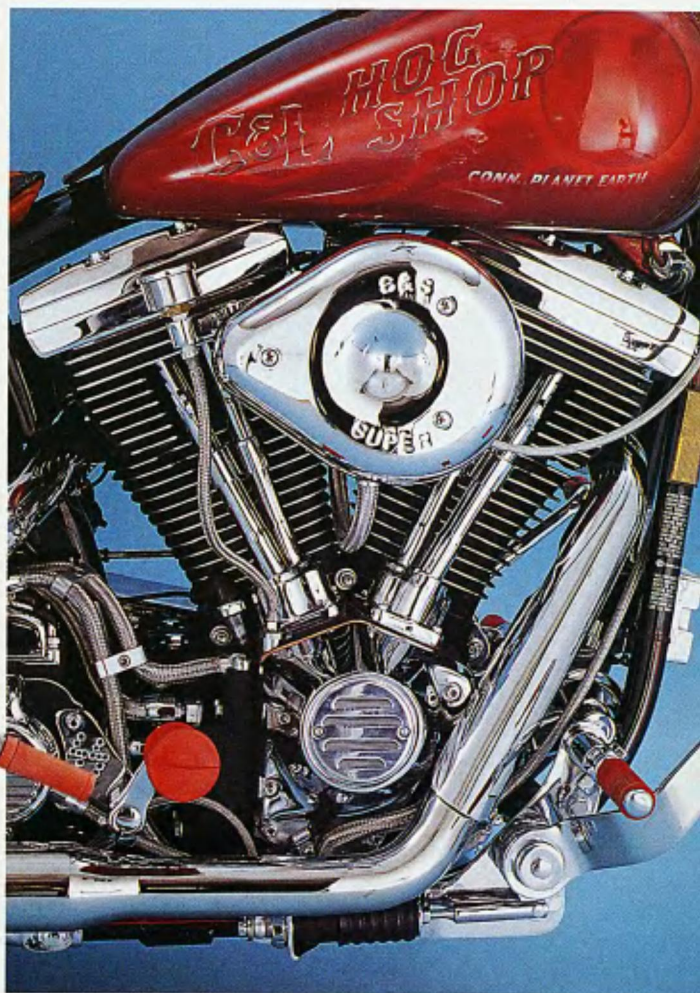
As his knowledge grew, he began to build drag racing engines, and, with Lloyd as the backer, John was able to build an FX, which was raced with and without a turbo. That bike won (and still holds) six AMA national records in the name of Lloyd Frink.

John was coming of age, and while building a reputation and dreaming of someday owning the keys to his own shop, he met another wrench, Mark Franson, at the strip. A friendly rivalry grew into a solid relationship. Mark worked for Sheldon's H-D in Worchester, Massachusetts and during his career there (in 1976) was afforded the opportunity to attend the factory school in Milwaukee. Mark Franson was and is one of the most acclaimed Big Twin mechanics in the New England area. In fact, Nate Sheldon, who once owned the dealership, still calls on Mark to build vintage engines.

Together John and Mark started building drag bikes and stroker motors on the side, which ultimately worked into John's first shop experience. Their emphasis was on building big-inch motors and racing engines. They held an FL Modified (9.91 at 128 mph) record with one of their own bikes (first FL to run the quarter in the nines).

As John
thinking
own
deal

will tell anyone
of owning their
shop, a great
of the free-
dom, and
also the con-



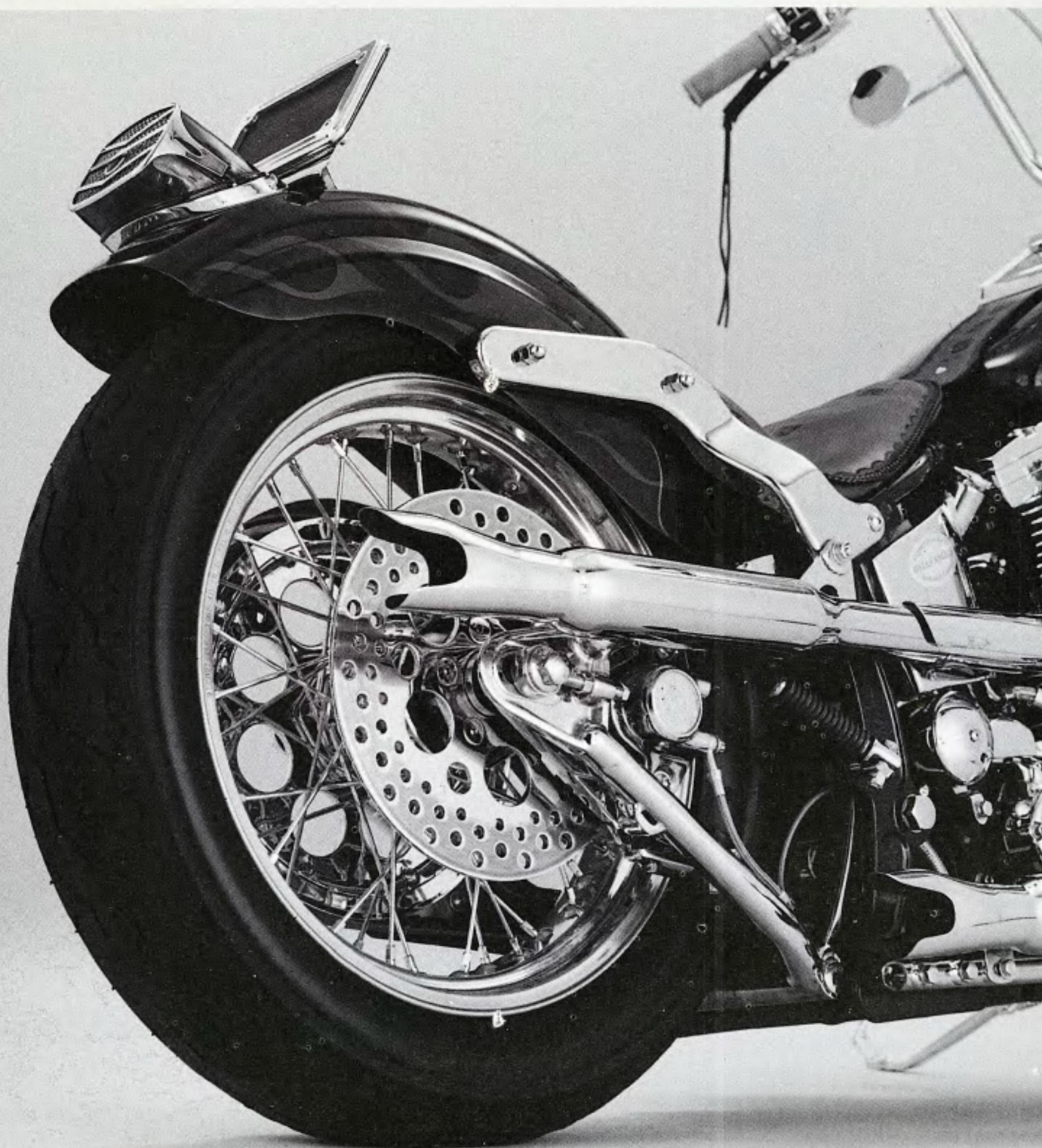
striction of being the boss is the fact that if you want to stay in business, you're the last one to be paid and the last one to go home at night. And so, to supplement his shop income, he worked in construction. His first shop effort lasted four years, but didn't hold. Temporarily, construction became a full-time endeavor.

Throughout Clapper's growing stages, he worked hard, rode hard, partied with the best of them, and continued to learn. A man doesn't fulfill his dream by not learning from his mistakes and the fuck-ups that constantly spring out of

the woodwork around him.

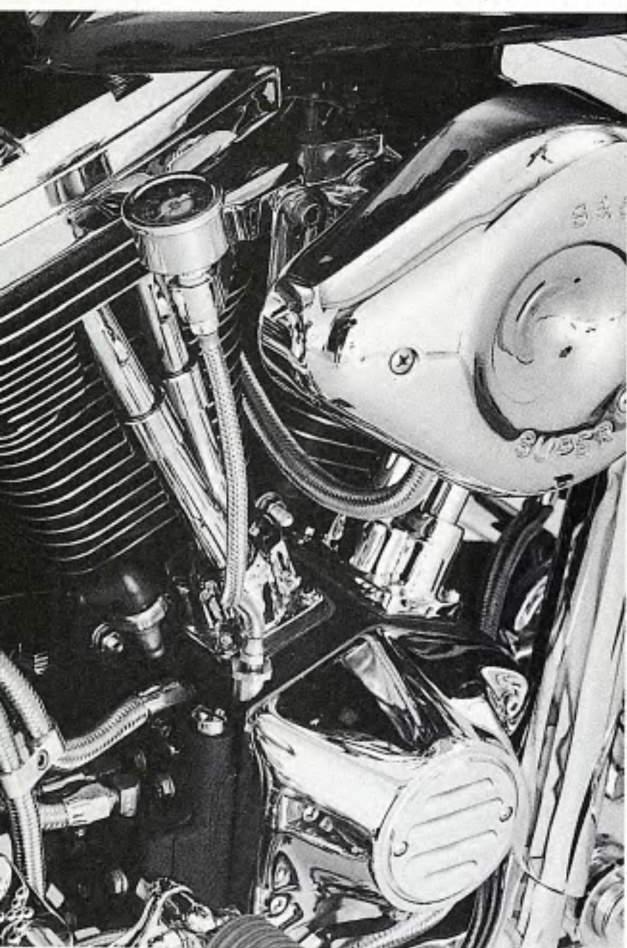
Shortly after an injury on a construction job, John found another group of brothers and resources to begin a new shop. First, he met Louis Falcigno, who was originally from Connecticut, but now lives and owns C&L Hog Shop in Fort Pierce, Florida. At any rate, the name fit, so John financed C&L Hog Shop North and bought into Lou's shop in the South. One of the bikes John and Louis have co-built took the Grand Prize at our First Annual *Easyriders* Invitational Bike Show last year (more on that throughout this issue).

In addition, John recruited Mark Fran-son, who had also returned to pounding nails and was looking for a place to park his rollaway and get his hands back into hot motors, and Jay Holmgren, another factory-trained mechanic, who worked for H-D Sales in Berlin, Connecticut. Jay had had experience with three dealers, including two in California (Marina Del Rey and El Cajon), and owned a shop, Big Twin in East Windsor, Connecticut, for four years. This time John had put together the winning combination—along with his experience—and it has stuck. The C&L system





Photos by Michael Lichter



continues to grow.

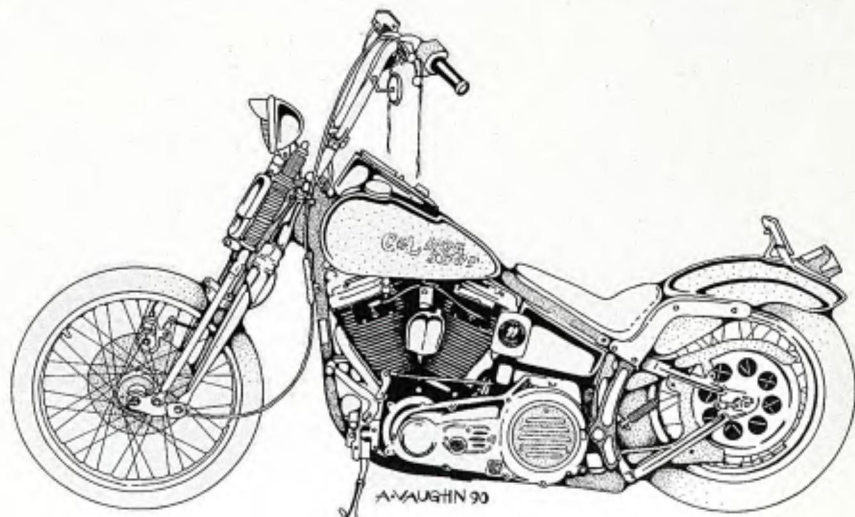
C&L Hog Shop North has outgrown its 3,300-square-foot facility, but now, John hopes to erect the only authorized H-D dealership in his county. He recently bought a half-acre plot less than half a mile from where the long-ago-dissolved-by-way-of-fire, H-D Sales of Wauregan dealership had been. That made it a full circle of 16 years for him.

John is determined to break ground on a two-story, 5,600-square-foot, state-of-the-art facility in the spring.

What the fuck can I say, except, "Go for it, John."

—Bandit

Owner: John Clapper		City: Central Village, Connecticut	
General		Frame	
Fabrication by: C&L Hog Shop		Year: 1988	
Year and make: 1988		Builder: C&L	
Model: 85th Anniv. FXSTS C&L		Type: Softail	
Value: who knows?		Rake: none	
Assembly by: John/C&L		Stretch: none	
Time: four weeks		Other alterations: lowered in rear	
Chroming by: Rhode Island Tech Plating		Accessories	
Engine		Bars: high	
Year: 1988		Risers: 4-inch	
Model: Evo		Fender(s): FXR rear	
Rebuilder: C&L Hog Shop		Headlight: Bates	
Ignition: Dyna		Taillight: FX	
Displacement: 80 cubic inches		Speedo: yes	
Lower end: stock		Front pegs: C&L	
Balancing: factory		Rear pegs: C&L	
Pistons: H-D		Electrics: H-D	
Cases: untouched		Gas tank: 3½-gallon fatbobs	
Heads: Dave Mackie		Oil tank: wraparound	
Cam: EV-3 Andrews		Oil system: stock	
Lifters: hydraulic/stock		Primary cover: yes	
Carb(s): S&S		Seat: Dottie Baby	
Air cleaner: S&S		Sissybar: none	
Pipes: fishtail/C&L		Height: n/a	
Muffler(s): "yes"		Material: n/a	
Transmission		Forks	
Modifications: 1/2 Andrews		Type: springer	
Year: 1988		Extension: none	
Shifting: 5-speed		Builder: H-D	
Engine sprocket: stock		Special features: nay	
Trans sprocket: belt/stock		Wheels	
Wheel sprocket: stock		Front	Rear
Painting		Size: 21-inch	Size: 18-inch
Molding: Billy Streeter		Hub: H-D	Hub: H-D
Painter: Streeter		Rim width: 1.85 DID	Rim width: 3.5 Akront
Color: candy red		Tire: Avon	Tire: Dunlop
Type: lacquer/house of Kolors		Brake: H-D disc	Brake: H-D disc
Special paint: artwork by Streeter			
Other special modifications: cutdown FXT rear fender, 18-inch rear wheel on rear belt. C&L Ghetto Blaster Lowering Kit, C&L Mop-up Kit. (heads, cam and carb). Special thanks to all the guys and Joe Perry at Rhode Island Tech Plating.			



Harley-Davidson Motor Company Announces Addition of PHD Certification to Technician Certification Programs at Motorcycle Mechanics Institute

For six years the Motorcycle Mechanics Institute, with locations in both Phoenix, AZ and Orlando, FL, has been providing dealer update training for the Harley-Davidson Motor Co. In addition the Institute has a program leading to **Factory-Trained Certification** for graduates of the course.

This excellent technician education, which is the only factory authorized and sponsored training program available, has now been enhanced

with the addition of factory PHD certified status immediately upon completion of the required course of study and graduation.

The Harley-Davidson program is equipped by the factory with complete motorcycles, engines, transmissions, clutches, suspension and electrical components. Graduate placement is provided through Motorcycle Mechanics Institute's Graduate Placement department with the help of the Harley-Davidson Motor Co.

In addition to the Factory Certification Program the Motorcycle Mechanics Institute offers an "Early Model" program which covers restoration, repair, manufacture of parts, and machining skills for all models. Flathead, Knucklehead,

Shovelhead, Panhead and Iron Sportsters are covered.

If you want a factory authorized program that can earn **Factory-Trained and PHD Certification** the Motorcycle Mechanics Institute is the only place to go.

For more information on the Motorcycle Mechanics Institute and the Harley-Davidson **Factory-Trained Certification** programs CALL 1-800-528-7995.



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Bartels HD

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Motorcycle Mechanics Institute



READER'S RIDE



Tim Dill, Citrus Heights, California
1978 H-D Super Glide



Photos by Larry Newb

Tim Dill is a mellow perfectionist who's owned a couple of H-Ds during his 10-year riding stint. He works scatterin' trail mix all over the capital area of California and tinkers with his sled and an auto restoration project. Not much else happenin' around Defused Dynamite Dill.

But what most riders who tinker too much miss is the excitement of the road. Ya can't chase women and rebuild yer carb simultaneously. Dill went for a mellow putt recently, just cruisin' up to his local H-D shop to check out the roving museum tour. Along the way, Dangerous Dill and a newfound riding buddy pulled up next to two wonderfully radiant young ladies (is that enough fuckin' respect?). They were immediately complimentary of Dabblin' Dill's detail work. A catchy conversation ensued and before long the two in the cage were with the two on bikes. They toured the museum together, then purchased some cervezas and munchies for an evening ride to Lake Folsom. Seems the two dames were a mother-daughter team.

Bikers make romantic history...again. It's times like these that add spice to all the hours spent in cold garages.

—Snake

Year: 1978

Model: Super Glide

Engine: 74 cubic inch shovelhead, S & S carb

Top End: rebuilt to factory specifications

Lower End: rebuilt by Citrus Heights Harley-Davidson

Transmission: 4-speed with ratchet top, Primo belt drive

Forks: Super Glide, shaved and polished lower legs, trees polished and chromed

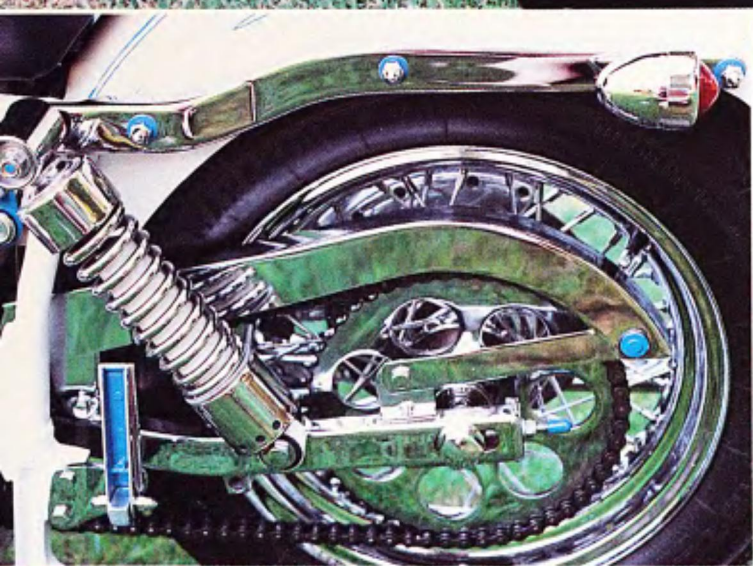
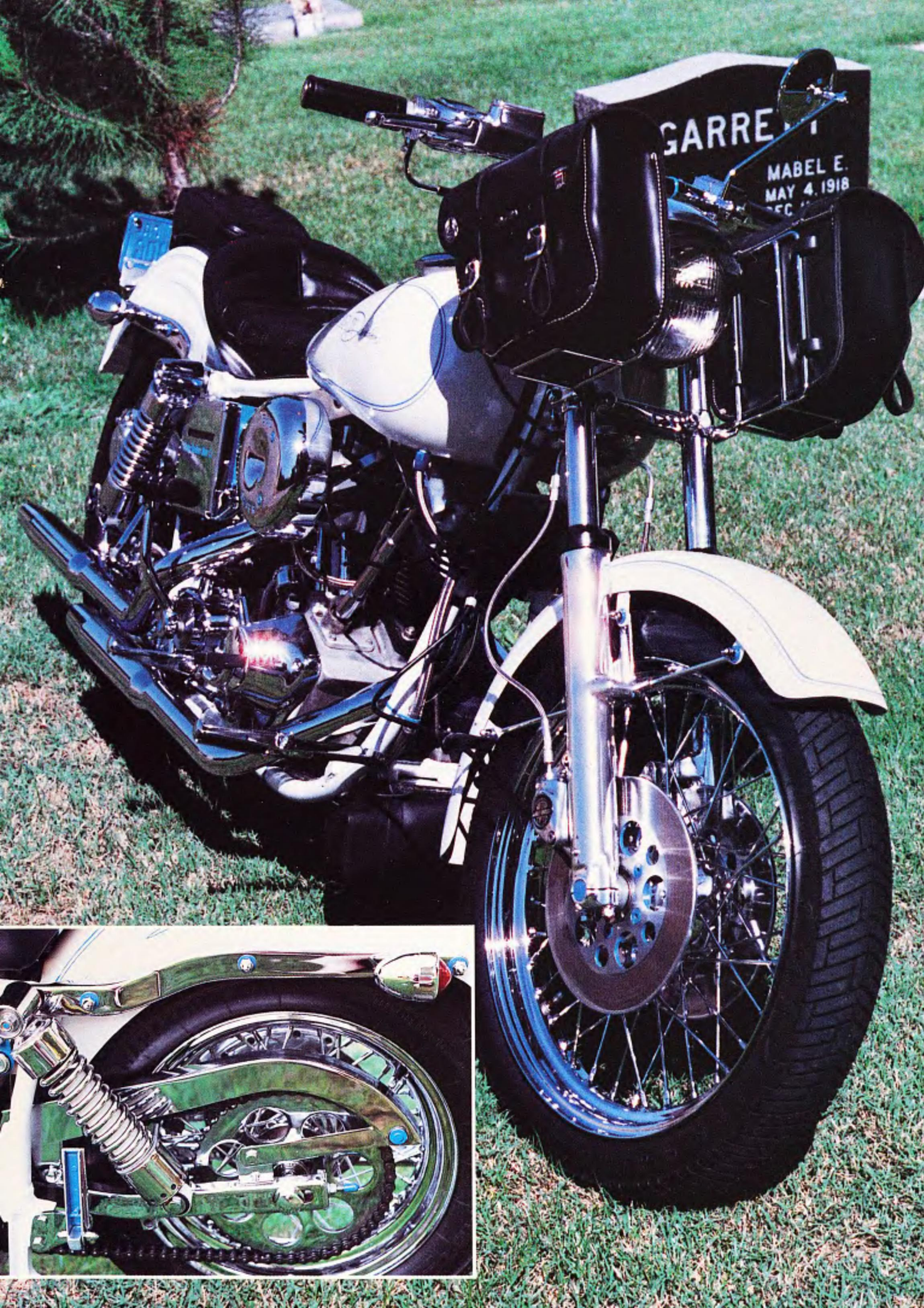
Wheels: front: 19-inch, chromed spokes, Metzeler tire; rear: 16-inch, chromed spokes, Metzeler tire

Frame: bone stock

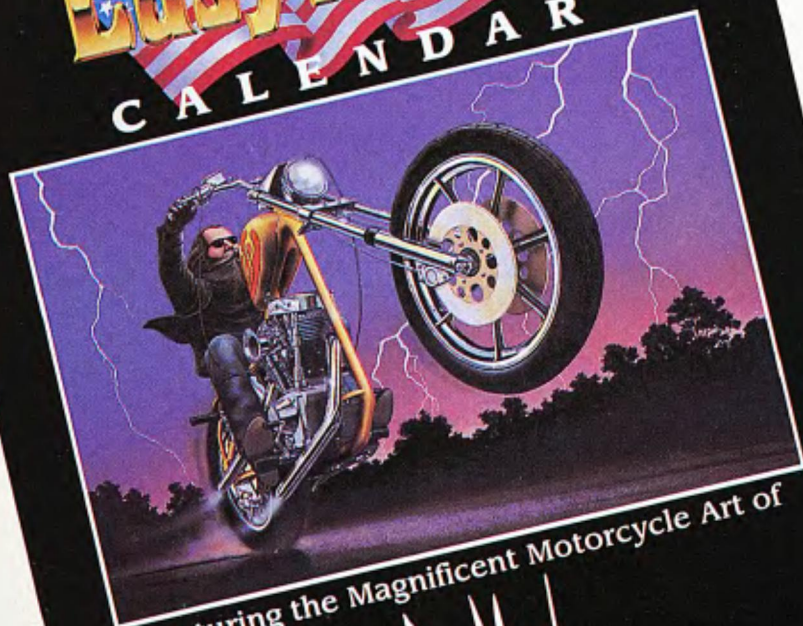
Accessories: front saddlebags mounted by owner, Python exhaust, braided steel lines, tin outer primary over aluminum inner

Finish: acrylic enamel, frost white and blue pearl base paint by Jim Radenic, striping by Mike Clines.

Credits: polishing by Greg Dayton, engine rebuilt by Darrel Collier



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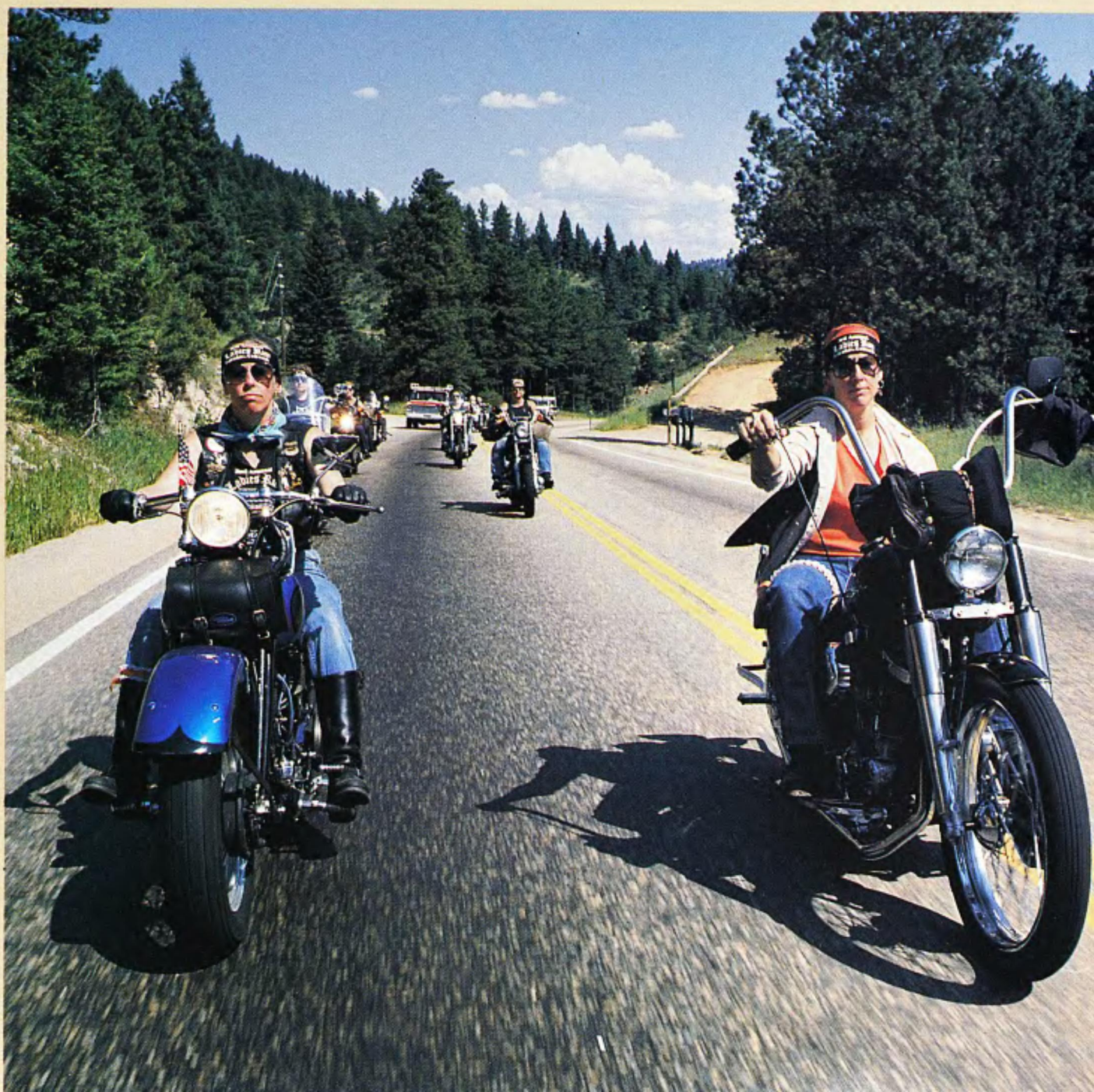
COLORADO

The lady riders of the Denver area had talked about puttin' together a weekend run for women riders for several years. Finally, with the help of "Just Jo" Wilson and Eileen Casey, the talk crystallized into the Annual Ladies Run of Colorado.

Three years ago, these two women called a meeting, like in the ol' days, where they fired ideas back and forth like greased lightnin' caught in a metal bowl. After all the details were hashed out and hard plans were formed into cement, the First Annual Ladies Run of Colorado was born.

The small mountain community of Fairplay was chosen. Each year, they head out from Denver, with a stop at Al & Liz's Platte River Inn, known to bikers as the PRI, in Grant, Colorado. The gals stop there to get primed and fill up the tanks, before continuing on to Fairplay.

Once they arrive at this beautiful Rocky Mountain retreat, they let their hair down and just have one helluva time. Field events, music provided by their "official" ladies run band, competitions, and warm brother and sisterhood make this a special day. Not only do the sisters



get a chance to unite, but the brothers get a chance to meet some of the finest scooter women in the Rocky Mountain region. As the Ladies Run of Colorado logo says, "Hey guys, join the ladies for the night of your life!"

This year, the Third Annual Ladies Run of Colorado took place on July 8 and 9. A couple hundred bikes showed up, double that in people, not counting the locals, who all get involved. From the grocery store clerks to the cops, the town of Fairplay welcomes the Ladies Run of Colorado.

Mostly independents attend, but this year the run was graced by some women from the Zodiac Angels MC, and *Harley Women Magazine*, as well. They know a good time when they see it.

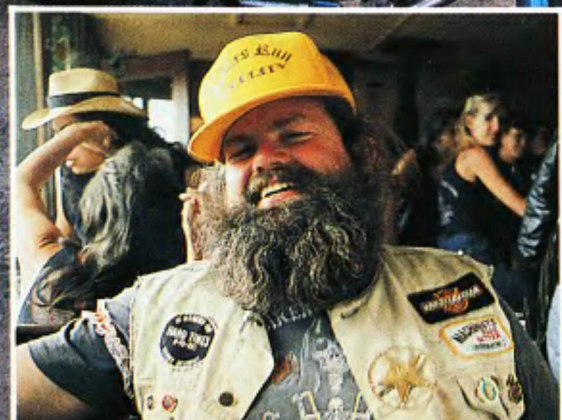
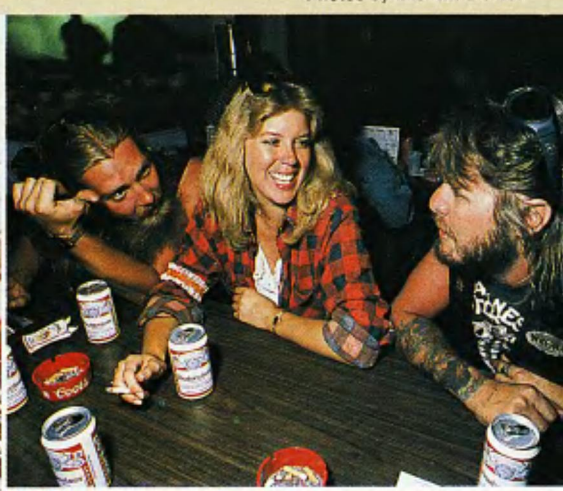
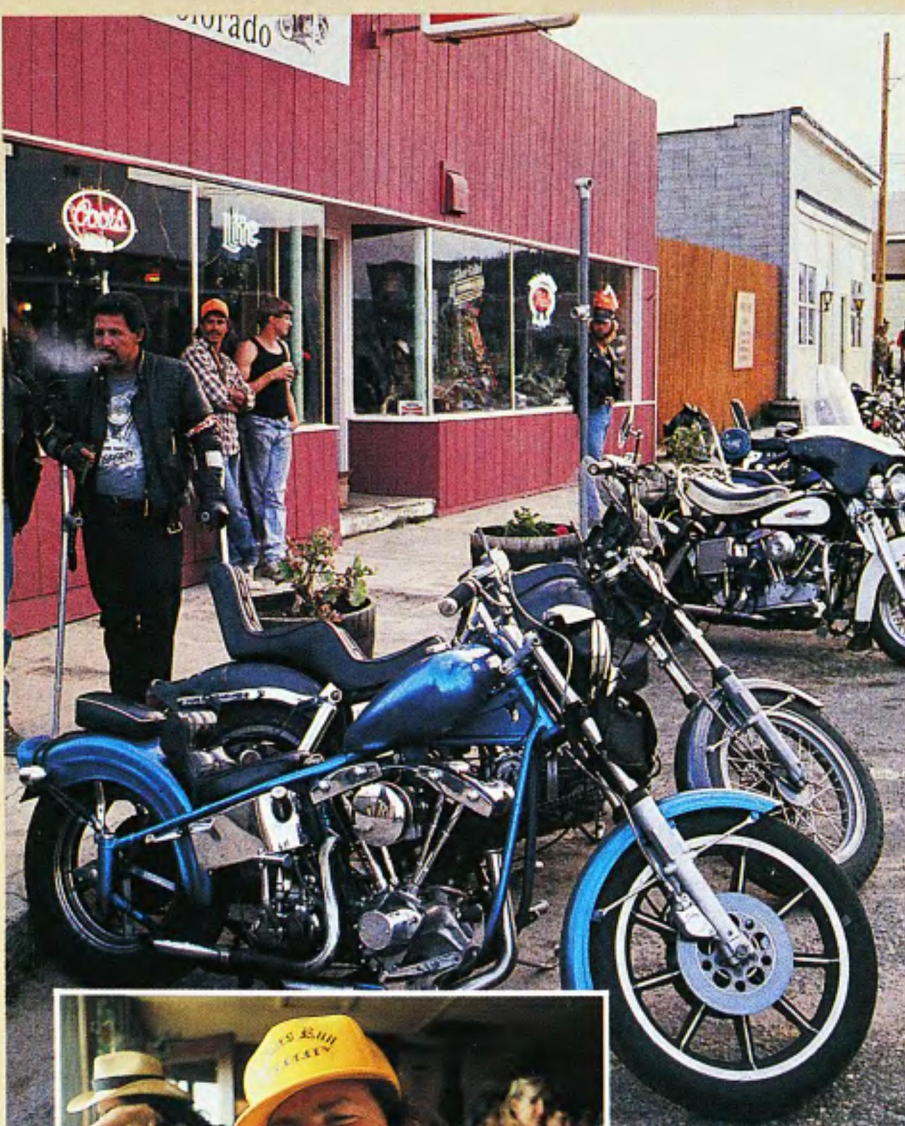
These ladies worked hard to establish this run. It wasn't easy convincin' the "guys" that this wasn't a run excluding them. Quite the contrary, wouldn't be any fun without 'em! They'll *always* be welcome (heh, heh). This year they had the Fun Buns Competition, (don't worry guys, you can keep yer undies on to participate), which

"rounded" the evening off nicely.

There was a Ride-In Bike Show for the lady riders, and a trophy awarded for the People's Choice bike competition (any bike that attended), judged by run participant's ballots. There was also a trophy given for the Fairplay Award, (ladies bikes), judged by a team of local residents (told ya the town got involved).

This is a great run that, I'm sure, will continue on for many years. The smallest runs sometimes have the most integrity, and this sure is one of 'em.
—Calamity

Photos by Michael Lichter



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Easynews

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

U.S. AND VIETNAM JOIN IN M.I.A. HUNT

There are still some 1,700 Americans missing from the Vietnam War, and now it looks like Vietnam and the United States have agreed to

expand joint efforts to resolve the fate of these men and women. An official report from Bangkok, Thailand, quoted a joint communique

as saying that the two sides agreed "to refine and extend the process of joint cooperation to resolve the compelling cases of discrepancies,

including conducting additional research to determine the fate of these Americans."

Throwing Stones at Helmet Laws

"...if safety was the true issue auto occupants would also be required to wear helmets."

This article was prompted by a story in the August edition of your magazine. The article concerned the fact that it is discriminatory to require motorcyclists to wear helmets and not require the same of motor vehicle occupants. You were quoted with having statistics in your possession which show a greater chance of head injury in an automobile accident than in a motorcycle accident. This brings up a question as to the constitutionality of helmet laws. The issue has been addressed before, but not with the type of statistical backing you suggest.

I am a former state trooper and have ridden motorcycles for approximately 34 years. From my own observations in seeing these statutes enacted and enforced, I believe there was and still is a certain element in the legislature and in enforcement that has used helmet statutes as an excuse to attack motorcy-

clists in general. My experience in investigating accidents leads me to believe that if safety was the true issue auto occupants would also be required to wear helmets.

The legal issue is a denial of equal protection to a group within a certain class in violation of the 14th Amendment to the Constitution. The class consists of operators and passengers of motor vehicles and the group within the class being discriminated against consists of motorcycle operators and passengers. This type of discrimination is permissible if a rational basis is shown to put motorcyclists in a separate category by themselves.

A two-fold rational basis has been upheld in two separate federal district court decisions exactly on the point you have brought up. One of the cases was affirmed by the United States Supreme Court. The principle of law

justifying this rational basis can still rear its ugly head to justify enacting and upholding such statutes in nonhelmet states, unless it is overturned.

A review of those cases shows that neither of the federal district courts had any reliable statistical data, and arbitrarily presumed certain facts to be true. If there is new data which would contradict those facts, then perhaps the right of equal protection can be picked back up, dusted off, and brought back into the fight for those that are only asking that their freedom of choice be respected.

Both theories are based on the presumption that motorcycles offer less protection than is available to automobile occupants. The first theory is that the lack of protection results in more head injuries to motorcyclists than to automobile occupants. Under this the-

ory motorcyclists are not being discriminated against because all motorcyclists are required to wear helmets. Some states have opted to permit freedom of choice for those over a certain age, but could at any time, under the controlling federal district court decisions, require helmets for all.

The second theory illustrates the absurd lengths the courts will reach in keeping helmets on the "unloved minority." I refer to it as the "flying stones" theory. It presumes that because of the lesser amount of protection afforded motorcyclists, as opposed to a closed automobile, the chances of an operator being hit by flying stones or hit on the head by falling tree branches is much greater. Either of these occurrences will increase the chances of the operator losing control and colliding with another user of the public highway. Thus, the discrimi-



Keeping America on 2-Wheels

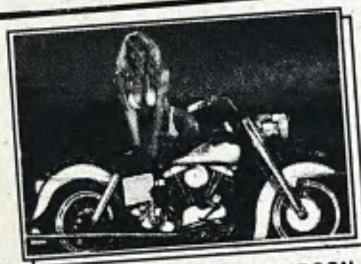
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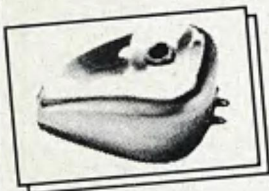
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nation is rational because motorcyclists can be put in a separate category for the protection of the other users of the public highway.

The leading case involving the first theory is *Simon vs. Sargent*, 34 F.Supp. 277, (D. Mass. 1970), aff'd mem., 409 U.S. 1020, 93 S. Ct. 463 (1972). A three-judge federal district court panel ruled that there was no denial of equal protection as there was a rational basis for the legislation to distinguish between motorcyclists and automobile drivers. The court relied on two state supreme court cases which held that an automobile affords substantially more head protection to its occupants than does a motorcycle to the rider. This case was affirmed by the United States Supreme Court. It is important to note two items. First, that the district court states that *there must be a rational basis for the discrimination or there would be a denial of equal protection*. Secondly, that the district court relied on the state cases for the proposition that proof existed showing motorcyclists are more prone to head injuries than auto occupants.

A reading of those state supreme court cases, *People vs. Fries*, 42 Ill. 2d 446, 250 N.E. 2d 149 (1969) and *Arutanoff vs. Metropolitan Government*, 448 S.W. 2d 408 (Tenn. 1969), shows that there was no evidence introduced to support the "more protection" proposition. The only justification was the biased personal opinion of the courts. In the *Fries* case the court stated that the differences were evident and no elucidation was needed. The court stated in *Arutanoff* that the very nature of motorcycling, with the body of the operator exposed, is a sufficient reason to find a rational basis, and to enact regulations to protect motorcyclists.

There are several state court "flying stones" cases and all are similar to *State ex rel. Colvin vs. Lombardi*, 241 A. 2d 625 (R.I. 1968). These cases upheld "the branch falling off the tree and hitting the operator on the head resulting in a collision with the unsuspecting motorist" logic. The leading case, *Bo-*

gue vs. Faircloth, 316 F.Supp. 486 (S.D. Fla. 1970), is another three-judge federal district court panel decision. This case had no statistical foundation and is even more one-sided than the *Simon* district court case. In this case the district court upheld the Florida helmet statute based on the "flying stones" theory. The court cited the fact that the constitutionality of the Florida statute in question had already been upheld in a state case, *State vs. Eitel*, 227 So. 2d 489 (Fla. 1969).

A reading of the *Eitel* case reveals that the Supreme Court of Florida did uphold the constitutionality of the statute *as it applied to protection for the eyes only*. It found that a motorcyclist struck in the eye could lose control. Helmets were found to be of no service in the protection of other users of the road.

The district court stated "that although a state court's holding on a state statute is not controlling, it is *certainly persuasive*," and admitted that the state court found that the helmet was not within the police power of the state. The district court proceeded to then completely disregard the fact that the state court had found that helmets did *not* come within the "flying stones" rationale, and upheld the denial of equal protection for mandatory helmets under the "flying stones" theory.

A further observation of mine is that convertible motor vehicle operators are also apt to be hit on the head with falling tree branches, but they do not have to wear helmets. Certainly a collision between a convertible and another automobile would increase the chances of injury to the other automobile

occupants more than a motorcycle colliding with the other automobile. Also stones striking and shattering windshields can cause similar results.

Your comments as to unbiased Mayo Clinic Studies that stand for the proposition that an occupant of a motor vehicle is more likely to suffer a head injury than a motorcyclist would properly lead to a constitutional conclusion, affirmed by the United States Supreme Court. *There is a rational basis to amend the helmet laws to require automobile occupants to wear helmets instead of motorcyclists.*

The federal district court decisions were based upon the assumptions existing at the time. If it can now be proven through unmanipulated and recognized statistical data that there is no rational basis for the discrimination, then the statutes nationwide violate the equal protection clause and can be attacked as unconstitutional.

I believe such statistical data is available from the various state motor vehicle departments. Perhaps the most crucial data to attack the proposition that a motorcyclist is more apt to receive a head injury than an automobile occupant would be from states that have seat belt laws, but not helmet laws. Maryland is an example. The "flying stones" information could be obtained from all states that statistically document the cause of accidents for automobiles and motorcycles. If the statistical data compiled from the state motor vehicle departments were to show that this is also a figment of the imagination, the "flying stones" theory could also be disallowed as a rational basis.

If the helmet laws are set aside on the equal protection theory, it is extremely doubtful that any state legislature would ever dare to tackle the issue of requiring all users of the road to wear helmets just for the sake of continuing the vendetta to get helmets back on motorcyclists.

—Thomas W. Kennedy
Attorney At Law
Roanoke, Virginia



"Tupperware Towers" Creators Apologize for Insulting Ad

In our November issue (#197) we showed and wrote about what we thought was an offensive piece of advertising for the Bayberry Estates in New Hampshire. The response was overwhelming, and although we don't condone any threats made to life and limb of the people responsible for the ad, we do appreciate the result: an all-out apology to the Harley enthusiasts of America.

Their representatives, members of the New Hampshire Motorcycle Rights Organization (NHMRO), were invited to the controversial Bayberry Estates, where they were fed and read an apology by Roger Bouchard, the estates' developer. Additionally, Roger sent the following letter to *Easyriders*:

One of the undeniable facts of life is that people make mistakes! This letter is to publicly acknowledge that I made a whopper when I allowed the Bayberry Estates ad in question to run in the local newspaper.



Developer Roger Bouchard and Jim Riddervold, president of the New Hampshire Motorcycle Rights Organization. (Can ya tell who's who?)

Reaction was strong, and justifiably so. The ad deals in generalizations and stereotypes, and it perpetuates the very mythology that responsible leaders in the cycling community are trying to overcome.

As a former rider (Sportsters, a '74 and '76 bicentennial model), it's obvious to me now that I should have been more sensitive to the negative messages that were inherent in the ad. I regret what has happened, and I offer my apologies to the readers of your magazine and to motorcycle riders in general. I am meeting shortly with leaders of cycling organizations in New Hampshire to make a public statement to this effect.

Once more, my sincerest apologies to all who were offended by the ad.

**Roger E. Bouchard
President,
Foxwood Homes, Inc.**

NCOM vs. Hurricane Hugo

The response was overwhelming

In late September, Hurricane Hugo blew into South Carolina with winds as high as 140 mph, leaving behind a path of destruction. Historic Charleston was devastated, as well as many small and rural towns on the devastated coastline.

Jesse McDugald (ABATE of South Carolina State Coordinator and member of NCOM's Legislative Task Force) contacted the National Coalition Of Motorcyclists' office asking for help. Canned food, water, hygiene products, candles, and other emergency supplies were greatly needed by the bikers who had been hit hard by the hand of fate. Immediately, NCOM went on a phone

campaign, calling member motorcycle rights organizations throughout the country and asking for help to take care of its own.

The response was overwhelming. Literally truck loads of food, supplies, and clothing have been shipped to South Carolina. Rental trucks were donated, and drivers for the trucks gave their time to deliver the precious cargo.

Freedom Of the Road of Vermont established pickup points throughout the state where donated items could be dropped off. "This is a true person-to-person effort," FOR-Vermont resident Rod Clarke said, "There are no government agencies or

organized charities involved. Our members collect donations, then deliver them personally to those who need them."

Members of ABATE of North Dakota took up a collection and sent a large cash donation so that Hugo's victims would be able to purchase building materials and other supplies not easily shipped.

Skip Campbell, State Coordinator of ABATE of Virginia, said, "We had to take this into our own hands. Cut through all the bureaucratic bull, because those folks needed stuff now." Working with Congresswoman Del Pepper, and with the permission of Alexandria Fire Chief,

ABATE of Virginia used fire stations as drop-off points. A donated tractor trailer emblazoned with ABATE's logo was filled with emergency supplies and driven to South Carolina.

Once again, through the biker network, motorcyclists unite to answer a cry for help. Once again, motorcyclists across the country give generously of their time, belongings, and dollars. In the season of toy runs and food runs, you would think that bikers would be tapped out. But we dig deeper than any other collective group, even in the face of adversity.

**—Pepper Massey,
National Coalition of
Motorcyclists (NCOM)**

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B. Paid Circulation		
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2. Mail subscriptions	114,571	111,219
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F. Copies not distributed		
1. Office use, leftover, unaccounted, spoiled after printing	5,143	4,218
2. Returns from news agents	274,151	246,417
G. Total (Sum of E, F1, and F2, should equal net press run shown in A)	643,592	618,380



Short Strokes



The Quick And The Dirty

And so it begins, another season, another year, and another **Easyriders** Invitational Bike Show. Our 2nd Annual will be at the L.A. Convention Center this time. We'll have plenty of room, 64,000 square feet—don't miss it.... **I just recently found out** that Arizona has its own antique bike association. Here's the address: Southern Arizona Vintage Motorcycle Enthusiasts, Box 26051, Tucson, AZ 85726-6051.... **Hey, George Thomas Barber II**, call your mother. There's been a death in the family.... **The San Francisco Motorcycle Club** has been compiling a list of the oldest clubs in the country—but they missed one. Queensboro MC of New York City was established in 1910 and holds AMA charter number 45. For more information on the oldest clubs, write the San Francisco Motorcycle Club, 2194 Folsom Street, San Francisco, CA 94110, Attention: Oldest Clubs.... **Well, according to a newspaper** article in Texas, their helmet law ain't workin' up to snuff. Two riders, who should have been saved by their skid lids, died. Well, Governor, hope your stats stay just as tight now that the law passed.... **Al Pannetta of Euclid, Ohio**, went for a lunch putt, was pulled over for no apparent reason, and lost his bike for over two years. Al spent \$7,000, and went through several courts, before the Ohio Court of Appeals finally saw it his way. Nothin' was wrong, just bureaucracy gone awry.... **In New Jersey**, a bill has been introduced that would require all skiers under 14 years of age to ski with helmets. But in Ontario, Canada, the most dangerous sport is fishing—how about helmets and life jackets on all fisherpeople?.... **Professor Rod McMillan** of Central Washington University in Ellensburg, Washington, claims to be one of the nation's foremost authorities on biker gangs.

Frankly, I think he's superficial and fulla shit, but whatta I know.... **The Bike Fest in Hanford** may be no more. Bikers in general have had enough trouble from the Hanford authorities. It's time to move on to an area where the people and businesses respect the income from bike conventions and quit looking into the past. Hell, if a political convention came to Hanford and the authorities looked into the pasts of the participants, I'm sure they could find plenty of excuses to prevent the event from taking place—ridiculous.... **Here's one:** Chief Justice James G. Exum recently got himself a speeding ticket on a bike—those judges are a badass bunch.... **Speaking of stupid**, here's a quote from Stan Arnold, associate editor of *Chronicle Features*, 870 Market St., San Francisco, CA 94102: "We have no interest in marketing a motorcycling column, finding no financial incentive in such a feature and having no inclination to improve motorcycling awareness." **Rumor has it that Jerry Garcia** of the Grateful Dead is about to get a new ride and Willie G. Davidson is the designer. That's all I know—from talk on the tour bus.... **When ya get to Sturgis** this year for the big 50th Anniversary celebration, look for a dude wearing a baby blue Cushman T-shirt and puttin' a chopped Cushman. He lives in Rapid City, South Dakota, and has 31 in his collection, which he started when he was 13. Roger Ronnie is into Cushmans, big time.... **And the final upbeat note** goes to the president of the Ventura Chapter of the Hells Angels, George Christie, who ran with the 1984 Olympic torch to raise funds for needy kids. Somehow, the Olympic Committee lost track of the loot, but recently, after a five-year struggle, George announced that the kids finally have the much needed financial assistance. Way to go, George.

Meeting of The Minds In Indiana

From New England to the Southwest, from Washington to Florida, over 300 motorcyclists representing 42 motorcyclists rights organizations met in Indianapolis, Indiana, to attend the fifth annual legislative conference called the "Meeting of the Minds" hosted by the Motorcycle Rights Foundation (MRF), and ABATE of Indiana, on September 22-24.

With a national mandatory helmet law before Congress (S-1007), motorcyclist rights organizers met to work out a strategy to defeat S-1007 and to bring motorcyclists closer together to prevent future attacks against motorcycling. The Meeting of the Minds planning committee filled the conference agenda with a cross section of topics and workshops structured to build, strengthen, and support growing state motorcycle rights organizations.

Workshop subjects were as diverse as motorcyclists themselves. Many seminars ran short of time because of the interest generated by the workshop leaders. Topics from Motorcyclists Communicating With Government to a mock talk show designed to give motorcyclists an idea of how easy media types can manipulate the unsuspecting biker if he/she is not prepared.

One of the highlights of the three-day conference came Saturday afternoon when U.S. Senator Dan Coates of Indiana addressed the packed room of over 400 motorcyclists. When asked about S-1007, Senator Coates made no bones about the issue—helmet use is a freedom of choice issue that can best be decided by state legislatures. "It is a state's right issue that the Federal Government should stay out of," Senator Coates maintained.

Although the days were filled with scheduled workshops, the nights belonged to ABATE of Indiana. Providing participants with a circus-tent-size party on Saturday night, ABATE of Indiana gave everyone a dose of "Hoosier Hospitality." Rocking to the sounds of the Indiana party band, Eclipse, motorcyclists rights activists used the time to get acquainted and exchange ideas on the workshop topics. The evening was capped with an auction of donated merchandise, and more than \$2,000 was raised to fight S-1007.

If partying is part of the "biker lifestyle," it was put in a holding pattern by the MRF Steering Committee. While other participants used free time to



Photo by Mark Falsetti

kick back and relax, the MRF Steering Committee met to work out the details for ongoing funding to stop S-1007 and promoting the unity of the motorcyclists rights movement. Voicing the attitude of "motorcyclists rights first," the MRF Steering Committee renewed the commitment to keep the motorcyclists rights movement and the MRF, free.

In less than 30 minutes a commitment to give the MRF more than \$40,000 in financial support came from state motorcyclist rights organizations. Several states committed a minimum of \$1.00 for each member in their organization to fund the MRF and the fight in Washington.

Using this commitment from the motorcyclists rights community, a board of directors is being selected from a cross section of motorcyclists rights people. Most of these individuals have been active in their state organizations for nearly 15 years. The one stipulation that the selection committee is placing on the new board is that they are committed to work together as a team and that they indeed put "motorcyclists rights first."

One of the first tasks of the new MRF board is to develop a business plan for raising the \$100,000 needed to fight S-1007. Any funds collected by the MRF will be used to promote the rights of motorcyclists and adverse motorcycle legislation. Funds will also be subject to audit by a certified public accounting firm.

For more information on the MRF and S-1007, write to MRF, Box 1898, Washington, D.C. 20013.

—Motorcycle Rights Foundation

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FACTS: California motorcyclist was going straight on a through street. The car going in the opposite direction, made a left turn into a side street and failed to yield to the motorcycle. The client broadsided the other vehicle, flew over the truck and landed on the road.

INJURIES:

*Multiple fractures of left ankle necessitating O.R. and I.F. with plates and screws
Client in cast and on crutches for 5 months*

RESULTS: The other driver was only 18, but covered under her father's policy which was \$100,000. This full amount was demanded and promptly paid in the form of \$100,000 in cash and an annuity paying the client \$1,000 a month for 3½ years. All funds are tax-free.

BIKER HALL O' FAME

Brothers and sisters who stand out in the crowd

Jennifer Chaffin Holly Hill, Florida

Continuing right along with our new tradition of bringing you noteworthy females in this part of the rag, here's Jennifer... She is the founder and president of a national club of free-wheelin' females called Leather and Lace.

By starting Leather and Lace in 1983, Jennifer has tried to change the image of the motorcycle-ridin' woman. From the beginning, the club has been supporting all sorts of charities, like the Child Resource Center, The Children's Wish Foundation, Teen Crisis Centers, Toys for Tots, and many more.

Along with that, Jennifer and a couple of her club's members are publishing a newsletter, *Lace Tales*, to keep the members of the 12 chapters nationwide, and three more chapters abroad, informed of



what's happenin' in the future and how much fun was had in the past.

But don't think it's always been fun and games for Jennifer. When she first started out, her Harley got ripped off, her truck burned to the ground, her ol' man left the state

for a job, and her home was ransacked several times. She relentlessly continued to pursue her goal, and today Leather and Lace stands proud among the many new women's clubs, much like its president.

Phil Ross Gardena, California

To list in these pages the numerous contributions Phil Ross has given to the world of motorcycling would be like tryin' to fit Miraculous Mutha into a size 6 dress—or any regular size, for that matter. There's just too damn much to squeeze in.

So let's just say that this non-conformist has been into customizing bikes since he was a mere youngster—which has been some years—and has always striven to stay just slightly ahead of everyone else in the ever advancing field of motorcycling technology. Cuttin' da edge, ya might call it.

One of his first and most important products was the Super Max, a super-wide rear tire rim for Big Twins. Important, because it established Phil's company as well as its name, Super Max Products. But aside from making custom



tires, custom seats, extended springer front ends, or entire bikes, he is best known for his early research in, and completion of, some of the first functional belt drives. He now also produces a rear belt for Sportsters.

From his gooseneck choppers,

featured in many bike mags throughout the '70s, to his belt drives of today, Phil has contributed more than his share to the bike world so that we scooter tramps can ride in style and in comfort. Let's hope he keeps up his good work.

Sherman Packard Londonderry, New Hampshire

Every time Big Brother comes around, tryin' to pull the wool (or the helmet) over the eyes of America's bikers, the Motorcycle Riders Foundation (MRF) jumps into the fight, tryin' to keep things lid and trouble-free. One of the main shakers of this group of watchdogs is Sherm Packard, who also happens to be the president of ABATE of New Hampshire.

Sherm's not only the current legislative director of MRF, but he helped give birth to the foundation back in 1974. Aside from lobbying for bikers' interests, the group also promotes education as the alternative to helmets by initiating training programs or putting together awareness-inducing safety videos and running them on various TV stations.

Currently, Sherm and his partners are busy getting a bike raffle underway, which will support their Washington, D.C., office in its continued fight for the rights

of our two-wheeling populace. At this very moment, Senator Chafee's (R-RI) bill, S-1007 (national mandatory helmet and seatbelt law), is right on top of this effort.

The bike to be raffled off in Sturgis this year is a 1990 FXRC, customized by Arlen Ness and beautified by a special David Mann paint job. Tickets will be \$2 and can be purchased from participat-

ing Harley shops or through your local motorcycle rights group.

If ya make it down to Daytona this year, ya might just be able to take a gander at this beaut. Sherm says she'll be there in all her glory, for all to see, a symbol of our continued fight for freedom.

For more information, write to: M.R.F., Box 1808, Washington, D.C. 20013-1808.
--Red Baron



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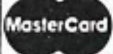
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PASSIN' GAS

Hey, the bean counters in the back finally cut us some slack for jokes and cartoons. We are now dishin' out \$40 for every side-splittin' joke we print and \$50 for every wall-shakin' cartoon. So send us the best bar rumpers ya come across. Although we can't acknowledge the submissions, cartoons will be returned if accompanied by a self-addressed, stamped envelope. Jokes will not be returned. Send your belly busters to: Jokes, Box 3000, Agoura Hills, CA 91301.

"Bear's been gettin' real forgetful lately." Snake was telling his bro. "While we were partyin' at the bar last night, he copped a feel on a chick by mistake."

"Thought it was his ol' lady, huh?" commented the bro.

"Naw, that's just it—it was."

—Jesse
Modesto, Calif.

The naive backwoods maiden walked into the drugstore to buy tampons for the first time. After scrutinizing shelf upon shelf of feminine hygiene products, she timidly approached the pharmacist with her dilemma. "I'm confused by all these different brands and sizes," she confessed. "I don't know which ones to buy."

"I see," the pharmacist said. "Tell me, what's your flow like?"

Puzzled, the girl replied, "It's linoleum. Why?"

—Gary Gallardo
El Reno, Okla.

Definition of a friendly schizophrenic: good people.

—Bert
SCID

Why don't women have any brains?

Because they don't have dicks to keep them in.

—J.D.
Inside

How many country singers does it take to change a light bulb?

Four—one to screw it in, and three to write about the old one.

—Wayne Willhoite
Corcoran, Calif.

"If Mother's gonna come live with us," said Spike's ol' lady, "we'll hafta move to a bigger house."

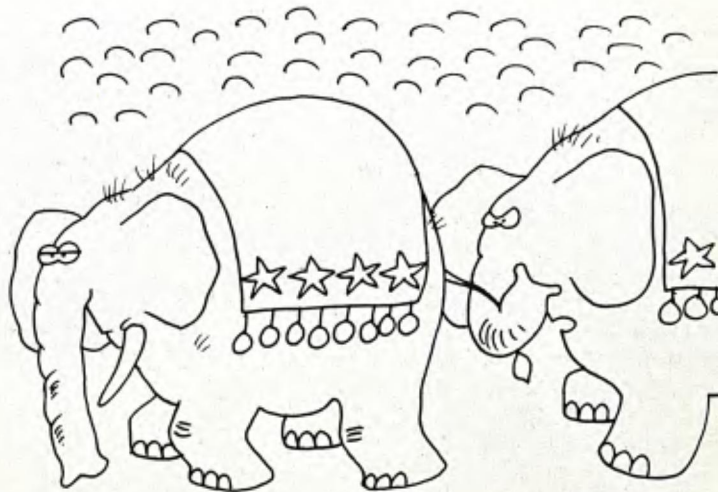
"Wouldn't work," Spike snorted. "Sooner or later she'd find us."

—Mad Dog
Nashville, Tenn.

Why do Valley Girls always wear two diaphragms?

Fer shurr, fer shurr . . .

—Greg LeMay
Oshkosh, Wis.



"You fart again and I'm ripping your tail off!"

Pratt

The little old lady sat down on the stool at the diner and ordered a hamburger. The huge guy behind the counter immediately turned around and shouted to the back, "ONE BURGER!" at the top of his lungs.

After a few seconds, an even bigger, hairier dude in a stained undershirt came out from the back, yelling, "BURGER!" Horrified, the little old lady watched as he grabbed a fistful of raw meat, stuffed it deep into his armpit, pumped his arm up and down a few times to squeeze it into shape, and then peeled off the patty and tossed it onto the grill to cook.

Repulsed, the spinster rose from her stool and said, "That's the most disgusting thing I've ever seen in my life!"

"Oh yeah, lady?" replied the counterman. "You should be here in the morning, when he makes the doughnuts."

—MM
Clute, Tex.

Definition of birth control pill: the other thing a chick can put in her mouth to keep from getting pregnant.

—James Wheway
Somers, Conn.

What's the difference between a wet dream and a Western dream?

With a Western dream, you wake up still shootin'.

—Jeff Davis
Huntsville, Tex.

The biker's ol' lady phoned the builder of their brand-new townhouse and complained he'd done his work so shabbily that the whole place shook like hell whenever a train passed by over two blocks away. "It nearly throws us outta bed at night!" she ranted.

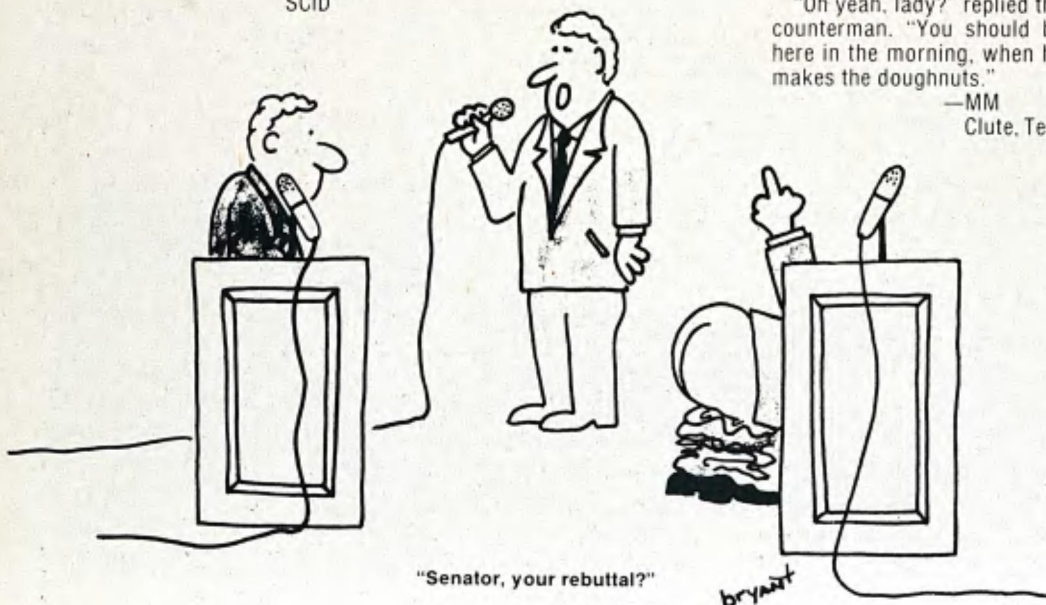
"That's ridiculous," scoffed the contractor, "but I'll be right over with my entire crew to check it out for myself."

When they arrived, the biker's ol' lady instructed them to sit on the bed until the next train came along. The skeptical crew complied, and in the meantime she went down to the basement to throw some laundry into the washer.

Just then her ol' man came home from work, walked into the bedroom, and seeing the group of workmen sitting all over the bed, he roared, "What-dafuck's goin' on in here?"

"Aw, shit—you ain't gonna believe this," blubbered the contractor, "but your wife told us to wait here for a train."

—Charlie Tuna
Atlantis



The bro strolled into a clock repair shop and was greeted by a damned good-looking blonde at the register. Without hesitation, the tramp unzipped his Levi's, whipped out his meat, and flopped it on the counter in front of the surprised lass.

"Mister," she said, "maybe you didn't notice, but this is a clock shop, not a cock shop."

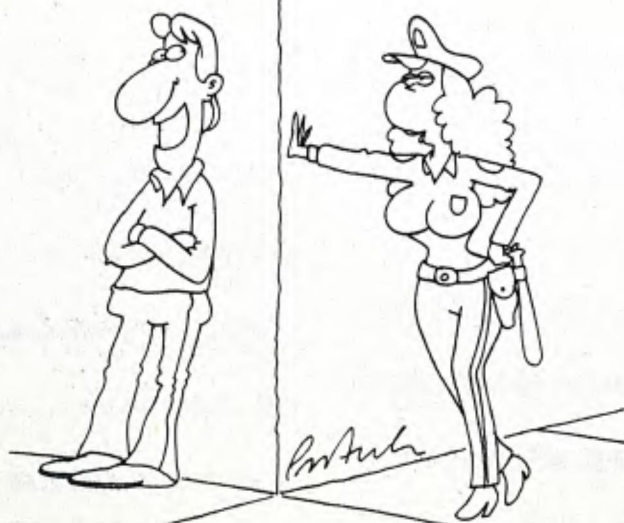
"Yeah, I know, bitch," said the bro, pointing proudly at his whanger. "I want ya to put two hands and a face on it."

—Cindi Peacock
Australia

What's it called when a woman is paralyzed from the waist down?

Marriage.

—Jabber Jaws
Kearns, Utah



"Hi, big boy—wanna lay down the law?"

How can ya determine if a chick is ticklish?

Give her two test-tickles.

—Kermit
Villa Park, Ill.



"Please excuse the confusion around here—our whole steno pool is on the rag."

The stray dogs were over-running the neighborhood, and the front lawns up and down the street showed it—they were virtual minefields of steaming dogshit.

While everyone else on the block would grab shovels and pooper-scoopers to clean all the turds outta their yards every day, one old man at the end of the block would come out in the mornings with a Mason jar and an eyedropper, and he'd apply a few drops to each of the piles of dogshit—which seemed to always magically disappear by late afternoon.

Out of curiosity one day, one of the neighbors came over and asked the old guy, "Tell me, what is that stuff you use that works so well on the dog droppings?"

"Bacon grease," said the old man.

—Butch Gordo
Sun Valley, Nev.

After issuing weapons at the firing range, the sergeant was addressing his new batch of recruits. "When I blow this whistle, men," he bel-lowed, "I want you to shoot at will."

Hearing this, one of the GIs pitched aside his rifle, broke ranks, and started haulin' ass across the grounds, heading for the woods.

"Bring that soldier back!" shouted the sergeant to the troops. "I want to know who in the hell that coward is."

"Uh, Sarge," said one recruit, "that's Will."

—Whitey
The Coast

A surefire way to piss off your ol' lady while you're fuckin': Call her up and tell her about it.

—Angel
Chaska, Minn.

It had been one long, helluva night of drinking, raising hell, and poon-hunting for Tiny, and when he managed to drag his dead ass home at 4 a.m., his furious ol' lady was waiting up to let him have it.

"I suppose you've been out whorin' around with that slut Helen from the titty bar, haven't ya?"

"No, dear," said the shit-faced Tiny.

"No? Then it musta been that Marsha bitch from the truck stop, wasn't it?"

"Never, darlin'," vowed Tiny.

The tirade continued until Tiny, pickled as a herring, finally passed out cold on the living room floor, much to the disgust of his pissed-off ol' lady.

The next day, his drinking bro, Rick, dropped by and asked him how he'd made out when he got home. "Did she give ya hell?" he asked.

"Ya got that straight," said Tiny, grinning. "... and by the way, I got two hot new leads on some chicks for tonight, bro."

—DKW
Bismarck, N.D.

Didja hear about the cowboy in the Old West whose horse came to a sudden stop one afternoon?

You guessed it—Injun trouble.

—Lee
Flat Busted

The young priest was being coached on the confessional procedure by the retiring priest, and to get the hang of it, he sat silently in the booth, listening as his predecessor received confessions.

After several routine absolutions and blessings, a sexy redhead entered the confessional and admitted, "Father, I've had sexual relations with a man."

"How many times?" asked the priest.

"Three times," confessed the redhead.

"Say five Hail Marys before you leave," said the elder priest. "Go, my child, and sin no more." As he slid the partition shut, the priest asked his novice if he thought he could handle it from here on out.

"No sweat, Pop—leave it to me," the young priest responded enthusiastically, so the elder priest turned the confessional over to him and left for a well-deserved fishing trip.

Sure as hell, the young priest's first solo confessional session turned out to be another sexpot, who tearfully confessed, "Father, I've had sexual relations with a man."

"How many times?" asked the young priest.

"Once, Father," came the answer.

The young priest thought it over and replied, "Okay, say five Hail Marys before you leave, then run out and get ya two more—they're three-for-five this week."

—Gary Parker
Chilli, Ohio



"If anybody calls I'll be at the zoo, working on a constipated elephant."

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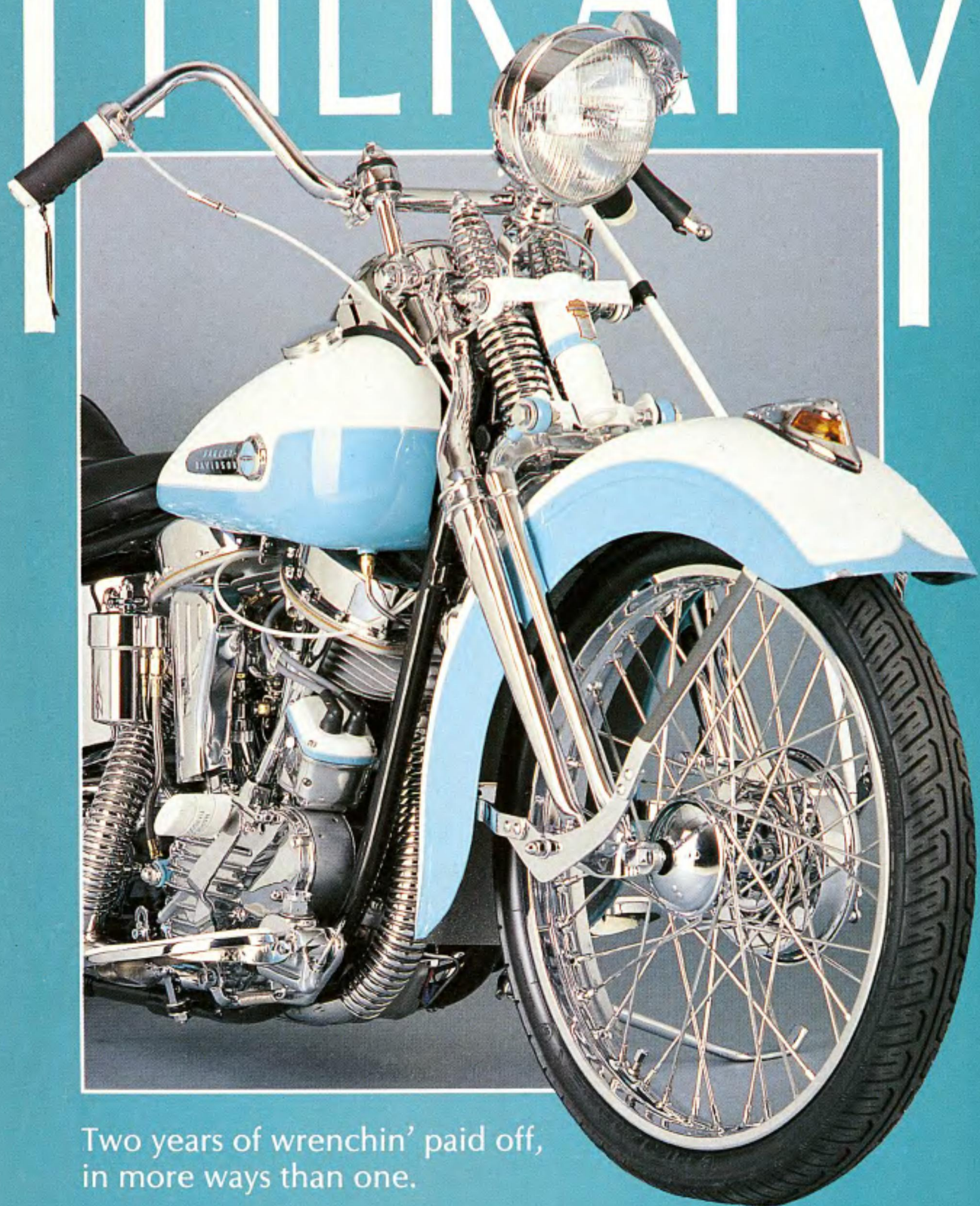
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Tell 'em you saw their name here!

TWO-WHEELED THERAPY



Two years of wrenchin' paid off,
in more ways than one.

Ya might say that this is one of them "against all odds" kinda stories. The creation of this turquoise and white jewel of a panhead represents a symbiotic sort of relationship, because by havin' its own existence born into its cylinders, it also breathed new life into its creator.

Ya hafta know that Mark, the fella who owns this basically stock but fervently detailed gem, had a spine-twisting car accident some years back, which left him with both legs broken and fractured vertebrae. Matter of fact, the doc told him that he might not walk again. That's where Mark drew the line and decided to prove to the world and himself that he wasn't about to roll over and play dead.

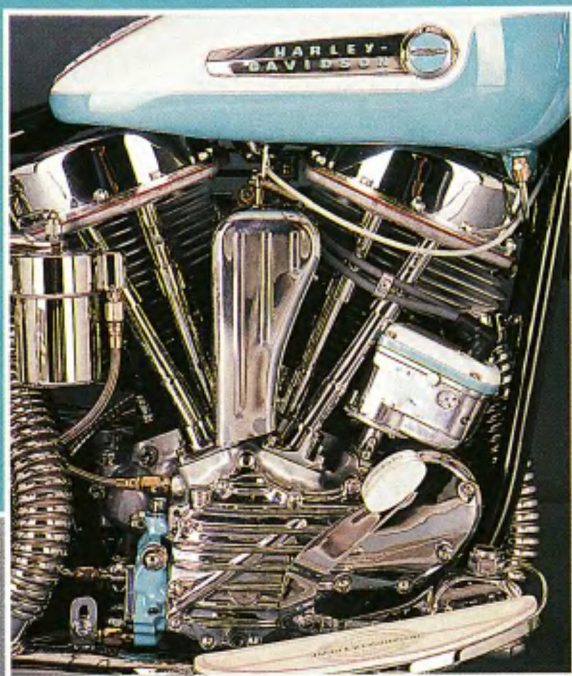
It took him a year and a half just to get

outta bed, and with patience and determination he relearned how to walk and get around. For a guy who's been into motorcycles—motocross and track racin'—since he was knee-high to a pit bull, just sittin' around vegetatin' wasn't the answer. Maybe it was just time for a change, to go from burnin' tires to creatin' masterpieces, while at the same time workin' on his mental and physical strength.

So he bought this '50 pan as a basket case from needed

for \$1,500 a friend who some quick cash. It took him two years of hard work

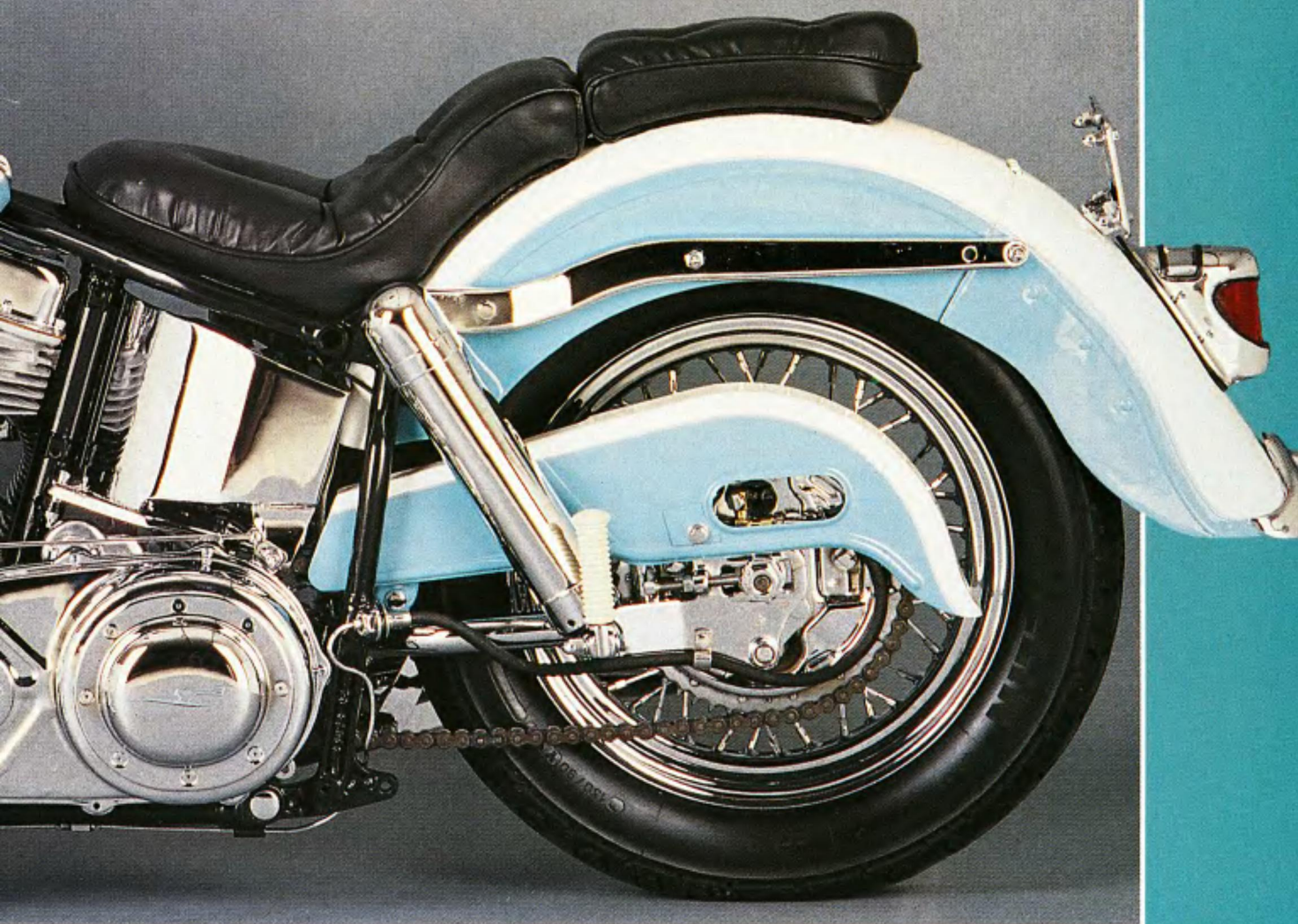




to assemble it, to put the pieces together in a way so they'd work properly and form this legacy of his talents. "Course, it's changed shaped in the years since," he says. "First it was short fendered, then long, and finally it took on the present look about two years ago. And it doesn't have an electric starter," he beams.

Right along with his bike, Mark got better and better, mechanically as well as physically. So he soon started workin' on fixin' up some more bikes. He was bitten by the bug, and has since built four Harleys, the latest of which is an almost finished shovelhead that, as he puts it, "will knock yer eyes out!"

To make a short story shorter, Mark's not only up and limpin', but also kickin' this fine scoot to life, everytime he goes ridin'. He rode her into our bike show on the Queen Mary last year, where she won a well-deserved fifth place in the Preview Category. Not bad, considering this is the first



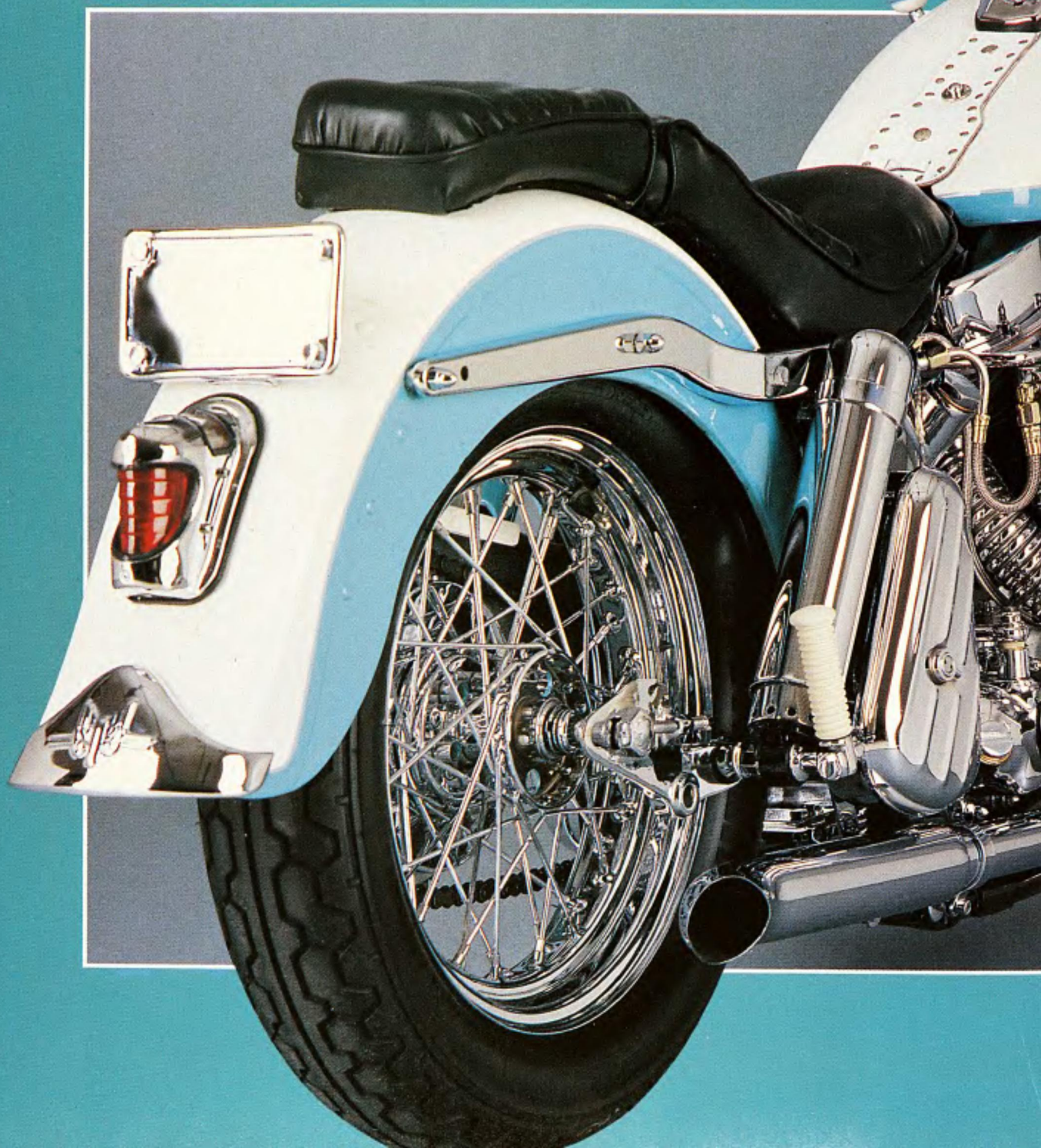
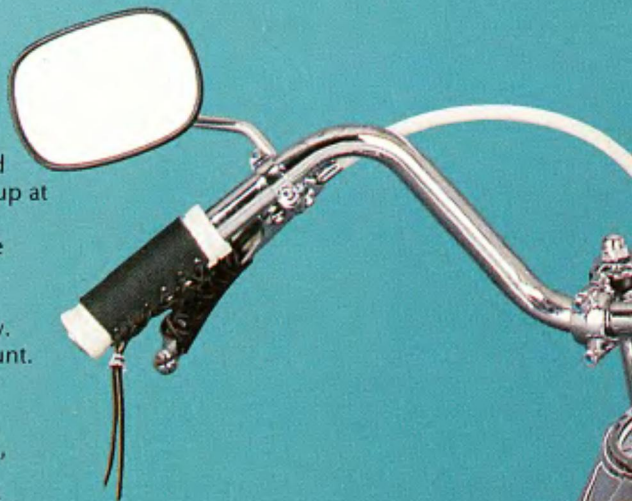
bike Mark has ever put together from scratch.

Mark still works out of his garage, treatin' mainly his friends' bikes to some of that special touch that put his bike in our rag. He hopes, however, that as more and more people are takin' notice of his skill they will show up at his garage door with some buildin' needin' to be done.

Judgin' from the looks of his first creation, Mark's type of therapy might also be the financial cure he's lookin' for. 'Course, he's well aware that a first success doesn't mean much in terms of longevity in the public's memory. "It's the second, third, and fourth projects that really count. That's when people realize what you're all about, that it wasn't just an accident."

Maybe there's some truth to that, but lookin' at these pics, you realize that there are some serious bike buildin' skills involved. And those don't happen just by accident, or by lyin' on yer back.

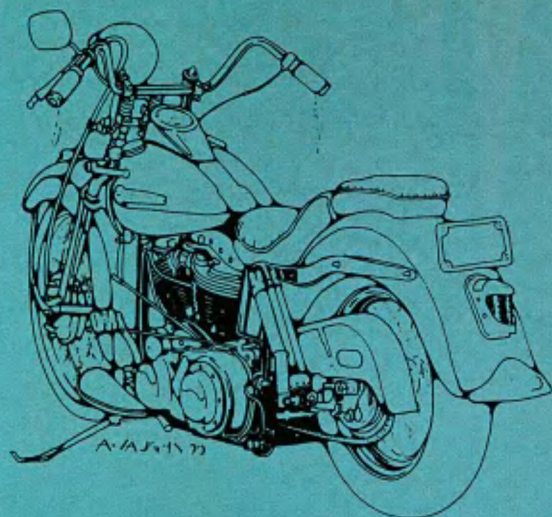
—Red Baron



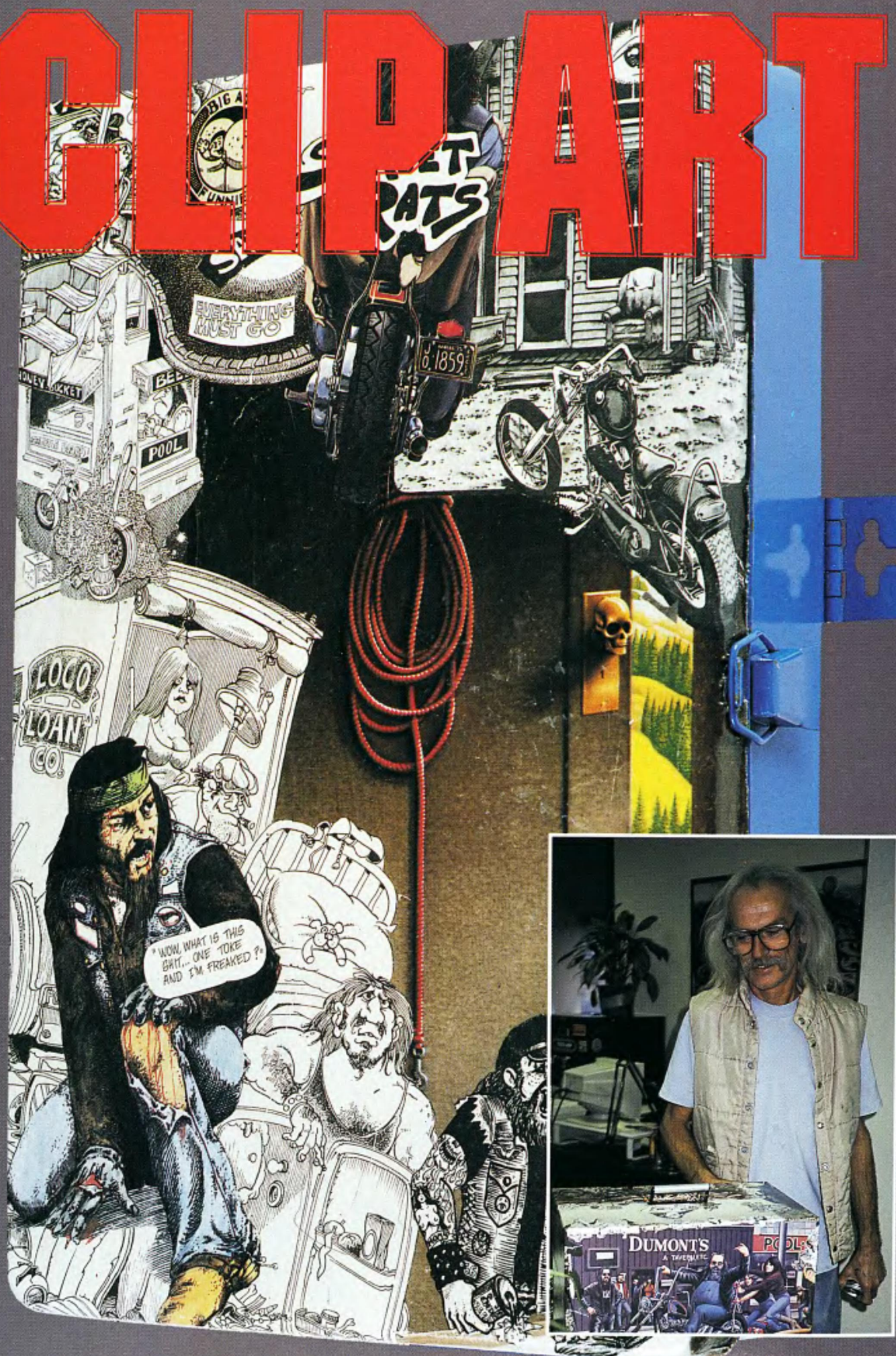


Photos by Silvermoon

Owner: Mark Wagnon		City: Fontana, California	
General		Frame	
Fabrication by: owner		Year: 1958	
Year and make: 1950 H-D		Builder: Harley-Davidson	
Model: panhead		Type: swingarm	
Value: too much		Rake: stock	
Assembly by: owner & Gary Moore		Stretch: none	
Time: hundreds of hours		Other alterations: none	
Chroming by: Pac. Polish. & Chrome		Accessories	
Engine		Bars: baby apes	
Year: 1950		Risers: stock, rubber mounted	
Model: panhead		Fender(s): stock (early)	
Rebuilder: Bob Wright		Headlight: big bucket	
Ignition: Joe Hunt magneto		Taillight: beehive	
Displacement: 74 cubic inches		Speedo: vintage—white	
Lower end: stock, very tight		Front pegs: floorboards	
Balancing: stock		Rear pegs: white, late model	
Pistons: stock, 7½:1		Electrics: gen., Bosch reg.	
Cases: orig. '50 EL		Gas tank: '47 3-gallon	
Heads: flowed, shovel valves		Oil tank: horseshoe	
Cam(s): FLH		Oil system: external oil filter	
Lifters: solids		Primary cover: stock	
Carb(s): Linkert M 74B		Seat: owner	
Air cleaner: early knuckle		Sissybar: none	
Pipes: stock		Height: n/a	
Muffler(s): after-market		Material: n/a	
Transmission		Forks	
Modifications: none		Type: '47 springer	
Year: 1950		Extension: none	
Shifting: jockey		Builder: Harley-Davidson	
Engine sprocket: Primo belt		Special features: chrome/detailed	
Trans sprocket: Primo		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: by Vandervort		Hub: early star	Hub: late model
Painter: Vandervort		Rim width: 3 inches	Rim width: 3½ inches
Color: turquoise/white		Tire: Metzeler	Tire: Michelin
Type: urethane enamel		Brake: drum	Brake: drum/juice
Special paint: turquoise and white by Vandervort Lettering & Pinstriping			
Other special modifications: not really			



CLIP ART



MUSTANG JACK AIN'T STIR CRAZY, HE JUST NEEDS A JOB

Photos by Mark Chen and Kim Peterson

I don't know how many of you Harley riding fools remember Mustang Jack, but several years ago we featured an eccentric collector of Mustang motorcycles who lived in a small trailer behind a pad in the San Fernando Valley and raised pigeons. Jack was gainfully employed at one time, delivering rattan furniture to trendy boutiques throughout the tourist havens of Southern California.

He was in fat city then, with a cache of 16 Mustangs (all together), one ratty Sportster, too many chicks and lotsa exotic brews. But that slick, twisted rattan root can get under your skin, and the next thing ya know you're out of a job, ya lost all yer women, and you're snippin' pictures outta magazines and pastin' 'em to the refrigerator.

That's not exactly what happened to Jack, but the bro did find himself on not-so-easy street. But despite the setback, his creative cells wouldn't stop producing ideas. Some 20 years ago, Jack was helping his sister fix up her place when she started this crazy act of cuttin' up newspapers and gluin' 'em onto old furniture. Well, Jack picked up the trade and when hard times set in, he began pastin' shit to his fridge. Not any shit mind you, it had to be carefully picked, trimmed, placed, glued and finished. As Jack says of this clippin' craft, "It ain't decoupage or collage, I glue it on. And ya don't have to have a theme, just start at the top and go for it."

Well ol' Jack started on the top of that ol' flat, dinged and dented fridge door and by the time he'd reached the bottom his skill was perfected.

Here's how it goes: Don't go to the market to buy white glue. Find the massive wholesale joint that carries the white goo by the gallon. Get a couple of clean brushes, some rags, a couple of old ashtrays (wash 'em out first), a sharp pair of scissors, and for detail work, find an Xacto knife, or

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CLIP ART



some single-edged razor blades. Now just sit back and think. Jack usually comes up with a theme, then (like he mentioned above) he starts at the top or in the center and works out. He begins by cuttin' some memorabilia, cartoons or art out of his favorite rag—in Jack's case it's always *Easyriders*. To begin with, he just cuts 'em out rough. Then he holds 'em up to his easel, whether it's a tool box, old water cooler, file cabinet, whatever, and once his mind is locked in, he starts spreading the glue. Pour some glue into one ashtray and water into the other, or you can mix a little water into the glue. Slap some onto the object. Pick the art and now cut it out tight to the subject you chose. Jack does a dynamite job of cutting out the background, even around clutch cables on bikes, then he slaps the art in place and goes onto the next piece.

The tool box ya see here somewhere even has nudes pasted behind the drawers for that special surprise. David Mann uses it for his brushes and artistic tools.

After the initial art is placed and glued, Jack takes another swipe with



GARY'S "FIX-IT" FORUM

We all know people that subscribe to the theory that "More is better, and too much is just enough". One of the occasions when this theory doesn't apply, is when you're tightening intake manifold clamps.

Some people think that if there's the possibility that they have a manifold leak, all they have to do is crank the manifold clamp down harder. Actually, this makes the problem worse because it's easy to distort the o-ring or "rubber band" seal by over-tightening the clamp. Easy does it when tightening the clamps.

When you install new o-rings / seals, it's always a good idea to lubricate them to help them make the seal and to keep them from being pinched while tightening the clamps, and remember, don't torque the clamps down to 100 pounds.



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DEALER INQUIRIES WELCOMED

the glue over the piece, then goes onto the next piece. After the project is completed he mixes up a batch of eight-parts glue and one-part water and coats the entire project once more. Then for the final gloss, after the masterpiece has dried, he nails it with clear polyurethane for the gloss. Don't worry about white glue drying clear, it does. I know, it's magic, but even the goo applied straight, without a water cut, dries perfectly clear.

It's a terrific way to get everyday



enjoyment out of your favorite illustration or cartoon, or to bring a couple of pieces of art dug outta way back issues to life by making the various pieces interact.

One of Jack's tricks is the fine art of pushin' bubbles out from under the art. For some it's easy, others it's a bitch, and it's best to wait until the glue has dried and is no longer sticky to the touch, but soft enough to push the bubble out. Or, with tougher pockets of air, a pin helps to relieve the pressure before a touch of finger massaging puts the art where it belongs. And Jack says not to worry about puttin' cartoons with color illustration or photos, it all works.

But dammit, keep yer hands clean—that's what the rag's for. And if ya want the master to give ya more tips or cover your favorite tool box, he can be bribed. Write him, he's a helluva good bro, who's been down on his luck. And ya gotta be lonely to do this shit all night by a Coleman lamp. Mustang Jack, Box 4041, Chatsworth, California 91313.

—Weed



Photo by PPI. Photography by Dan Vogedes.

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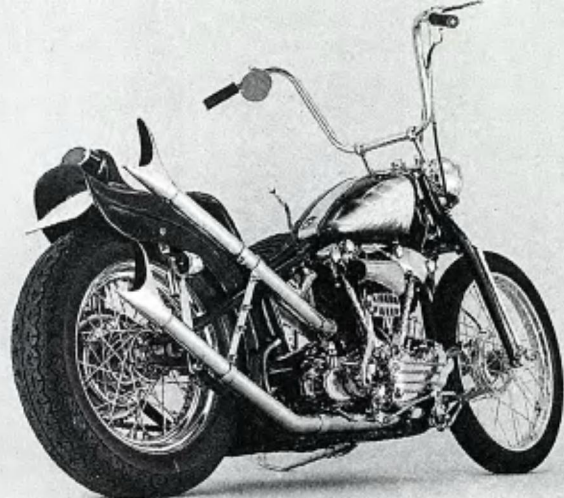
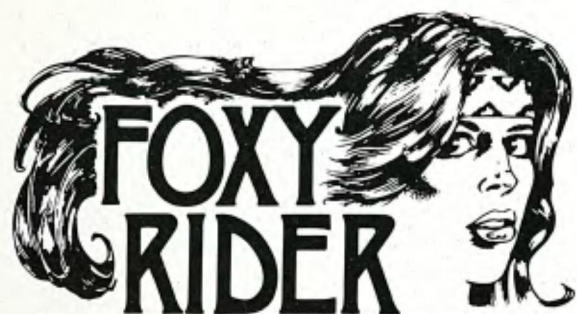
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Dana Patrick, San Diego, California 1985 Special Construction

Talk about a lady who's earned the right to ride. Dana has done the mileage to merit this beautiful '85 special construction knuckle.

Her ol' man, Gypsy, is pretty smart. He built her a 750 Honda (told ya she'd earned it) back in '80 for her to learn on. She rode the shit out of it, figuring if she could master that bike, and the razzin' that follows rice, then he'd build her a bitchin' dream bike.

It took a couple of years collectin' parts. Gypsy did most all the work on it, from customizing and machining to molding. He made it with love and plenty of patience.

See, Dana is a trauma nurse at a children's hospital, and she put in mucho hours to pay for this puppy. She tried to bite back her impatience during the long process of buildin' a bike from scratch, and havin' to work through a lotta the buildin' action. It wasn't easy.

One of our roamin' photogs, Michael Lichter, snagged her outta the crowd at Sturgis in '88. He saw that this was one special bike, and one special lady.

Gypsy rides a '42 knuckle, and the two ride together all the time. Sometimes real close together, if ya know what I mean. There's somethin' to be said for ridin' side by side.

Dana wrote a Two-Wheel Tale called "First Putt" under the name "Property," in the January '82 issue. Check it out, it's a good tale that accurately describes the feeling of her first ride.

—Calamity

Year: 1985 special construction

Model: knucklehead

Engine: 74 cubic inches, Linkert carb., Paughco pipes ground by Gypsy, open baffles

Top End: rebuilt knuckles

Lower End: left case: 1974, right case: 1947 knuckle, Sifton cam

Transmission: 1965, chromed, ratchet hand shift

Forks: VL, H-D springer, 45 rockers, rebuilt by Gypsy

Wheels: front: 21-inch; rear: 16-inch

Frame: 1939 stock knuckle, toolbox bracket missing

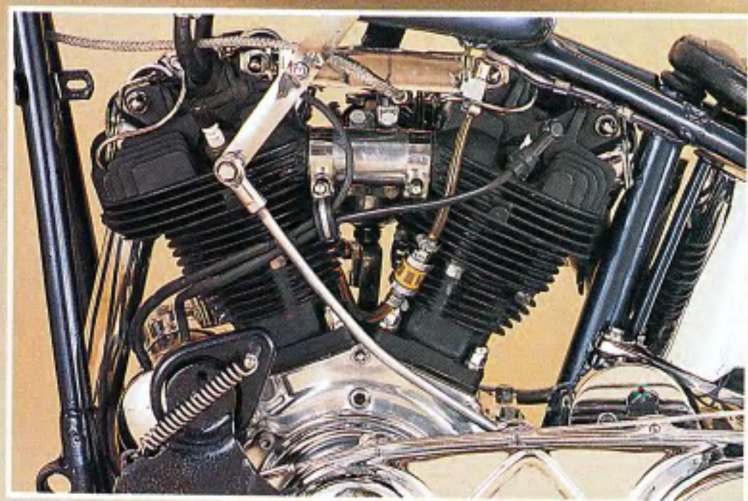
Accessories: rear fender and taillight one piece by Gypsy, 12-inch apehanger bars, Adler gas tank, Bates/J.C. Gold Ring headlight

Finish: molding by Gypsy, lacquer/polyurethane dark blue metallic

Special modifications: oil pump cleaned up, chain oiler welded shut, cases cut to match on rear cylinder, coil in generator, tank modified to fit over stock brackets. Cases, cylinders, and mounts matched by Gus.

Credits: Special thanks to Gary Andrews, Chuck Elkins, Dave, and Tom.







Stuart Garland

Booker hated hospitals. It wasn't the smell that he hated or the pain and suffering most people talked about—hell, the world stunk and pain and suffering were a part of life—it was the dehumanization that he could not stand. Inside the hospital was a world that ignored the reality that every person was different. In the hospital, there were no people, only patients. Once inside that world, everyone had to conform to rules, regulations, and orders. Booker had never conformed to anything in his life.

Even though it was January, that wasn't why he shivered as he climbed off his Heritage Softail. Images of his accident flashed into his mind. Memories of lying flat on his back for weeks with a pin through his right femur and a plaster cast that covered his body from nipple line to crotch, caused him suddenly to break into a sweat, in contrast to the chill that caused him to shiver.

Shit! People acted like it was his own fault that he had gotten blindsided by the little teenage geek who had just gotten his license. "Shit, he was lucky to be alive!" At least that's what they kept telling him. Like he should be *happy* that his Low Rider was destroyed and that it would be 14 months before he could ride again, and

two years before he could save up enough money to buy the Heritage that he was now riding. Not to mention the fact that he would limp for the rest of his life. He was riding a motorcycle, what the hell did he expect?

If you don't think it gets cold in the South, go down to east Tennessee in January. Booker was peeling off some of the layers as he walked into the hospital lobby.

When Booker walked in, everyone stopped talking and stared at the apparition that had suddenly appeared in their midst. Mothers instinctively reached for their children and husbands reached for their wives. At 6'2", 210 lbs., covered by layers of insulation and black leather from head to toe, with green eyes that flashed from a face beaten red by the cold January air, and

half-covered by a flowing dark brown beard salted with white, Booker made quite an impression. He pulled a plait of hair, that reached nearly to his waist, from the inside of his well-worn leather jacket as he walked with a slight limp toward the information desk. A security guard spotted him and started to move, but on second thought, decided to direct his attention elsewhere. Booker caught his eye.

V-TWIN HEART

By R.T. Short

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V-TWIN **HEART**

Though she tried, the fat woman at the information desk could not hide the way she really felt when Booker stepped in front of her. But, somehow she smiled and too loudly and too politely asked, "Yes sir, how may I help you?"

Booker could not help but notice that this woman should not wear pink, "Pink Lady" or not. Her large tentlike pink top only further contributed to making her look like a well-scrubbed, pink-skinned pig. Her round pink face nearly engulfed her dark pig eyes while the bright red lipstick spread thick and wide over her mouth would have passed easily for a snout.

"Sir," she said, "May I help you?"

"Sorry, I'm looking for Sally . . ."

He suddenly could not remember the name she was using the last time he saw her.

"It would help if I had a last name. There are *only* 300 beds here, you know," she said, sarcastically.

The woman was starting to look even more like a pig as she wrinkled up her face.

"Strickland. Try Strickland."

"Just a moment."

Booker waited, feeling the people stare at his back.

"There is no Sally Strickland. Do you know this woman?"

"She's my mother," Booker admitted, quietly.

"Your mother!" the pink pig exploded. "And you don't even know her last name?"

"Fuck you lady, I don't even know my last name."

"There is no reason for you to use such filthy language," she squealed, trying to catch the security guard's eye. The guard had been watching the whole thing and was suddenly very busy tying his shoes with great care.

"Try Swain, Sally Swain." Maybe she was using her maiden name.

Sally Swain, little Sally Swain from Jackpine, Tennessee. No two-bit, mud covered, east Tennessee coal camp could hold Sally Swain. At 14, she set out on her own looking for the bright lights of Knoxville. "Searching for the bright lights, looking for the silver screen," she used to sing. Only two things ever held her attention for

more than an hour: motorcycles and country music. She went through men like they were throw-away Dixie cups.

From Knoxville, she sang her way to the "Country Music Capital of the World," Nashville, Tennessee. During the '50s, country music was not "synthesized pop" as Sally once described it after hearing Lionel Ritchie's first hit country song. Country music was still rhinestone and cowboy shirts with fringe. It was gaudy and raw, with an honest integrity that helped ease the stress and strain of working-class life. Sally Swain loved it! Hell, she had lived it! Maybe she hadn't quite made the "Opry," but the Shamrock Club down by the river was fine with her. She was singing five nights a week, and had nearly enough money saved for her Harley and a man who didn't hit her too hard. Then she broke her own rule and got drunk enough to sleep with a stranger.

Booker never understood why he hadn't been sucked into a jar, but for whatever reason, Sally went ahead and had the baby. While she was in Vanderbilt Hospital, she had them go ahead and tie her tubes so Booker wouldn't have to worry about sharing his toys.

She never beat him and he always had clean clothes. There were times when there wasn't enough to eat, but there never was a time when she didn't scrape up something.

When he was five years old, she told him. "Look here, I don't figger I owe you nothin'. I figger I've done my part by bringing you into this world, but I damn shore never said nuthin' 'bout fixin' it so you'd like it. That, Booker Boy, is up to you."

"Yes we do have a Sally Swain. She's on the cancer floor." Pigs can be spiteful when they want. "That's third floor, room 310."

Booker took off his heavy leather jacket as he climbed the stairs. He once again drew stares as he passed the nurse's station.



"Maybe it needs a new spark plug."



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V-TWIN HEART

He knocked softly on the door of room 310 and when there was no answer, he pushed it open. Shit, that pig at the desk must have made a mistake. This person in the bed could not be Sally. But when the dark eyes in the shrunken head locked on him, he knew who it was.

"Shit, I thought you wuz yore ol' man there for a second," she rattled. Her voice was eaten up by the cancer.

"I thought you didn't remember my old man."

"When you walked in, fer a minute there, I did. Funny, sometimes things that lasted 30 seconds and happened 30 years ago come flyin' fore me clear as a bell. Funny. . .," her eyes began to drift shut.

Booker looked at her. She never was a big woman, but now she couldn't have weighed more than 70 pounds. Her skin was almost

translucent and stretched so tightly across the sharp bones of her face that it looked as though they would break through at any second. The dark mane of hair that had once covered her proud head had shriveled to a few strands of limp, colorless thread.

"You still here?"

"Yeah, I'm still here."

"You ride?"

"Yeah."

"Is it cold or warm? Can you tell me, is it cold or warm outside?"

"It's cold. It's January."

"Let me feel your hands. I want to feel somebody who's cold but still alive."

Booker fought. Sometimes because they called her names, sometimes 'cause they called him names, sometimes 'cause he had no name. After every fight, she'd clean him up and check his hands. Didn't matter if he got whupped or not, she'd check to see if he had landed enough blows. If his knuckles didn't show the proper wear and tear, it seemed to him that the iodine always stung a little sharper.

"Why can't I have two names? Every kid in school's got two

names. Some kid said Booker was a ghetto name. Why do I only have one name, and why is it a ghetto name?"

"Look here boy, if you want a name, earn it. I gave you yer life, not yer identity!"

The only time she ever hugged Booker was once when he was about 12. He stepped in on her then current live-in who was fixing to teach her a lesson about what a real man was. Booker woke up in the emergency room. After he was sewn up and the cast was put on his arm, she walked out of the door with her arm around his shoulders and pulled him tightly to her as they stepped into the night.

"Next time, mind your own fuckin' business," she said.

He had been sitting silently for over an hour just watching the rise and fall of her bony chest, listening to the ragged breath, certain that each one would be the last.

"You got two names yet?" she asked, scaring the hell out of him.

"No. You ever get your own scooter?"

"No, I never did. Every one had a man attached to it. Most useless

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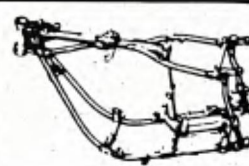
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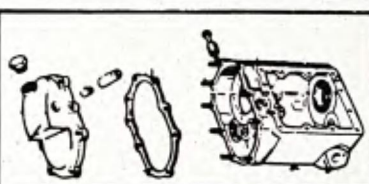


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part on the whole damned machine." She almost laughed.

"I never done right by you, did I boy?"

"You never hurt me."

"But I never helped you, did I?"

Booker was caught off guard. If anyone else had heard, it would have sounded like a simple question but it was as close as she had ever come to asking him for something.

There were times when he had hated her, had wanted to hurt her for the way she treated him. Her weakness for men, music, and motorcycles, was sometimes too much for a teenager to forgive. All of that had been swept from his mind one night years ago.

He had been tuning his bike, working alone in the still of the night, listening for the perfect harmony that comes when you rest your head on the bike and the big V-twin beats in perfect time, thump-pa, thump-pa, thump-pa, thump-pa. It was a moment of rare peace and in that quiet moment, he knew where he had first heard that soothing sound. Through the dark tunnel of time he lay curled, floating and listening to his mother's heartbeat, thump-pa, thump-pa, thump-pa. The sound that had guided his life.

"You gave me life. I reckon that's enough."

This time she smiled and once more drifted off.

Booker sat watching for a while, then he closed his eyes and lay back in his chair. He must have slept for a minute or so and he awoke to the sound, thump-pa, thump-pa, thump-pa.

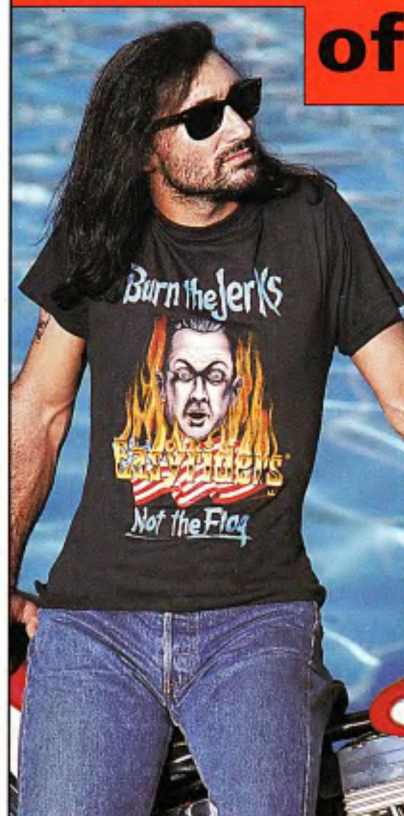
Sally's voice was strong and clear like in the old days when she sang Patsy Cline songs better than Patsy.

"Booker, my ride has finally come. This time I'm soloing."

He watched the light fade from her eyes as the tension eased from her face and she smiled as the sound of the V-twin heart drifted farther and farther away, thump-pa, thump-pa, thump-pa. ... ■



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We've been waiting for this, our Second Annual Invitational Bike Show and Custom Bike Review. This is your opportunity to cast your votes for the best bikes featured in the 1989 issues of **Easyriders**, **In The Wind**, and **Biker**. It is also your chance to tell us which monthly Fox Hunt winner you think deserves to be the **Easyriders** Fox Of The Year.

We want your opinions about the bikes we feature in our rags, and which styles you want to see more or less of. After all, **Easyriders** is slapped together by scooter tramps for scooter tramps, and you have the inalienable right as a rider of American iron to express yourself and vote for the scoots that you want (no matter where in the world you live).

Here's how it works—it's as easy as 1-2-3:

1. Look through the next 32 pages and choose the five bikes you like the best, and note the 3-digit number in each photo. You may cast one vote apiece for your five favorite bikes.

2. Look over the foxy gals on pages 72-75 and decide which one you'd like to hear a recorded message from, telling you why she wants to be the **Easyriders** Fox of the Year (at random times, a real live Fox Hunt Winner will pick up the line and tell ya personally). Be sure to note the 3-digit number in her photo.

3. Dial our national 900 number: **1-900-234-B-I-K-E-** (1-900-234-2453). Snake will

answer with a recorded message and lead you step-by-step through the process of voting for the bikes and the **Easyriders** Fox of the Year. You can also leave a recorded gripe or raisin pie compliment for the staff.

The charge for the call is just 89 cents per minute, and the program will work with any touch-tone phone. Unfortunately, Ma Bell doesn't have her act completely together, so this 900 number is not accessible by all phones, in all areas. But give it a try—if it doesn't ring through, there will be no charge to your phone bill. The 900 number will be available for voting 24 hours a day from December 10, 1989 to February 14, 1990. The Fox Hunt vote also shuts down February 14.

For those of you who cannot get through on the 900 number, you can still vote by mail. Write the 3-digit number of the bike or Fox you choose on the *outside* of a 3½ x 6½ envelope with a 25-cent stamp affixed (or proper foreign postage). No postage-due mail will be accepted. You may vote for only one bike or one Fox Hunt contestant per envelope. (This is the only way we can stop *Ballot Box Stuffing!*) Mail to: **Easyriders** Bike Vote or **Easyriders** Fox of the Year Vote, Box 3000, Agoura Hills, CA 91301.

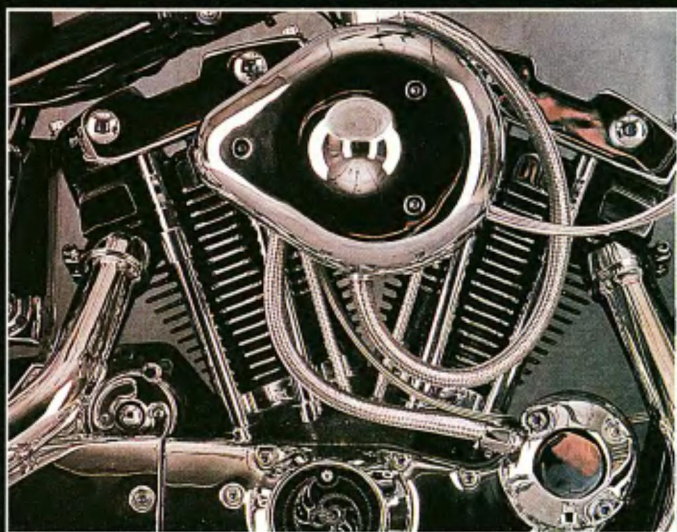
To find out more about the Second Annual **Easyriders** \$25,000 Invitational Bike Show, February 23, 24, & 25, 1990, at the L.A. Convention Center, Los Angeles, California—or how you can enter your bike—turn to the opening pages of the program.

Easyriders

SECOND ANNUAL BIKE REVIEW AND
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All the feature scooters, Foxy Riders, and Readers' Rides from 1989 • A massive *Easyriders* Invitational Open Custom Bike Show extravaganza in the making—and you're the judges • All the beautiful *Easyriders* Fox Hunt Winners from 1989 are here • Scooters from our entire family of bike publications, including *In The Wind* and *Biker*.



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\$25,000 BIKE SHOW

Classes—Prize Money—Trophies INVITATIONAL CATEGORY

Here's how it works—all the bikes that appeared in *Easyriders*, *In The Wind*, and *Biker* during the 1989 cover-dated issues are listed in this 32-page section, and you, the readers and spectators, pick the winners by voting over the 900 phone number, through the mail, or at the show. The bikes on these

pages must be displayed at the show to be eligible to win. No bike may win more than one class; for example, if overall Best of Show winner is a shovelhead, then the shovelhead with the next greatest number of votes takes first place in the shovelhead category, and so on.

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\$500	\$300	\$300				\$500	\$300	\$300	

*Shovelhead class pays more because there are many more shovelheads competing.

Enter Your Bike, Too!

Special Preview Category \$5,000 & Trophies

Yes, you can enter your bike, too, and the staff's gonna be on the lookout for 1990 feature bikes. So you can score double—win some bucks and a trophy this year and maybe eligible for the bigger bucks next year! Only votes cast at the show will

determine the 15 winners of this *Preview* class. You must call 818-889-8740 (ask for Frenchie) before February 12, 1990, to reserve your space—but when they're gone, they're gone, so do it NOW!

\$5,000		
1 \$2,000	6 \$100	11 \$100
2 \$1,000	7 \$100	12 \$100
3 \$ 500	8 \$100	13 \$100
4 \$ 300	9 \$100	14 \$100
5 \$ 200	10 \$100	15 \$100

All entries will receive a participant trophy and admission for two for all three days.

On the following pages are all the bikes featured on the pages of *Easyriders* during 1989—every last one of them, unless we blew it. Along with each shot is the title of the feature, the owner's name and hometown, the builder, and the issue it was in (so you can check out that particular issue). We

Easyriders

organized this vast assortment of bike photos into one book, not only for the show and for your voting pleasure, but also to give you a supplement of bike building ideas, and to give the builders an extra shot of recognition.

It's an invitational/open show because we're inviting owners of every bike featured in our rags in 1989, but anyone can enter a bike. And you do the voting—no stinkin' judges.

—Ball



01 Stallone's Steed
Owner: Sly, Los Angeles, California
Builder: Bartels' H-D
Model: 1988 FXSTC
Issue: *Easyriders*, January '89
 Photo by Silvermoon



02 It Came From The Basement
Owner: Steve Brunello, Minneapolis, Minnesota
Builder: owner
Model: 1964 Sportster
Issue: *Easyriders*, February '89
 Photo by Michael Lichter

03 Bernie's B.A.A.D. Blocker
Owner: Bernie Bausch, Canoga Park, California
Builder: B.A.A.D. Motorcycles
Model: 1987 blockhead
Issue: *Easyriders*, January '89
 Photo by Silvermoon





04



06



07

04 Small Miracle

Owner: David Weaver,

Hudson, Colorado

Builder: J.C. Cochran

Model: 1949 panhead

Issue: *Easyriders*,

January '89

Photo by Michael Lichter

05 Steamin' Hot Skull

Owner: Tammy Morgan,

Beallsville, Ohio

Builder: Rick's Custom

Harlees

Model: 1986 Softail

Issue: *Easyriders*,

February '89

Photo by Michael Lichter

06 Rowdy . . .

Owner: Carlisle Guinnip,

Little Genesee, New York

Builder: M.C.

Supermarket

Model: 1979 FL

Issue: *Easyriders*,

January '89

Photo by Michael Lichter

07 Fast Red

Owner: Scott Gallegos,

Thornton, Colorado

Builder: owner

Model: 1988 bar-hopper

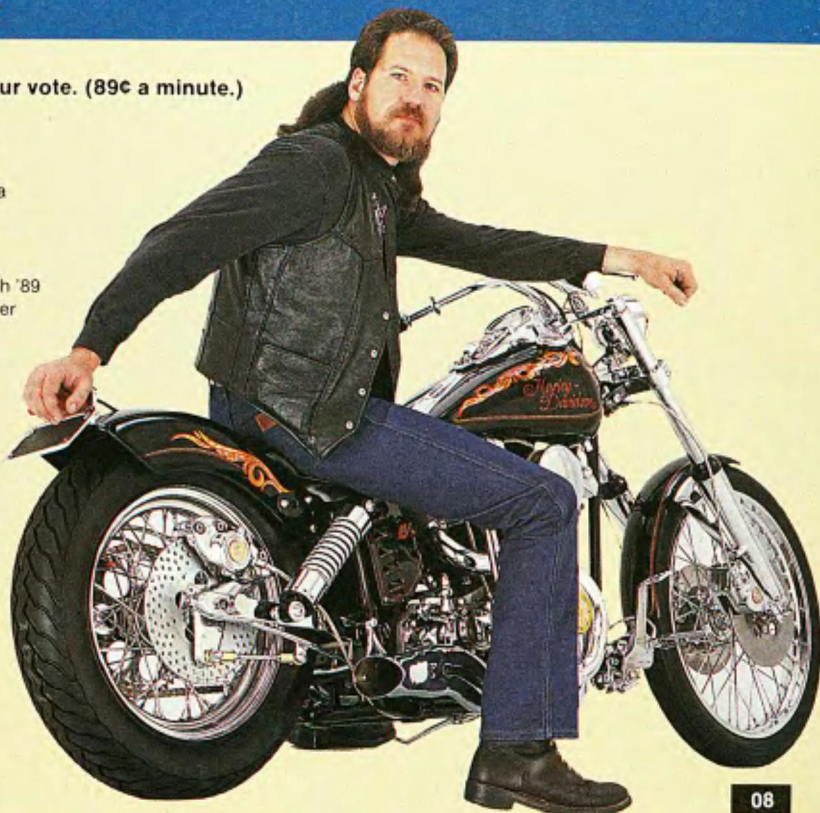
Issue: *Easyriders*,

February '89

Photo by Mad Mike

Call Snake at: 1-900-234-B-I-K-E (2453) and cast your vote. (89¢ a minute.)

08 Dan's All-Nighter
Owner: Dan Huebner,
Grand Island, Nebraska
Builder: owner/Fred's
Speed and Sport
Model: 1973 FX
Issue: *Easyriders*, March '89
Photo by Michael Lichter



08



09

09 Mind Release
Owner: Hollister
Whitworth,
Beverly Hills, California
Builder: Wink
Model: 1953 panhead
Issue: *Easyriders*,
March '89
Photo by Silvermoon

**10 The Jammer
Connection**
Owner: Mil Blair,
Glendale, California
Builder: Jammer Cycle
Prod.
Model: 1988 CC
Issue: *Easyriders*,
April '89
Photo by Silvermoon

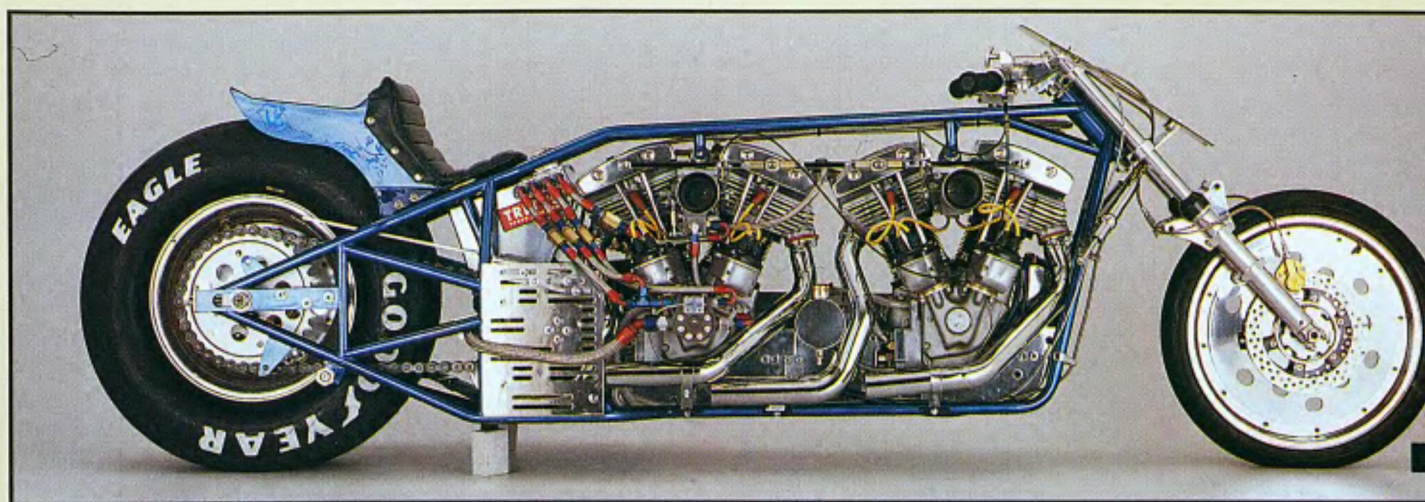
11 Be All You Can Be
Owner: Larry Washburn,
Bakersfield, California
Builder: H-D
Model: 1941 U
Issue: *Easyriders*,
April '89
Photo by Silvermoon



10



11



13

12 Tator's Strip-Tease

Owner: Gary "Tator" Gilmore, Spencer, Iowa
Builder: Chrome Horse/owner
Model: 1988 top fuel
Issue: *Easyriders*, April '89
 Photo by Michael Lichter

13 Pleasure Treasure

Owner: Jim "Foot" Taylor, Denver, Colorado
Builder: Gary Hunt
Model: 1967 generator shovelhead
Issue: *Easyriders*, April '89
 Photo by Mad Mike

14 Double Vision

Owner: Bob McKay, Shallow Lake, Ontario
Builder: Bob McKay's H-D
Model: 1986 custom-built swingarm
Issue: *Easyriders*, March '89
 Photo by Charles Vandenouden



14

15 Postal Workers and Party Faces

Owner: Dan Nicolaides, Normal, Illinois
Builder: Roger's Custom Cycles
Model: 1980 special
Issue: *Easyriders*, March '89
Photo by Chuck Emery



15

16 Road Bikes

Owner: Boss Hog, Fresno, California
Builder: Iron Hog
Model: 1972 shovelhead
Issue: *Easyriders*, June '89
Photo by Silvermoon

17 Fast

Owner: Neal Sahling, Prosser, Nebraska
Builder: Fred's Speed and Sport
Model: 1983 hot rod
Issue: *Easyriders*, May '89
Photo by Mike Lichter

18 Wyoming Miner

Owner: Edward D. Cisneros, Douglas, Wyoming
Builder: owner
Model: 1940 EL knucklehead
Issue: *Easyriders*, May '89
Photo by Michael Lichter



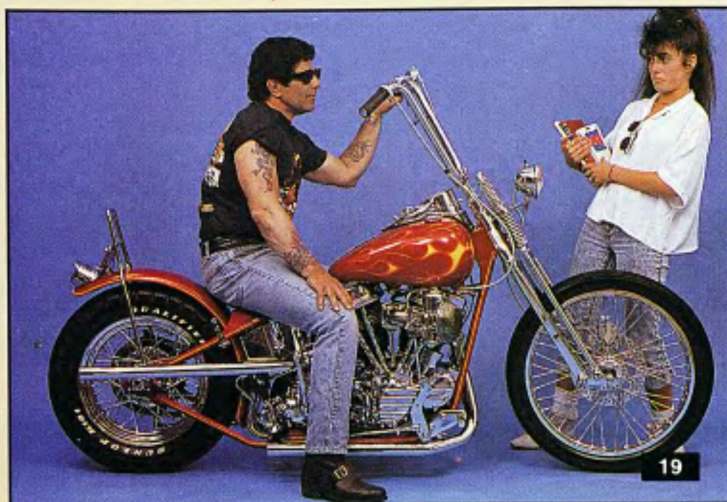
16



17



18



19 Preachin'

Owner: Dennis Mikhael,
Westport, Connecticut
Builder: Longriders
Custom
Model: 1955 Police
Special
Issue: *Easyriders*, May '89
Photo by Stephen Ogilvy

20 The Jammer Connection

Owner: E.Z. Winarski,
Glendale, California
Builder: Jammer Cycle
Prod.
Model: 1988 CC
Issue: *Easyriders*,
April '89
Photo by Silvermoon



21 Three For The Road

Owner: Mark Leathers,
Sterling Heights,
Michigan
Builder: owner
Model: 1975 FXE 3
Issue: *Easyriders*,
June '89
Photo by Michael Lichter

22 Road Bikes

Owner: Dirty Money,
Fresno, California
Builder: Iron Hog
Model: 1979 FLH
Issue: *Easyriders*,
June '89
Photo by Silvermoon



23 Rush Job

Owner: Connor Lyons, Pembroke, Massachusetts
Builder: Cycle Fab/Perewitz
Model: 1980 FXEF
Issue: *Easyriders*, August '89
 Photo by Michael Lichter



23

24 Minnesota Creation

Owner: Donnie Smith
Builder: owner
Model: 1985 FXRS
Issue: *Easyriders*, July '89
 Photo by Michael Lichter



24



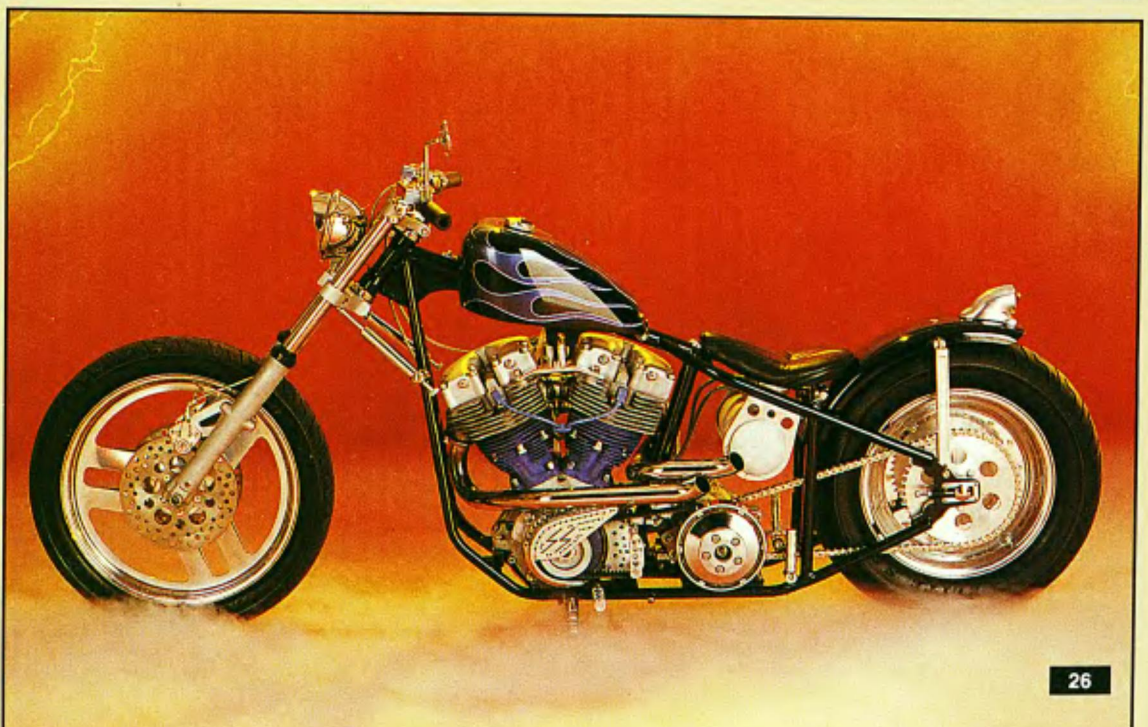
25

25 Burn-out

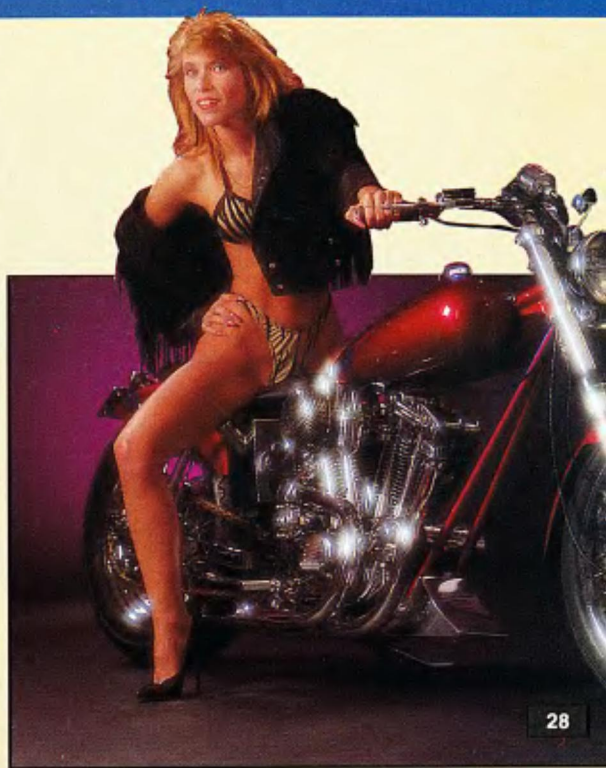
Owner: Frank Barry
Builder: owner
Model: 1986 special construction
Issue: *Easyriders*, September '89
 Photo by Silvermoon

26 Lightning Strikes Twice

Owner: Tom Foster, Los Angeles, California
Builder: owner/Adam Christ
Model: 1972 billet bullet shovel
Issue: *Easyriders*, June '89
 Photo by Silvermoon



26



27 '57 Blockhead

Owner: George Ferguson,

Denver, Colorado

Builder: Greg/Joe

Model: 1957 FL

Issue: *Easyriders*,

June '89

Photo by Michael Lichter

28 All In A Day's Work

Owner: Steve Hotop,

Fl. Madison, Iowa

Builder: Don Hotop/Sieg
Weiler

Model: 1973 XLH

Issue: *Easyriders*, May '89

Photo by Mad Mike

29 Wild and Free

Owner: Joe "Krazy"

Tracy, Dubuque, Iowa

Builder: owner

Model: 1976 flatlander
rigid

Issue: *Easyriders*,

July '89

Photo by Mad Mike



30 Canadian Heart
Owner: Terry Lovering,
 Vancouver, B.C.
Builder: owner
Model: 1986 FXSTC
Issue: *Easyriders*,
 August '89
 Photo by Lewis Fox



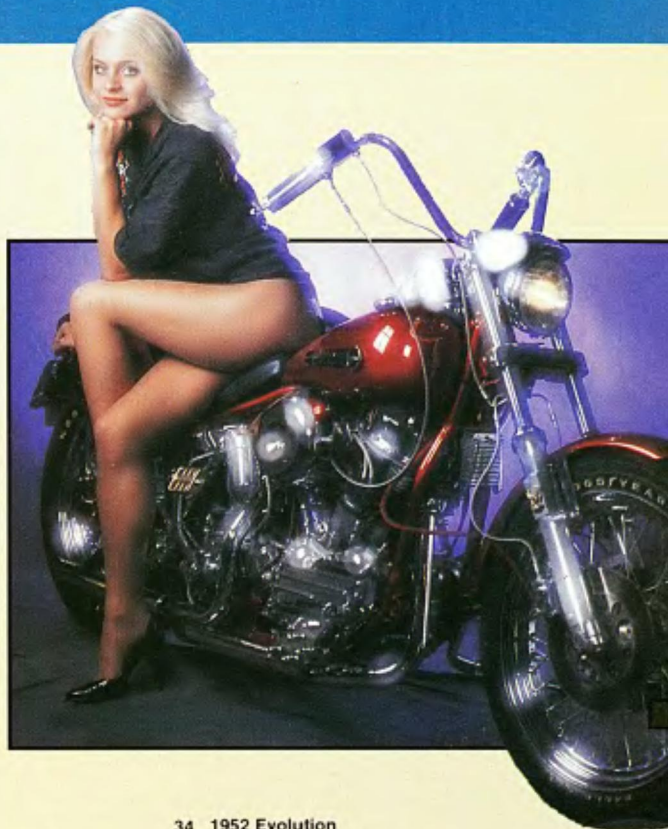
31 High-Tech Hawaiian
Owner: Yukio Sato,
 Honolulu, Hawaii
Builder: owner
Model: 1987 Titan
Issue: *Easyriders*,
 August '89
 Photo by Jamie Wellner



32 Attention to Detail
Owner: Sonny Wion, Lake
 Hughes, California
Builder: owner
Model: 1938 EL
Issue: *Easyriders*,
 August '89
 Photo by Silvermoon

33 Grady's Green Lizard
Owner: Grady Pfeiffer,
 Studio City, California
Builder: Bill Westbrook
Model: 1986 FXRC
Issue: *Easyriders*,
 October '89
 Photo by Raiko Hartman





34 1952 Evolution

Owner: Bandit, Man of the World
Builder: Mil, Paul, Randy
Model: 1988 Bandit
Issue: *Easyriders*, September '89
 Photo by Silvermoon

35 Highbars & Fast Motorcycles

Owner: Dan Lang, Zion, Illinois
Builder: owner
Model: 1951 FL
Issue: *Easyriders*, October '89
 Photo by Michael Lichter

36 Parts is Parts

Owner: Bill Johnson, Longmont, Colorado
Builder: owner/High Country H-D
Model: 1977 T-T racer
Issue: *Easyriders*, September '89
 Photo by Mad Mike

37 Distinctive Meaning

Owner: Phil Yin, San Jose, California
Builder: Bob Vance
Model: 1985 XLH
Issue: *Easyriders*, October '89
 Photo by Silvermoon

38 Panhandle Panhead

Owner: Delbert Morris, Amarillo, Texas
Builder: owner
Model: 1950 panhead
Issue: *Easyriders*, July '89
 Photo by R.T. Hicks



39 Snow White
Owner: Jim Shaffer,
 Sherman Oaks, California
Builder: Rick's Custom
 Harlees
Model: 1976 shovelhead
Issue: *Easysriders*,
 December '89
 Photo by Silvermoon



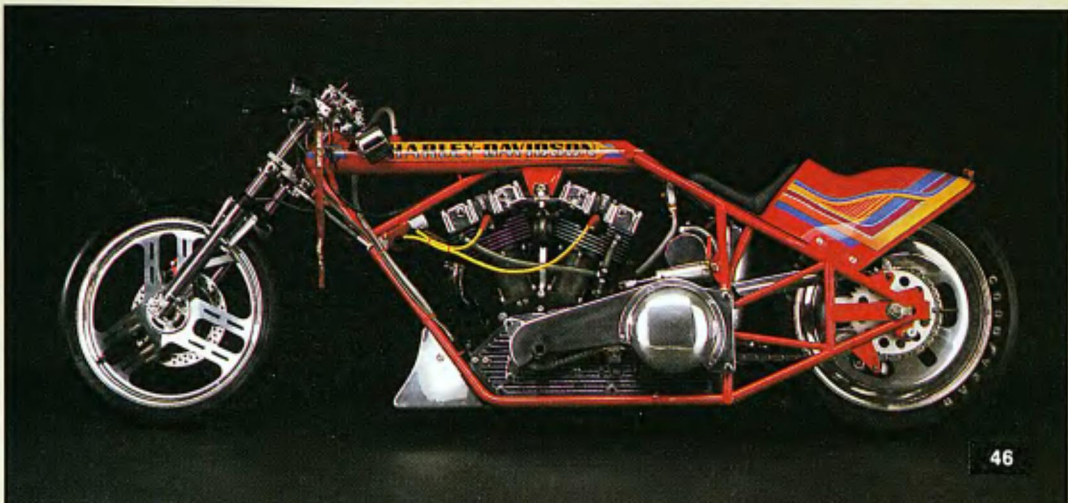
40 Painter's Pride
Owner: Craig Foxworthy,
 Castro Valley, California
Builder: owner
Model: 1982 shovelhead
Issue: *Easysriders*,
 December '89
 Photo by Michael Lichter

**41 Pow-Pow's Knuckle
 Knuckle**
Owner: Pow-Pow (R.N.
 Dahlke), San Francisco,
 California
Builder: owner
Model: 1942 chopper
Issue: *Easysriders*,
 November '89
 Photo by Silvermoon



42 Made in the Shade
Owner: Jim "Boone"
 Bunna
Builder: H-D
Model: 1974 shovelhead
Issue: *Easysriders*,
 November '89
 Photo by Chuck Emery





43 The Boys Know Best

Owner: Rick Pew and sons, Broomfield, Colorado
Builder: owner/Gary Hunt
Model: 1973 FX
Issue: *Easyriders*, November '89
 Photo by Mike Lichter

44 Blue Velvet

Owner: Kerry Crist, Los Angeles, California
Builder: owner
Model: 1950 panhead
Issue: *Easyriders*, December '89
 Photo by Raiko Hartman

45 Finch's Aorta

Owner: Ron Finch, Pontiac, Michigan
Builder: owner
Model: 1975 Sportster
Issue: *Easyriders*, December '89
 Photo by Michael Lichter

46 National #1

Owner: Carlo Lujan, Concord, California
Builder: owner/Bob Munroe
Model: 1987 gas dragster
Issue: *Easyriders*, November '89
 Photo by Silvermoon

2ND ANNUAL



INVITATIONAL BIKE SHOW

Los Angeles Convention Center, Los Angeles, California
February 23, 24, & 25, 1990



READER'S RIDES



Well, you're lookin' at all the Reader's Ride and Foxy Rider bikes from the 1989 issues of **Easyriders**. Even though they weren't feature bikes, these scoots have as great a chance at winning the Bike Show as any other.

So here's your chance to do our job. You're the editor, and it's up to you to decide which bikes deserve to be prize winners.



47

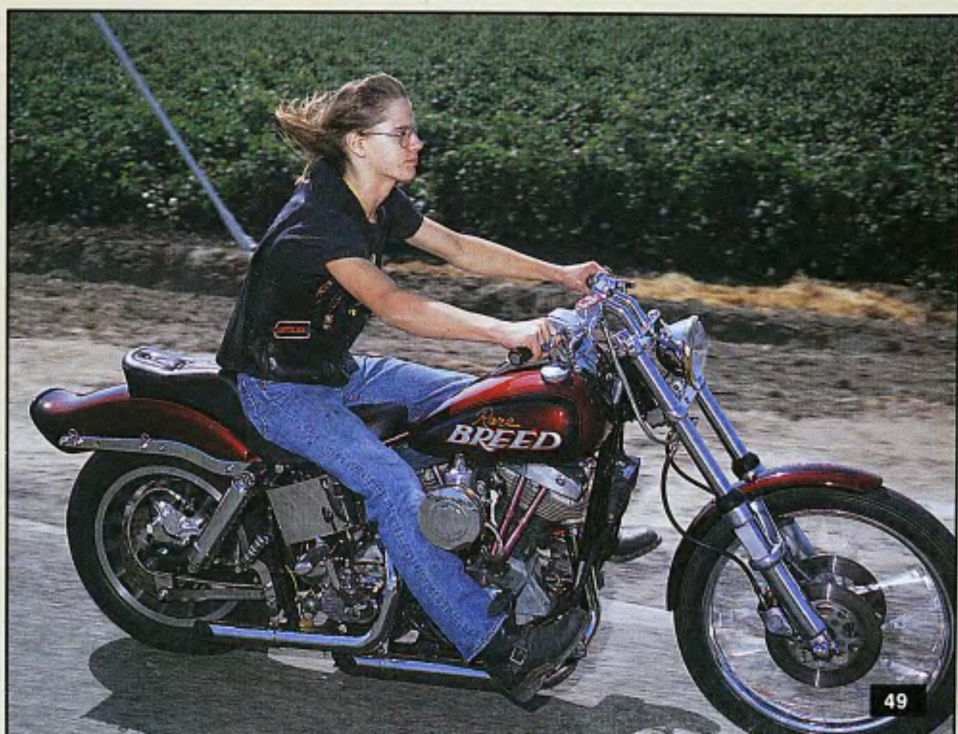
47 Barry Wright,
Neon Junction, Kentucky
Builder: owner
Model: 1947 knucklehead
Issue: *Easyriders*,
January '89
Photo by Michael Lichter



48

48 Pete Vela,
Conroe, Texas
Builder: owner
Model: 1985 FXWG
Issue: *Easyriders*,
February '89
Photo by Billy Tinney

49 Ricky Maney,
Hanford, California
Builder: owner/Beck's
Model: 1979 FLH
Issue: *Easyriders*,
March '89
Photo by Harv Brouwer



49



50 Tina Del Sasso,
Harwood Heights, Illinois
Builder: owner
Model: 1986 XLH
Issue: *Easyriders*,
April '89
Photo by Chuck Emery



51 Wymond Walkem,
Georgetown, Ontario
Builder: owner
Model: 1983 FXBS
Issue: *Easyriders*,
May '89
Photo by Kim Peterson

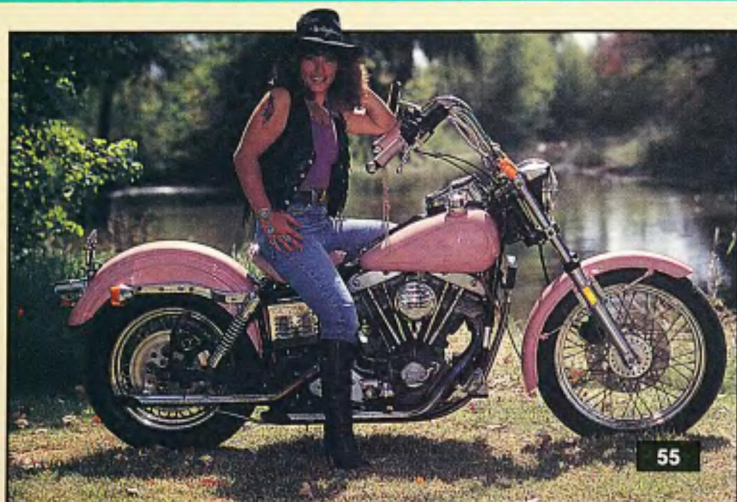


52 Sherri A. Conley,
Edwards AFB, California
Builder: owner
Model: 1947 EL
Issue: *Easyriders*,
September '89
Photo by Michael
McElrath

53 Patricia "Smack"
Marmy,
Estavayer, Switzerland
Builder: owner
Model: 1982 Low Rider
Issue: *Easyriders*,
December '89
Photo by J.P. Cochet



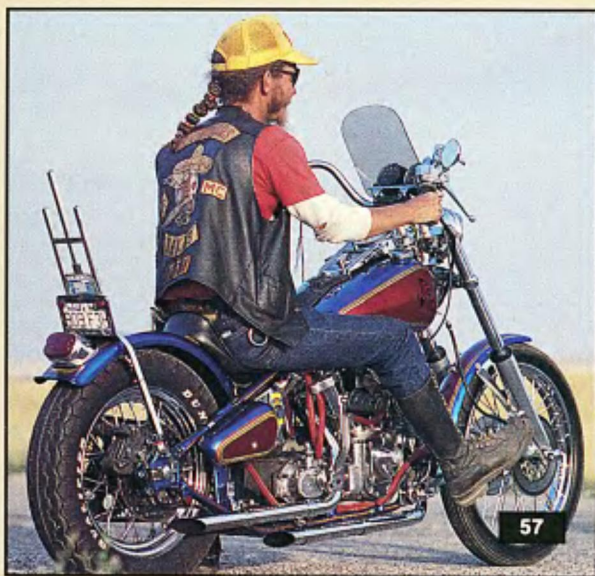
54 Al Stevens,
Southampton, England
Builder: owner
Model: 1942-52 H-D/BSA
Issue: *Easyriders*,
November '89
Photo by Tony Long



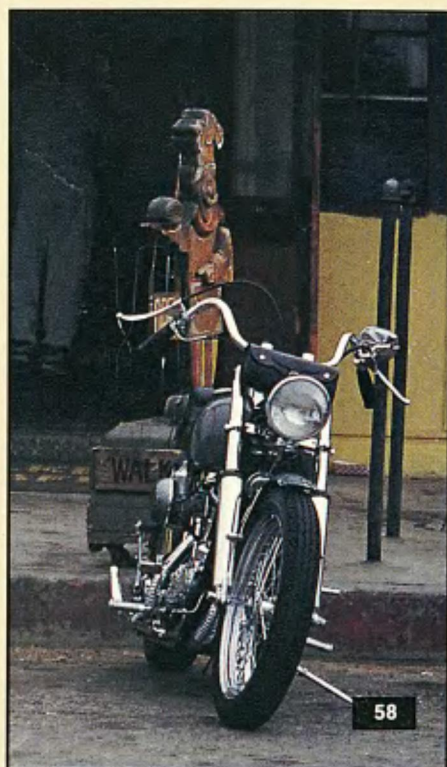
55 Jenny Hamili,
Hanford, California
Builder: owner
Model: 1984 shovelhead
Issue: *Easyriders*,
October '89
Photo by Harv Brouwer



56 Tracey "The Kid"
Hardee,
Hanford, California
Builder: owner
Model: 1978 FX
Issue: *Easyriders*,
October '89
Photo by Harv Brouwer



57 Bandido Moon,
Houston, Texas
Builder: owner
Model: 1974 Moon Beam
Issue: *Easyriders*,
December '89
Photo by Billy Tinney



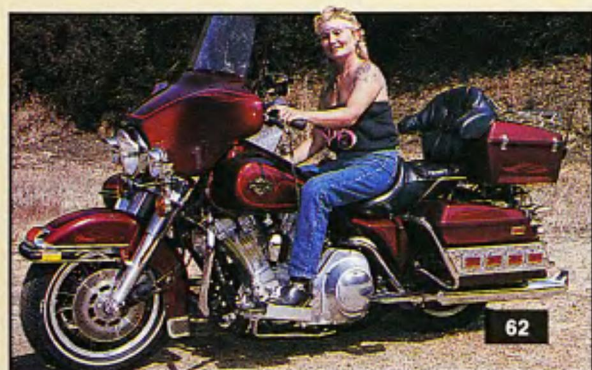
58 Brook Bryant,
San Pedro, California
Builder: Mushroom,
Bruce, and owner
Model: 1949 FL
Issue: *Easyriders*, January
'89
Photo by Scott Braddon-
Walker



59 Charlie Babcock,
Anchorage, Alaska
Builder: owner
Model: 1972 Sportster
Issue: *Easyriders*,
November '89
Photo by Rip

60 Tom "Rebel" Weyer,
St. Paul, Minnesota
Builder: owner
Model: 1962 pan/shovel
Issue: *Easyriders*,
September '89
Photo by Jeff Hahnen





61 Arlene Begley,
Armona, California
Builder: owner
Model: 1976 Sportster
Issue: *Easyriders*,
October '89
Photo by Harv Brouwer

62 Donna "Phoenix"
Nelson, Auburn Hills,
Michigan
Builder: owner
Model: 1987 Evo with
1988 sidehack
Issue: *Easyriders*,
February '89
Photo by Savage
Williamson

63 Heidi Lauby,
Blodgett, Oregon
Builder: owner/
the McCaas
Model: 1988 shovelhead
Issue: *Easyriders*,
July '89
Photo by Jim Walburn

64 Al Denigris,
Port St. Lucie, Florida
Builder: owner
Model: 1949 solo 45
flathead
Issue: *Easyriders*,
October '89
Photo by Al and
Donna Denigris

65 Gail Chambers,
Whittier, California
Builder: owner
Model: 1975 H-D FXE
Issue: *Easyriders*,
August '89
Photo by Kim Peterson



Ah, the ladies of **Easyriders**. The Fox Hunt Winners that give each issue the sexy edge that inspires us to keep building bad bikes and chasing women. These ladies are chasin' a dream of their own, and this contest is part of it. If ya want to get their motives for this exciting side of their lives, we've got 'em on tape. Just call Snake and he'll take you though the motions (1-900-234-BIKE).

FOX HUNT

Each girl will have a message for you to listen to, then you can cast your vote or listen to their sensuous voices again.

Remember, the winner will represent all of us at the 2nd Annual Bike Show so pick carefully. And if for some reason Ma Bell isn't properly connected in your area, check out the features in **Easyriders** for more info on the girls and send your vote to: **Easyriders** Fox of the Year Vote, Box 3000, Agoura Hills, CA 91301.

The entertainment is worth the measly 89 cents a minute.

66 Sheila from Millbrook, Alabama
September '88
Fox Hunt Winner
featured in February '89
Easyriders
Photo by Mad Mike

67 Little Lori from Findlay, Ohio
January '89
Fox Hunt Winner
featured in June '89
Easyriders
Photo by Silvermoon

Sweet an' subdued. Sheila didn't think she had a snowball's chance in hell at winnin'. You readers proved this fitness nut wrong. She's into her ol' man's '49 pan and payin' the bills.



From flauntin' her stuff at a Rodeo in Chillicothe, to proudly showin' it off in the rag, this electrical engineer showed she belonged with the finest of '89.





She's given up the bakery routine, and gone all out for a modeling career. Bein' the eye-poppin' focus for a thousand lenses at Sturgis for a weekend will do that to a gal.



The lady is nothin' if not determined. She worked her heinie off to make the grade, and you brothers supported her effort with a win. For Deborah, the second time was the charm.



This long, lean lady is as comfortable in the woods as she is on a bike—preferably her own panhead, which she's workin' on. A neatness freak, Gena dreams of runnin' her own shop one day.



68 Shelly from Fargo, North Dakota
July '89 Fox Hunt Winner
featured in December '89
Easyriders
Photo by Billy Tinney

69 Deborah from Indianapolis, Indiana
October '88
Fox Hunt Winner
featured in March '89
Easyriders
Photo by Chuck Emery

70 Gena from Oakdale, California
November '88
Fox Hunt Winner
featured in April '89
Easyriders
Photo by Mad Mike

**71 Tina from
Raleigh, North Carolina**
December '88
Fox Hunt Winner
featured in May '89
Easyriders
Photo by Mad Mike



Tina's a hopeless romantic who knows what she wants and how to get it. She digs gargoyles, Garfield, and Alf. Go figure. This Tarheel can light up a dance floor.

**72 Bambi from
Sacramento, California**
August '88
Fox Hunt Winner
featured in January '89
Easyriders
Photo by Silvermoon

Curiosity and fuzzy navels got the best of Bambi. She just had to see how she stacked up against the competition, surprisin' her ol' man in the process by entering—and winning.

**73 Gabriela from
Brooklyn, New York**
June '89
Fox Hunt Winner
featured in November '89
Easyriders
Photo by Michael Lichter



This fine lady found herself perched on a cliff in the Rockies, far from the fast streets of Brooklyn. Gabriela handled it all without flinchin' or whinin'.

Sportster-ridin' Linda was a recent devotee to health consciousness, out to prove a woman in her 30s can still do it. You voters proved she's just reachin' her prime.





While dancin' at a club near Harrisburg, Brenda's sensuous moves caught the rapt eyes of some scooter pilots who knew where she belonged. An education in the lifestyle began soon after.

75 Brenda from Harrisburg, Pennsylvania
May '89 Fox Hunt Winner
featured in October '89
Easyriders
Photo by Raiko Hartman

76 Kathleen from Orlando, Florida
April '89
Fox Hunt Winner
featured in September '89
Easyriders
Photo by Mad Mike

77 Teresa from Topeka, Kansas
March '89
Fox Hunt Winner
featured in August '89
Easyriders
Photo by Dean Stamm



This gal can tear up Orlando's Orange Blossom Trail all night long, but she prefers solitude and a trashy novel. Captivating on film, redheaded Kathleen captured the voters.

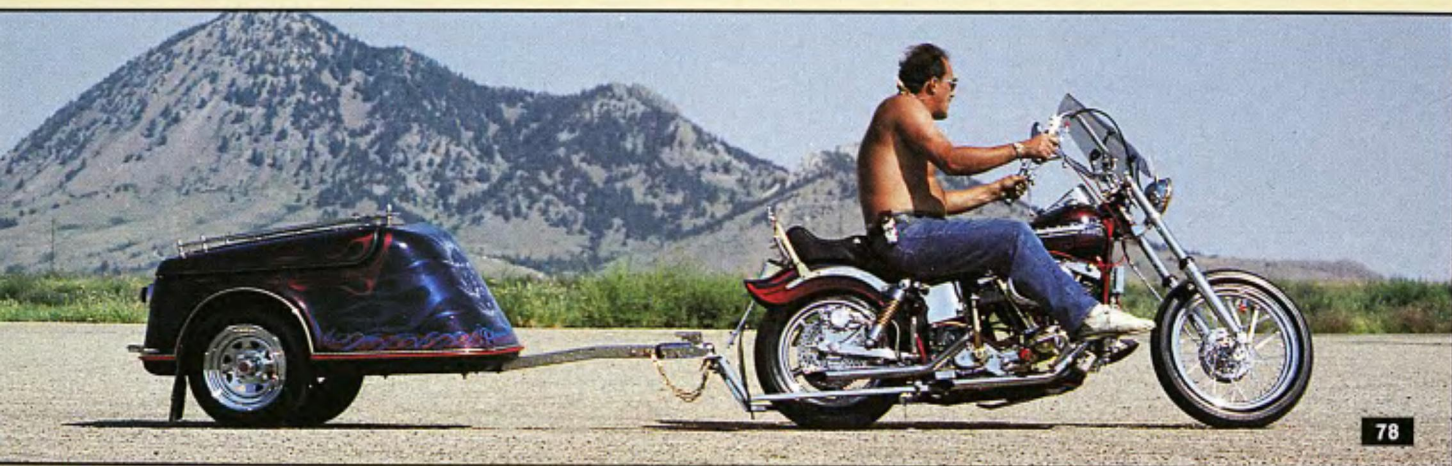


Before it slipped away, Teresa got a grip on her life and made a choice for living. She's still got a wild streak, but now she can enjoy it—and remember the ride the next day.

This section spotlights scoots from 1989's infamous *In The Wind* books. We're hoping y'all will set down that cold one, reach over to the phone, and give us a call. We want your valued opinion about the bikes we featured.

IN THE WIND

Hell, for 89 cents a minute, you can even rattle off your best joke or your worst poem. And if yer pen's closer than the phone, or it's still broke from the last time you threw it against the wall, don't forget that you can write in your votes. **Easyriders Bike Vote**, Box 3000, Agoura Hills, CA 91301.



78 James J. "Crazy Schaf" Schafer Jr., Minneapolis, Minnesota
Builder: owner
Model: 1976 Low Rider
Issue: *In The Wind*, January '89
Photo by Mike Lichter

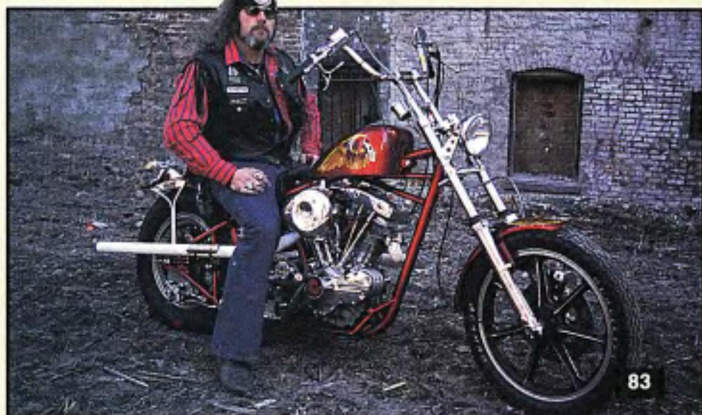
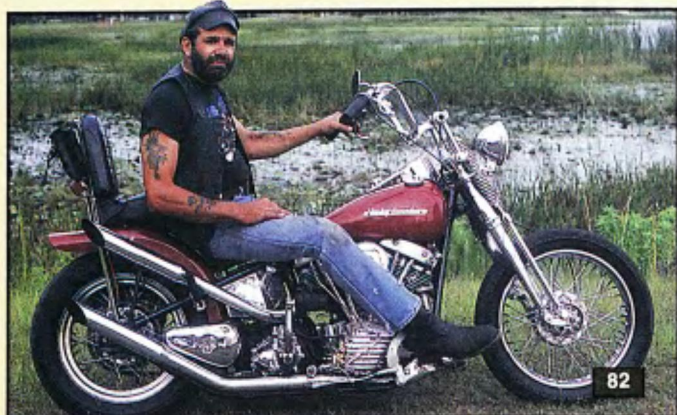
79 Don Vetter, Eagle Nest, New Mexico
Builder: owner
Model: 1959 panhead FL
Issue: *In The Wind*, December '89
Photo by Bob Newsome



80 Don Grisnik, Omaha, Nebraska
Builder: owner
Model: 1981-1953 rigid Low Rider
Issue: *In The Wind*, September '89
Photo by Thomas R. Kemp



81 Hap Lemke, The Ozarks, Missouri
Builder: owner
Model: 1981 FXWG
Issue: *In The Wind*, September '89
Photo by Kommandant

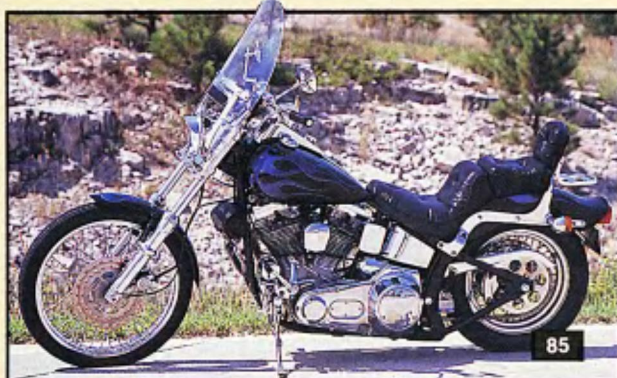


82 Jim Burger, Orlando, Florida
Builder: owner
Model: 1949 shovel/pan
Issue: *In The Wind*,
 December '89
 Photo from Jim Burger

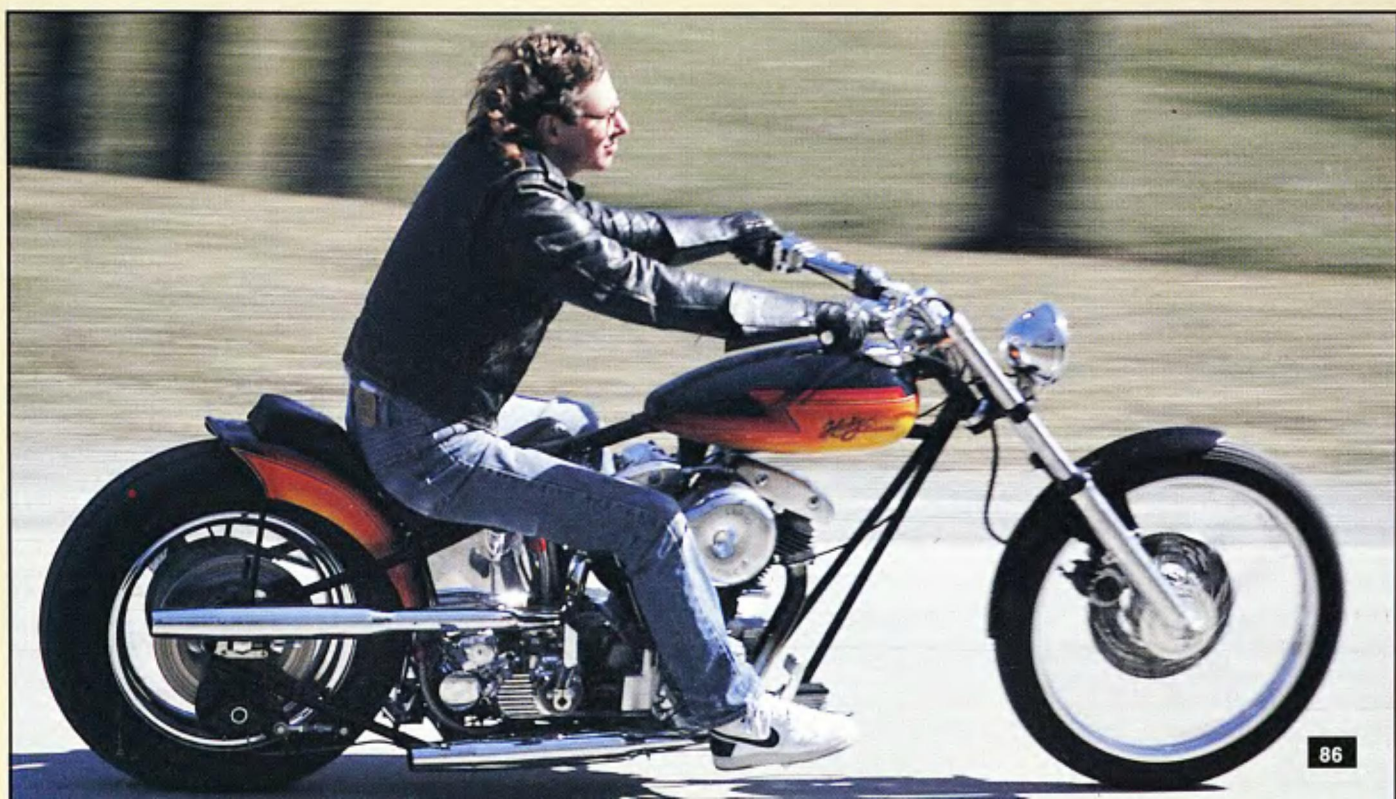
85 Nadine Wood, Shawnee, Oklahoma
Builder: owner
Model: Softail
Issue: *In The Wind*,
 January '89
 Photo by Billy Tinney

83 Brendan, H.A.M.C., New York City, New York
Builder: owner
Model: 1949 shovel/pan
 alternator
Issue: *In The Wind*,
 December '89
 Photo by Steve Bonge

86 Ken Biesboer, Chesterton, Indiana
Builder: owner
Model: 1987 rigid
 shovelhead
Issue: *In The Wind*,
 December '89
 Photo by Dan Vogedes



84 Boe Oldham, Palm Beach, Florida
Builder: owner
Model: 1985 Evo
Issue: *In The Wind*,
 December '89
 Photo by Laura Oldham



Here are all the scoots ya saw previewed in the pages of **Biker** in '89. We only let the basement bunch stumble up to the garage once a year, for the Bike Review, so cut 'em some slack and vote for the **Biker** bikes you though were best.

BIKER

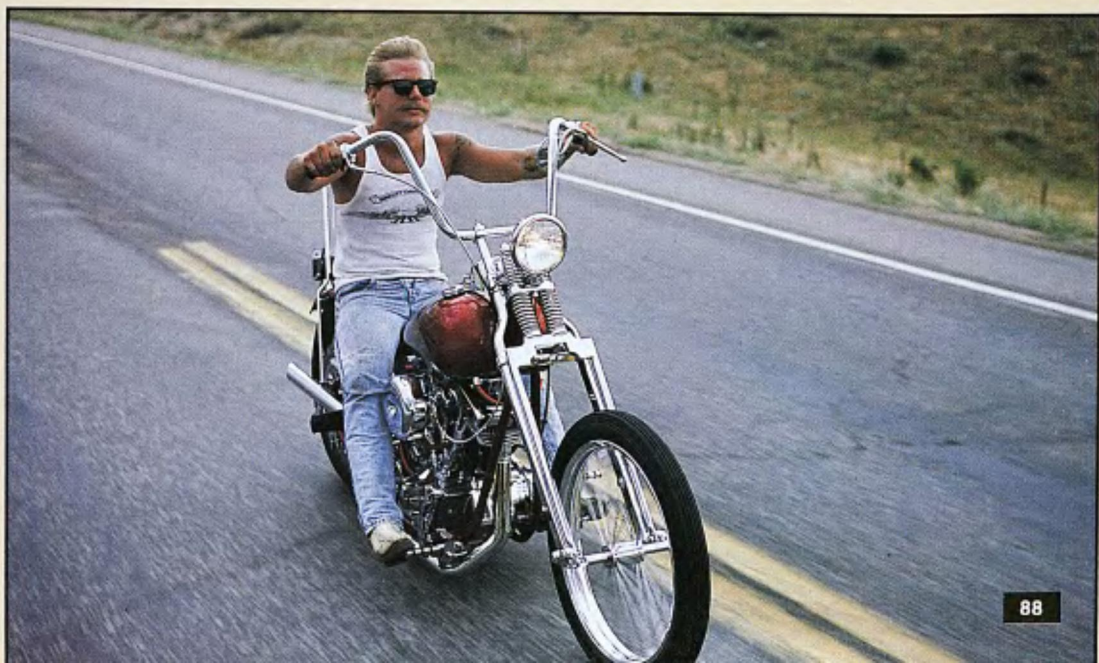
The boys on the milk crates scribbled down all the essential info, but if you want the specifics on a particular scooter, you can order the appropriate back-issue and they'll send it your way.

All the scoots featured in **Biker** in 1989 are part of the voting, and will be invited to the Bike Show in February.

Call Snake: 1-900-234-BIKE (2453) and cast your vote. (89¢ a minute.)



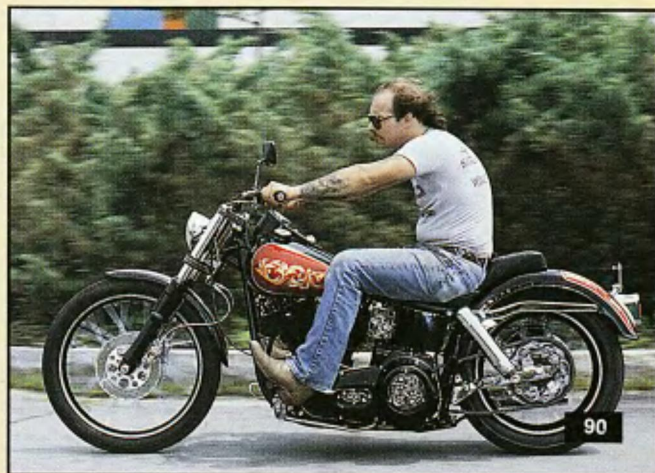
87 Hot Rod Harley
Owner: Carol Davis,
Brentwood, California
Builder: Jim Davis
Model: 1987 Evo
Issue: *Biker*, June '89
Photo by Pete



88 Flawless
Owner: Johnny Angel,
Chicago, Illinois
Builder: Custom Welding
Model: 1975 FLH
Issue: *Biker*,
December '89
Photo by Michael Lichter



89



90



91



92

89 Pig Iron
Owner: Arlen Ness, San Leandro, California
Builder: owner
Model: 1985 FXRP
Issue: *Biker*, April '89
 Photo by Silvermoon

90 Gourmet Pork
Owner: Dave Perewitz, Brockton, Massachusetts
Builder: owner/
 Cycle Fab.
Model: 1979 Fat Bob
Issue: *Biker*, April '89
 Photo by Jake

91 One From The Past
Owner: Chuck S., Southern California
Builder: owner
Model: 1953 FL
Issue: *Biker*, June '89
 Photo by Gajda

92 The Slut
Owner: Brian Root, Crystal, Minnesota
Builder: M. Hazel
Model: 1981 slut
Issue: *Biker*, February '89
 Photo by Michael Lichter

93 An Older Woman

Owner: Louie Randall,
North Haven,
Connecticut
Builder: owner
Model: 1950 FL
Issue: *Biker*,
December '89
Photo by Michael Lichter



93

94 Black Magic

Owner: Jack Bailey,
Venice, California
Builder: Michael's M/C
Works
Model: 1978 shovelhead
Issue: *Biker*, February '89
Photo by Pete Chiodo



94

95 Speed's '66

Owner: Speed Adams,
Victorville, California
Builder: owner
Model: 1966 shovel
Issue: *Biker*, August '89
Photo by Pete Chiodo



95



96

96 Ninety-Six Tears
Owner: San Jose Steve
 Bay Area, California
Builder: Jimmy Johnson
Model: panhead
Issue: *Biker*,
 August '89
 Photo by Silvermoon



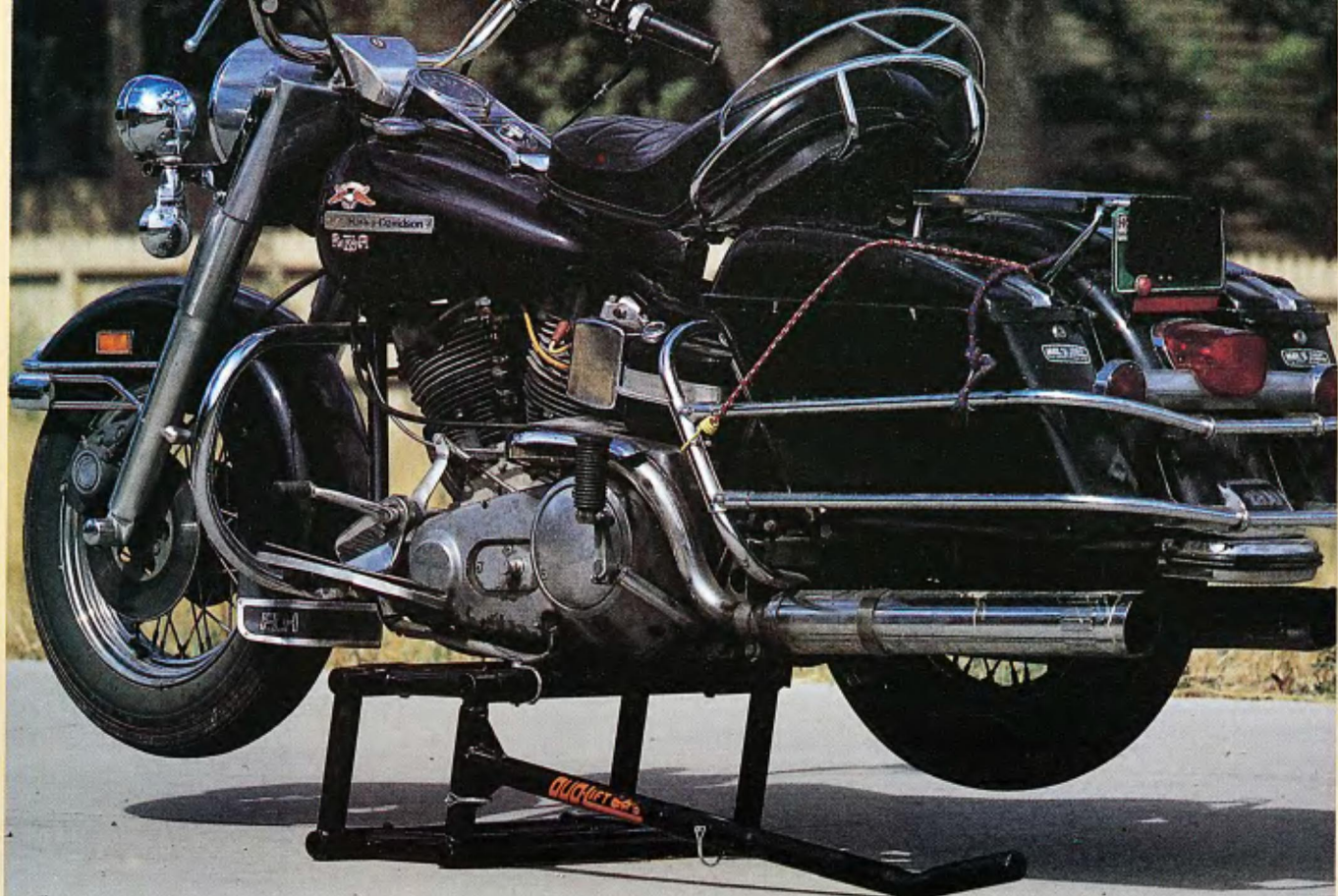
97

97 Torch Song
Owner: Bill Smith,
 Richmond, Indiana
Builder: Smitty's
 Custom M/C
Model: 1958 and
 more FLH
Issue: *Biker*, October '89
 Photo by Pete Chiodo

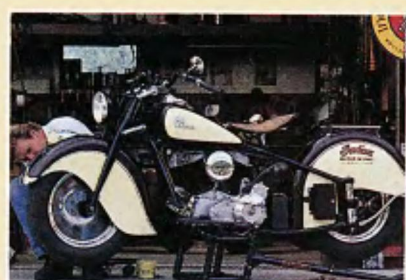
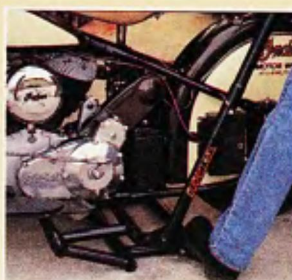
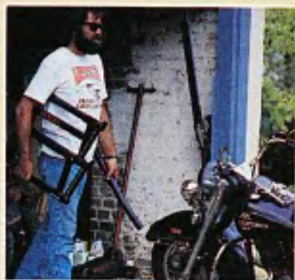


98

98 No Waiting
Owner: Wayne Loftain,
 Brentwood, New York
Builder: owner
Model: 1989 Sportster
Issue: *Biker*, October '89
 Photo by Billy Tinney



MADE IN THE USA! \$99.95



THE DUO-LIFT **GET IT UP ON YOUR OWN!**

Remember the good old days when you'd grab a case of beer on the way home 'cause the guys were comin' over to help put the scooter up on the milk carton? With this Duo-Lift in your sweaty palms you'll have to think up a different excuse for the beer and bros! This one-man operation puts both wheels in the air and the bike setting solid. Detachable handle and fold-up feature make for easy storage. Made of the finest American tubing and steel. Locking pin and safety clips prevent bike from being pushed off the side of the lift. Works on all Harleys (rigid, swingarms, Softails, etc.) with standard front ends. **Made in the USA.**

EXTRA LIFT BAR (Not Pictured) \$15.00

This is an additional piece of tubing that will simply bolt on to the front upright of the Duo-Lift. This is for those extended front ends and tall settin' scoots (more than 5 1/2 inches of ground clearance) that need that extra lift to get the front wheel off the ground. **Made in the USA.**

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(All prices listed are suggested retail prices).

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See the weird & wild that come here (you might even see yourself)

Join us on a side trip to the famous Mt. Rushmore

Hear what fellow bikers have to say about makin' the trip and what this week of partyin' means to them

There's even tips on where & how-to capture the hard-bellies (without this video you won't stand a chance) !!!

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↑

IN THE WIND



—Colleen and Tony Elliott, Marietta, Ga.

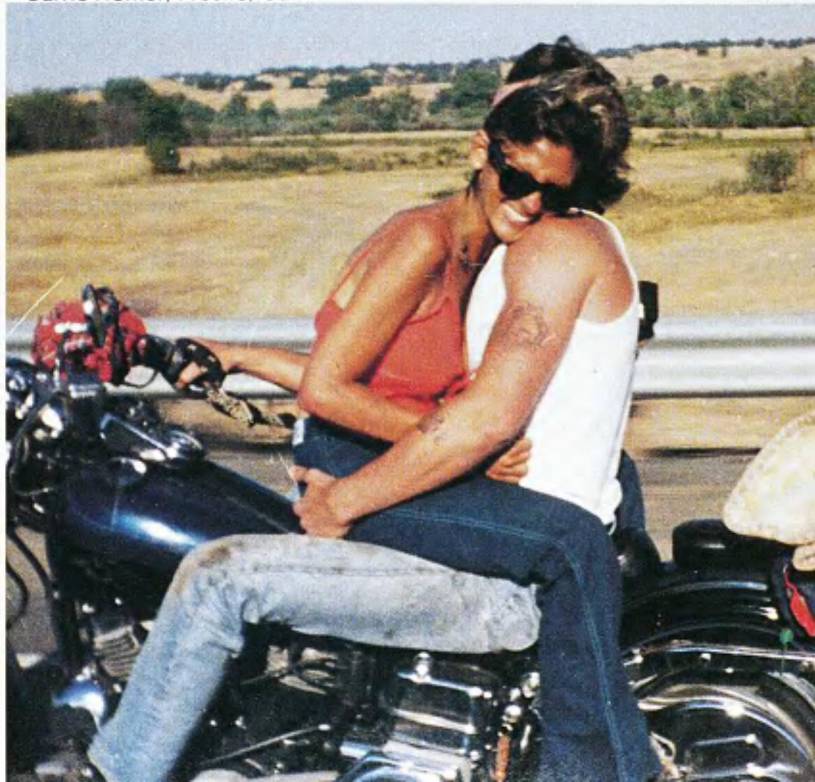
Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2 1/4 x 2 1/4) — nothing else. Whether it's the exhilaration of a dude and his chick 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 *Easyriders*, Box 3000, Agoura Hills, CA 91301.

—Big Al, Elon College, N.C.



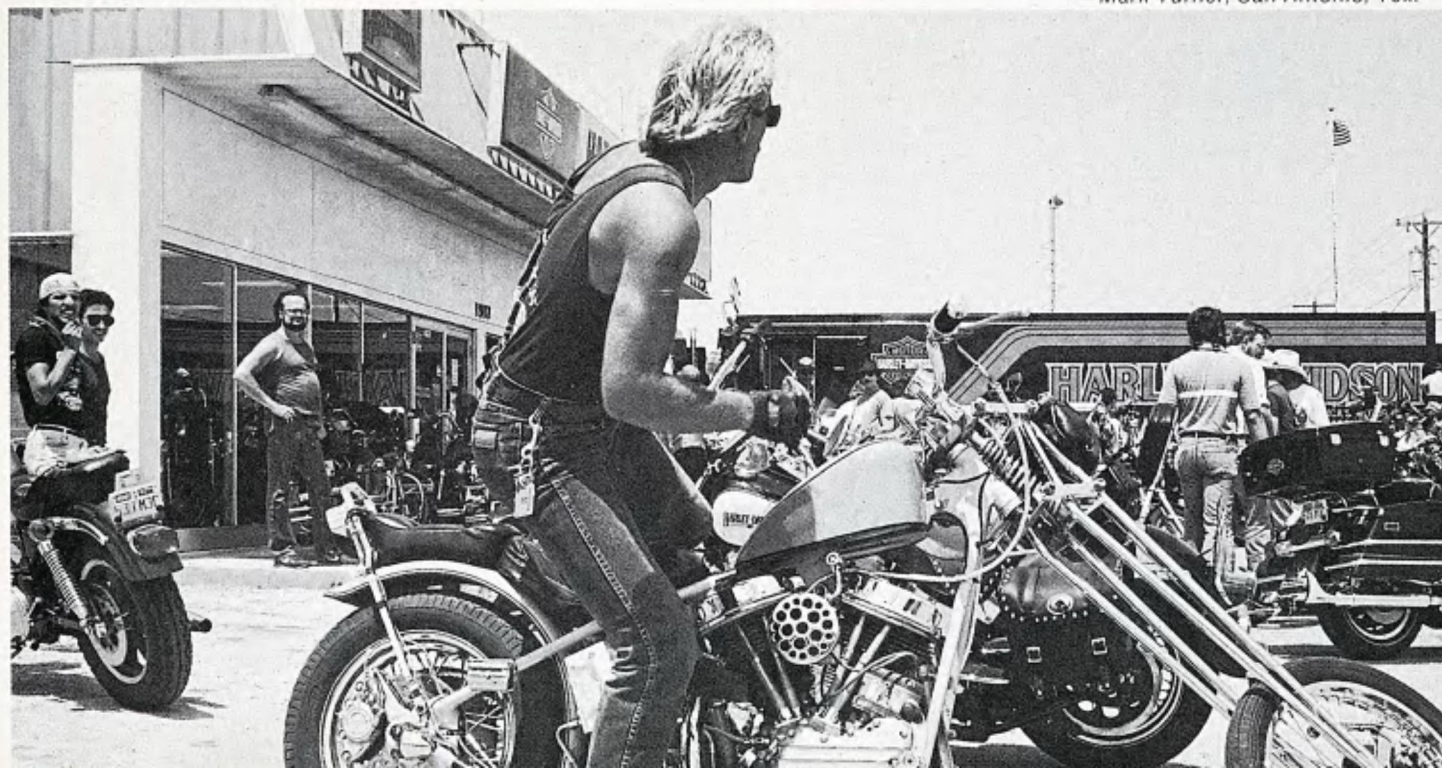
—Carrie Hofner, Fresno, Calif.





—Jerry Barlow, Lander, Wyo.

—Mark Turner, San Antonio, Tex.





—Neil "Preacher" Cabe, Ravenna, Ohio

—Blue Bike Mike, Newburgh, N.Y.



—Dan Morse, Chicopee, Mass.



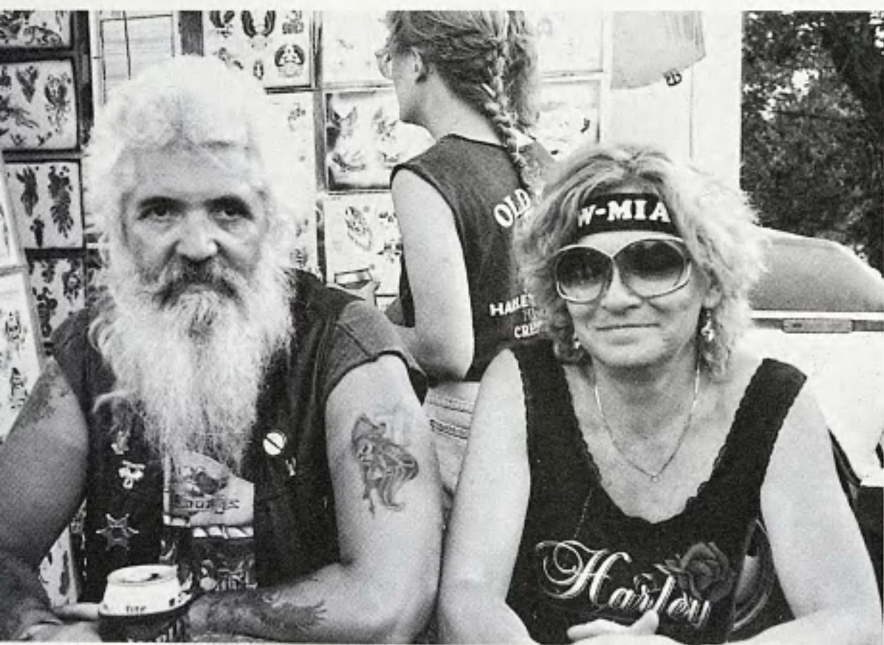
—Frank Henselmans, Borne, the Netherlands



—Blue Bike Mike, Middletown, N.Y.

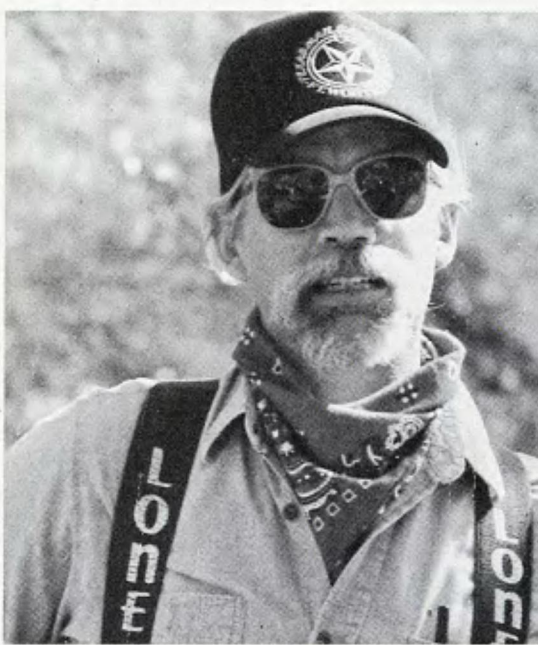


—Randy Cullen, Yuma, Colo.



—Hawk, N. Mankato, Minn.

—G. Langworthy, Kalkaska, Mich.



—Janice McCuiston, Sweetwater, Tex.



—William Matthews, Martinez, Calif.





—The Sheriff, Lammhult, Sweden

IMPRESSIONS

It's the cool breeze in my face
It's the wind blowing in my hair
It's the feeling of being caressed
by leather and lace

It's the feel of rushing air
It's the feel of the sun on your back
It's the feel of riding forever without a care

It's the sound of the deep throated rumble
It's the look of fine leather

It's the shine of polished chrome
It's the feeling of floating
like a feather

It's the feeling you have when you
leave everything in the dust
This wonderful feeling that can only
be experienced by a few of us

The feeling of being on American Iron
The feeling of being one with your ride in the sun



—Gary "Li'l Piro" Smith, London, Ohio



The PACK-AXE E.S.T.® (extrication, survival tool)

For the Brother on the move . . . weighs in at less than two pounds and replaces close to ten pounds of conventional tools. It's a hammer, nail puller, hatchet, can and bottle opener, bone or metal saw, wire cutter/stripper, wire wood saw, skinning knife with gut hook and camp knife. Pack the **PACK-AXE E.S.T.®** and lighten your load. The head is 3/16" thick 440 stainless steel, 50/55 Rockwell scale hard. The edge is ground at a 30° angle, enough for an edge that will skin a deer, fillet a trout or slice a salad, but thick enough to chop firewood.

The handle comes in three machined parts. Cut from solid aluminum rod and tube stock, they join together to form the handle for an axe, hammer and wire saw. With a seven cubic inch waterproof storage compartment, magnesium fire stick and a metal encased compass.

The **PACK-AXE E.S.T.®** is the finest multi-purpose tool system ever offered (just what is your life worth?). We at Freedom Forge, Inc. believe our tool will be viewed by future generations of sportsmen with the same admiration that they will view the quality products of Harley, Rolex or Colt.

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Signature _____

☐ Send me your catalog for \$1

(California res., add sales tax. Canada add \$2 for each order, all others add \$3.)



Included but not shown:
 wire saw, magnesium fire
 stick and both leather
 and nylon sheaths. Four
 page catalog: \$1.00

SEPTEMBER *Fox Hunt* WINNER



Rhonda, your September Fox Hunt winner and February birthday girl, got the surprise of her life during her photo session with Dan Ballard's panhead at the Red Hill Saloon. She, gulp, "had a really good time. I couldn't believe it." So we shock another. Fact is, Rhonda had kinda put the shiver to us when she showed up sportin' some road rash from a bike wreck (as in bicycle), she'd had the day before. It's safer on a Harley, babe. She recovered and so did we. Check out the results on page 69.



I was born to be on the back of a Harley, and I don't put my ass on anything else.

Linda, New York—Ext. #401



I love excitement. Doing a layout for *Easyriders* would be exciting as hell. So come on, excite me!

Attitude, Kentucky—Ext. #402

Can't Find a Stamp? Now Ya Can Phone In Yer
Vote. Call 1-900-234-BIKE. Call Costs 89¢ Per Min.



I like riding for myself. Texas wants to see me on the cover of
Easyriders

Phi-Phi, Alabama—Ext. #403



My ol' man and his H-D represent independence, pride, and
total freedom of choice. It's truly the only lifestyle for me.

Kitten, Texas—Ext. #404



I want this so bad, I'd probably do it for free.

Miss Gloria, Idaho—Ext. #405



Late night rides in a short skirt that flaps in the wind are
stimulating to a girl with long legs, that can wrap around
large waists.

Linda Kay, Oklahoma—Ext. #406

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THE STRUTLESS® BIG-TWIN FENDER
For Big Twins with four-speed frames. Fender will carry passenger's weight easily. All steel, mig welded. Requires very little molding, easily bolted on. Part #1010: \$149, shipping \$10. U.S. Pat. #301391020. Bike pictured has short shocks #2222. Taillight: \$18.



SPORT BOB
One of our best-selling fenders, with welded in taillight bracket. Fender is all steel, 1979-81 Sportsters, part #5050. 1982+ Sportsters, part #6060. Price: \$89, shipping \$8. Taillight: \$18. Bike above shown with our short shocks. Part #3333.



THE STRUTLESS® SPORT FENDER
For 1952-1978 Sportsters. All steel, mig welded, and, as with all our bob fenders, the taillight bracket is welded in place. Part #4040. Price: \$149, shipping \$10. U.S. Pat. #301391020. Bike shown has our short shocks. Part #1111. Taillight: \$18.



THE STRUTLESS® DRESS FENDER
Hinge still works. All steel, mig welded. Will carry passenger's weight easily. No taillight cut-out, easily bolts on. Part #2020. Price: \$165, shipping \$12. U.S. Pat. #301391020.



THE STREAMLINER
For 5-speed frames, uses stock fender rails. All holes drilled, taillight bracket welded in, and seat holes drilled with nuts welded to fender. Five-speeds to 1986, part #7070. 1987+, part #7087. Price: \$115, shipping \$8. Taillight: \$18.



STRUTLESS® FENDER FOR SOFTAILS
Designed for 1984 & 1985 Softails—86 and later Softails can mount this fender if frame fender struts are removed. Taillight bracket welded in—all you need is a taillight. Part #0303. Price: \$195. Taillight: \$18. Dresser style also available. Price: \$239 (includes shipping).

LOWER YOUR HARLEY with Mike's Short Shocks

or send us yours and we'll shorten them

DON'T WANT TO BUY NEW SHOCKS?

Send us yours and we'll shorten them. Ship your shocks to us by post office or UPS to address above. Enclose a money order for \$65. This includes the shipping back to you. Turnaround time at M.B. is one to two days. For two-day airmail back to you, enclose \$75.

Shortened Lengths

'79 + later Sportsters	11.5"
'82 + later 5-speeds (no air shocks)	11.1"
'52 to '78 Sportsters	13.5"
'73 + later FX, FXE, FLH 4-speeds	11.1"
'56 to '72 FLH round swingarm	13.0"



MIKE'S SHORT SHOCKS

Lengths are measured from center of eye to center of eye. For '79 & later sports and '82 & later Big Twin 5-speeds. Measure your shocks eye to eye and subtract our shock length to find how much your bike will be lowered. Specify shock length when ordering. Prices include shipping.

BELOW FITS '79 & LATER SPORTSTERS AND '82 & LATER BIG TWINS W/ 5-SPEED FRAMES

Lengths in inches	Style	Part #	Price
11.1 or 11.5	A adjustable spring tension	#3311	\$159
11.1 or 11.5	B adjustable spring tension	#3333	\$185
11.1 or 11.5	C adjustable spring tension	#3322	\$219
10.7 or 11.5	Gas shock, chrome top, chrome spring, black shock black adjuster	#3300	\$179

BELOW FITS '52-'78 SPORTSTERS

13.5	Lowers bike 1.5" chrome spring, looks like stock adjustable	#1111	\$159
13.5	Lowers bike 1.5" full chrome covers adjustable	#1122	\$169

BELOW FITS ALL FX, FXE, FLH 4-SPEED FRAMES W/SQUARE SWINGARM '73 + LATER

Lengths in inches	Style	Part #	Price
11.1	Lowers bike 1.5", chrome spring, looks like stock, adjustable	#2211	\$159
11.1	Lowers bike 1.5", full chrome covers looks like stock, adjustable	#2222	\$179

BELOW FITS '58-'72 FLH with ROUND SWING ARMS

13.0	Lowers bike 1 inch, chrome spring, looks like stock	#4411	\$159
13.0	Lowers bike 1 inch, full chrome covers, looks like stock	#4422	\$179



LATE SPORT & 5-SPEED SHOCKS SHOWN ABOVE.

THE SUPER FLOW AIR CLEANER NOW WITH CHROME COVER

Flow tests prove the Super Flow Air Cleaner is the highest flowing air cleaner money can buy. Flow Bench Test shows the following:

Stock Air Cleaner	116 C.F.M.
The "Breather" Air Cleaner	138 C.F.M.
Advertised as Flowing 300 C.F.M.	138 C.F.M.
S&S Super Air Cleaner	145 C.F.M.
Super Flow	176 C.F.M.
Velocity Stack	182 C.F.M.

All flow tests performed at a vacuum of 6 inches of water. C.F.M. = Cubic Feet of air per Minute.

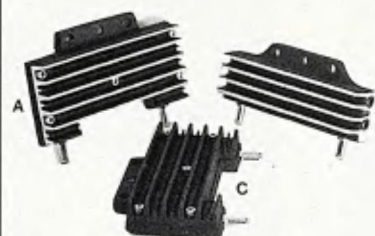
PART NO.	DESCRIPTION	PRICE (includes shipping)
0077	To be used with stock 8" round evolution cover	\$45.00
7777	Fits S&S, Tillson, Keihn & Bendix w/chrome outer cover	\$59.95
6677	Fits S.U. Carb w/chrome cover 7"	\$59.95
8877	Fits 1988 + later Sports and 1990 Big Twins. The New Yomm, Keihn C.U. Carb	\$69.95

Air filter element is not supplied, use 6" S&S type.



BIKE LIFT

Two piece, all steel, mig welded, does the same thing all the rest do, part #0030. Price: \$39.95, shipping included. Double Lift lifts the whole bike, part #0031. Price: \$84.95. Top bar needed for longer front ends (for Double Lift only), part #0032. Price: \$5.95.



OIL COOLERS

Pat. #7090923. Made in U.S.A. Designed by M.B. These aluminum oil coolers dump heat to the surrounding air flow the same way as the cooling fins on the engine. Get rid of large amounts of heat. Prices include shipping.

PART NO.	STYLE	TEMP DROP	PRICE
8080	B - 4 Fin Highlighted fins	24-29	\$59.00
8888	B - 4 Fin Polished	24-29	\$79.00
1001	C - 5 Fin Black 25-36		\$79.00
1002	A - 5 Fin Highlighted Fins	25-36	\$79.00
1003	A - 5 Fin Polished	25-36	\$109.00
1004	D - Clamp on vertical cooler	25-30	\$79.00
1005	D - Clamp on vertical cooler	25-30	\$99.00



OIL GAUGE MOUNTS

All are original designs of Mike Bernstein. The purpose of each gauge mount is for the easy reading of the oil pressure while seated on the bike.

Top Right: the rocker box oil gauge mount for shovelheaded Sports & Big Twins Pat. #301703. '71 & later, part #0011, price \$14.95; '52 to '70 Shovels, part #0022. Price: \$14.95.

Middle Right: Gauge mount for Evolution Sportsters. All fittings & lines included. Pat. pending. Fits with stock Sportster tank part #0033. Price: \$34.95. Fits with wider-than-stock tank, part #0044. Price: \$34.95.

Lower Right: Big Twin Evolution gauge mount. All fittings and line included part #0505. Price: \$24.95.

Oil Gauge, part #9999. Price: \$18.95

SKULL & DICE

For any use you can imagine, but usually used for shift levers, dipsticks, handles on cars or trucks, and so on. Prices include shipping.

Dice is machined from billet aluminum and highly polished, part #0711. Price: \$24.95.

All skulls are polished. Aluminum skull, part #0020. Price: \$24.95. Brass skull part #0026. Price: \$29.95. Chrome brass skull, part #0024. Price: \$35.00.



NEW CLAMP ON COOLER ABOVE

BIKER VIDEO

XXXX-RATED
This is a very sexually explicit video. You must be over 18 to order. VHS only. 110 minutes in color. Yeah, there's a story, but more important there's lots of sex, drugs, weapons (all kinds), rock'n'roll, naked women, comedy, bikes, sex, gunfire, sex, and more sex. The flame-throwing dragon bike, the nympho hitchhiker, big tits, bath tub scene, and two-foot dildo. Made by bikers with bikers for bikers.

You'll laugh so hard your balls will fall off.

Video #2002 \$19.95 & \$3 shipping. No COD orders except with other parts. Send check or money order. Phone orders, use your VISA or MasterCard.





Easyriders

Fox Hunt

Make \$500 by being selected as the winner and modeling for an *Easyriders* feature! Help pick the winner by calling 1-900-234-BIKE. Call costs 89¢ per minute. New winner every month!

OKAY, MEN — here's a chance to share your favorite hard-belly 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 into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received 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 what you like best about motorcycling (bikes, parties, men, etc.). 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 for this issue starting January 1, 1990. 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 Clean Dean will answer and take you through the



Here she is, bros, the 10th monthly winner in our 11th Annual Fox Hunt—Jenny, from Glendale, California. See more of her next issue.

motions. You'll get to find out just how far these girls will go to get your vote. If you're not into her comments about our lifestyle, 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 #200 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

The deadline for voting for this month's issue is January 31, 1990. We'll print the winner in the June issue.

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

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.

200

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 _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

Photographer's Signature _____

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 what you like best about motorcycling.

What I like best about motorcycling: (25 words or fewer)

The Almighty Answer--

To workin' on your motorcycle

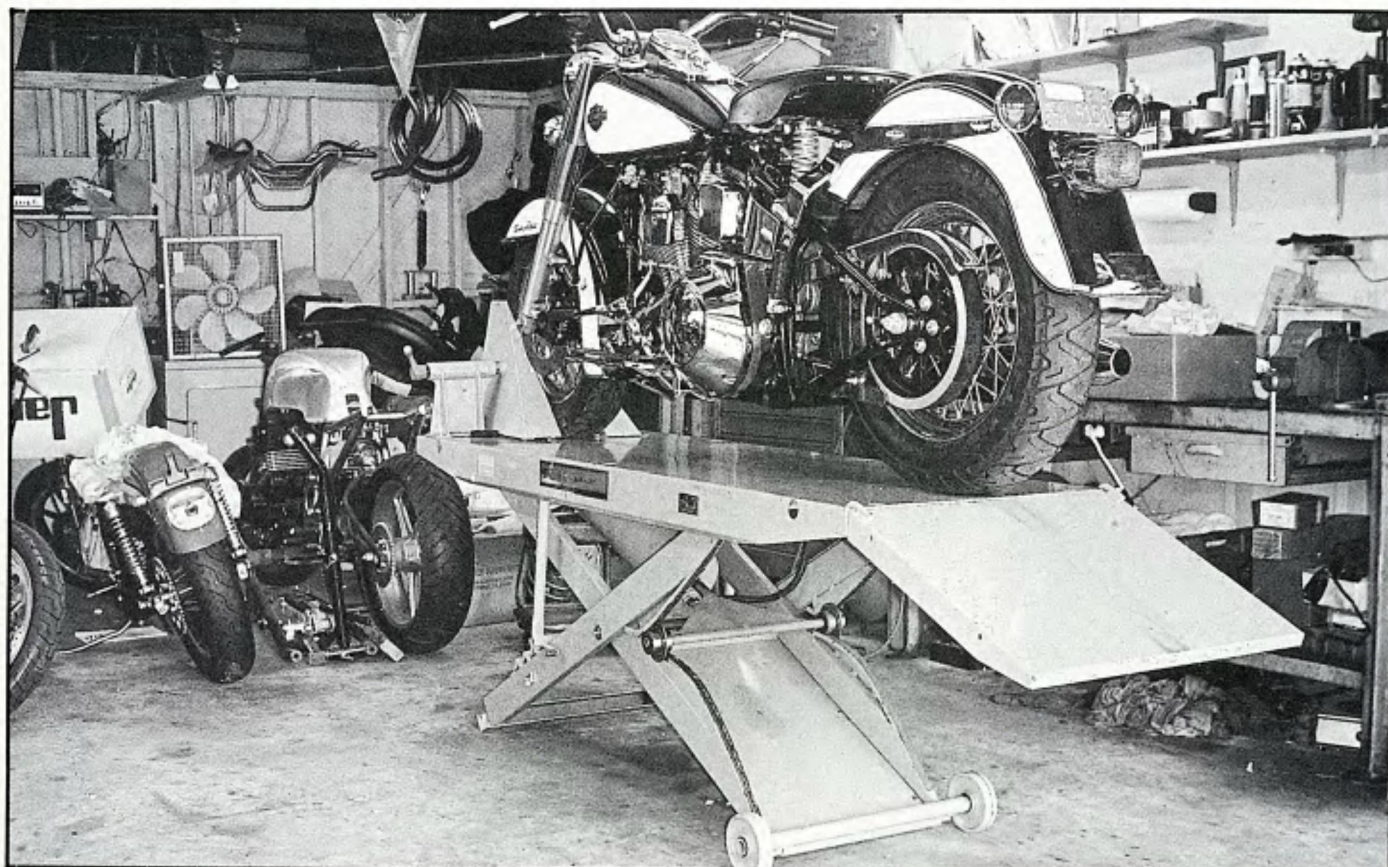


Photo by J.D. Chandler

I had a moving experience recently—something like having a semi overturn beside you on the freeway at 85 mph, and having it miss your petrified ass by inches. Yes, even motorcyclists have seen God. This experience wasn't quite as treacherous, but as enlightening.

I've been wrenching on scooters for 20 years now, and have always thought about how bitchin' it would be to have a hydraulic lift in my garage—a major modification. Well, a couple of months ago I went to a brother's shed, and there in the middle of the floor sat this steel plate on rollers.

We were planning some adjustments to my clutch, so he instructed me to roll the bike up onto this platform—which stood about 4 inches off the ground. I did, and he clamped the tire into a vice at

the front of this slab of steel, casually stepped onto a pneumatically-operated switch, and, presto, the bike rose to the height of his work bench (or any height he had a notion to raise it to). I about fell over.

The Air Lift, manufactured by Western Manufacturing, in Marshalltown, Iowa, forms its own bench, can lift the front wheel or the rear wheel off the bench, and operates by a separate air compressor (they also make a model that runs electrically). It can lift 1000 pounds, to 31 inches, in 30 seconds. Anything up to that weight can be placed on this sucker and lifted to bench height.

I was knocked out. No longer was I going to crawl around on the floor to drain oil, adjust the clutch, or do anything. I had to have one of these puppies. But in all fairness to other manufacturers, we began an

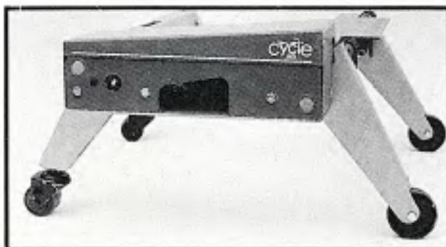
investigation into other lifts. From the looks of the industry, the Air Lift is the most widely used in shops and H-D dealerships. In fact, we recently spotted several of them at Harley-Davidson of Washington, D.C., which had skirts on either side to form a wider bench area (interesting possibilities for major teardowns). It runs about \$500 and change, but if you purchase in quantity, by getting several orders together from brothers, there's a price break. That's what we did, five of us got together on the deal.

But in an effort to present the broad spectrum of lifts that are available, we've included a vast array of jacks that are, in some cases, more economical, smaller, shorter, whatever.

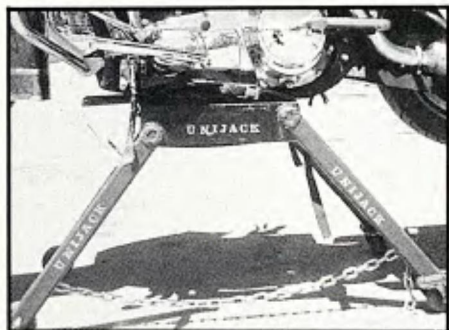
Perhaps the next most convenient lift is one distributed by the Carlson



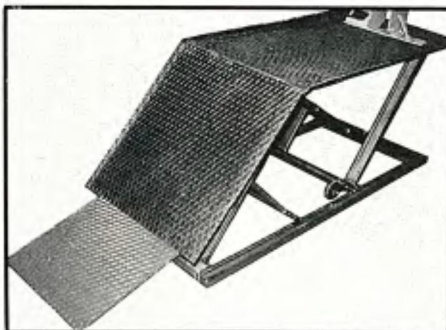
1.
Western Manufacturing Corp.
Western Industrial Mall
702 South Third Ave.
Marshalltown, IA 50158



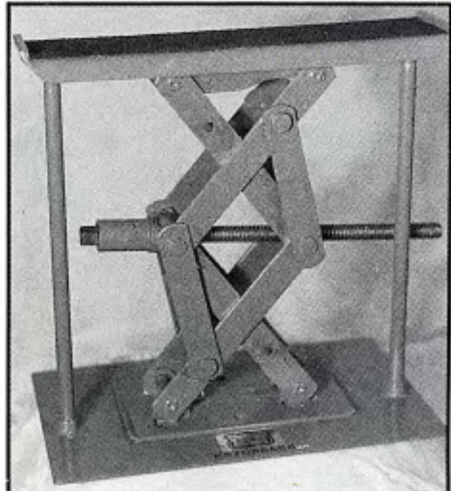
2.
Lincoln Manufacturing Company
Box 30303
Lincoln, NE 68503



3.
Mechanico Dynamics
Box 17
Hartsel, CO 80449



4.
The Carlson Company
Box 15051
Santa Ana, CA 92705-0051



5.
National Dynatronics
Division of P.W. Dodge Corp.
334 E. 9th St., Ste. 11
New York, NY 10003

Company. When the Grazia lift is up, the entire rear platform can either be hinged down or remain locked in the up position. When the hinge is down, it affords access to the rear wheel. It lifts to the same height as the Western Manufacturing unit and can be operated by a foot pump or your compressor. The wheel clamp, however, is not nearly as substantial as the one on the Air Lift. It doesn't appear to be a bad unit, though. Unfortunately, the Grazia lift (which is made in Italy) is more costly. The foot pump version sells for \$950 while the air-operated version costs \$1,170.

National Dynatronics recently started to manufacture the Quik-Stand. They collaborated with Harley-Davidson of New York to design a stand that would fit all Harleys. This model doesn't form a bench and only

raises the bike from five to 12 inches, but on the other hand, this tower of strength doesn't run on anything, air or electricity, and costs only around a \$100.

Here's another compact lift unit which will hold up to 1000 pounds and has the ability to pivot 360 degrees. The Cycle Jack, manufactured by Lincoln Manufacturing Company, Inc., weighs only 80 pounds and can raise a scooter up to 14 inches. It takes no power, other than what ya got in yer arms, and I'll guess that it costs around \$200.

Finally, the most spindly one of the bunch. The Unijack, from Mechanico Dynamics Inc., in Hartsel, Colorado, raises from 4 inches to 24 inches and can handle 1,500 pounds. It functions with the use of a hydraulic jack that you pump like a car lift and will

raise a bike in approximately 1.5 minutes. This lift sells for \$349.

Well, that about covers the lot. If you have a lift, and use it on a regular basis, let us know your comments, so we can pass them along. And if I run into any hints or comments about my new Western Manufacturing lift, I'll let you know. Oh, here's one: George from Holliday's Bike Shop in Camarillo, California, suggested that we glue indoor/outdoor carpet to the vice to minimize scratching to the front rim or brake drum. And, if you have fat 16s, front and rear, elongate the mounting holes for the stationary side of the vice about 1/2 inch to allow the tire to roll into place for clamping.

Gotta split now, just got my lift home. I've been holdin' off a major maintenance list waitin' for this.

—Wrench



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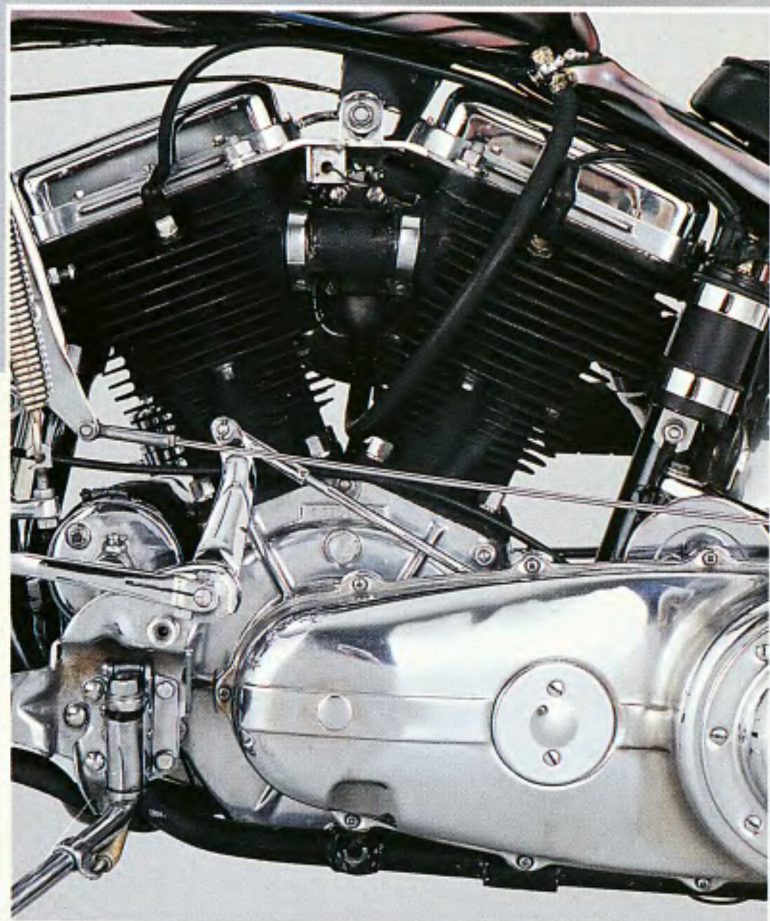


DAN AND ANNE'S NOSTALGIC PAN

Their memories are forever





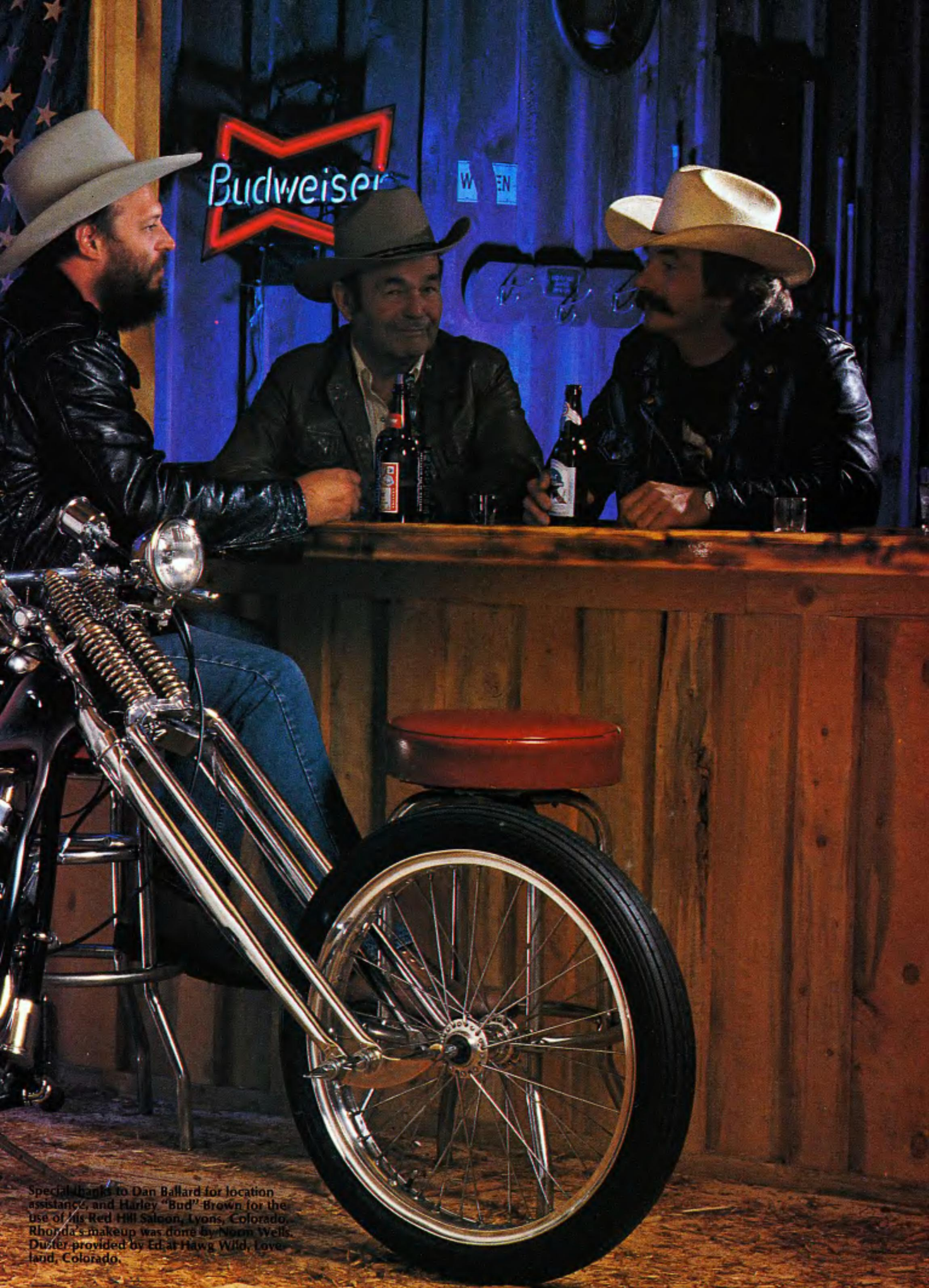


Ohio in 1970 was teeming with tension. The whole country for that matter was in the throes of a revolution. In northeast Ohio the kettle boiled over at Kent State. Neil Young would write with a blood curdling finality of "tin soldiers and Nixon coming," who had "cut us down. Four dead in Ohio." Next thing Dan Ballard (the owner of this panhead) knew, local authorities were blamin' bikers for antagonizing and instigating deadly demonstrations in the town of Kent.

That's the rap ya heard when young men on steeds of steel chased the campus skirts. The Man called it destruction of morals. (The one thing that came out of that senseless tragedy was Dan's commitment to an annual personal memorial ride, every May 4 for the four who died). With respect, he notes "They wouldn't be the type to burn the flag."

Eventually, Dan got fed up with Ohio, with its rust-ragin', paint-ruinin', salted streets and antiquated attitudes, and





Budweiser

Special thanks to Dan Ballard for location assistance, and Harley "Bud" Brown for the use of his Red Hill Saloon, Lyons, Colorado. Rhonda's makeup was done by Norm Wells. Duster provided by Ed at Hawg Wild, Loveland, Colorado.



Photos by Michael Lichter

moved on to higher ground.

At an early age Dan had picked up the scent of scooters from an uncle who, before he split for Vietnam, left him a Honda. That got Dan's Buckeye blood goin', and it wasn't long before he bought this pan in 1968, as an 18-year-old high school senior, for \$1200. It was a stripped down dresser, still fairly stock. Along with his son, Daniel, it would be his constant companion for the next 20 years. And they still are, with a new addition—his fiancée Anne.

Dan's artistic energies lead him into painting bikes, vans, cages, whatever ya had. He'd Bondo the bastard, lacquer it up lickety split, and away you went. Enough practice lead him to a van show in Colorado Springs around '75. The fresh air and attitudes were appealing to a new father. In the words of a great Ohio band, The James Gang, Dan and his clan would, "Walk Away," from past bummers.

Powered by a sense of adventure, a lust for freedom, and a will to uproot and move to open spaces that would better fit his scooter lifestyle, Dan Ballard headed off to the frontier. Packin' his wife of the time, son, Daniel, trusty panhead and paintin' tools, he ended up in Colorado in 1976. Like an adventurous Daniel B. before him who headed to the boonies, Ballard needed room to stretch, check uncharted territories, and let his mind roam as his wheels spun their freedom-seekin' tune.

Lyons, Colorado, became the home and hub for Dan's new family and business venture—Paint Your Wagon, professional painting. Fourteen years later, he looks back and sees the change as the best thing he could've done—for himself and his barhopper pan.

See, he met up with Randy at V-Twin Cycles in Greeley, Colorado, and was able to totally renovate his baby. That was nine years ago. What yer lookin' at has been "as is" for

damn near a decade. Dan did all fashion of molding and painting, using RM lacquers, with a load of candies, pearls, and gold. Though the tank and frame are molded, they're separate. He's also into lead instead of Bondo. "Bondo cracks, this lead can be resandblasted, it just gets a little rounded down's all," Dan advises.

From here Dan would like to update her. He's thinkin' of addin' a sidecar and takin' a honeymoon putt to Alaska with Anne. We're glad we got to see this version.

Dan would like to thank his bros Dean Brown and Scott Kohler of Lyons, Ed from Hawg Wild, Big Roger, Minnesota Brian, and Six-Fingers Ron, for helpin' pull this feature together. And especially Harley "Bud" Brown for the use of his Red Hill Saloon. Solemn respects also go out to Ron Shipp, and Tim Woods, two unforgotten scooter tramps whose ashes are in the wind.

—Bomber

Owner: Dan Ballard	City: Lyons, Colorado	
General	Frame	
Fabrication by: Dan	Year: 1948	
Year and make: 1953 H-D	Builder: H-D/owner	
Model: FL pan	Type: wishbone rigid	
Value: make offer	Rake: 4 degrees over stock	
Assembly by: owner	Stretch: none	
Time: 6 months	Other alterations: molding	
Chroming by: gold by Brown's	Accessories	
Engine	Bars: drag	
Year: 1953	Risers: 4-inch dogbones	
Model: FL	Fender(s): modified Triumph	
Rebuilder: Randy/V-Twin Cycles	Headlight: Cal Custom	
Ignition: points	Taillight: Signal Stat. truck light	
Displacement: 74 cubic inches	Speedo: Drag Specialties	
Lower end: stock '53	Front pegs: gold plated/homemade	
Balancing: V-Twin Cycles	Rear pegs: swap meet	
Pistons: .060 over	Electrics: 6-volt generator	
Cases: hand polished	Gas tank: 250 Triumph	
Heads: 1964 pan	Oil tank: horseshoe	
Cam: stock	Oil system: H-D filter, cooler	
Lifters: solid	Primary cover: stock	
Carb(s): Linkert M 74, chromed	Seat: S&S Upholstery, Longmont	
Air cleaner: 1938 flathead	Sissybar: fender struts	
Pipes: shotgun	Height: 16 inches axle to fender	
Muffler(s): ?	Material: 3/4-inch six-sided, turned steel	
Transmission	Forks	
Modifications: hand polished cases	Type: H-D springer	
Year: 1964	Extension: 8 inches over	
Shifting: foot/ratchet	Builder: Paint Your Wagon	
Engine sprocket: 23-tooth	Special features: spikes, gold springs	
Trans sprocket: 23-tooth	Wheels	
Wheel sprocket: 51-tooth	Front	Rear
Painting	Size: 21-inch	Size: 16-inch
Molding: lead/Paint Your Wagon	Hub: spool	Hub: H-D
Painter: Dan/Paint Your Wagon	Rim width: 3 inches	Rim width: WM5
Color: RM black base	Tire: Avon	Tire: Continental
Type: RM lacquer	Brake: none	Brake: mech./drum
Special paint: custom mixed pearls, candies, gold, sanded, hand rubbed		
Other special modifications: Lead fender, tank and frame. Polished cases, trans. Pan bolts, lifter bolts, footpegs, brakes, shifter and springs are gold plated.		

Now you can call the what's happenin' HOT LINE 1-900-234-BIKE (2453)

What's Happenin'

Here's your guide to what's happenin' in your area in January and February. To have your events listed, get the information to us at least three months in advance—or call the new What's Happenin' hot line, punch in the Gripe Line, and for 89 cents a minute you can leave a message that we'll add each Monday to a set of recorded messages consisting of the latest, up-to-the-minute events

listings. To find out what's happenin' in any state, just punch up the state's number code (listed below) and be informed. We are as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you putt across the state. Send your info to What's Happenin', Box 3000, Agoura Hills, CA 91301.

California

2ND ANNUAL EASYRIDERS INVITATIONAL BIKE SHOW—February 23-24-25 in Los Angeles at the Los Angeles Convention Center. \$25,000 purse.

Colorado

12TH ANNUAL COLORADO MOTORCYCLE SHOW & SWAP—February 10-11 in Denver at the Regency Inn at 38 & I-25. For info, write or call Colorado Custom Cycle at Box 15022, Como, CO 80432, (719) 836-2403.

Georgia

SWAP MEET & MOTORCYCLE SHOW—February 25 in Atlanta at Henderson's Auction Building. Admission \$5. Gates open at 11 a.m. Food, drinks, and alcoholic beverages by in-house concessions only. Sponsored by Walton Cycle Club and ABATE of Georgia. For info, write W.C.C. at 1122 S. Madison Ave., Monroe, GA 30544, or call Lee at (404) 438-8442, or club at (404) 267-9928.

Illinois

9TH ANNUAL MOTORCYCLE SWAP MEET—February 4 in Peotone at the Will County Fairgrounds. Take I-57, south of Chicago. Admission \$4. Sponsored by J&P Swap Meet Promotions. For info, write Box 135, Anamosa, IA 52205, or call (319) 462-4605.

Iowa

10TH ANNUAL MOTORCYCLE SWAP MEET—January 21 in Davenport at the Downtown River Center, 136 East 3rd St. Admission \$4. Sponsored by J&P Swap Meet Promotions. For info, write Box 135, Anamosa, IA 52205, or call (319) 462-4605.

Maine

14TH ANNUAL GREAT NORTHERN MOTORCYCLE SWAP MEET—February 11 in Augusta at the Augusta Civic Center from 9 a.m. to 5 p.m. Admission \$5. Sponsored by Saracens MC. For info, write RR 1, Box 203, Turner, ME 04282, or call (207) 784-0605, or (207) 225-3985.

Minnesota

3RD ANNUAL MOTORCYCLE SWAP MEET—January 7 in St. Paul at the St. Paul Civic Center, downtown. Take 9th St. exit off I-94. Admission \$4. Sponsored by J&P Swap Meet Promotions. For info, write Box 135, Anamosa, IA 52205, or call (319) 462-4605.

Montana

6TH ANNUAL NEW YEAR'S DAY RIDE—January 1 in Missoula, meeting at Luke's Bar at noon. Leave for Harold's Club in Milltown at 2 p.m. All motorcycles welcome. New Year's Eve party in Luke's basement at 9 p.m. Sponsored by ABATE of Montana, Missoula Chapter. For info, write or call Peeper at 3610 S. 7th W., Missoula, MT 59801, (406) 721-3937.

Nebraska

7TH ANNUAL MOTORCYCLE SWAP MEET—February 4 in Omaha at the Omaha Civic Arena, 1804 Capitol Ave., downtown. Admission \$4. Sponsored by J&P Swap Meet Promotions. For info, write Box 135, Anamosa, IA 52205, or call (319) 462-4605.

New York

AM-JAM TATTOO EXPO '90—January 13-14 in Schenectady at I.U.E. on Erie Blvd. General admission \$5 per day. Top tattoo artists, tattoo videos, competition, vendors, and more. For info, write AM-JAM, Box 4709, Schenectady, NY 12303, or call (518) 346-0521.

North Carolina

HARLEY DRAG RACING ASSOCIATION AWARDS BANQUET—January 27 in Burlington at the Ramada Inn, I-85, Exit 143, at 6 p.m. Sponsored by Harley Drag Racing Association. For info, write HDRA, Box 1429, Elon College, NC 27244, or call (919) 229-4877.

North Dakota

5TH ANNUAL SWAP MEET—January 27-28. Sponsored by FM Crusaders. For info, write ABATE of North Dakota, Box 135, Bismarck, ND 58502, or call (800) 247-1213 in ND, or (701) 223-5609.

Ohio

2ND ANNUAL MOTORCYCLE SWAP MEET—January 21 in Toledo at the Toledo Sports Arena, #1 Main St., downtown. Admission \$4. Sponsored by J&P Swap Meet Promotions. For info, write Box 248, Anamosa, IA 52205, or call (319) 462-4605.

Texas

SPRING HARLEY-DAVIDSON SWAP MEET/EXPO & SHOW—February 25 in Arlington at the Arlington Convention Center. Admission \$7. Swap meet, bike show, cash door prizes, dealer displays, and other entertainment. For info, call Bob Bagwell at (817) 488-9133.

Wisconsin

10TH ANNUAL MOTORCYCLE SWAP MEET—February 11 in Eau Claire at the downtown Civic Center from 10 a.m. to 5 p.m. Admission \$3. Beer and food available. For info, write Fast Eddie at 5410 Winget Dr., Eau Claire, WI 54703, or call (715) 834-8389.

900 phone number state codes – alphabetically

Alabama	01	Louisiana	18	Ohio	35
Alaska	02	Maine	19	Oklahoma	36
Arizona	03	Maryland	20	Oregon	37
Arkansas	04	Massachusetts	21	Pennsylvania	38
California	05	Michigan	22	Rhode Island	39
Colorado	06	Minnesota	23	South Carolina	40
Connecticut	07	Mississippi	24	South Dakota	41
Delaware	08	Missouri	25	Tennessee	42
Florida	09	Montana	26	Texas	43
Georgia	10	Nebraska	27	Utah	44
Hawaii	11	Nevada	28	Vermont	45
Idaho	12	New Hampshire	29	Virginia	46
Illinois	13	New Jersey	30	Washington	47
Indiana	14	New Mexico	31	West Virginia	48
Iowa	15	New York	32	Wisconsin	49
Kansas	16	North Carolina	33	Wyoming	50
Kentucky	17	North Dakota	34		



Photo by Marshall Christopher

Outlaws

TAKE TO THE RING IN SUPPORT OF A WOMAN BOXER

By Kayellen Hartman-Hoffmann

Bikers are an unpredictable breed.

I mean, who would think that a bunch of badass outcasts, dedicated to nothing more than the pursuit of their own pleasure, would spend so much time and money helping those less fortunate? Who would expect a burly, bearded biker to dress up like Santa Claus for a toy run benefiting abused children, or raise hundreds of thousands of dollars for muscular dystrophy in the annual Love Ride?

I guess the same people who would envision the Chicago Outlaws to be staunch advocates of self-defense for women. Actually, the Chicago Outlaws just may be the nation's greatest supporters of the sport of female boxing and the fledgling Women's Athletic Boxing Association (WABA). Their favorite fighter is a powerful puncher named Chris Kreuz. Chris, 24, is a Harley rider and longtime friend of the Outlaws, but their ties to the sport stretch further than those of friendship. As the president of the Chicago Outlaws, who is a practicing lawyer, says, "Women must be trained in self-defense. I've had too many cases where a woman could have avoided domestic or street violence if she had the confidence that training in boxing can give."

The Chicago Outlaws have attended every one of Chris Kreuz's bouts, and June 7, 1989, was certainly no exception. Her arrival at Ditka's City Lights—a sports arena and bar owned by Mike Ditka, head coach of the NFL's Chicago Bears—was heralded by

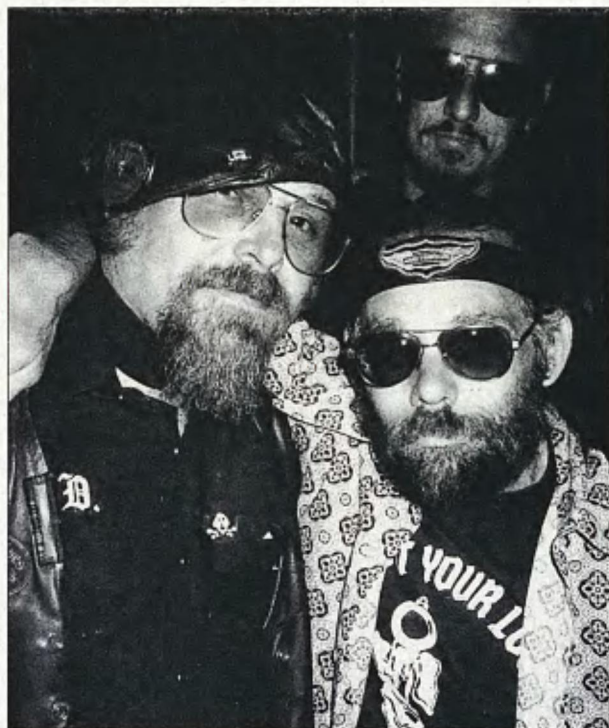


Photo by Kayellen Hartman-Hoffmann

the thunderous roar of some 20 Harleys rolling to a dramatic stop.

The evening's main event was the WABA's, six-round Lightweight Championship title fight between Chris Kreuz and Linda Scully. The official host for the night was Olympic gold medalist and former heavyweight champ, Leon Spinks.

Once inside, Kreuz left her esteemed escorts and was ushered by Spinks through the sold-out arena. From out of the darkness, Linda Scully hectically climbed through the ropes and stood in her corner. Across the ring Chris stood cool as an icicle, draped in a foreboding black satin robe. The bell rang and the title fight began.

"Fighting Irish" Linda Scully gave it her all, but the

steel-like fists and iron-clad will of Chris Kreuz were too much for her. With a relentless series of powerful punches, lightning-fast jabs, and ferocious right hooks, Kreuz dominated the contest. By the final round, Scully was shaken and suffering from a badly bruised eye. The 5'6", 120-pound "Italian Filly" won by a unanimous decision.

Chris took home the prize belt, and the Chicago Outlaws took home a victory of their own. Their dedication to Chris, female boxing, and self-defense for women in general, is just another example of the giving nature of bikers. While the rest of the world sits on its ass and complains about how shitty things are, bikers, like the Outlaws, do something to make them better. ■

PARTS BOX

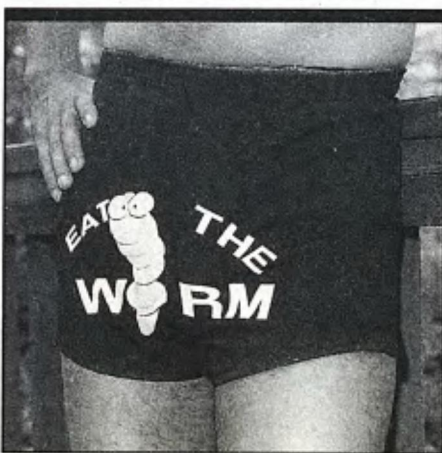
Tell 'em Snake sent ya



Ratchets

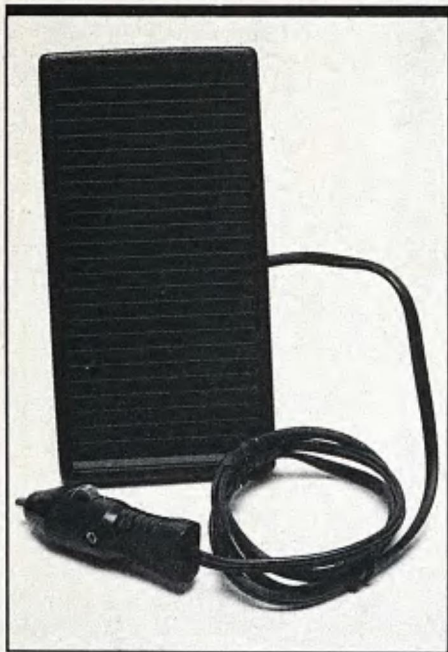
Something different this issue. A theme. All tools. Garage artillery was always my thing. Special tools for this and that to make things creative and easier. So here goes.

Even though the photo is shit, this type of ratchet is handy, as an official head bolt wrench, at getting to tough spots at knuckle-bustin' angles. SK has these flexible suckers in all sizes and lengths. For more information, write Steve Johnstone, SK Hand Tool Corporation, Dept. ER, 3535 West 47th Street, Chicago, IL 60632.



Eat the Worm

Yeah, I know it's obnoxious, but the chicks think they're off-the-wall. And if they like 'em, then they're all right with me. These black and yellow shorts are emblazoned with suggestions about what to do with the delicacy at the bottom of fine ta-kill-ya bottles. In this case, they're referring to Monte Alban Mezcal. Hey, and they don't fit bad, either. For ordering info, write Monte Alban Clothing, Dept. ER, Box 3994, Chicago, IL 60690.



Sun Charger

The brochure with this charger was correct about idle batteries gradually losing their charge. This solar-powered charger is designed to trickle-charge batteries to keep them up to the road ahead. For more information, call Sun Maxx at 1 (800) 369-9330.



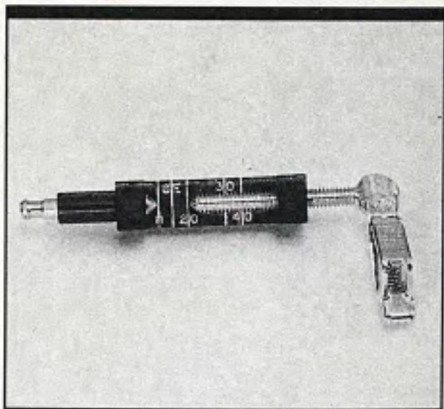
More Chargers

I've hated batteries ever since one left me alongside a winter road in Berdoo. I've run magnetos ever since. So, if you're forced to deal with the messy bastards, keep 'em charged. And here's a couple of zappy solutions from Nempco. One is a battery maintenance system that can be mounted to the bike and connected when yer at the pad to keep the battery on top. The other is a heavy duty supply for shop use with extra long leads. For more information, contact Nempco, Dept. ER, Box H, Foxhill Park, Foxboro, MA 02035.



The Washboard

I don't hafta say a damn thing about these. This one is portable, doesn't need electricity, and is lightweight. Of course, their propaganda lists a whole slew of this jewel's wonderful features, so if you want all the sales info, you can write Seacliff International, Inc., Dept. ER, 2210 Santa Anita, South El Monte, CA 91733. And it's cheap—about \$50



Spark Tester

There's nothing worse than the bike not starting—'cept seein' a spark, and not knowing whether it's strong enough or not. Well, Nempco has come up with a simple device that will tell, even kickstart owners, what the plugs are up to. They even send along instructions. Isn't that bitchin'? For more information, write Nempco, Inc., Dept. ER, Box H, Foxhill Park, Foxboro, MA 02035.



Neon Colors

If you're into paintin' your own sleds it's a must to have a line of paints from House of Kolor. They've been mixin' up the most innovative, vibrant custom hues since 1956. And now they've come up with a line of neon colors that'll have ya rubbing yer eyes for weeks. Neons are ultra-bright, fluorescent universal base coats. They're easy to apply, offering full coverage in 3-4 coats. Simply clear for a final finish or top coat with any of their pearls or candys for a custom finish. For more information, and their catalog, write House of Kolor, Dept. ER, 2521 27th Avenue South, Minneapolis, MN 55406.



Cycle Hitch

If ya don't have a pickup, or know someone who does, you best get something like this mighty handy device. This particular hitch is made from heavy gauge steel, comes in two sizes, and can tow your scoot on a long haul or home after a breakdown. For more heady data, write the Customer Service Department, Expert Cycle, Dept. ER, Box 4192, Chatsworth, CA 91313 ■



Edition 1
Oct. '86 to Sept. '87



Edition 2
Oct. '87 to Sept. '88

Both collector's editions of them "Scooter Gypsies" you've been seein' in *Easyriders* each month are now available. We've rounded up all 24 of those cuties into two separate collections of 12 art prints each. Every 11" x 14" print is suitable for framing. Each collection is \$20, plus \$4 postage and handling. Please be certain to specify either "Scooter Gypsies 1 or 2."

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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.

DRUG TESTING CONQUERED! PASSING THE URINE DRUG TEST IS EASY. GUARANTEED FOOL PROOF. PROVEN METHODS. MANUAL \$5. Wilshire Labs, 2521 Hazlett Ave., Warwood, WV 26003-E. (200)

Attractive Oriental wives. Free details. Enclose six 25 cent stamps. Anticipations, Box 2307-EA, Makati, Philippines. (200)

Beautiful ladies want friendship and marriage. Free photos, details. Latins, Box 1716-R1, Chula Vista, CA 92012. (619) 425-1867. (200)

ATTENTION 1950/1955 HARLEY RIDERS OF BERDOD: We are trying to contact motorcyclists from this area that are familiar with Motts Cycle Shop and Guys Place Cafe, South E Street, Berdoo. Please call or write Bob Chudy, 12457 Adams, Yucaipa, CA 92395, (714) 797-8344. (202)

In memory of Kevin P. Koski, lost 8-27-89. You lived a very short life, but I will never forget the great times we've shared. I'm gonna miss you, bro. R.I.P. Jeff Chlebowski, (200)

Little Lor-Lor: We wish all four of you a very Merry Christmas. Thank God for all the happy memories of the past: The little washer, the piano keyboard, the rocker I'm sitting in right now, the card games and strip-and-go-naked punch, but most of all your unforgettable smile and loving ways. Our treasures no one can take away. Trust in God, little one—His will be done. May the New Year hold joy, comfort, happiness and success, until we meet again. Hugs and kisses, Mom and Daddeo. (200)

England's finest line of Triumph, Norton and BSA parts—complete stock—color catalog \$4 (refundable). Sonny Collier, 329 Cross Timbers Dr., Nashville, TN 37221. (615) 646-6821, 4 p.m. to 10 p.m., CST. (200)

Attention all outlaw bikers: I DDD is making a righteous club by the name of TEN MOST WANTED MC, Brooklyn, NY. Any objections, please feel free to contact me at George Cruz #83B1961, G.M.C.F., Box 51, Comstock, NY 12821. (200)

Tapestries, Ghost Rider, Born/USA, Unicorn, Billiard & Poker Dogs. Approximately 60" x 40". \$25 each, money orders only. Mike Davis, Box B-65734, Florence, AZ 85232. (200)

In remembrance of "King Hog" (Chester Skibowski): Although many came and went with us in our "crazy group" there was only one "King Hog." Know that you will never be forgotten and always thought of for the good times you brought to everyone whose life you touched. With Love, Destiny of Chicago. (200)

Change your fingerprints easily and permanently. For how-to booklet, send \$75 money order to Ezelock, Box 143934, Coral Gables, FL 33114-3934. (200)

Anyone knowing the whereabouts of Marty Fox, Cathy Snyder or Sue Hill from the Marquette Park area of Chicago, please have them reach Dan (Soderholm) Elde #42721, Arizona State Prison, Tucson, AZ 85777. (201)

Nonrecording AM/FM stereo players available. Free catalog. The Conaid Company, 8221 Dunfield Ct., Severn, MD 21144. (202)

Ado-it-yourself divorce package, "uncontested," \$35, cashier's check or money order only. Formulators, Box 18261, San Antonio, TX 78218-0261. (201)

ATTENTION EX-OFFENDERS, FAMILY AND FRIENDS: Free money waiting for you to start a new life. For complete details, send \$11 to: GN Associates, 3341 W. Peoria, #186, Phoenix, AZ 85029. (200)

Large Harley-Davidson dealer wants a Parts Manager and a Service Manager. Experience a must. Send resumes to: R. Christy, 510 Nassau Ave., Freeport, NY 11520. (200)

Kevin Dunn a.k.a. "Pelican" or anyone knowing his whereabouts: Contact Debra "Topsy" Hall, Rt. 3, Box 467, Dothan, AL 36701. (201)

Anyone knowing the whereabouts of Denise Hare, Diana Winlett or Becky Goodwin in Galesburg, please have them contact Kenny Hutson, Box 900, Jefferson City, MO 65102. (200)

FREE—WORLD'S LARGEST SINGLES MAGAZINE. Photos, descriptions. Ladies, men needing mates. League, Box 5637-ESR, Reno, NV 89513-5637. (200)

KITES FORWARDED: Bros and bras, keep your location a secret. Send your kites addressed and stamped, along with \$1 for handling, and I will forward them for you with an Amarillo, Texas postmark. Your actual location remains anonymous. Send your letters to The Kahoona, Box 7702, Amarillo, TX 79114-7702. (202)

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POSTERS! Enclose any photo or negative and \$23.95 and we'll enlarge it to a giant 20" x 28" poster! Send to Lompoc Photo, 1020 North H Street, Lompoc, CA 93436. (200)

Anyone knowing the whereabouts of Mike Seikow, last living in Lindenwood, New Jersey, please contact Bob Metzger, B Co., 317 Engr. Bn, APO New York 09757. (201)

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

TATTOO GUNS, DESIGNS, COLORS, catalog \$10 U.S. funds. Deeken, Box 1642, 29 Oldenburg, West Germany. (214)

Gorgeous girls pose in sexy bikinis, wet T-shirts, lingerie, etc. Must see to appreciate! Package of photos and information, \$5. Send to: New Images Box 117, Dept. E., Newlano, LA 71461. (200)

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Wayne Arthur Davis: Please get back to me, it is important. Ana from Long Island, NY, c/o *Easysiders*, Box 3000, Agoura Hills, CA 91301. (200)

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. (200)

POOR MAN'S MOTORCYCLE ALARM. Diagram and parts list, \$4 plus \$1 mailing to Box 3071, Kalispell, MT 59901. (200)

FOR SALE: Magazines: *Easysiders*, *Supercycle*, *Iron Horse*, *Custom Bike*, *Street Chopper*, *Bike Lifestyle*, *In The Wind*. Send SASE for prices. J.T., Box 178, Newell, IA 50568. (200)

FLASH: We found you here, we'll say goodbye here. Thanks for seven great years. We'll always love you. Happy birthday, Sonni Layne Brett. (200)

In loving memory of my Honey and Best Buddy One-percenter Montgomery Nick Hibbert, "Country," 7/27/53 to 8/28/89. Your woman in this world and in the wind, Jody Girl. (200)

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Shovelhead City, Rt. 2, Box 77A, Newton

Alaska

House of Harley, 4334 Spenard Rd., Anchorage

Arizona

Performance H-D, 3383 N. Richey Blvd., Tucson
Satan's Cycle Works, 1706 W. Hatcher Rd., Phoenix
Jo's Cycle Machine, 2350 W. Phelps, Suite #1, Phoenix
M/C Brothers Parts Inc., 2226 Northstone, Tucson

California

H-D of Glendale, 3717 San Fernando Rd., Glendale
D & G Cycle Parts, 15715 Armar Rd., La Puente
Jammer Cycle Products, 6417 San Fernando Rd., Glendale
Gordon's M/C Madness, 1586 Morse Ave., #1, Ventura
Bartels' Harley-Davidson, 8910 Washington Blvd., Culver City
Palm Springs Harley-Davidson, 19345 N. Indian Ave., N. Palm Springs
Moonshine Cycle, 1221 N. Main St., Unit 6, Porterville
Mars Custom Cycle, 78 Shotwell, San Francisco
Curtis Fine Cutlery, 10613 Michele Ave., Bakersfield
Dale's Modern Cycle, 225 E. Baseline, San Bernardino
B&L's Hawg Wild, 1564 Mission Rd., #27, Escondido
Harley-Davidson of Santa Ana, 2131 E. 1st St., Santa Ana
RPM Cycle, 1727 National City Blvd., Nat. City
Triple T Chopper, 15606 Gale Ave., Suite D, Hacienda Heights

Colorado

2 Wheeler's M/C Shop, 1433 W. 38th Ave., Denver
Howell's House of Harley, 232 S. Federal Blvd., Denver
D & C Enterprises, 2571 Hwy. 6 & 50, Grand Junction
High Country Customs, 302 Arvada, Colorado Springs
John's Harley-Davidson, Inc., 2135 Mulberry St., Ft. Collins

Connecticut

Longriders Custom M/C, 417 Bridgeport Ave., Milford
D & S Cycle Supply, P.O. Box 245, North Windham

Florida

H-D of Miami, 7701 N.W. 7th Ave., Miami
Fletcher's Harley-Davidson, 1881 U.S. 19 South, Clearwater
L & K Cycle, Inc., 601 N.E. 44th St., Ft. Lauderdale
H-D of Stuart, 34 E. 6th St., Stuart
Miller's Custom Parts, 1863 S. Ridgewood, Ave., S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
H-D of Tampa, 7202 E. Hillsborough Ave., Tampa
Klanker's Custom Parts, 2715 B Hwy. A1A So., St. Augustine
Mike Denniston's H-D, Inc., 3105 S. Hwy. 441, Leesburg
Southside M/C Hog Dept., 5612 S. Orange Ave., Orlando
Cycle Lab, 1911 South State Rd., #7, Ft. Lauderdale
Treasure Coast Big Twin, 1915 Old Dixie Hwy., Ft. Pierce
Tampa V-Twin Inc., 16336 N. Florida Ave., Lutz
Brothers III, 2401 N.W. 16th Lane, Pompano Beach

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Blue Ribbon Cycles, 2137 Dixie Ave., Smyrna
Banshee Cycle, 2507 N. Lumpkin Rd., Columbus

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Chicago H-D, Inc., 6868 N. Western, Chicago
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Suburban H-D, Inc., 2200 Rand Rd., Palatine

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

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Walker's Harley-Davidson, Inc., 101 Broadway, Red Oak

Kansas

Newton Cycle Shop & Leather, 115 S. Kansas Ave., Newton

Maine

Custom M/C Supply, 13 Portland St., Portland

Maryland

Crazy Carl's Custom Cycle, 8258 Rt. 3 Northbound Lane, Millersville
Brewster Wholesalers, 280 Fredrick St., Hagerstown
H-D Baltimore 2834 Loch Raven Rd., Baltimore
H-D of Washington, Inc., 9407 Livingston Rd. S.E., Ft. Washington

Massachusetts

Dave Franks Motorcycle Sales, 81 Bridge St., Salem
Stone's Cycle, 89 Main St., Northboro
Harley-Davidson Freedom Center, 220 Boston Rd., N. Billerica

Michigan

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Saginaw Valley Motorworks, 2663 N. Euclid, Bay City
H-D of Port Huron, Inc., 3350 Lapeer Rd., Port Huron
American Harley-Davidson, 6834 Jackson Rd., Ann Arbor
Cycleville USA, 14687 East 11 Mile, Warren
Detroit Motorcycle Parts, 16616 Harper, Detroit

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County M/C Parts, 7348 North Lindbergh, Hazelwood

Nebraska

Butterfields M/C Parts, 8025 Blondo, Omaha

Nevada

Show Bike Performance Center, 1786 N. Nellis Blvd., Las Vegas

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Morristown Cycle, 103 Washington St., Morristown
Tramontin H-D, P.O. Box 157, Hope
Atlantic County Harley, 1966 Blackhorse Pike, Atlantic City
Millville Harley-Davidson, 1131 S. Second St., Millville
Kosco H-D, 8 E. Garden Place, Pompton Plains

New Mexico

New Mexico Motorcycle Salvage, 4123 Broadway S.E., Albuquerque

New York

Brewster Harley-Davidson, Rt. 22 Sodom Rd., Brewster
Woodstock H-D, Inc., Rt. 212, Box 7320, Saugerties
H-D of Suffolk County, 360 Rt. 109, West Babylon
Zack's V-Twin Cycles, 511 Violet Ave., Hyde Park
Freebird Cycle Sales, 229 Lyell Ave., Rochester
H-D of Hempstead, 4 Laurel Ave., Hempstead
H-D of New York, 32-86 47th St., Queens

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Cyclone Cycle Parts, Box 9, 104 N. Central Ave., Landis
Iron Horse Motorcycles, 1905 Roosevelt Blvd., Monroe
Gene Lummus Harley-Davidson, 1000 U.S. 70 E., Asheville
Harley-Davidson of Metrolina, Inc., 2429 S. Tryon St., Charlotte
Hawg Wild, Rt. 2, Box 463A, Hubert

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The Scooter Shak, 2424 Memorial Hwy., Mandan

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Johnston Street Cycle Repair, 643 Johnston St., Akron
Great Lakes H-D, 7429 Tyler Blvd., Mentor

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Blocker Enterprises, Rt. 248, Parryville
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Rask Cycle, Road #2, Box 277, Evans City

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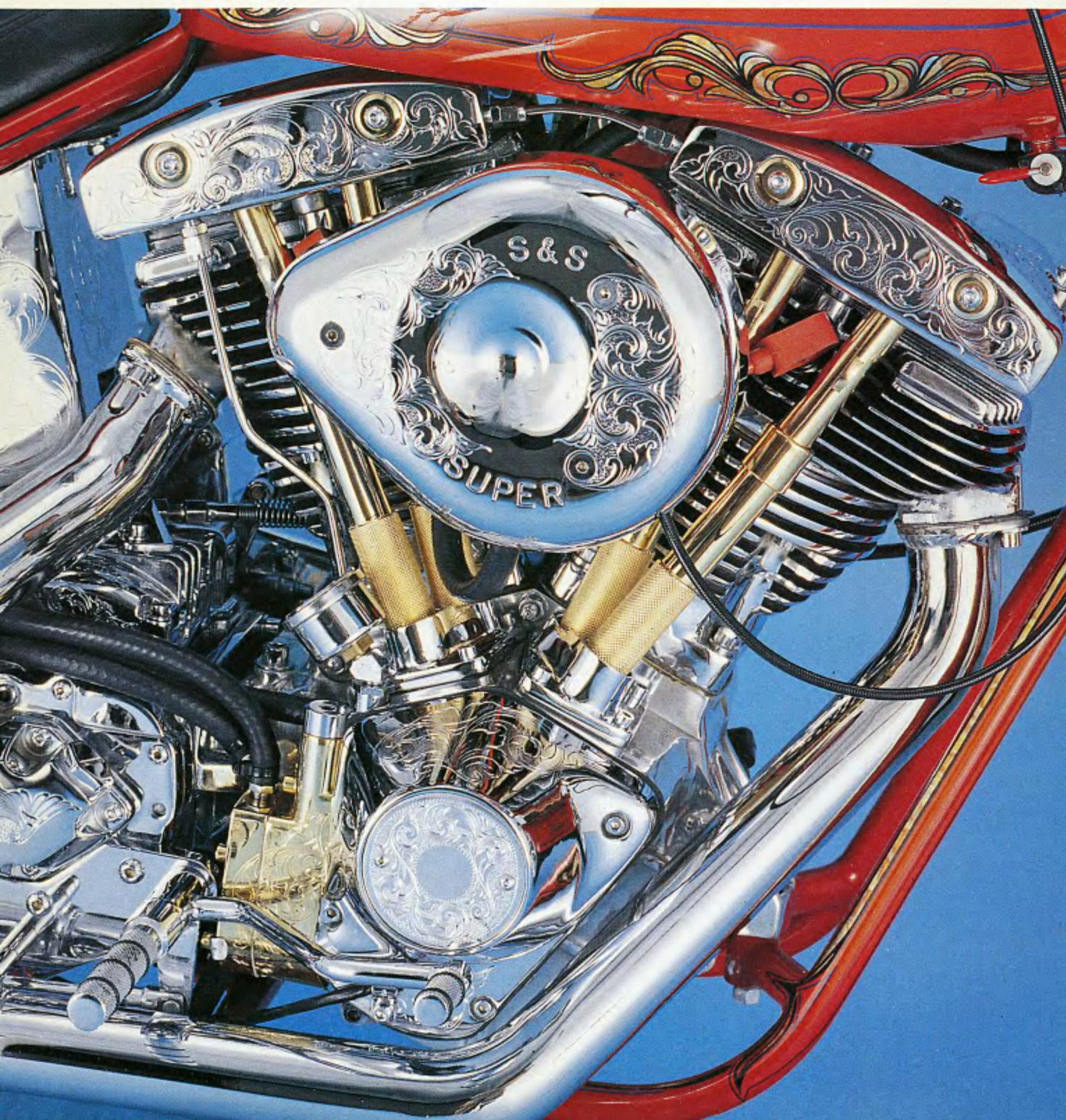
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INCOGNITO

LIKE
HELL
IT IS



This rider has been steering V-twins around the streets and highways of the Hawkeye State for 21 years. He's never known anything but Harleys and hard work.

At one time, Stan did a stint with the Santa Fe Railroad, but when he crossed tracks with Don Hotop of Don's Speed and Custom in Fort Madison, Iowa, he became obsessed with a different type of rolling stock. Don's one of those ridin' and wrenchin' genius types, always creatin' something too unreal to be out on the asphalt. They started ridin' around together and seeing Don's sleek, wind cutter got Stan looking at his own ride with a critical eye.

The sled soon fell from his road-riding graces, and Stan dove head first into a building project, that, once com-

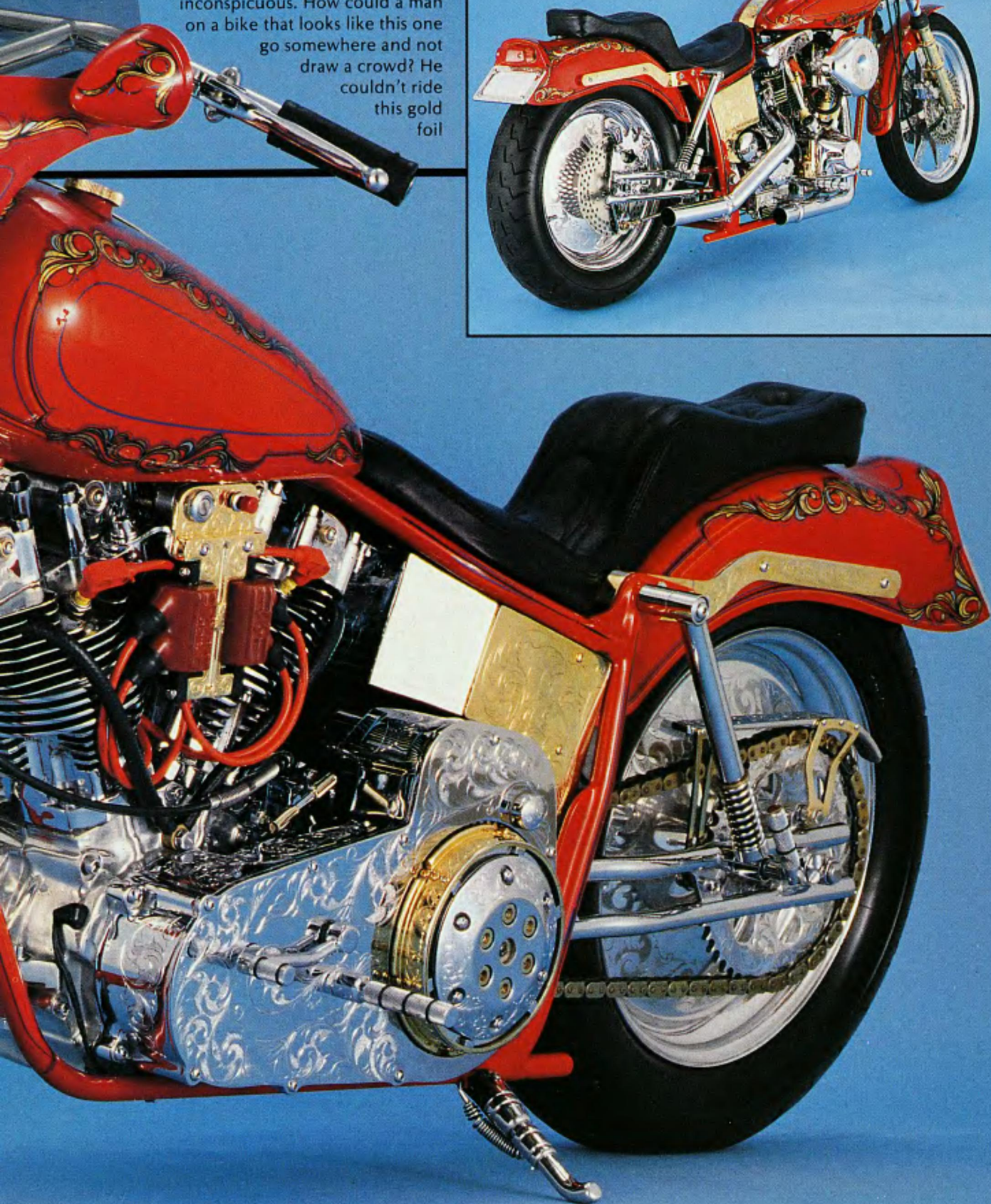
pleted, would be worthy to reign alongside the creations of Don and the Hamsters—who roam the streets on bikes of grace and glory. (Sure it's bullshit, but Stan likes it.)

Stan worked and slaved on his masterpiece. He saved, panned, and scrimped for parts and the green for the gold leaf. He went to the best of the best for painting, engraving, plating, design, and components.



Nothing was too good for this ride. And thus was born a two-wheeled work of art, a magnificent representation that he could ride with pride anywhere, with anyone. He succeeded.

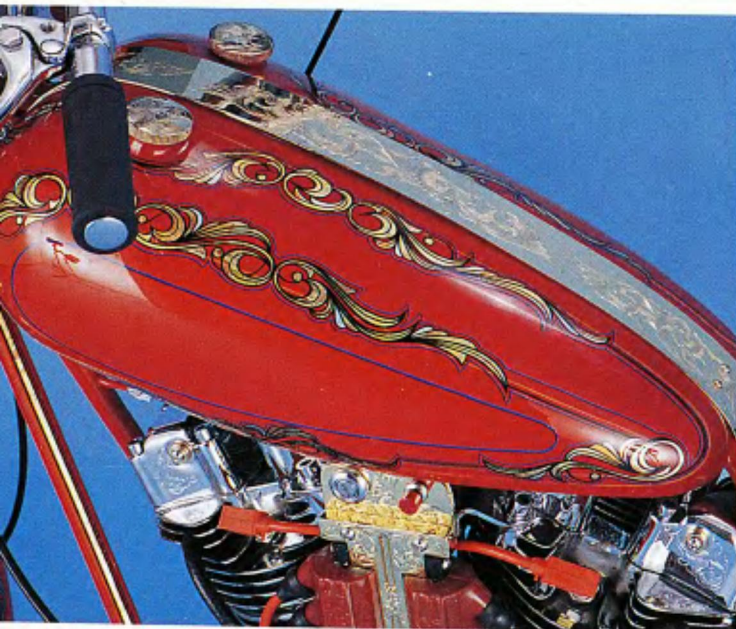
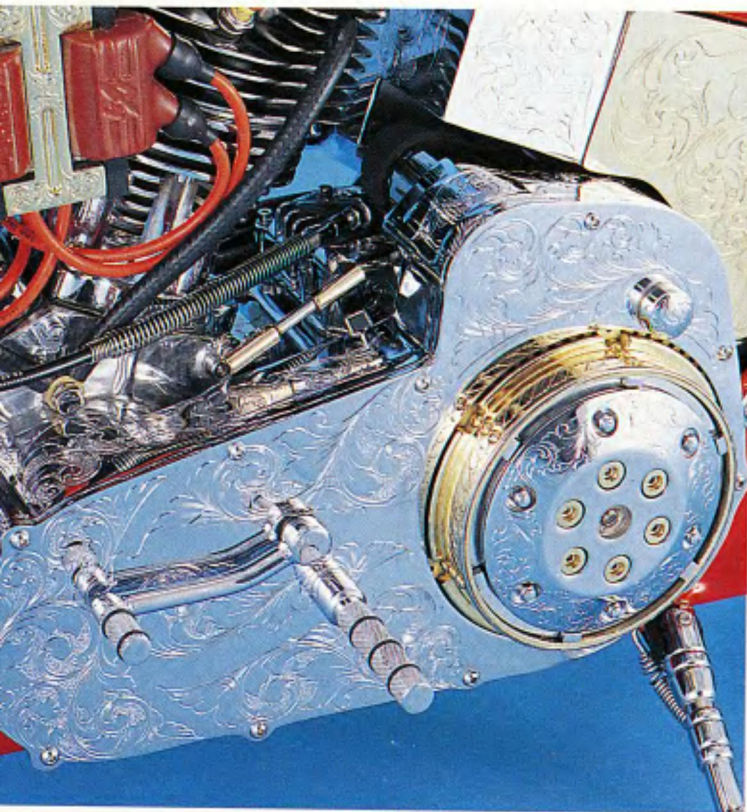
One problem, though. He can't be inconspicuous. How could a man on a bike that looks like this one go somewhere and not draw a crowd? He couldn't ride this gold foil



monster into a graveyard at midnight—the dead would think it was time to party. In fact, he once wanted a quiet beer after a long day machining Vienna sausages at his current job—high-precision shit. He putted to an old tavern on the outskirts of town and sorta slinked into the smoke-filled haze, finding his tired ass a rickety stool at the end of the bar. He had just got himself a frosty mug fulla draft when a big, barrel-chested, oldtimer burst through the swingin' doors in his bib-overalls and bellowed, "I don't even like motorsickles, but everybody in this place has got to come out and see this thing."

Shit happens.

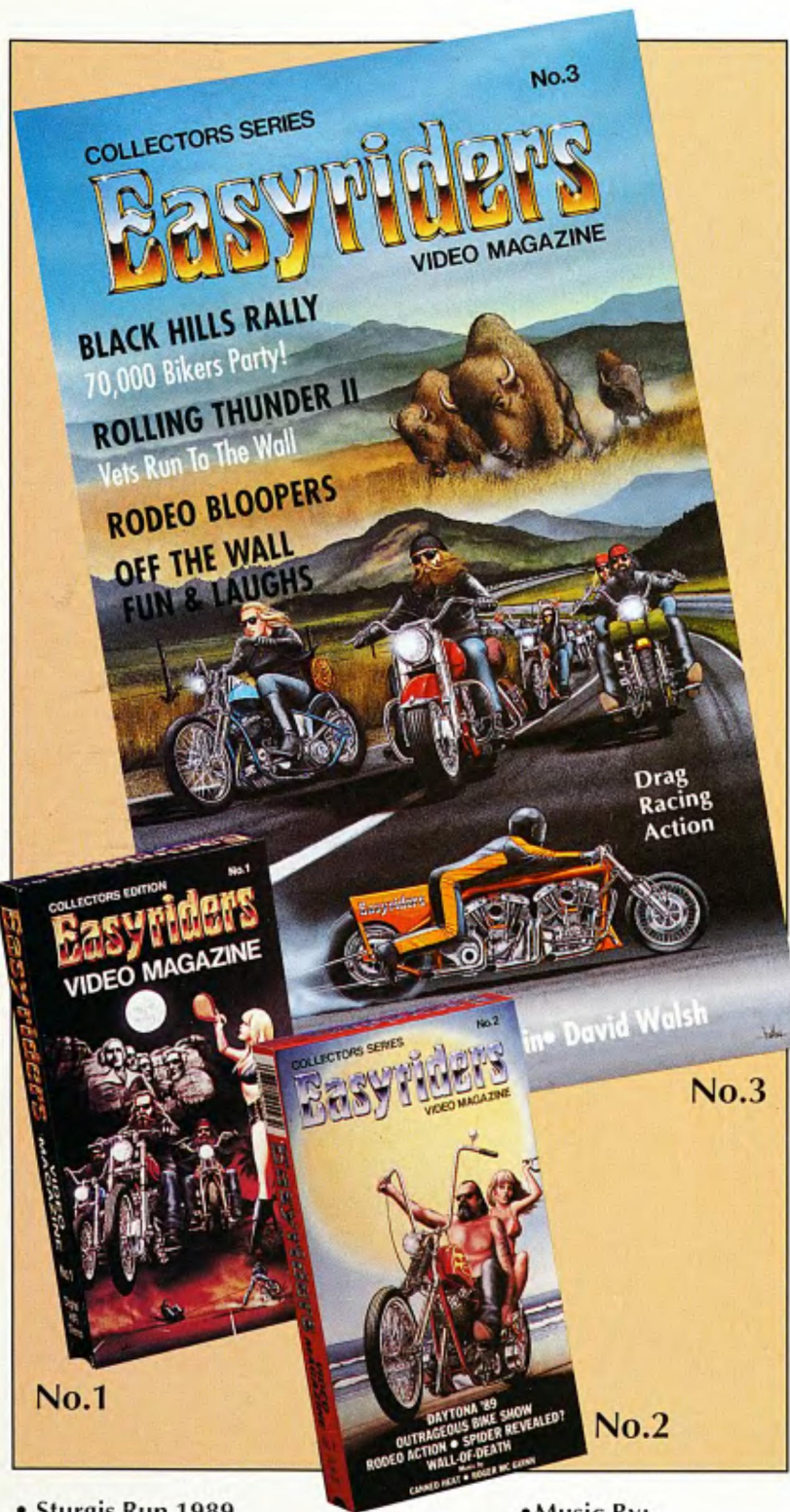
—Renegade



Photos by Mike Lichter

Owner: Stan McCollum		City: Fort Madison, Iowa	
General		Frame	
Fabrication by: Don's Speed & Cus.		Year: 1987	
Year and make: 1987 special const.		Builder: Jim Davis	
Model: long & low		Type: solid mount/5-speed	
Value: \$18,000		Rake: 30 degrees	
Assembly by: owner/Don Hotop		Stretch: 2 inches	
Time: one year		Other alterations: none	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: Ness	
Year: 1987		Risers: none	
Model: shovelhead		Fender(s): Ness	
Rebuilder: Don Hotop		Headlight: CCI	
Ignition: Dyna		Taillight: CCI	
Displacement: 103 cubic inches		Speedo: Drag Specialties	
Lower end: S&S		Front pegs: Don Hotop	
Balancing: Don Hotop		Rear pegs: Don Hotop	
Pistons: Venolia		Electrics: 12-volt	
Cases: STD		Gas tank: handmade by Don Hotop/owner	
Heads: Carl's Speed Shop/Sieg W.		Oil tank: handmade by Don Hotop/owner	
Cam(s): Andrews		Oil system: no leaks	
Lifters: 4		Primary cover: Don Hotop/Sieg W.	
Carb(s): S&S		Seat: Danny Gray	
Air cleaner: S&S		Sissybar: none	
Pipes: Cycle Shack		Height: n/a	
Muffler(s): no fucking way		Material: n/a	
Transmission		Forks	
Modifications: Andrews 1st		Type: glide	
Year: 1985		Extension: 2 under	
Shifting: left foot		Builder: Red Wing	
Engine sprocket: Primo belt		Special features: trees by Sieg Weller	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 48-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Cycle Fab		Hub: Mitchell	Hub: Mitchell
Painter: Dave Perewitz		Rim width: WM2	Rim width: 3.5
Color: candy apple red & tangerine		Tire: Avon	Tire: Continental
Type: House of Kolor		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: gold leaf/Roy Mason			
Other special modifications: Engraving by Cycle Fab. Special thanks to Don, Dave, Carrol Sieg, Dino, Dave, and Bryan.			





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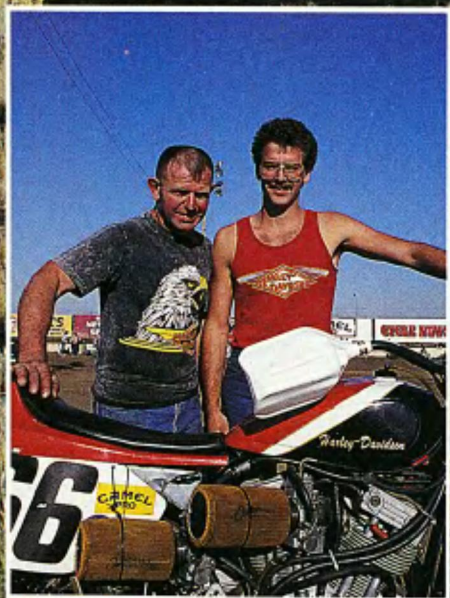
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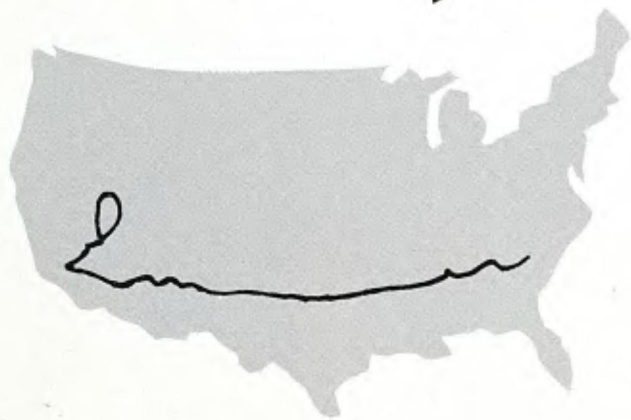
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RIP'S RUN



One More Time By Rip

Hello again. In last month's issue I wrote about my ride from Oklahoma City to Perry Lake, Kansas, for the National ABATE Labor Day Party. I also wrote about a Memorial Run with some good folks from Wichita Falls, Texas. And finally, about the ride back home to San Bernardino.

In this issue, I'll be talking briefly about the adventures at Bonneville, Utah, and the on-again, off-again, ride I took on old Route 66 to the East Coast.

After quickly doing my column (ER #199), Rick the Flick, our resident video man, and I rode our bikes up to Wendover, Nevada. It was a 14-hour putt, done in one sitting. I'm not gonna say too much about the

Streamliner 'cause somewhere in this issue you'll see what transpired.

It'll suffice to say that Dave Campos gets my vote for nerves of steel. I mean he is totally cool, calm, and collected. Mr. Cool, if you will. If I had skidded and rolled the 'liner four times, at over 300 mph, you would've heard me in the next county. I can truthfully say that all the *Easyriders* people put out maximum effort. We were there, close to the record, when the front tire blew. J.T., our honcho, said, "We will be back as soon as possible." We want that record again and he aims to make sure that we get it.

Coming back to Berdoo I took a different route, cutting at least an hour off the travel time.

The next weekend, Saturday, Sep-

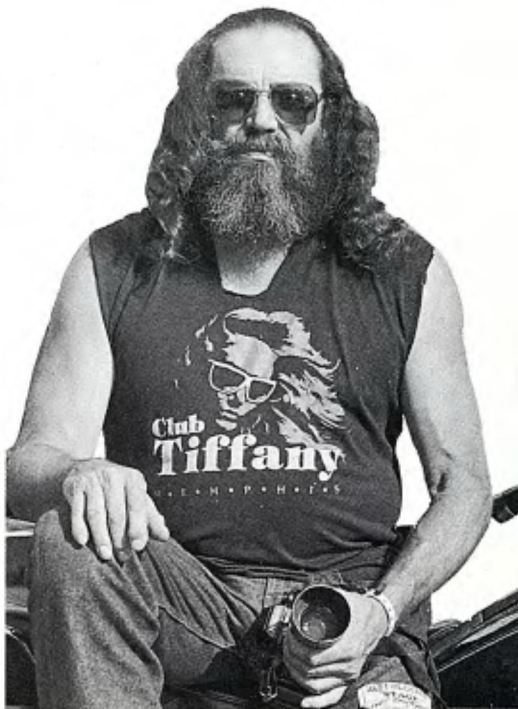


Photo by Billy Tinney

tember 30, the Harley team racers were at Ascot Park, 18300 Vermont Ave., in Gardena, California, for the next to the next to the last race of the season. That is, it was originally scheduled as the next to the last race. The last one being up north in Sacramento, for the Mile, the following weekend.

But the team had a Sunday race, the following day, to make up for a rainout of the San Jose Mile earlier in the season. So the riders were busy, racing at Ascot on Saturday night and again the following day in San Jose. I don't know who won at San Jose, but I'm proud to report that Chris Carr, a Manteca, California, product, beat the rest of the field badly Saturday at Ascot. Scott Parker came in second. Chris broke the track record. In fact, he broke Ricky Graham's old Sept. 24, 1983, one lap, Ascot half-mile track record. Back then, Ricky was on board a Harley and was sponsored by *Easyriders* magazine.

While in the pit area, I had the occasion to speak with Chris. I asked him if he was ready to kick ass. His confident, determined, defiant, answer was a "You bet I am." There wasn't a doubt in his mind as to who was gonna win that night. On many laps Chris was going into the first turn while the rest of the pack was exiting turn four, almost a full straight away. He lead damn near wire to wire and won handily.

I loved hanging out in the pits, watching the bikes being prepared for this race; such as adjusting the angle of the stem on the triple clamp for the shorter half-mile dirt track. Then I watched as a brand new rear tire had extra grooves burned in on both edges of the tread — for more traction



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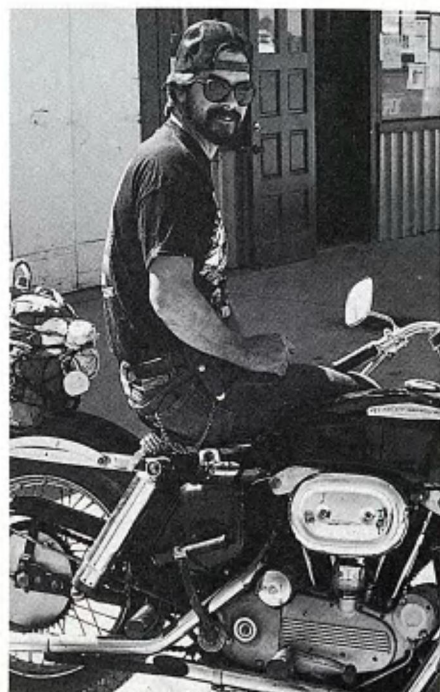
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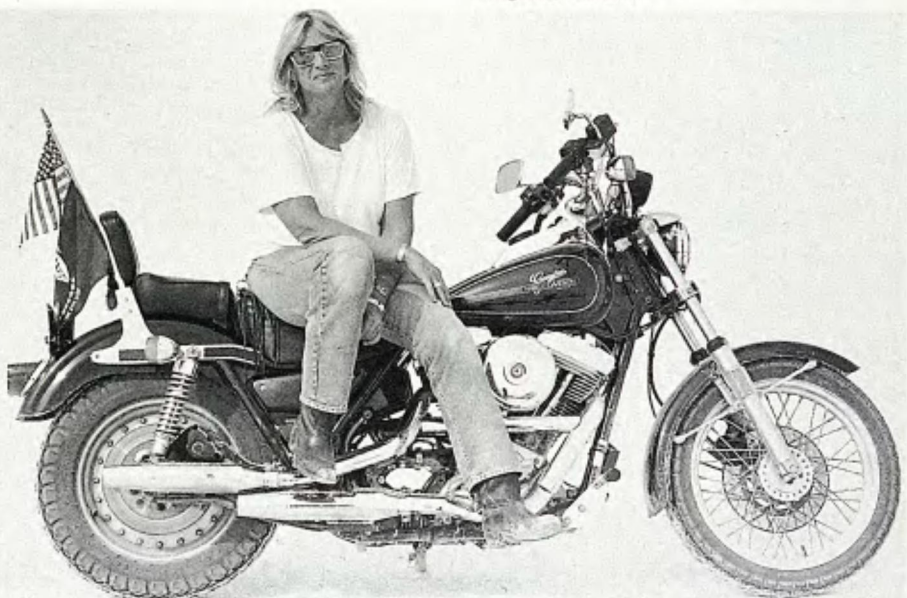
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In the groove.



Dave Sorrells, a filling station operator from Congress, Arizona.



Crazy Mary from Imperial Beach, California, the fastest female on The Salt that day, 96.67 mph. She rides a 1984 FXRDG.



Left to right: #1 Scott Parker, #9 Jay Springsteen, #20 Chris Carr, #23 Kevin Atherton.



Hello, Maria.

on the corners.

The next day I went by a brand new, modern store in South Gate. It's called Harley-Davidson of Los Angeles. They are located at 13300 Paramount Blvd. They have beaucoup space with a large service department and showroom, about 16,000 square feet. They are very friendly and helpful. L.A. H-D also has a large inventory of parts and accessories.

I met Pete Wordley from the factory. He is one of the drivers for the popular traveling H-D museum.

I left town on a Monday, going a different route from the one I took a week earlier to get home. That is, cutting diagonally through Arizona from Quartzsite to Flagstaff. I almost ran out of gas due to gawking at the great scenery. Sedona and Jerome were two special highlights.

I finally found an open filling station on the third try. The first station at Two Guns was closed, the second station at Twin Arrows had no fuel, but the third one was the charm. This is Indian country, old Route 66 went through here. I was doing it backward from San Bernardino. Is this anything like going in the out door?

Anyway, I couldn't ask for better riding conditions although it did get a might brisk toward the evening hours. A cheapy motel in Gallup, New Mexico, was my place of rest.

The scenic picture on the color page is of Red Mountain on the Continental Divide. It's in between Gallup and Grants, New Mexico. The two dudes with the race bike are George Roeder, senior and junior. George Sr. was a boyhood hero of mine. The other two photos were taken on The Salt in Bonneville.

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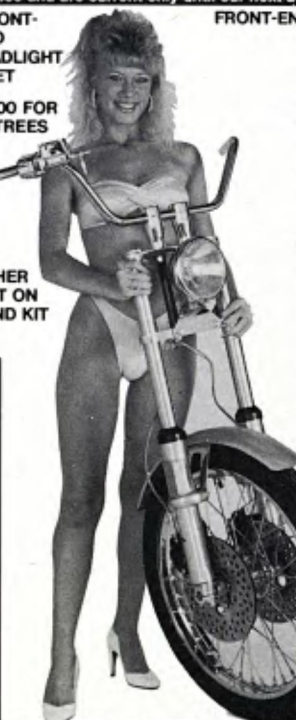
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..... 83-XL, FX \$47.96
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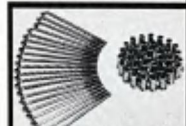
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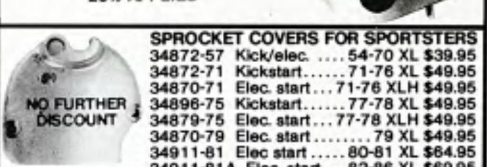
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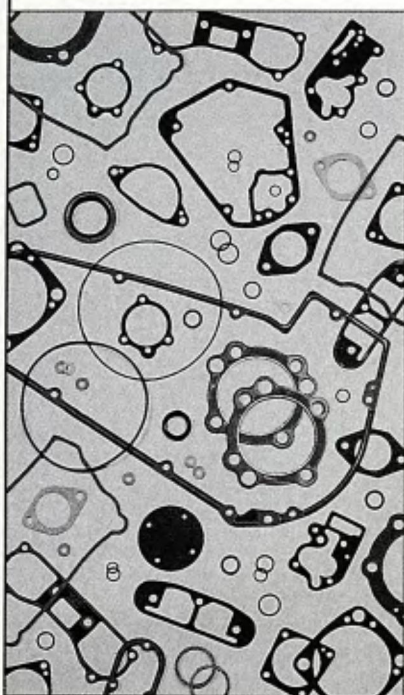
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That's Bill Van Dyke, the first rider on The Salt that day. His Sportster went into a high speed wobble but he tightened up the dampener and got several runs in. He said it was great fun, going as fast as he could.

In this part of the country there are many mesas. Mesa is Español for table. In other words, high, flat top



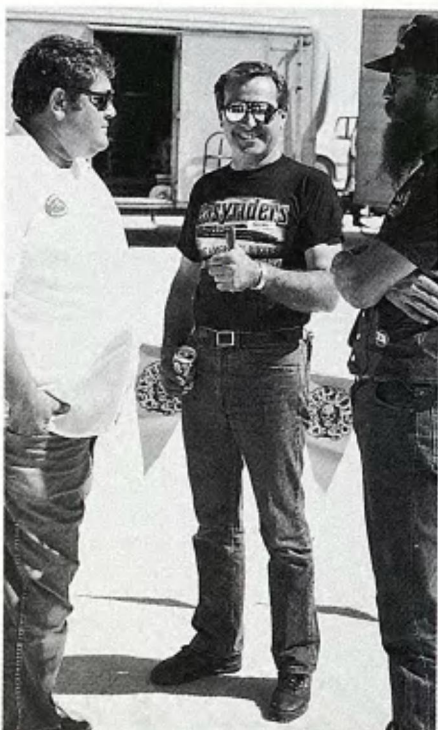
Betsy, a new bride.



They came all the way from Key West, Florida.

plateaus with steep sides.

Tuesday afternoon I was in Amarillo, Texas. In *Armadillo* I spent the night at D.P.'s house. I also visited with Rick and Don of S&S Cycle and Supply at 816 Amarillo Blvd., East. D.P. and I took in a few bars before calling it quits early in the morning hours. We went by the Crystal Pistol, the Union



Left to right: Jack Dolan, Dave Campos, and security man at The Salt.



Clean Dean and Kit working on the "liner."

Station, and saw some very fine T and A at the Crazy Horse on Britain Street.

From Amarillo, Texas, to Oklahoma City took only a few hours although Baby and I had to buck a brisk wind. Baby is my FLH Electra Glide. In OKC I had Baby serviced and took a photograph of the local H.O.G. Chapter.

Then one more time I was on my

way east toward Clarksville, Tennessee, for the final race of the 1989 American Motorcycle Racing Association (AMRA) racing season. You *Biker* rag readers will see the efforts of my work in a forthcoming issue.

Well, it's that time again, to close that is. Now I'm positioned in North Carolina for the Farmington finals, the

Harley Drag Racing Association (HDRA) drags. After that, I'll probably be heading south due to the weather, but maybe not. Stay tuned and drop me a card or letter when ya get a chance. You guys know what I'm looking for. Take care and ride safe. Write to Rip's Run, Box 3000, Agoura Hills, CA 91301. ■

Photos by Rip



Security people kicked-back.



Gang from Los Angeles H-D.

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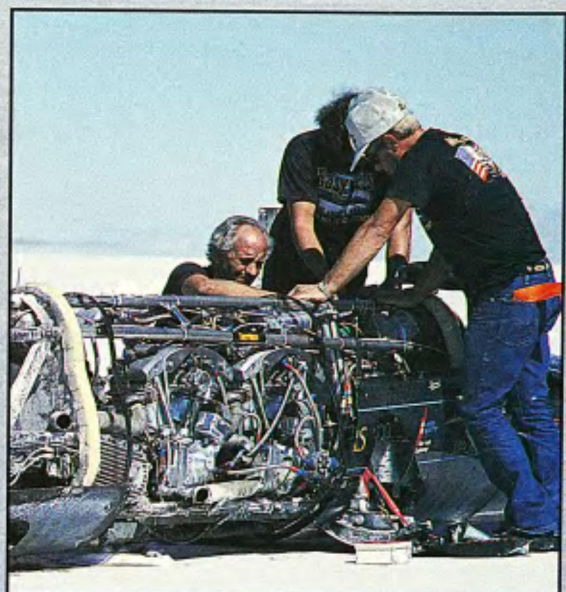
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A NEW RECORD SET AND . . .

A 300 MPH BLOWOUT!



Above: Most of the crew members were "salt virgins," but showed they had what it took to get the job done.

Left: The Liner at rest after taking Dave Campos on the wildest ride of his life!

THE EVENT THAT LIVED UP TO ITS NAME IN EVERY WAY

After three days of intense wrenching and suspense equal to eight mini-Apollo launches, the Streamliner had worked its way from a 60% load of nitro to an 80% load, and from a shakedown half throttle run of 264 to speeds right at the 300 mph mark—netting a new class record of 284 mph along the way.

Tuesday, the 26th, with time running short and bad weather closing in, we decided to bump the load to 88%—the Ruxton-built engines sang to 6700 rpm (a calculated 320 mph). As rider Dave Campos entered the timed mile, disaster struck when the front tire started coming apart, slowing him to 280 mph through the mile—1½ miles later the tire was so hot it was bonding molten rubber to The Salt on every rotation until the steel rim dug in and cartwheeled the Liner into a hair-raising roll and slide show for another ½ mile. Dave walked away without a scratch and the Streamliner had only body and paint damage. But we knew that the elusive Kawasaki record had escaped us again this year when the wind came up and a huge dark cloud covered the far end of the track with about an inch of water.

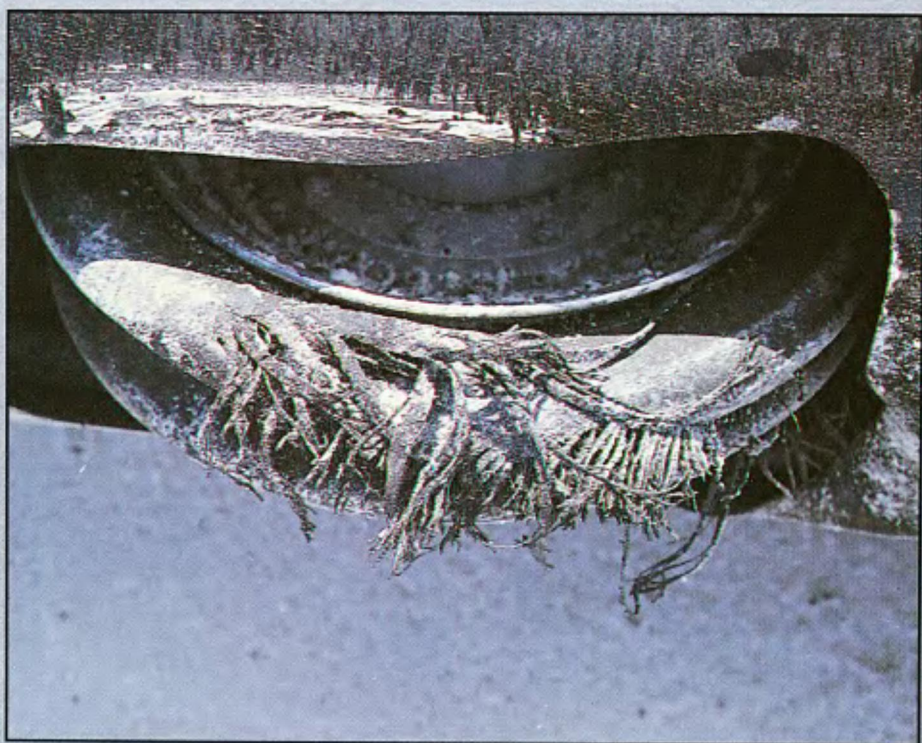
Well, we're down—but not *out*! The American spirit was well represented by the crew and the thousands of sponsors backing us up. With another 10% bump on the nitro, nitrous boost, and a taller gear to go, we can smell victory. Just as General MacArthur said at Bataan, "I shall return."

Read on for a blow-by-blow (there's that damn word again)—make that a day-by-day accounting of the Streamliner's runs—the party—the short course results—and how you can join us in the Kawasaki kill of 1990.



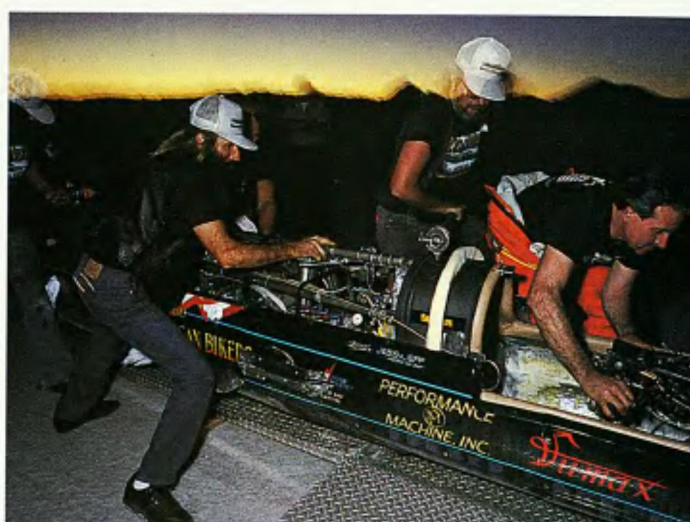
A small frontal area is the name of the game at the salt flat (stabilizer skids are retracted at speed).

A blowout at 300 mph does terrible things to the tire and turns the rubber to a molten, sticky blob.





The open bikes ran the short course and hit speeds up to 140 mph.



Making a run with the Liner was like a mini-Apollo launch—it took a minimum of 1½ hours for the check list.



It was rugged—sun reflecting off The Salt and long waits between runs—but the crowd hung in, partied on, and cheered every time the Streamliner came scorching through the flying m



A deserted hangar at the Wendover Air Base was used to prep the Liner and crew while we waited for The Salt to dry out. (Wendover was the base for the Enola Gay in WWII.)

America's bikers are without a doubt the hardest, most adventuresome individuals left on the face of the earth—and you proved it again this year with your support of the land speed record attempt and by turning out in record numbers, making this the largest crowd ever to observe an L.S.R. attempt.

Bonneville, with all its vast beauty, is also one of the most desolate and harsh environments this planet has to offer. (In 1846, 47 members of the Donner party died trying to cross it.) When our hardy bunch of sponsors showed up on Thursday, the 21st of September to find The Salt under water and the campground moved to higher ground in a gravel pit (see *Easyriders* crew stuck in the mud at the original campsite), they hung in there with us. And then there was the generator that conked out every time the band hit a high note, the cold water showers, and the sun reflecting off The Salt during the day—it was rugged! But they came through, partied on, and cheered every time the Liner came scorching through the flying mile with the motors humming and a rooster tail of salt behind it—a thrill only individuals with a pioneering spirit will ever experience. Yeah, it was rugged but it was biker-style fun, too!

Thursday, September 21, 1989: With The Salt

under water, we moved the Liner to an old hangar at the Wendover Air base. The Air Force doesn't use it any more, but it's the same base that the Enola Gay took off from to drop the A-bomb and end WWII—it seemed like an appropriate place to launch our attempt on the Kawasaki record.

We hated to lose a day on The Salt, but we still had plenty to keep us busy. The only members of the crew who had any Bonneville experience were Dave Campos and myself. Dave's job was to pilot this two-wheeled rocket and mine was to troubleshoot the overall operation and drive the tow car. Keith Ruxton did the overall tuning. Keith Ball kept records and the checklist for the countdown, Leon Hatcher strapped in Dave and rode as a spotter in the tow car, Bobby Torres operated the starter and checked all the fluid and gas levels, Micah McCloskey did engine adjustments and mixed fuel, Kit Maira took care of radio communications, Dean Shawler packed chutes and checked tire pressure, Jess Pendegraft was in charge of body panels and electrics, and Jerry Pinedo kept tools and parts organized. When the checklist was complete, it resembled a NASA space launch—just getting this monster Streamliner with robotic legs, high and low speed chutes, on-board fire systems, etc. ready for a run takes a minimum of 1½ hours even if

you're not making any tuning changes or fixing something! And the rule to live by is if something can go wrong, *it will*. We knew we had to work our way up slowly—this was basically a brand new machine except for the frame, and The Salt was its only test track. First, we would check out the new towing release device, brakes, and skids, by towing it four different times without firing the motors—then starting with a low set of gears and 60% nitro, increase the percentage 10% every two runs (one on the fat side so we wouldn't burn down the engines and the second leaned out for more horsepower) until the engines were pulling at 6500 before the traps, then we would up the gear ratios, and when we got to a 95% nitro load, we would start applying the nitrous oxide boost. Tuning two, built-to-the-max, motors can be really trick business at a 4,200-foot altitude, and we didn't want to burn up or break anything by getting too anxious. We had a plan—now all we needed was The Salt.

Friday, September 22, 1989: The word Friday morning from timing official Jack Dolan was "Not yet—but maybe by noon." We went back out to the hangar to go over the Liner one more time and practice packin' chutes, etc. If we set a record one way through the flying mile and didn't get the bike serviced and turned around within two hours for a



Some of the crew stuck in the mud at the original campsite.

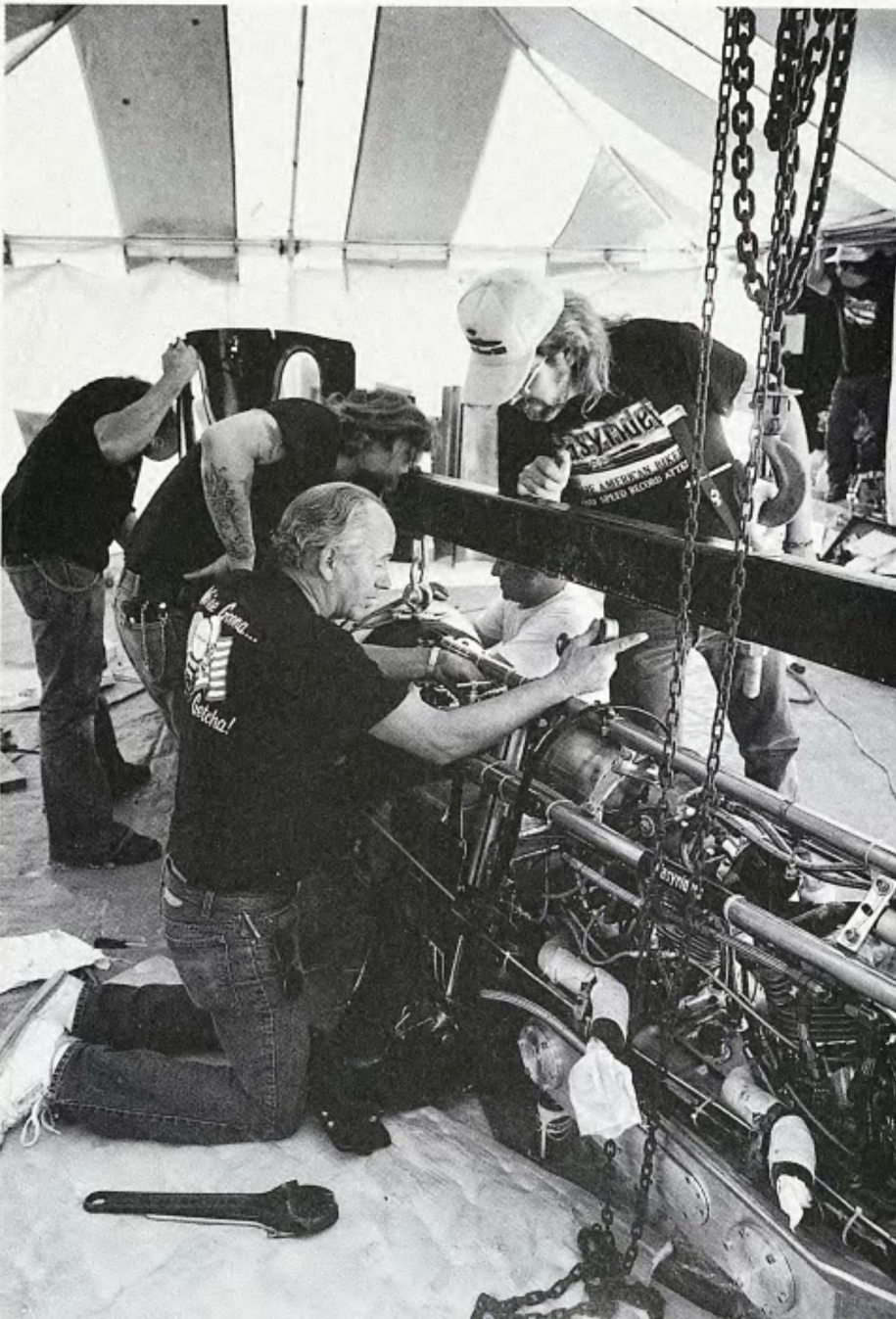
pass back through the flying mile in the other direction (for a two-way average), the first run would not count and we would have to start over—we wanted to make sure we could turn it around without a hitch.

While the rest of the crew worked on the Liner, Leon and I were testing and tuning our 145 mph '70 Pontiac tow car. It had a freshly-built 420 cubic inch motor that didn't like the crap-ass gas you get nowadays, but a tankful of 130 octane aviation fuel fixed that and we went to experimenting with a variety of para sails and chutes on the tow straps so that when Dave released, the strap wouldn't get caught up in the front wheel and we could continue to chase down the Streamliner without stopping to pick up the tow strap.

Noon came and went—about 3 o'clock we got the word, "You're clear to go on The Salt." We arrived at the five-mile-long access road to The Salt and found every inch of it lined on both sides with sponsors patiently waiting for the last puddle of water to dry up at the end of it. We passed through the five-mile-long crowd, and they saw the Liner for the first time. The enthusiasm began to grow—by the time the Liner caravan reached The Salt, the event staff had cones out, leading around the puddle, and we headed out another five miles on The Salt to the pit area.

It was now too late to do our tow test and make a run so we took the time to let everyone look for their names on the Streamliner. And since we hadn't fired the motors at this altitude, we decided to fire 'em on the trailer so the crowd would get some reward for their long patient wait on the road. The cheer from the crowd was almost as loud as the motors! Dave whacked the throttle and sent those sweet smelly nitro fumes in the air, burning everyone's eyes and makin' grown bikers cry.

After unloading the equipment and setting up shop in the pit tent, we trailered the Liner down to the 0 mile marker for the tow test. Everything worked great—the release, the tow line pilot chute, the brakes, and the Pontiac towed the Liner up to 100 mph with no trouble and quickly—but the nitrogen pressure on the skids was too soft, and the pressure regulator was maxed out. ABATE of Utah



SHORT COURSE RESULTS:

FLATHEAD CLASS

No Entries

KNUCKLEHEAD CLASS

Ron Lacey, Surrey, B.C. 102.157 mph

IRON SPORTSTER CLASS

Cody Goodnick, Rapid City, S.D. 123.457 mph
 Gordon Pearson, Granite, Ill. 116.580 mph
 John Ewell, Vicksburg, Miss. 108.696 mph
 Al Shultz, Imperial Beach, Calif. 107.399 mph
 Jeff Wuerl, Helena, Mont. 105.386 mph
 Dale Blanchard, Henderson, Nev. 96.257 mph
 Tom Ferns, Reno, Nev. 90.817 mph

PANHEAD CLASS

Ken Wells, Torrance, Calif. 92.497 mph
 Lincoln Lee Moore, Fremont, Calif. 91.002 mph

PANHEAD DRESSER CLASS

Dave Royal, Yorba Linda, Calif. 56.145 mph

SHOVELHEAD CLASS

Phil Cowan, Frazier Park, Calif. 133.318 mph
 Jack Porter, Commerce City, Colo. 124.654 mph
 C.B. Grumbles, Brazoria, Tex. 121.786 mph
 Larry Berenssen, Lubbock, Tex. 105.386 mph
 Leroy R. O'Brien, Wallace, Calif. 102.975 mph
 Lucky Greek, Houston, Tex. 101.695 mph
 Bruce Ferris, Reno, Nev. 99.668 mph
 Ed Nichols, Aurora, Colo. 94.737 mph
 David Ballerstein, Fremont, Calif. 93.848 mph
 F.W. Chambers, Helena, Mont. 90.726 mph
 Art Homolka, Inavale, Neb. 89.820 mph
 Dettler Penkovicz, Reno, Nev. 86.873 mph
 Larry Otto, Tucson, Ariz. 81.596 mph
 Kevin Groth, Phoenix, Ariz. 81.374 mph

SHOVELHEAD DRESSER CLASS

Terry Hanson, Saskatoon, Saskatchewan 94.937 mph
 Rory Willett, Lafayette, Colo. 85.633 mph
 K.C. Hutchens, Columbia Falls, Mont. 76.336 mph

EVOLUTION SPORTSTER CLASS

Hunter Freeman, Loveland, Ohio 117.955 mph
 Jerry Sabu, Lethbridge, Alberta 114.796 mph
 Dan Burke, Juliet, Ill. 102.740 mph

EVOLUTION BIG TWIN CLASS

Gary and Jeff McLaughrey, Portland, Ore. 139.535 mph
 Robert Gray, Winnipeg, Manitoba 129.870 mph
 Bruce Long, Salda, Colo. 128.388 mph
 Henr Vandenberg, Winnipeg, Manitoba 122.616 mph
 Mike Gekko, Boise, Ida. 115.979 mph
 Richard Bisbee, Wileyville, Calif. 111.386 mph
 Tim Bell, Newton, Kan. 108.303 mph
 Jim Morrison, Appleton, Wis. 106.132 mph
 Denton Klahn, Buffalo, N.Y. 103.211 mph
 Bob Sanders, Jackson, Calif. 102.041 mph
 Jerry Kunkle, Springfield, Ohio 102.041 mph
 Ted Simon, Vail, Ariz. 98.253 mph
 Mary Hammer, Imperial Beach, Calif. 96.670 mph
 R.A. Hammer, Clearlake Oaks, Calif. 95.643 mph

EVOLUTION BIG TWIN DRESSER CLASS

Ralph Hayne, Boulder, Colo. 112.923 mph
 Brad Willett, Lafayette, Colo. 109.890 mph

NITROUS, BLOWER, OR TURBO CLASS

No Entries

UNLIMITED

Charlie Fayon, Glendora, Calif. 134.933 mph
 Fred Wiley, Boise, Ida. 128.205 mph
 Bill Van Dyke, Tampa, Fla. 122.117 mph
 M.L. Blair, Glendale, Calif. 121.622 mph
 Steve Peterson, San Diego, Calif. 116.429 mph



Crew member Leon Hatcher was sick most of the week, but didn't miss a minute of "running time." He just missed the photo session—see gatefold.

put the word out for us in Wendover, and Jess was assigned to make an early morning run to Salt Lake City to find a regulator that would give us 250 to 300 p.s.i.

Saturday, September 23, 1989: Jess and ABATE both struck pay dirt and by 10:00 Saturday morning we had two regulators that fit the bill. By 12:30, we were back at the 0 mile marker ready to make the first easy workup pass. We had told the timers to expect an easy 175 - 200 mph pass on 60% nitro and told Dave to run through all the gears but take it slow and test the high speed chute at the other end. The Liner released from tow with no problem. It blubbered past the tow car obviously running heavy on the fat side, it cleaned up a little, and then it was just a speck on the horizon. The tow car was running 125, but it looked like we were going backward. When talking to Dave at the other end, he told us that he had opened it up through first and second gears but then backed off to half throttle in third to check the gauges and let the engines seat in. Result: a speed of 264 mph on 60% and half throttle! We were excited and Dave—well, he was pumped to say the least. "Hurry up, turn it around, let's go for it!" Well, we hurried but there was a lot of new equipment that had to be checked out for hot spots or excessive wear. About 2½ hours later everything had been checked and we were lookin' good. Keith Ruxton leaned out the injectors a tad and the Liner released from tow running clean and crisp. Then, as Dave was about to shift from first to second, the low speed chute deployed itself and sent the Liner into a 180 mph brodie (the same thing happened in '77—this time we think it's fixed for good—we moved the chute tubes further into the body). Both Dave and the Streamliner came through without a mark (Dave thought it was fun!), but we had to check the engines out, since they went

down running on the right side and we were concerned about salt spray in the injectors.

Sunday, September 24, 1989: Sunday was a disappointing day to say the least. The Liner was running well, but the black lines put down on The Salt to mark the 11-mile-long course had become so faded by the rain that Dave couldn't see the traps—twice he missed the narrow 40-foot-wide ribbon of track on that sea of salt.

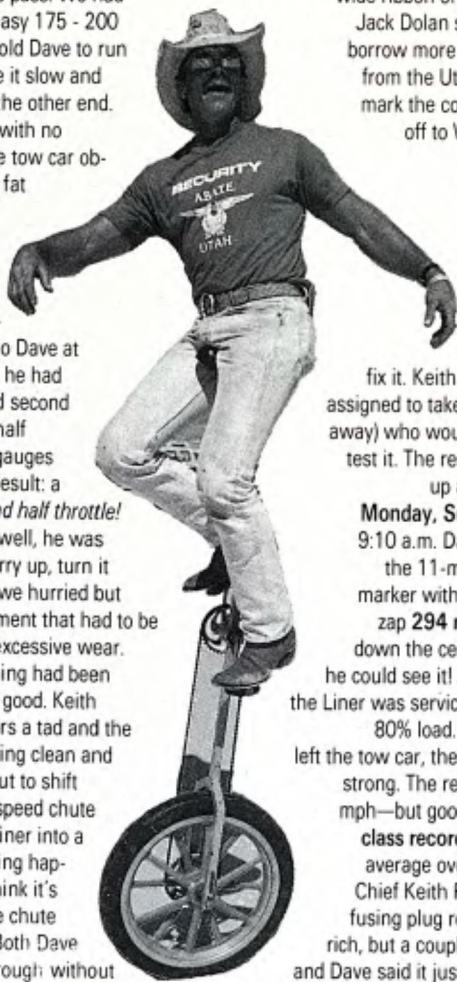
Jack Dolan said he thought he could borrow more cones and mile markers from the Utah Salt Racing Assoc. to mark the course better and he went off to Wendover to make some phone calls.

We had also developed a crack in the water coolant tank that we could have lived with, but since we had time, we decided to pull it out and fix it. Keith Ball and Kit Maira were assigned to take it to a welder (80 miles away) who would weld it and pressure-test it. The rest of the crew would get up at 4 a.m. and reinstall it.

Monday, September 25, 1989: At 9:10 a.m. Dave started the run from the 11-mile marker toward the 0 marker with a 70% load of nitro and zap 294 mph—no problem riding down the center of the course when he could see it! An hour and a half later the Liner was serviced and refueled with an 80% load. It blubbered a little as it left the tow car, then cleaned up and pulled strong. The result was a slower—275 mph—but good for a new S-AF 3000 class record of 284 mph (two-way average over the flying mile)! Crew Chief Keith Ruxton was getting confusing plug readings—it sounded too rich, but a couple of plugs read too lean and Dave said it just stopped running about halfway through the mile traps. The next run answered the question when the Liner appeared to

just run out of fuel about two miles into the run. We had a problem somewhere in the fuel system. What took place from here, trying to find that gremlin, was a story in itself—after several delays and false starts, the sun shut us down for the day.

Tuesday, September 26, 1989: The meet was scheduled to run September 21-25, but since water on the course kept us from running on the 21st and 22nd, we were granted two more days by the BLM and the insurance company—that's the way Bonneville racing is—you do it when the weather will let you do it. By midmorning we had that gremlin in the fuel system found—a check of the clouds on the horizon looked like we had time for two or three runs. We had to go for it now. We still had on the work-up gearing. Could we go over the record without changing? Yes, we could if we turned the engines 6700 rpm—it should run between 320 and 330 figuring in tire growth and slippage. Do we turn on the nitrous oxide boost? No, too many changes at once would screw up the tuning. After checking the air density, Keith Ruxton made the decision, "88% mix-4 degrees more advance on the timing and leave the injectors where they are." Well, Keith hit the nail right on the head—when Dave released from tow and hit the throttle, the rear tire started spinning and the Liner drifted off the course to the right. Dave feathered the throttle slightly and aimed it back on course, barely missing the first mile marker. By then the motors were really talking. He was in and through second gear as quickly as a drag bike and then the motors started to beller and a rooster tail of salt off the back tire grew higher and higher. It was the most spectacular display of riding and horsepower I've seen in over 30 years of racing! Inside the cockpit Dave was having a party—this monster bike had really come alive. The tach had gone easily to 6700 in first and second, and the last time he looked, the air speed indicator was climbing toward 300 mph with lots of room left before the traps. Then he noticed smoke starting to seep into the cockpit—he wasn't sure what it was, but he decided to stay on it and go for the record. As he entered the timed mile, the handling started to go bad as the tire went away through the mile, dragging the belly pan and slowing him to 280 mph. The Streamliner was still





Luxury accommodations at the campsite—note optional pneumatic round bed.

Photos by Michael Lichter, Smokey, and Gre

slowing him to 280 mph. The Streamliner was still handling well enough that Dave wasn't sure what kind of a problem he was having—until the tire gave up completely and the steel rim dug into The Salt and put the Liner into a roll and slide that shattered the cockpit canopy giving Dave a face full of salt.

Carlo Colley from ABATE of Utah was the first to reach Dave and help him out of the cockpit. By the time Leon and I got there in the tow car, Dave was out surveying the damage. I couldn't believe my eyes. I jumped out. "Dave, are you okay? What the hell happened?"

"Yeah, I'm fine. I guess the tire blew out—do you think we can fix it in time to make another run?"

Talk about nerves of steel—this guy just flip-flopped around at over 200 mph and he's lookin' for wrenches so he can try it again! While we were trying to figure out what happened and if we could fix it there on The Salt, a big black cloud and a lotta wind made the decision for us—it was over for this year.

The crew had been on four-hours-per-night sleep shifts and no partying orders for over two weeks—and they bloodied every knuckle they had turnin' wrenches. Any regrets? Yeah, a few—we missed the party at the campgrounds, we didn't get to see any of the open bikes run the short course (I heard Bill Van Dyke earned the brown shorts award by going sideways in the traps at 122 mph), and most of all, we didn't have much free time to meet and personally thank all the sponsors that came out—THANKS, BROS. You showed what you are made of! Are we going back next year? You can bet on it! Maybe as early as May if the water is off The Salt. The Liner is ready to do it! The Ruxton-built engines are making more than enough horsepower—the Performance Machine Bonne Drive worked every run without a single adjustment, curing all the old drive line problems, and the aluminum body the Fresno Rod Shop hammered out made working on the Liner a whole lot easier. All the products we chose for the attempt worked great—the Hawg Oil, Crane Cams, Morris Magneto, Sumax Oil Lines,



Above: Liner arriving on The Salt.

House of Horsepower Cases, and especially Bob George's water cooled cylinders.

Yeah, we're goin' back and you're invited to come with us. Everyone who was a sponsor in '89 is invited back in '90, and your name stays on the Streamliner. Those of you who didn't sign on last year—sorry, there's no more room for names, but you can get an official sponsor's certificate, T-shirt, passes for two on The Salt in '90, and your name included on our sponsor's display board. There is also an exciting video of the '89 L.S.R. Attempt (\$19.95 each, only \$9.95 to sponsors) and other *Easyriders* and The American Bikers Products including the 100-page commemorative book. The proceeds from all these products will go toward the Kawasaki kill of 1990—we're going to do it! We know we are because we know we have the spirit of the American biker backing us!

— JT



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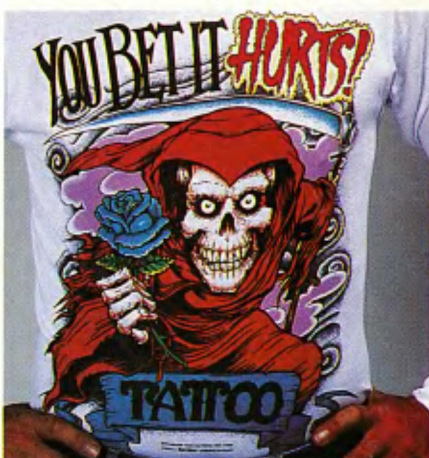
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