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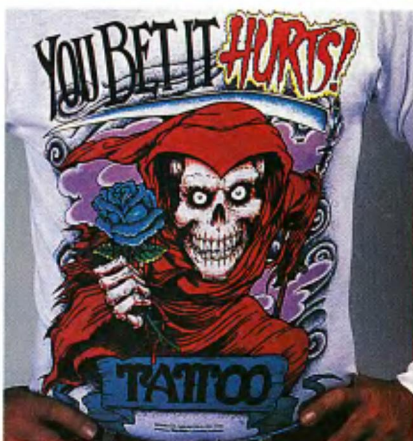
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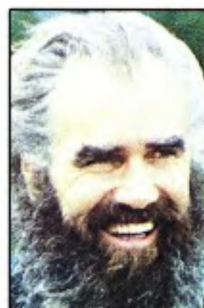
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*The next liver-quiverin' issue of this rag  
goes on sale March 29.*



Printed in the USA



Cover photo of Penny your November Fox Hunt winner featured with  
Modesto Soler's pretty purple shovelhead was by Michael Lichter.  
Makeup provided by Norm Wells.

Easyriders magazine ISSN 0046-0990 Number 202, April 1990. Vol. 20. Easyriders is published monthly by Paisano Publications, Inc., with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301, (818) 889-8740. Editorial mailing address is Box 3000, Agoura Hills, CA 91301, (818) 889-8740. Second-class postage paid at Agoura Hills, California 91301 and at additional offices. Copyright © 1990 by Paisano Publications, Inc. Nothing may be reproduced without the prior written permission of the publisher. Anything to do with the editorial content, letters to the editor, poison pen letters, threats of violence, love letters, dirty pictures, propositions, porno literature, stash money, goodies, and editorial contributions should be sent to this address. All rights in letters sent to Easyriders will be treated as unconditionally assigned for publication and copyright purposes and as subject to Easyriders' unrestricted right to edit and comment editorially. Good photographs, art, and manuscripts are welcomed, but they must be exclusive. All contributions must be accompanied by a stamped, self-addressed return envelope. Although we will try our damndest to take care of unsolicited material, Easyriders magazine cannot be responsible for damage to same in mails, nor does it assume responsibility or safety of artwork, photographs, or manuscripts. Subscriptions: All correspondence regarding subscriptions or subscription complaints and changes of address must be addressed to Easyriders Subscriptions Department, Box 3752, Escondido, CA 92025, (619) 485-9623. One year: \$29.95; two years: \$46.00 in the U.S. and its possessions. All foreign and Canadian orders, add \$8 per year. Single copy, \$2.95. Postmaster: Send address changes to: Easyriders, Box 3752, Escondido, CA 92025-9833. Advertising: Easyriders, Box 3000, Agoura Hills, CA 91301, FAX: 818-889-4726.



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Believe it or not, I found in the Bible someone who is more chauvinistic than I am. In the Old Testament, in Judges 9:50-55, there is an account where Abimelech stormed a tower in Israel. As he approached the tower, a woman threw a millstone over the wall, dropping it on his head and cracking it open. Hurriedly, he called his armorbearer and ordered, "Draw your sword and kill me so that they can't say, 'A woman killed him.' " So his servant ran him through, and he died. I know, it's hard to believe that I would read the Bible, but if you don't believe me, check it out.

Women can be cruel at times. This guy was getting a little strange on the side, and his wife found out about it. So what did she do? She waited until he got in the shower one day, reached in with a pair of scissors, and snipped his crank off. As the pain shot through his body, he reached down on the floor, gathered up his severed crank, and rushed to a hospital where they sewed it back on. The woman he was fucking on the side married him and put up with the time necessary for his crank to recover. Watch those women!

The four bikers were in a bar boozing it up when one of them thought it would be hilarious to go to the cemetery, dig up a body, and deposit it in a friend's bed. Their friend woke up and found the body but didn't think it was funny, so he called the police. Shit, they didn't even get him a fresh body. They got him a woman who had died in 1910, and there was very little left of her but bones. Shit, the killjoy even pressed charges against his buddies.

I just found in a newspaper that women bitching and yapping at you causes you severe stress. This isn't anything new, but the stress you feel is also felt by your dog. If he starts yapping at you and biting you, you know it's your ol' lady who's causin' it.

This guy was real hungry and he sat down to eat a large sausage for dinner. When he cut it open, all of a sudden he lost his appetite. Inside, he found a discarded condom! Yuk! The incident left him with a complete revulsion to meat of any kind.

This woman got angry at her boyfriend and slugged him in the head with a baseball bat. Then she ran off and figured she could hide in a nude dance club. So she took off her clothes and joined in with the other nude dancers. The boyfriend

(with what little sense he had left) went into the dance club and recognized his girlfriend right away. He said he'd recognize those sagging jugs anywhere.

You're told over and over that in emergency situations where you need help fast, call 911. But surprise, surprise. There is a town in Nebraska where 911 is answered by an answerphone. It tells you the police are not available at the moment and that 911 is not answering due to lack of funds. I guess if you call 911, your choices are shit or croak.

I don't have to tell you guys that the federal prison population is up to 56% above capacity. And the sad part is that the population is going to increase in the '90s. It's 48,017 now, and the prisons are designed to hold a maximum of 30,860. The Federal Bureau of Prisons plans to increase the capacity 109% to 64,400.

She was bitching at him and said that he and his fucking dog were infesting the house with fleas so she did what she had to do. She set fire to the house and told the police who came to arrest her that she did it to get rid of all the fleas.

They gave this mailman a route that he felt was too big for him. So what he did to make people satisfied with his delivery job was to stash 6,555 pounds of mail in his basement. When he was caught, he had to pay \$17,615 to cover the cost of postal refunds, equipment, and time required to sort through all the mail in his home.

A vicious gang tortured an 83-year-old woman for 25 minutes trying to make her tell them where she stashed her money, but she wouldn't talk. The whole time she had \$14,000 hidden in her bra. Who in his right mind would think of looking in a granny's bra for money!

## TAKING IT EASY

By Spider





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## Super Super Max

□ This letter is in response to "They Care" in the December '89 issue. I have a better story to tell.

In the summer of 1988 I blew up two Super Max belt drives. I was so upset that I put my primary chain back on and demanded a refund from Super Max. I got my refund, but that is not the end of the story. Two days after Thanksgiving, in '88, I opened my door only to find Phil Ross, the owner of Super Max Products, with a new belt drive. He spent two whole days helping me install it and getting it right. I found out that the two earlier failures were due to my own error in aligning the drives. I have had my drive on now for 11 months and have not had any problems.

Now, needless to say, I am very impressed. Mr. Ross just happened to be in Pennsylvania for the holiday, and he took time to come and see me because he didn't want me to hate belt drives just because I was too thick-headed to take the time to install it right. He also brought his lovely girlfriend, Donna, who made the best chili I ever tasted.

In my book the man is No. 1. He has a good product, and he really cares about his customers. He is also a real Harley rider and that's more important than anything.

So, I must just answer that I don't know what the other company is like, but I do know that Super Max is great.

John Welsh  
Valencia, Pa.

## Be Careful In Utah

□ They've got me up here in Utah pullin' a 10-year stretch. And, bros, you wouldn't believe some of the shit these cops are getting away with.

They've banned cigarettes! And they will not sell you a *Penthouse*, *Playboy*, or, god forbid, your rag! I can't even look at pictures of the ladies anymore! I swear, this joint ain't a prison, it's a mental institution! Need-

less to say, I'm transferring out of this misfit camp as soon as possible!

Now folks, I hate to say anything bad at all about the good old U.S. of A., but when you're puttin' through Utah, please don't even forget to use your turn signals!

Doug Dickey  
Draper, Utah

## Didn't Like Ad

□ What the living fuck is going on here? The December '89 issue has me so pissed I can't stand it. It's bad enough that Harley-Davidson whores out its name by putting it on a stinkin' bottle of cologne, but then they try to sell the shit by telling us "The bike is optional!" Later on, we're looking at Harley tennies for "wannabe" bikers! And then you guys actually take their money to run the fuckin' ads!

I've got a couple of questions. Number one: Who is the scumbag in Milwaukee responsible for this shit? I hope I smell him at a rally someday. I'd take great pleasure in running my shovel over his nuts (if he has any). Question number two: Are you guys bikers? If you are, show some balls, take a stand, and refuse to run this crap in your magazine. If you're not, then get this shit out of our faces. Do us all a favor and turn the rag over to some people with pride. Then you and that genius from Harley-Davidson Motor Company can get together and splash on your Harley perfume, strap on your "licensed Harley-Davidson active footwear," and jog down to the fag bar. The bike is *not* optional, fuckers.

The Hound  
Minneapolis, Minn.

## Info Incorrect

□ My downed ol' man is once again being screwed by our "justice" system. In the October '89 issue, Ice from San Pedro put word out on "Project Effect." The phone number was disconnected. If anyone has any info

on a current number, I would sure as hell appreciate it, and I'm sure my ol' man would, too.

Hang in there, Doc, I'm workin' on it—I want you home.  
Judi Littler  
Lancaster, Calif.

## Biker For Christ

□ I know this may sound a little offbeat, but you're the only one I could think of to help me. I'm looking for a Christian biker's group. I heard of a group through the grapevine. I believe they're called "Bikers For Christ."

My husband subscribes to your magazine, and I remember seeing a picture in one of the issues of some bikers around their Harleys with their heads bowed in prayer.

I hope you please take me seriously and help me find any Christian biker groups located closest to the Freeport-Brunswick area in Maine. I know many Christians who have an appreciation for Harley-Davidsons and love to ride (a good way to commune with God). One thing better than riding alone is riding with a brother or sister.

J.L. Brown  
Freeport, Maine

## Goin' West

□ I need a little help. My ol' lady and I are heading West come spring, and we would like some info from around the Phoenix area—stuff about the job market, cost of living, bike events, where to go and not to go, biker rights organizations, and any other useful information.

If anyone out that way is willing to help us out, just mail anything that will be of use to us postage due.

Steve Lyons  
301 Main St. #3  
Calais, ME 04619

## A Vet

□ To start out, I want to say I finally got my first Harley (1990 Sportster) and am damned proud of it. I thoroughly enjoy reading



your mag which is why I'm writing this letter.

I want to know if there are any H.O.G. groups in the Appleton/Oshkosh, Wisconsin area. If so, please contact me. I'm surrounded by a bunch of Jap crap sickos who know shit about the true meaning of riding which I have found can only be experienced on a Harley.

Second, I'm a four-year vet of the U.S. Navy and am proud to have served my country. I've seen some action (Beirut), but most of my tour was during peacetime. I have the highest respect for those who did not serve by choice but by being drafted. I speak mainly of Vietnam vets, MIAs, POWs, and others of that era.

I would appreciate any info on rides or activities in the midwest Wisconsin area. I would be honored to support or be a part of any happenings to better the lives of vets from all eras, peacetime or wartime. God knows, they/we deserve it.

Bill "Billy The Kid" Humburg  
Box 3514  
Oshkosh, WI 54903

#### Lost Touch

I'm looking for any bros who graduated from the American Motorcycle Institute in 1977, class of 42, in Daytona Beach. I haven't run into any of you lost bros since. I'm still ridin' and wrenchin' and want to get a reunion started. I live in Half Moon Bay, California. If any of you are readin' this contact me. I know Soyka, Christian, and Maddog are out there.

Roscoe  
436 Grand Blvd.  
Half Moon Bay, CA 94019

#### First Triumph

In answer to J's query in the October issue, the first Triumph motorcycle was produced in 1902 at the Coventry factory and had a Belgian Minerva sidevalve engine. This machine was produced until 1905 when they produced their own 3-hp engine.

In the latter part of WWII the company moved to Meriden, between the cities of Coventry and Birmingham, until their demise in 1978.

D.J.  
Somerset, England

#### Small Woman

I have a gripe and thought this would be the best place to sound off. It has to do with the makers of boots.

It seems that everyone thinks size 5 is the smallest size for women. Well, there are women out here who like to ride and have protection for their feet, but we are smaller. I'm 4-foot-9 and wear a size 3 1/2 shoe. It's a shame that small women can't get good riding boots like everyone else. If anyone out there knows of a place to special order, I'd sure like to hear about it.

V. Brubaker  
South Bend, Ind.

#### Belgian Harley Rider

I'm a Belgian Harley rider (chopped 1970 FLH) and am coming to the states next year (Sturgis). I'm wondering if there are any workshops that can use a hand. I'd be glad to trade for room and board—meeting the righteous people would be enough. Don't worry, I'm not afraid to work. I'm 25 years old and have ridden for six years.

Juan Vanwallegem  
Tielstraat 199  
8860 Meulebeke  
W-VL Belgium

#### Hit and Run

On July 2 at 5:35 p.m., I was riding on I-25 through Denver after the Longmont *Easyriders* Rodeo. At milepost 207, at 57 mph, I was hit from behind by a light blue '75-'78 Cadillac, which caused me to go down. No identification of the car or license plate was possible, as I was busy staying on top of the bike and alive. The bastard was a hit and run. I spent 6 1/2 hours in the Denver General Trauma Center, as they would not believe that I

was not dead. You see, as a pro-choice advocate, I was not wearing a helmet. I did not hit my head and I don't have to do a Gary Busey on "20-20." My 1974 stroked, balanced, blueprinted, ported, flowed, tricked-out FLH has over \$3,000 damage to it.

If anyone out there can provide information that would allow me to find the fuck that did this, please contact either the Denver police or me at 165 Chipewa St. East, North Bay, Ontario, Canada P1B 1R7. Thanks, fellow bikers.

Tom (Stache) Dickieson  
North Bay, Ontario

#### Viva Mexico

My ol' lady and I went to Cozumel, Mexico, and had a blast. It's a great place and the people are fun to party with. If you ever get down that way, check out Charlo's 'n' Charlie's Place. The drinks are strong and the music is American. I want to go back in '90, and this time I gotta take my scooter. It looked like a damn good place to putt (where ain't?).

What I need is some info on how to get my FLH across the Gulf. I want to leave from the Florida side, but I'm not locked in on anything so any info would be useful. Just fly me a kite!

Geech  
1935 Pine Plains Rd.  
Swansea, SC 29160

#### Response to Bugman

In response to some nerd named Bugman who was bitchin' about Bubba's French-frying a Volkswagen Microbus in the December '89 issue, I think someone needs to squash the Bugman. Whatdafuck is this bug on? Black Flag? It's not just the Jap crap that's fuckin' up our country, it's all the imports. I guess he thinks it's okay to have one thing made in the USA and then go out and buy a German car. Then he has the bugbolls to bitch about the music played at Bubba's. Does this guy work for *Rolling Stone* magazine or what?

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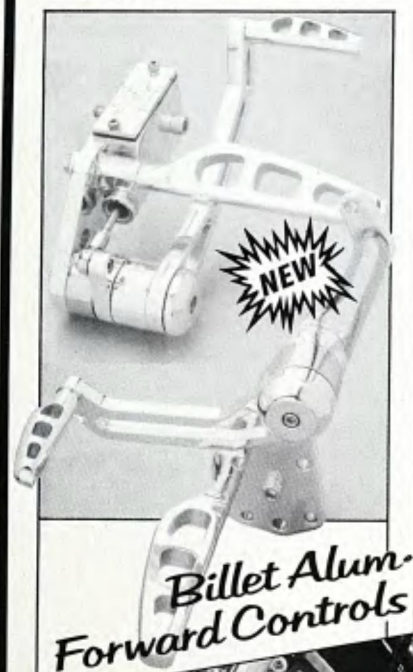
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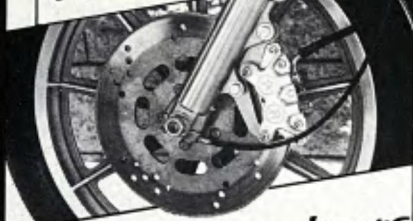
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He sounds to me like just another sidewalk commando. He ends his letter with "I'll die with my Stratocaster in hand." It should read "I'll die with my bug-sized pecker in hand."

Skull  
Norfolk, Va.

### Downer

☐ I'm writing in response to Todd Kauppinen's letter printed in the December '89 issue. I know I'm going to make at least one enemy with this letter, but he did ask for any suggestions.

Todd requested help in building a trike that he can ride despite having cerebral palsy. I understand the dream, but the part about "my reflexes aren't quite up to par" changes everything. No matter how many wheels you have under you, they won't make up for reflexes that aren't there when you need them.

Todd's "biggest worry" was being able to shift, clutch, and brake properly. My biggest worry is he'll get a chance to find out—too late.

Cindy Sutton  
Erie, Pa.

### Mann Art

☐ I've always looked at the Dave Mann centerspreads as soon as I open my new issue. Having been both a seaman and a biker for over 16 years, I thought the August spread was the best.

Now I come home to the November issue and see the very worst piece of Dave Mann work he's come up with! My kite surely isn't the only one you'll get this month because I'm sure there are a lot of bikers out there who aren't into the Death Tripper shit. I've got a throat that looks like it's been hit with a chain saw from going through a cage window, and although it slowed me down for a while, I'll ride forever! Sure, death is there for some of us, the way we party and ride, but we don't need to keep lookin' at it.

Sinbad  
Honolulu, Hawaii

### Moldy Pie

☐ Please send a piece of moldy raisin pie to Snake. In his article "Two Toolin' Theories" in the December '89 issue, he has obviously reinvented the ratchet screwdriver. I suppose the unnumbered item to the left is a reinvented chainbreaker!

I've been workin' on bikes for 22 years here in the South and never used these newfangled "West Coast Tools." Hope I don't ever have to because they sure look awfully hard to handle.

By the way, tool #8 is for measuring the proofreader's and editor's attention span. Look for someone in the front office or copy room and tell them their elbows are on their arms.

Jaime  
Little Rock, Ark.

☐ No pie for Snake. Looks like tool #6 in his Tech Tip would come in handy for those tough-to-get-at screws.

The tool itself looks tough enough to be used as a chainbreaker, too.

Action AI  
Blackwell, Okla.

### Setting It Straight

☐ In August, Rip visited the professional hillclimb put on by the Muskegon Motorcycle Club in Muskegon, Michigan, and he wrote a great piece about it in the December issue.

In the partying or whatever, he got some bad information about one of our fellow hillclimb promoting clubs, the White Rose MC of York, Pennsylvania. We'd like to set the record straight.

We had an open National Hillclimb this year because White Rose was generous enough to change the date of their National Invitational Hillclimb to July 30, so we could have the August 6 date. They put on two open Nationals every year and the Invitational every other year on one of the toughest hills on the circuit. We put on the Invitational on the even numbered years and with their help are trying to host an open event in the odd years.

We want everyone to know that they are still putting on great hillclimbs and that you should make it a point to attend their events in York, Pennsylvania. Look for their ad in an upcoming issue and in "What's Happenin'."

Ken Richardson  
Muskegon, Mich. 49442

### How Many?

☐ Does Mindy from the December '89 Fox Hunt have four tits or am I all fucked-up?

Shadetree  
Claysville, Pa.

■ The latter.

### Help!

☐ I bought a 1942-45 Indian Jr. Scout or Warrior. It's a 30.50 V-twin. I've called all over the U.S. and have asked thousands of bros—I'm almost laughed at.

I mostly need engine parts. I need a lot of other extras but figure I can substitute if I have

to. Would appreciate any help on where I might find parts—and manuals would be nice too. Would love to ride this suicide clutch and jockey shift jewel.

Little Crow Kenyon  
800 Grand Avenue  
Leavenworth, KS 66048

### Great Response

☐ Thanks so much for printing my question on finding women's biker club in the Cook County area of Illinois (Jan. '90 issue). The response I received was incredible.

I want to thank all the motorcycle clubs, biker bros and sisters, and the men behind bars who wrote me. You all deserve a big piece of raisin pie, especially your staff.

Aprilwine Clark  
Des Plaines, Ill.

### Disagrees With Jenks

☐ Some asshole named Jenks from Texas wrote you in the Jan. '90 issue about Brenda (#196) being plastic or something just because she doesn't have big tits. Apparently he's used to fucking cattle. Take another look, dickhead. She's gorgeous!

Razor  
Marana, Ariz.

### Pissed Off!

☐ You guys suck! I just got done reading Rip's Run, and I see the asshole rode through Minnesota again. And again, all he says is that he was here, stayed in a motel, and left. Does he put blinders on when he comes to Minnesota? He can just stay the fuck out of this state or write something decent.

Butch  
Inver Grove Hgts., Minn

### Mistake

☐ In checking out the January '90 issue, I see you made a big mistake in the article about Donald Cole, of Port Gibson, N.Y., in "Biker Hall of Fame." Old Don wrenched for the Newark, N.Y. Police Dept., not Newark, N.J.

Vince Krebbeks, who rode the department bike for about 20 years after he joined up in 1950, tells of the time he threw a rod and Don came out with a basket, picked up the pieces, and slapped the old bike back together over the weekend. Don still has his stuff together, his old Indian sidehack rig sits in his front yard all year so everyone local knows he's ready to go if the spirit moves him.

A lot of the officers at Newark P.D. are true bikers, having a local chapter of the Blue Knights (N.Y. 17), the prez being an



evening patrol sergeant. I am the secretary of the Buffalo Chapter (N.Y. 5). Other than an occasional remark about the police, we all read and enjoy your magazine.

Richard J. Bogan  
Newark, N.Y.

#### Replies To Grumpy

□ Re: Grumpy's letter in the January '90 issue. Let's give him a round of applause because he rode to Sturgis.

Now, Grumpy, I hate to be the one to tell you, but yes, this is America. And no, you can't tell anyone what to ride or drive to Sturgis. It's my vacation, I pay my way, and I'll do what the fuck I want.

This also means that when I'm good and ready, I'll sell my bike—not because some brain-damaged rigid rider calls me a wannabe.

By the way, I was riding when you were still shitting green.

Someone  
Flint, Mich.

□ I don't consider myself a shithead wannabe pussy just 'cause I don't ride long putts. Some people can't because they lack the stamina or have bum backs. That doesn't mean our love for Harleys is any less than yours so screw you for telling us to sell our Hogs, asshole.

As for Sturgis, do us all a favor and stay away. I'm sure no one will miss a 30-year-old rat panhead and its dirtbag rider with his hand out.

Robert A. Prittie  
Rancho Cordova, Calif.

□ There are a lot of bike enthusiasts out there who have kids and pets and still want to go on runs to Daytona, Sturgis, and others. So instead of leaving their kids and pets alone for a week or more, they just pack their shit up in a truck and tow the bike. When they get to their destination, they can cruise around on the Hawg.

So just get off your fuckin' high horse and leave well enough alone. At least we're out there supporting the USA and our rights and not supporting the damn Japs.

Maria "The Bitch"  
Kill Devil Hills, N.C.

■ 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.

"He met the twins  
on an orange night in  
Oaxaca, bought them  
Monte Alban Mezcal,  
and ate the worm from  
both their glasses.  
Then the air got chilly and  
they got crazy.  
He says the evening  
left a mark on him.  
He won't say  
where."

Everything they say is  
true. Monte Alban Mezcal.  
The real Mezcal from  
Mexico. With the real agave  
worm at the bottom. Join  
the Golden Worm Club.  
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of your own. Write:  
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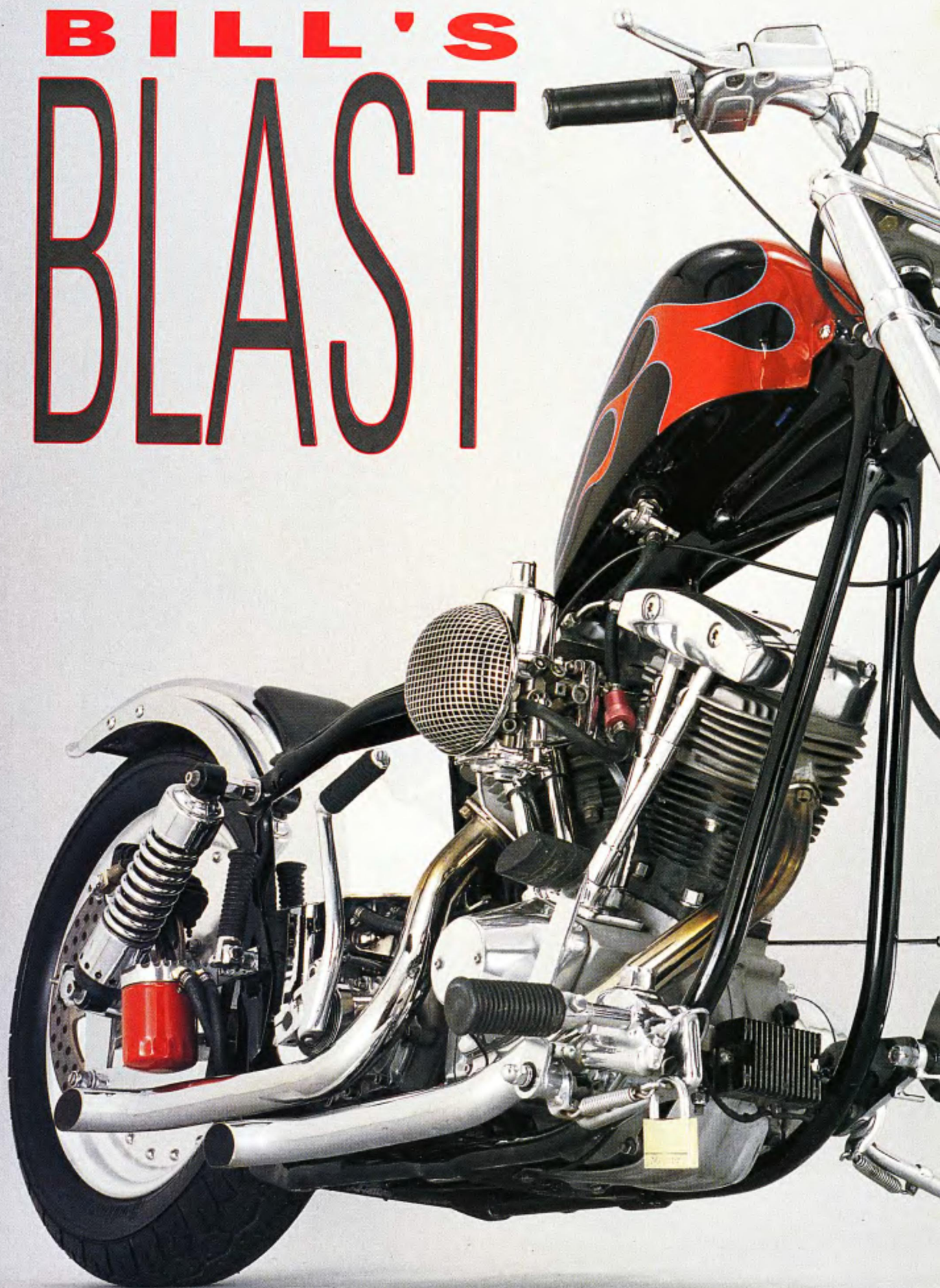
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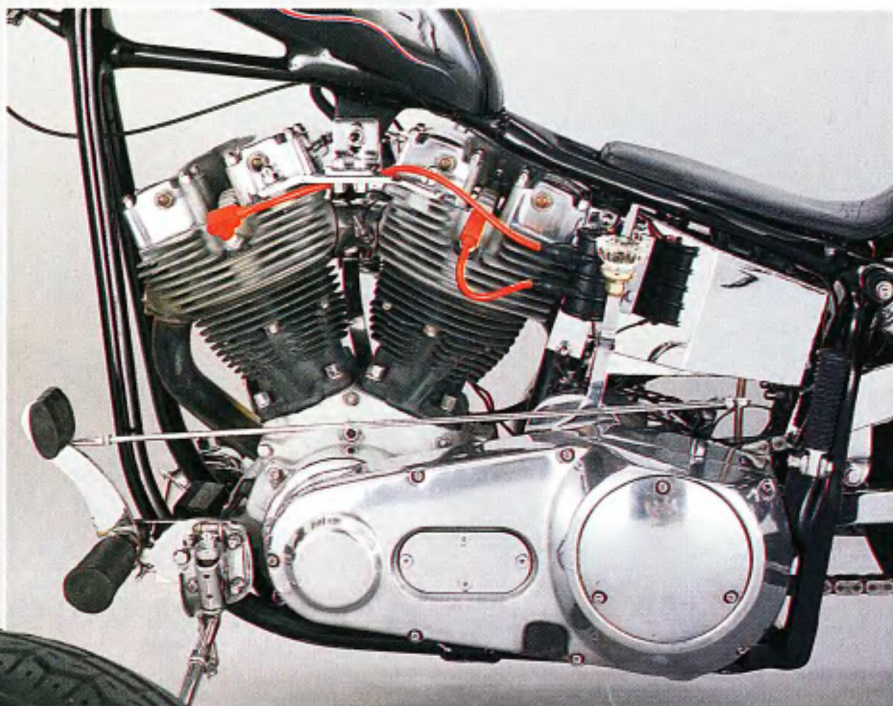


# BILL'S BLAST





**Doin' the  
Wahoo Waltz  
on  
Nebraskan  
asphalt**



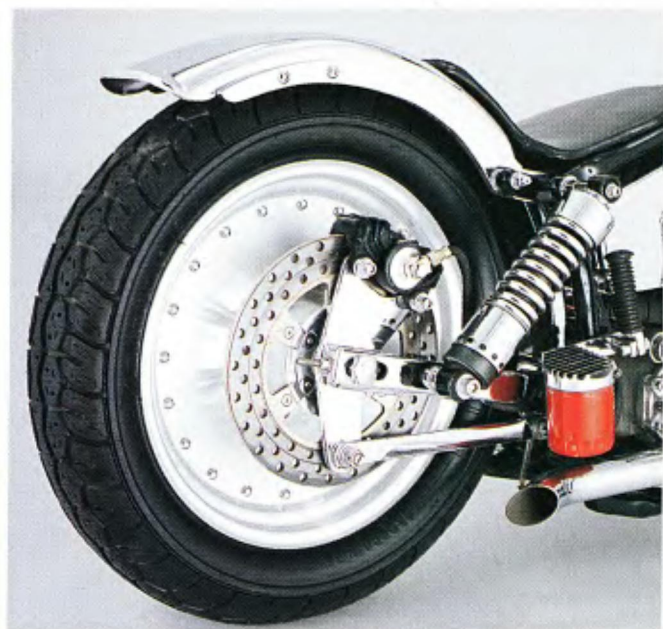
**I**t happened out on a 65-mph interstate comin' home from Omaha, 50 miles outta Wahoo, Nebraska. Three riders hooked up in the wee hours of a cool spring mornin'. The flat plains that seem to go on forever spread out around the riders in every direction. Bill was riding alongside his partner, Mag, while Shovelhead Tim was holding up the stern.

In the darkness, the three rumbling steeds and their riders barely noticed the State Bull perched on the side of the road. They spotted him too late to adjust their speeds to an incognito level, and since the infraction had already taken place in straight-pipe fashion, what choice did they have but to nod to each other in the flickering chrome darkness and roll on the throttles?

The Bull didn't hesitate and struck the pedal to the metal, spinning the rear tires of his Dodge onto the interstate. Shovelhead Tim was the first to react and swerved out of the number one lane, into the two, and ahead of the two others. Bill pulled hard on the quick throttle, controllin' the shovel he's had since 1976. Mag followed.

At 2 a.m., the three riders and the Bull, with his flashing crimson strobe lights and siren, were the only signs of life on the freeway. Bill and Tim had gotten the jump, and were 100 yards ahead when Mag decided to









drop back, let the others roll on, and take the ticket himself—good man.

Three weeks later, on I-80, Mag (his bike was featured in the December '86 issue of *Easyriders*) and Bill (on the rowdy shovel you see here) were again rolling into town on a Sunday afternoon after too many beers. They were exceeding 75 mph in the 65-mph zone, when they spotted two Bulls parked under the overpass. Even in the cool air, Mag felt beads of cold sweat emerge on his forehead as he realized how another ticket would affect his record. But they had already passed the units, and just as they began to roll 'em on again they passed two more. They knew they had to be exceeding 80, and that their collective asses were on hot asphalt. Their speed continued to increase as a town came into view. This time, Bill motioned for Mag to duck off the freeway at the Maple off-ramp. He would take the fall, if need be.

At over 90, they swerved their way through a pack of cars like a fork draws lines in a clump of steamin'





Photos by Mike Lichter

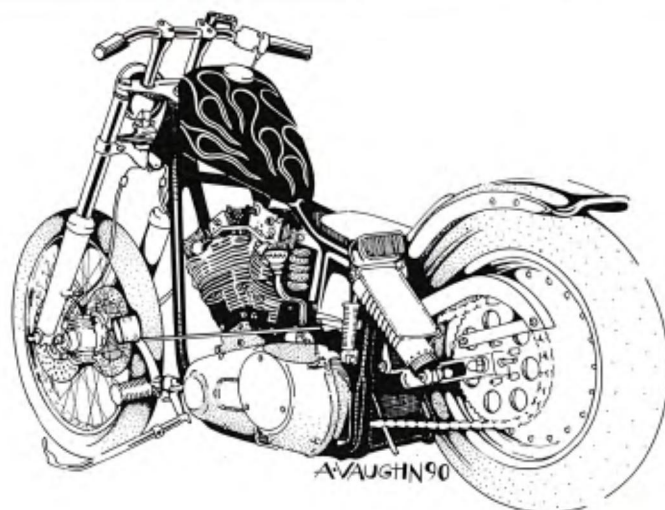
hot mashed potatoes. Mag hit his light switch, gave Bill the high sign, and slammed his ride into a hard right off the freeway. Bill headed for the fast lanes and higher eye-catching speeds. They both escaped, miraculously, until... the very next weekend.

Bill was by himself this time, on a ride which has seen seven transformations, headin' down Highway 92 into Wahoo. After the close calls they had encountered, he was keeping a reasonable pace, about 70 in the 55-mph zoned highway, when he rolled up behind a slow-moving cage (aren't they all?). He downshifted, checked his sideview mirror, and moved into the fast lane. Instantly, the whole freeway was aglow with flashing reds. The Bull was less than a bike's length behind his chromed rear fender. His rearview mirror exploded with reflected headlights, and the chill that ran up his spine had nothing to do with good sex. He froze at first, not knowing whether to shit or go blind, then quickly leaned back into the number two lane. And just about the time he expected the cruiser to either move onto his tail again or loudspeaker his frightened ass to the shoulder, the Bull sped by and disappeared into the darkness.

And some people say ridin' on freeways ain't fun.

—Renegade

|                                                                                                                               |  |                                        |                    |
|-------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------|--------------------|
| <b>Owner:</b> Bill Baltz                                                                                                      |  | <b>City:</b> Wahoo, Nebraska           |                    |
| <b>General</b>                                                                                                                |  | <b>Frame</b>                           |                    |
| Fabrication by: owner                                                                                                         |  | Year: 1975                             |                    |
| Year and make: 1975 H-D                                                                                                       |  | Builder: H-D, owner                    |                    |
| Model: FX                                                                                                                     |  | Type: swingarm                         |                    |
| Value: too much                                                                                                               |  | Rake: none                             |                    |
| Assembly by: owner                                                                                                            |  | Stretch: 2 inches                      |                    |
| Time: 4 months                                                                                                                |  | Other alterations: rear cut 1 1/2 inch |                    |
| Chroming by: Indust. Plat., Omaha                                                                                             |  | <b>Accessories</b>                     |                    |
| <b>Engine</b>                                                                                                                 |  | Bars: drag                             |                    |
| Year: 1975                                                                                                                    |  | Risers: 5-inch                         |                    |
| Model: shovel                                                                                                                 |  | Fender(s): flat                        |                    |
| Rebuilder: Black Rose M/C, Omaha                                                                                              |  | Headlight: Bates                       |                    |
| Ignition: points                                                                                                              |  | Taillight: Drag Specialties            |                    |
| Displacement: 74 cubic inches                                                                                                 |  | Speedo: mile markers                   |                    |
| Lower end: stock                                                                                                              |  | Front pegs: owner                      |                    |
| Balancing: Clemens                                                                                                            |  | Rear pegs: stock                       |                    |
| Pistons: TRW                                                                                                                  |  | Electrics: RV battery                  |                    |
| Cases: stock                                                                                                                  |  | Gas tank: Sporty                       |                    |
| Heads: Manley valves and guides                                                                                               |  | Oil tank: horseshoe                    |                    |
| Cam(s): Andrews A grind                                                                                                       |  | Oil system: stock                      |                    |
| Lifters: Gary Bang                                                                                                            |  | Primary cover: stock modified          |                    |
| Carb(s): Rivera SU                                                                                                            |  | Seat: wife                             |                    |
| Air cleaner: SU                                                                                                               |  | Sissybar: none                         |                    |
| Pipes: Paughco                                                                                                                |  | Height: n/a                            |                    |
| Muffler(s): ha ha                                                                                                             |  | Material: n/a                          |                    |
| <b>Transmission</b>                                                                                                           |  | <b>Forks</b>                           |                    |
| Modifications: none                                                                                                           |  | Type: wide glide                       |                    |
| Year: 1975                                                                                                                    |  | Extension: 4 inches                    |                    |
| Shifting: jockey                                                                                                              |  | Builder: owner                         |                    |
| Engine sprocket: Phase 3                                                                                                      |  | Special features: dual disc            |                    |
| Trans sprocket: 24-tooth                                                                                                      |  | <b>Wheels</b>                          |                    |
| Wheel sprocket: 48-tooth                                                                                                      |  | <b>Front</b>                           | <b>Rear</b>        |
| <b>Painting</b>                                                                                                               |  | Size: 21-inch                          | Size: 16-inch      |
| Molding: owner                                                                                                                |  | Hub: stock                             | Hub: centerline    |
| Painter: Mag                                                                                                                  |  | Rim width: 2 1/2-inch                  | Rim width: 4-inch  |
| Color: black                                                                                                                  |  | Tire: Continental                      | Tire: Continental  |
| Type: acrylic lacquer, House of Kolor                                                                                         |  | Brake: Perf. Mach.                     | Brake: Perf. Mach. |
| Special paint: Dave Huckshold                                                                                                 |  |                                        |                    |
| Other special modifications: stainless taillight bracket cut down to primary by John Jacobson. Special thanks to Mag and Tim. |  |                                        |                    |



AVAGHN90



## 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.

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# READER'S RIDE



## Ron Arbaney, El Jebel, Colorado 1951 Indian Chief



Photos by Angelo Cardillo

Ron didn't waste time when it came to lettin' us know how he felt about this bike. "I own several Harleys, but my first bike, and still my closest, is this 1951, 80-inch Indian Chief that I've owned almost 17 years," he said. "I rode it that way for a while. You know, the fenders cut out and such, then had a long spell workin' at returning it to original."

Ron thinks old bikes look best being rode. Matter o' fact, he's ridden this ol' girl to Sturgis twice. Once it even won first place in the Antique Class at Big Daddy Rat's Bike Show.

This old Chief was the Golden Anniversary model—the 50th year of production. Here's some facts straight out of the '51 Indian Chief advertisement: *The finest, heavy motorcycle, unmatched for beauty of design and breathtaking performance. Power-packed, 80-cubic-inch "Blackhawk" engine; smooth, "torque-even" cushion drive; adjustable handlebar mounts; "aerodynamic," metered-action telescoping front fork, and spring-mounted rear wheel are features enjoyed by Indian Chief owners.*

Indians were the avant garde motorcycles of the '50s. They had compensator sprockets, sprung-rigid frames, and telescopic front forks years before Harley did.

Brings to mind my first, childhood, legwettin' experience on a Big Twin motorcycle. I was blazin' down a narrow track of gravel road in southwest Iowa (at over 100 mph) on the back of my cousin Butch's Indian Chief. Of course, Butch wishes to hell he still had that old bike.

Ron's busy now, rebuilding an old Harley VL, and building a

new log house. He's gonna make time though, come ridin' weather, to do a lot of cruisin' of the countryside on his favorite bike—the '51 Indian Chief.

—Lean Mean Pond Scum Dean

**Year:** 1951 Indian

**Model:** Chief

**Engine:** Blackhawk 80 cubic-inch flathead, rebuilt by Indian Motor Works

**Top end:** stock aluminum heads with stock 3-bolt Linkert

**Lower end:** stock

**Transmission:** stock, 3-speed suicide shift/left-side tank mount

**Accessories:** all stock

**Finish:** red and black lacquer by owner/pinstriping by Grand Junction Neon

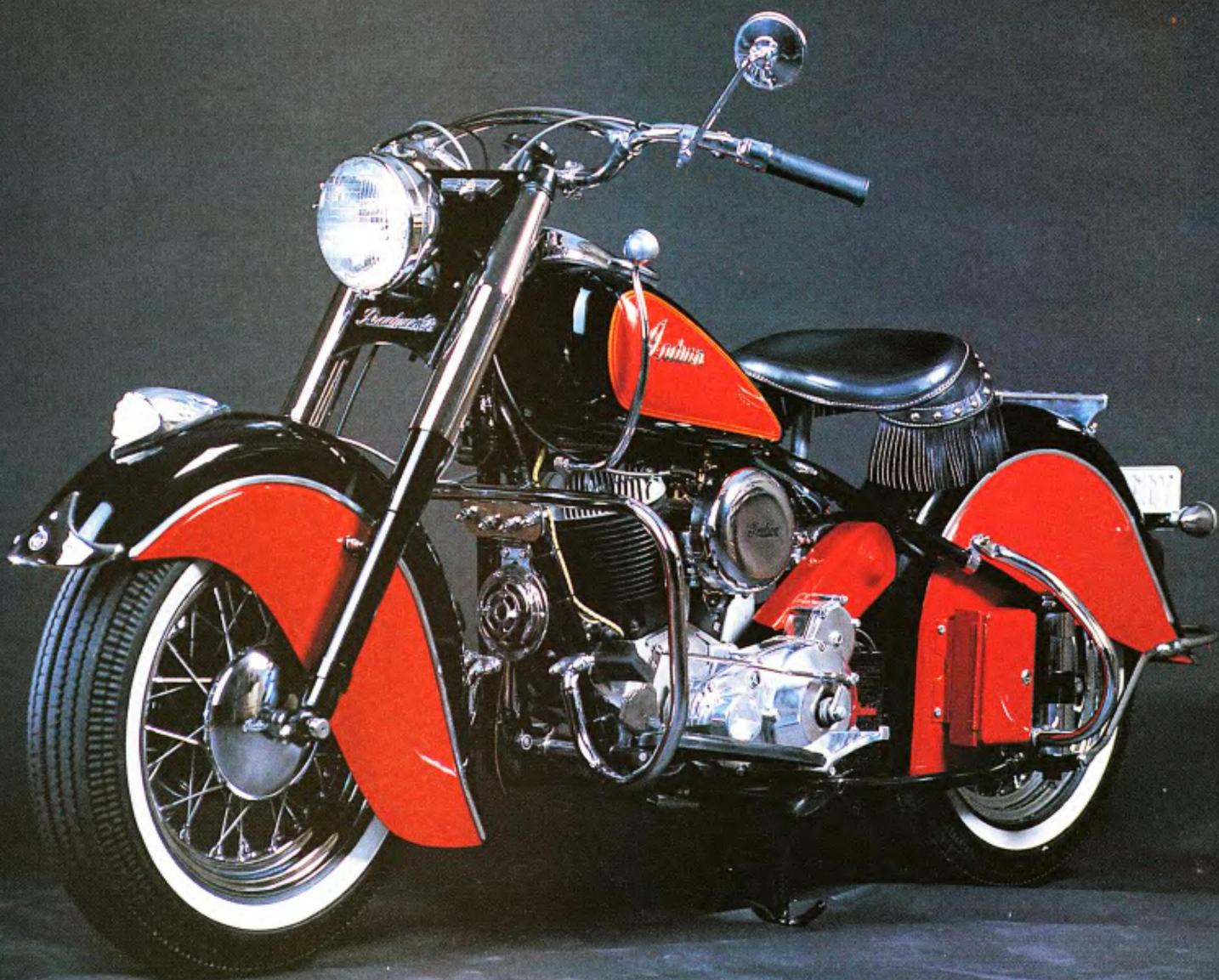
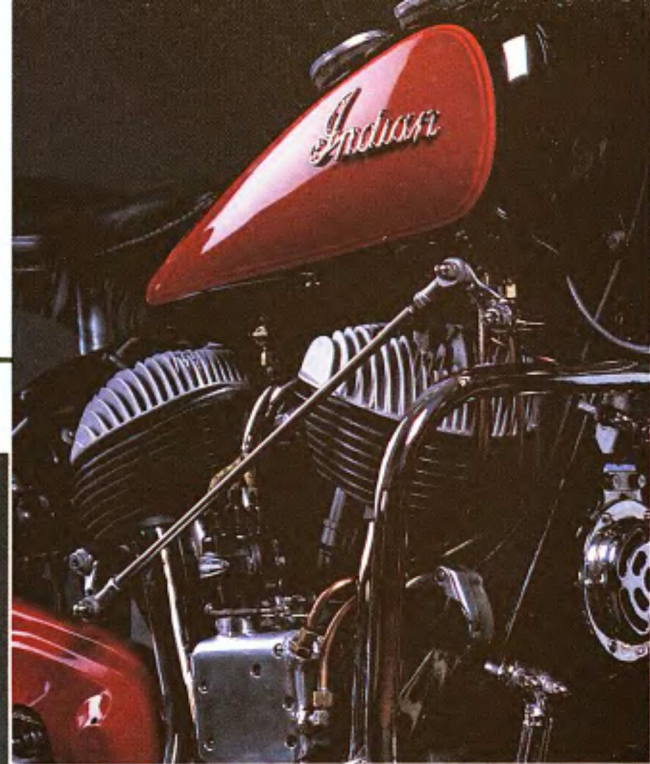
**Forks:** stock "aerodynamic" telescopic

**Wheels:** stock, 16-inch with 5 inch rims, mechanical brakes

**Frame:** stock 1951 Indian—spring rear

**Credits:** Thanks to Bob Stark of Starklite Cycle in Fullerton, California, and Jeff Grigsby of Indian Motor Works in Boulder, Colorado.

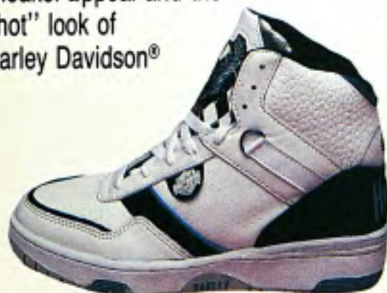






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99041: Black/Blue

99042: Black/White

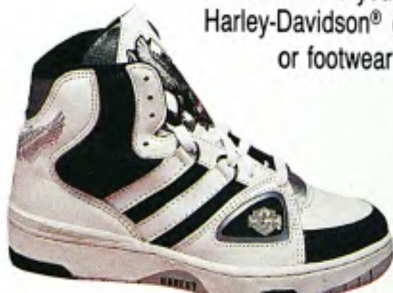
Suggested Retail: \$42.00



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# EASYnews

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

## North Dakota Bikers, Civilians Prove: Freedom Is Not For Sale

Photo by Carlee

A group of bikers and a civilian group got together to prove that freedom can't be bought, even when the antagonist has almost 80 times the spending power the defenders of this priceless commodity can come up with.

Case in point: the defeat of North Dakota's seat belt law. The biker group was North Dakota Citizens for Freedom of Choice, led by Virgil Horst, a Bismarck long boom crane operator and car salesman. The civilian group ACCORD (A Citizens' Coalition of Responsible Drivers), was led by John Gosbee, a Mandan attorney, and Jim Ziegler, a Minot grad student, Vietnam war veteran, and head of the Vietnam Vets Motorcycle Club.

As soon as the governor of North Dakota signed the law in late April, Freedom of Choice and ACCORD joined hands and started getting the more than 13,000 signatures needed to put the law on the ballot. Faced with a 90-day deadline, the groups nonetheless gathered some 24,000 signatures. It was a hard summer for signature gatherers, as other groups were getting signatures to put seven other measures on the same ballot.

As in other states, Freedom of Choice and ACCORD faced a long uphill battle. All opinion polls during the summer and early fall showed them at a strong disadvantage, and as much as 30 points behind. Even on election eve, they were still behind by a point, 47% to 46%.



Left to right: Virgil Horst, chairman, Freedom of Choice; John Gosbee, co-chairman, ACCORD; Butch Olson, chairman, National Committee of Motorcyclists (NCOM).

On election night, in the one poll that counted, they were ahead. Early counting had them ahead as much as 64% to 36%. The final tallies were 59% to 41% (150,151 votes to 102,300).

All this work was without the assistance of ABATE of North Dakota, which had made an agreement with the North Dakota Safety Council to stay out of the seat belt fray in exchange for the council not asking for a helmet law. It was ABATE's neutral stance that led Horst, a

biker, and others to form the Freedom of Choice group. Gosbee had already started working on the seat belt issue, and when Horst and Gosbee found out about each other's efforts, they joined forces.

One reporter asked Gosbee, after the results were in, if he felt like David standing beside Goliath's body, slingshot in hand. Gosbee agreed with that description and said the outcome proved that "...freedom is not for sale to the highest bid-

der from Detroit." Ziegler said Detroit should have spent its money on education, not on trying to buy the election.

They referred to the money gusher Detroit provided to the safety-crats. Detroit's front group, Traffic Safety Now, contributed some \$265,000 to the safety-crats ad campaign. The combined forces of Freedom of Choice and ACCORD barely had \$3,400 to spend on the campaign, but they spent it well.

—Butch Olson



## Dial-A-Ride And Live

If they've had a few too many for the road, bikers in Minnesota now have a chance to get themselves and their Haws home safely. All they need is a phone and two dimes, or a friend who'll call for them.

The program they're makin' use of is called Dial-A-Ride, and it's a joint venture of the Minnesota Motorcycle Association (M.M.R.A.) and ABATE of Minnesota. It is designed to keep impaired riders off the road by offering those who are under the table a free ride home, while at the same time safely stashing their rides on the back of a pickup or a van.

Gus "Pappy" Haag, president of ABATE of Minnesota, says, "It works this way: If you are with someone who's had too much, and you don't want him to die, simply call (612) 541-1704 anytime Fridays through Sundays,

or holidays, from April 1 through October 31, and tell the person answering the phone who you are, where you are, who needs the ride, and where you'd like them taken.

"The telephone staff will then ask you for a phone number where you can be reached. They will then call one of the ABATE

or club volunteers in the area and dispatch him to you with a car-trailer, pickup, or van to take your friend and his or her bike home."

Of course, there are some limitations to the program. The volunteers are, for instance, not required to put themselves or their equipment into any cir-

cumstances they deem unsafe and/or uncomfortable. If the impaired person becomes rude or disorderly, the volunteer is instructed to call his dispatcher and inform him that he can't transport the person. Should the person who called not be able to adjust his attitude, another alternative is to call the police.

"This program," says Pappy, "assists people who are too impaired to ride, but we won't babysit a drunk."

ABATE of Minnesota and M.M.R.A. also reserve the right to transport the impaired person to a motel (and pay for the room) if the desired destination is determined to be too far.

For more info, contact Gus "Pappy" Haag at ABATE of Minnesota, 4610 Colfax Ave. No., Minneapolis, MN 55412.

—Budman



Illustration by George Di Lucca

## Laconia Turns Laconic Toward Bikers

If you're intending to visit Laconia, New Hampshire, during its 68th bike week this year, don't expect a warm welcome. Matter of fact, don't expect to be welcome there at all!

Seems the city fathers there have decided to turn their backs on us two-wheeled tourists, citing such problems as having to have extra police on hand, traffic jams, and expensive clean-up procedures afterward. Considering the amount of business—somewhere in the millions of dollars—the bikers bring annually to Laconia and nearby Weirs Beach, that argument doesn't seem to hold a lot of water.

Even the police had to admit that the crowds usually are well-



Photo by Mike Lichter

behaved. Last year, according to their statistics, there were 250 arrests for traffic violations, disorderly conduct, and drug and firearms possession. With some 35,000 visitors, that's not a hell of a lot, especially not, if

you add the 15,000 that live there. Show me a city of 50,000 during, say, a Fourth-of-July weekend followed by a New Year's celebration with less than 250 arrests for misdemeanors, and I'll show you a gulag in outer Siberia.

There is, however, a positive note to all the unfriendliness pervading Laconia's Chamber of Commerce: City Manager Dan McKeever said that there's nothing the city can do to stop motorcycle weekend "as long as they (the bikers) act lawfully."

But there are other forces at work, as well, and Bob Bahre is one of them. He has recently bought Bryar Motorsport Park in nearby Loudon, renamed it

New Hampshire International Speedway, and plans on holding races there after he has enlarged its seating capacity to 55,000 (from 12,000) to coincide with bike week.

About the Chamber of Commerce's feelings Bahre said, "I think they should just shut their mouths, they'd be better off. Or at least give it a chance under the new management." Sounds like good advice.

So when you're ridin' into Laconia this June, and the folks there don't have much to say to you, don't let it bother you, just smile at them and know that they'll always appreciate your dollar.

—Smiley



# Some Ammo For The Defense Of Our Freedoms

With a national helmet and seat belt law coming closer to reality here in the United States, Bikers Against Manslaughter (B.A.M.) has compiled the following "Seat Belt Facts" to provide ammunition against the likes of Senator John Chafee and his "National Highway Injury And Fatality Reduction Act Of 1989 (S-1007)":

• "In the 10 months since its model belt law became effective (March 1985), New Jersey has experienced:

- An increase in traffic fatalities (up 2.5%), reversing a four-year declining trend.

- An increase in deaths of drivers and front-seat passengers required by law to buckle up (up 4.5%).

- A dramatic, unanticipated increase in pedestrian fatalities (up 12.6%).

- An increase in motorcycle fatalities (up 3.2%).

"These figures, not yet formally released, are from official sources in Trenton. They are so controversial as to have generated bureaucratic conflict over the advisability of their publication. They were made available with the understanding that the sources be protected."

—Boston Globe, January 1986

• For the year following enactment of a seat belt law in California (1986), accidents and bicycle deaths reached all-time highs. Traffic fatalities rose 5.9%, injury accidents rose 7.8%, pedestrian fatalities went up 5.7%, bicycle fatalities increased 11.9% and motorcycle accidents jumped 9.1% while motorcyclist fatalities rose 9.2%. Only moped fatalities, at 8, showed a decrease—down 20%.

—L.A. Times, April 1987

• In Sweden, two years after a seat belt law was passed, the total number of car occupants killed in accidents rose 6%.



Similarly, the traffic death toll rose in Denmark, Ireland, and Belgium, after mandatory seat belt laws were put into effect."

—National Enquirer, May 1985

• Regarding the British seat belt law, one unpredicted finding was "...while minor injuries to drivers' heads and faces are down, the incidence of severe brain injuries and fractures of the face and skull appear to have increased."

—The (London) Standard, Aug. 1985

• Overall, the crash performance of lap belts was very poor... In many cases the lap belts, especially rear-seat belts, induced severe to fatal injuries that probably would not have occurred if the lap belts had not been worn."

—National Traffic Safety Board, 1986

• According to a 1985 British study, "The Medical Effects of Seat Belt Legislation in the U.K.," England experienced a 21% reduction in six categories of injury—mostly arm, leg, and thigh,

fractures—but showed a 26% increase in major abdominal injuries, a 9% increase in serious brain injury among all auto occupants and a 44% increase in serious brain injury among drivers. Additionally, in-hospital deaths from auto accidents went up 9%, and fatal spinal-cord injuries went up 400%.

• "...some belted victims may bash their heads on the steering wheel, windshield, or dashboard. The force of the collision can even damage brain tissue in belted victims whose heads jolt forward but never hit anything."

—Flint Journal, Jan. 1988

• "Since the new (mandatory seat belt) law was established, we're seeing more and more head-injury patients who were belted," according to Diane Nancarrow of Barnum Health Center in Michigan.

• A 1986 study of 30 frontal crashes involving 139 people demonstrated that the unrestrained people fared significantly better than the lap-belted people.

• An estimated 300 legal actions are under way in courts across the country, stemming from increased seat belt use, most of them involving injuries allegedly caused by lap belts.

• The NHTSA has crash-tested more than 250 car models for "Occupant Crash Protection." Using seat-belted dummies to measure Head Injury Criterion (HIC), nearly 4 out of 10 cars failed, including 17 of 37 new 1988 models.

• Even with seat belt laws in effect, only 20-47% of drivers buckle up.

• Automobile manufacturers have spent millions of dollars lobbying for seat belt laws because of a DOT directive that, if states representing 75% of the U.S. population do not have such laws by the end of 1989, auto makers will have to begin installing expensive air bags in all new production models.

—Bikers Against Manslaughter



# Daytona Bike Week '90

## Sunday, March 4

**ABATE Products & Info Center** (Rat's Hole Bldg., 801 Main St.)

**Finky's Showplace** (live music every night—noon to 3 a.m.)

**2nd Annual Spider's Swapatona Swap Meet** (Daytona Flea Market grounds on Tomoka Farms Rd., one mile west of Daytona Speedway)

## Monday, March 5

**ABATE Products & Info Center** (Rat's Hole Bldg., 801 Main St.)

**2nd Annual Spider's Swapatona Swap Meet** (Daytona Flea Market)

**ABATE of Florida Campground** (on Hwy. 44 across from New Smyrna Speedway)

**Vintage Road Races** (Daytona Speedway)

## Tuesday, March 6

**ABATE Products & Info Center** (Rat's Hole Bldg., 801 Main St.)

**2nd Annual Spider's Swapatona Swap Meet** (Daytona Flea Market)

**ABATE of Florida Campground** (on Hwy. 44 across from New Smyrna Speedway)

**Ladies Only Ride** (start in Ormond Beach at Bel Air Plaza)

**AMA Pro Road Race Practice** (Daytona Speedway)

## Wednesday, March 7

**ABATE Products & Info Center** (Rat's Hole Bldg., 801 Main St.)

**2nd Annual Spider's Swapatona Swap Meet** (Daytona Flea Market)

**ABATE of Florida Campground** (on Hwy. 44 across from New Smyrna Speedway)

**Last Resort Bar Party** (starts at noon, Last Resort Bar in Harbor Oaks)

**Leather & Lace Open House Party** (3 p.m. to 11 p.m. at the American Legion Post, 154 Volusia Ave.)

**AMA Pro Road Race Practice** (Daytona Speedway)

**Junior/Pro-Am Dirt Track Races** (Municipal Stadium)

## Thursday, March 8

**ABATE Products & Info Center** (Rat's Hole Bldg., 801 Main St.)

**2nd Annual Spider's Swapatona Swap Meet** (Daytona Flea Market)

**ABATE of Florida Campground** (on Hwy. 44 across from New Smyrna Speedway)

**Daytona Swap Meet** (Volusia County Fairgrounds, Rt. 4 & 44 across from New Smyrna Speedway)

**Leather & Lace Membership Drive** (Volusia County Fairgrounds)

**AMA Pro Road Race Practice/Alligator Enduro/Timed Qualifying** (second round) (Daytona Speedway)

**AMA Pro Dirt Track** (Municipal Stadium)

**Pub 44 Bike Bash** (start at noon at Pub 44)

## Friday, March 9

**ABATE Products & Info Center** (Rat's Hole Bldg., 801 Main St.)

**2nd Annual Spider's Swapatona Swap Meet** (Daytona Flea Market)

**ABATE of Florida Campground** (on Hwy. 44 across from New Smyrna Speedway)

**Daytona Swap Meet** (Volusia County Fairgrounds)

**Leather & Lace Parade** (on the main drag, look for their trike)

**Arai Twin 50-Mile Qualifying Races/Grand Prix Twins Finals/750cc Super Sport Final** (Daytona Speedway)

## Saturday, March 10

**ABATE Products & Info Center** (Rat's Hole Bldg., 801 Main St.)

**2nd Annual Spider's Swapatona Swap Meet** (Daytona Flea Market)

**ABATE of Florida Campground** (on Hwy. 44 across from New Smyrna Speedway)

**Daytona Swap Meet** (Volusia County Fairgrounds)

**AMA Camel Pro National Kickoff** (Municipal Stadium)

**The Rat's Hole Custom Chopper Show** (Ocean Center North Parking Lot)

## Sunday, March 11

**2nd Annual Spider's Swapatona Swap Meet** (Daytona Flea Market)

**Daytona Swap Meet** (Volusia County Fairgrounds)

**ABATE of Florida Campground** (on Hwy. 44 across from New Smyrna Speedway)

**U.S. Twin Sports Final/100k International Lightweight Final/49th Daytona 200 by Arai/100k 600cc Super Sport International Challenge Final** (Daytona Speedway)



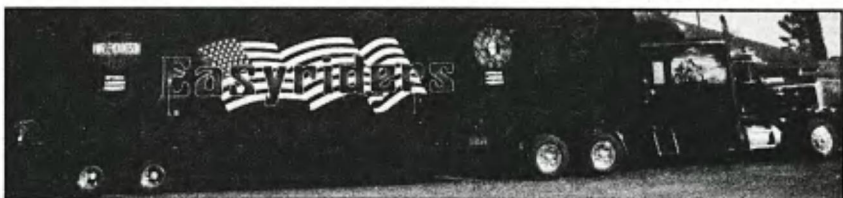
## Short Strokes



## Lotsa Positive Vibes

At one time, it seemed that being a righteous biker was an uphill battle. Now, we represent the true American dream—freedom and individuality. For instance, a couple, Karen "Sarge" Dickens and Gerrell "Idaho" Caldwell, in Fort Atkinson, Wisconsin, recently got married in their local Harley dealership—congrats....And get this ad, which was published in the *London (England) Times*, for Merrydown Cider. The newspaper ad describes a couple of tailors who are of the most exclusive ilk, Crocker and Devenish of New Burlington Street. These guys are such perfectionists, that they are both involved in the cutting of each pair of trousers, one having expertise with the left leg, the other the right. But most importantly, each dressing room at Crocker and Devenish is equipped with an Electra Glide, so that the customer may properly check the fit of his trousers while in the saddle. Naturally, they serve Merrydown Cider to all the customers waiting to be measured—that's putting us in well-tailored company....In the *Journal-Standard of Freeport, Illinois*, there was a recent letter to the editor commending the charitable contributions of the Freeport Chapter of ABATE. They put together a Poker Run for Muscular Dystrophy, and did such a professional job of it that a member of the County Fair Board wrote the local paper. The letter stated that "you would have to look far to find a cleaner, more congenial, more sincere, and willing group of people." Way to go....**Harley-Davidson isn't known for being generous.** People have worked for years to perpetuate the Harley legacy, without getting any recognition from the ivory Milwaukee tower. But recently, they broke down and gave the members of the Doobie Brothers bikes for coming out and playing for Muscular Dystrophy. Funny, I'd think that those guys could afford their own bikes....**The power of the puttin' population** has been felt once again. Due to heavy pressure from the biking community, the Department of Transportation (DOT) has resumed safety testing of motorcycle helmets. Due to budget constraints, they had suspended helmet testing and hadn't conducted a single test since 1987. And the federal government wants all of us to wear the damn things—never happen....

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Sunday, March 4, 1990

### Hog House

Ormond Beach on U.S. 1  
 BBQ RIBS — LIVE MUSIC  
*All Day Party... Come Early, Stay Late*

Monday, March 5, 1990

### Sundowner

on Nova Road  
 10:30 a.m.-noon — Slow Race & Wienie Bite  
 1:30-2:30 p.m. — Tattoo Contest  
 3 p.m.-? — Wilber Stokes Band  
*BYOB... We Sell Set-Ups*

Tuesday, March 6, 1990

### Squeeze Inn

5005 S. Ridgewood Ave., Port Orange  
 Noon-on — BBQ Chicken  
 Noon-on — U.S.-1 Band  
 2-3 p.m. — Tattoo Contest  
 4-5 p.m. — Wienie Bite Contest  
 Midnight — Wet T-shirt Contest

Wednesday, March 7, 1990

### Last Resort

5812 S. Ridgewood Ave. in Harbor Oaks  
 Noon-on — Pig Roast  
 2 p.m.-on — Magic Music by The Surge  
 •Tattoo Contest •Beer Belly Contest  
 •Hot Legs Contest  
 Midnight — Miss Last Resort 1990 Contest

Thursday, March 8, 1990

### Pub 44

on Route 44, New Smyrna Beach  
 LIVE BANDS — FOOD — FUN  
 ALL DAY ENTERTAINMENT!

Friday, March 9, 1990

### Finky's

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Saturday, March 10, 1990

### Big Twin Music Fest

Volusia County Fairgrounds - Junction of I-4 & Hwy. 44  
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1:00 p.m. — **Jerry Jeff Walker**

2:30 p.m. — **Joe Walsh**

4:00 p.m. — **Charlie Daniels**

Food & Beverages — Advance tickets available thru TicketMasters

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## Fender Action

Installation of fenders is crucial to a scooter's looks and safety

**H**ow's that for a subtitle? Sorta like, "Put the rods in the lower end backwards and yer screwed." In reality, more scoots don't get the feature nod because of the screwy way the rear fender was mounted. Natch, we went to the main man of customizing for the straight action on mounting fenders, Arlen Ness, from Arlen's in San Leandro, California.

When you're setting up new fenders, keep in mind that for *looks* the fender should appear to be concentric with the tire (or parallel), and for *safety* the fender needs the proper amount of clearance (so you don't tear chunks of tire out on bumps or have a mounting bolt designing new tread patterns on your tire).

Here's what the master recommends. First off, Arlen has been building bikes, and fighting fender installation, for some 20 years, so he designed jigs for this tedious but crucial job. They can be made out of any wood (2X6 or 2X8s will do the job), just measure the diameter of your tire and cut two rings, one the same as the tire and if you have a rigid frame the other cut should be 1 to 1 1/2 inches from the tire circumference. If you're working on a swingarm model or Softail the distance should be about 3 inches.

Now you have the form, lay that wooden masterpiece on your rear tire. Put the axle in through the frame and wheel, centered in the adjustment slot (where it will run most of the time), and tighten the axle down. Don't forget to install the brakes first and even the chain, so you know the wheel and tire are running true. Now set the fender in place.

On a rigid, start by mounting the fender straps over the frame rail behind the top of the oil tank or battery. This is where a lot of riders miss the mark. Often, if the fender straps are mounted directly to the fender, they'll pull the fender out of round with the tire. Those straps were originally designed to bolt the old fat (plenty of space) fender in place. So, depending on your style, the fender may need to be spaced away from the frame, up to 1 inch or more. Start with a chunk of 1/2-inch steel, equal in length to the straps, and drill two 5/16-inch holes to match 'em. You might want to start with wood forms until you know what you

Note drive chain on tire.



Arlen positioning fender on wood guide.

Photos by Gary Elmore

**need.** Arlen recommends that the fender be bolted into place with bolts just long enough to get a flat washer and a self-locking half nut in place. Or, depending on your equipment and the thickness of the fender, an insert gun can be used to apply an insert to the inside of the fender, so that no nuts are necessary and the bolts can be even shorter and a safer distance from the screaming tread. Also, pronged studs (T-nuts) can be used to do the same.

Watch when it comes to mounting the sissybar or fender struts. Different makes may need additional spacing. Don't force the fender down on the sissybar mount, put something between the two to keep the design of the fender right. No one will see the strap under the fender. If you build your own sissybar or struts, mount the fender first then build the struts to leave the fender in the perfect spot.

For swingarm or Softail frames, a slightly different direction must be taken. Put your 3-inch-thick wood slab in place

and set the fender on it with the wheel positioned as noted above. When it's exactly where you want it, mark the hole in the center of the fender strap and drill it, then mount the fender with one bolt to see if it's just where you want it. If that's cool, drill the rest. If not, reposition it and try again. If you would like to relocate the fender slightly, it's no problem to run washers on the inside of the fender rails, against the outside of the frame, for a wider look or to straighten the appearance of a tweaked rail.

Front fenders can be a little tricky. The wood model process is the same (can be thinner though, 1/2 inch). Or, you can use an old drive chain wrapped around the front tire. On some bikes, however, you can't get to the hole, so the aluminum ear protruding from the lower legs must be marked. Precise measuring is required or a template must be made of the mounting tabs. Drilling undersized holes can help prevent mistakes.

—Wrench



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## Settlements and Verdicts

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

### MOTORCYCLE versus PICK-UP — INTERSECTION ACCIDENT \$550,000 Settlement

**FACTS:** Motorcyclist, together with some other bikers, were riding in a small central California city, approaching an uncontrolled intersection. A pick-up truck, owned by a local company, was headed in the opposite direction and made an immediate left turn in front of the motorcyclist. Police cited the driver of the pick-up for violating the motorcyclist's right of way, but also tested the biker for driving under the influence. He tested at .14, however, our private lab tested the blood at .12 (still considered driving under the influence). In this instance, the left turn was so abrupt, that the motorcyclist could not have avoided the collision, even if he had not been drinking. The defense attorney, of course, argued diminished reaction time and we thus, had to reduce the settlement somewhat for "jury impression".

**INJURIES:** The grievous injury was mostly to the motorcyclist's left leg, and required a hospital stay of four months. Approximately \$120,000 in medical bills were incurred.

Fractures of ribs 5 through 10 on the left  
Comminuted fracture of left femur  
Compound comminuted fractures of left tibia and fibula

Avulsion fracture of lateral malleolus (left ankle)  
Seven surgeries were required including internal fixations of the leg and both skin and bone grafts

**RESULTS:** Because of the extensive damages and the problem regarding the .12 riding while impaired, settlement could not be reached without instituting litigation and substantial discovery. Since most medical bills were paid by Medi-Cal, our law offices were able to take a 25% legal fee on the amount collected for these medical expenses and that percentage was given to the motorcyclist. In addition to a substantial amount of front money, the client wisely decided to structure the balance and will therefore, receive a lifetime annuity that will be in excess of \$400,000.



# BIKER HALL O' FAME

Brothers and sisters who stand out in the crowd

## Frank Arrowchis, Whiterocks, Utah

As proud as we are of our American heritage, and as American as we perceive ourselves to be, somewhere down the family tree us palefaces can't help but have to admit to the occasional *grand pere* from France, an *Onkel* from Germany, or any other long forgotten and turned-to-dust ancestor from Italy, England, or wherever else they may have started their great journey to the New World.

Meet Frank Arrowchis, bike builder by trade and American Indian by nature. Ute Indian, to be precise. Frank's folks have been calling this land home since long before any of our esteemed forefathers ever ran into a rock at Plymouth, so it's only righteous that Frank ride on American iron. And when Frank starts customizin' a bike, some truly amazin' things start happenin', as if ol' manitou himself was lendin' a hand. Frank takes his finished products around to different bike shows and has won himself a nice little stash of scalps, I mean prizes.

Course, Frank's influence also put his daughter Lara on a 883 Hugger, and so the whole family, wife Glenda and



Photo by Lara Arrowchis

grandson Mountain Lion included, gets involved in the sport in a truly American way, ridin' 'cross the prairies and in the wind much like their ancestors used to do. The only difference bein',

their steeds feed on super unleaded, and instead of huntin' buffalo, his skills now earn him trophies.

—Not-quite-so-Red Baron

## Karl J. Smith Sr., Rocky Ridge, Maryland

World War II saw the emergence of the motorcycle as means to move troops into and across hostile terrain quickly and effectively. Harley supplied the Army with the tools of the trade, and many a young man found himself astride a WLA 45-cubic-inch flattie ridin' into enemy-infested places such as Poland, Germany, or, as in the case of Karl here, Southern Italy.

While the swiftness of the bike was a definite advantage, its openness also left the rider very vulnerable, and many a throat was sliced by thin wires stretched across the road just about

neck-high.

Karl, who was 23 at the time, was doin' recon for the 5th Army and, like many of his fellow soldiers, tryin' his best to stem the fascist tide from swallowin' up what was left of free Europe and the world. Unlike many of his comrades, though, Karl survived and just recently celebrated his 70th birthday.

We thought we'd grab the opportunity and let this photo stand as a symbol of appreciation for vets everywhere, be they from WWII, Korea or Vietnam. Heck, even WWI, if any-



body still remembers! And old flatties, like the soldiers who rode 'em, never die, 'cause we never let 'em.

—Red Baron



# SHACK O' SHAME

Gary Busey,  
Malibu, California

I guess some folks just oughtta wear a helmet no matter what they do. "Actor" Gary Busey sure as shit is one of 'em, and though there are those who say he shoulda worn one on that fateful day late in '88, when his cranium kissed a curb in Culver City, California, I say, hogwash!

Busey should be sentenced to wearing a helmet at all times, to prevent what little gray matter he has in his head from completely disappearing into the smog of L.A. What drugs and drink may have done to Busey is more than any accident could ever hope to achieve.

How else could we explain the fact that now, a year after his interlude on the asphalt, and after sternly denouncing the mandatory use of helmets in front of news cameras and on national television (the ABC news show 20/20), his abused, little mind suddenly drips a different dribble? Dribble, it should be added, that the Motorcycle Safety Foundation (MSF) has eagerly soaked



Photo by Gregg Daniel

up and is now toutin' as the best news to hit motorcycling since the wedding announcements of ol' Bill Harley's parents.

What else—other than the need to make a fool of himself—would make a man go *again* on national television (the Arsenio Hall Show this time) to demonstrate his vacillating nature, warning motorcycle ridin' folks to "wear your helmets, even if you're just going to the store to get refried beans, wear your helmet." And that was only weeks after last year's Love Ride, in which Busey rode *without* a helmet!

If he believes in wearin' a helmet, it's his business, and he should keep it to himself. But California and American bikers in general sure don't need another Floyd around. Hell, one Dick's enough!

If his wimpy attitude deflates your tires, too, let 'im know. His agent's (yeah, let's do lunch) address is right here.

Gary Busey  
c/o Mores, Nanas, and Golden  
Entertainment  
12424 Wilshire Blvd. Ste. 840  
L.A., CA. 90025 —Red Baron

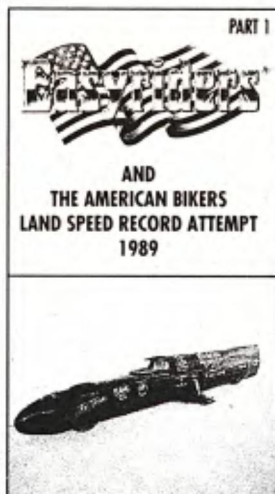
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# PASSIN' GAS

**H**ey, 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.

**D**uring his visit to the barbershop, Kimbo asked his barber if he had any advice on treating his growing baldness.

"Indeed I do," declared the barber, more than a little embarrassed. "Fact is, the only thing I've come across that's a sure-fire cure is... well, pussy juice, to be honest."

"Pussy juice?" asked the skeptical Kimbo, eyeing the barber. "But you're even balder than I am!"

"True," said the barber. "But you gotta admit, I have one helluva nice mustache."

—Dennis Fletcher  
Greenville, Tenn.

MARRIAGE  
COUNSELOR



"I've tried sharing his interests, but I just can't stand the taste of pussy."

**O**ne day, Harry and his ol' lady went to the horse races. As they were admiring the fine thoroughbreds before the first post, Harry's ol' lady noticed the sleek, muscular horse in the last stall and asked about him.

"That's King Cutter, our best stud," replied an obliging stableman. "He impregnates an average of 10 mares a day."

Hearing that impressive statistic, Harry's ol' lady poked him in the ribs and sneered, "Hear that? Hell, Harry, you can't even get it up once in every 10 days."

"Excuse me, ma'am," interjected the stableman, "but after all, it's not the same mare every time."

—Joe Lathrop  
Turkey

**D**idja hear about the bro who made his ol' lady get herself a new gynecologist.

It was after she came home from a pelvic exam one day and announced that there wasn't any problem that her doctor couldn't lick.

—Boogieman  
Lemoore, Calif.

**A**fter Savage took a spill on his pan-head and busted his leg a few months ago, he had a day nurse and a night nurse in the hospital.

On afternoons he rested.

—B. Beck  
TDC



**R**ick's ol' lady was almost in tears. "Oh, Mary," she wailed to her best friend, "I think Rick's been screwin' that blonde bitch who works down at the bar."

"I don't believe it," snapped Mary. "You're just sayin' that to make me jealous."

—John Fisher  
Williamsport, Pa.

**W**hy are East Coast lawyers miserable in the winter?

'Cause they have to keep their hands in their own pockets.

—Sandwich  
Inside

**A**righteous bro should never argue with a lady.

He should dicker instead.

—Keith Burr  
Sarasota, Fla.

**H**ow do ya ask a midget to give ya some head?

"Wanna go up on me?"

—The Face  
Amissville, Va.



"You say you'd love to stick your huge, throbbing manhood into my hot, juicy love tunnel? Damn, you sure know how to sweet-talk a girl!"

**W**hile on a fishing trip up in Maine, Pogo noticed an old guy relaxing on the edge of the lake: the kicked-back graybeard had a cold beer in one hand, a full pipe in the other, and a fishing rod propped up against a rock.

One day Pogo walked over and asked amiably, "Havin' any luck, old-timer?"

"Ayuh," was the reply. "They haven't bothered me yet."

—Dave Chance  
Tehachapi, Calif.

**W**haddaya get when ya stuff yer ol' lady's head in the microwave?

Three hours of bitching done in 15 seconds.

—David Puie  
Litchfield, Ohio



The Texan walked up to the savings and loan branch early one morning, only to find it closed. After several minutes of pounding on the door, the manager appeared on the other side of the door.

"We're closed!" the manager shouted through the glass.

"But your sign says you're open nine to five," hollered the Texan.

"Those aren't our hours," yelled the manager. "Those are the odds that we'll be open tomorrow."

—Greg LeMay  
Oshkosh, B'Gosh

How are women like our energy sources?

Most of them are either beyond our means, dangerous, or used up

—Charlie  
Arcadia, Fla.

What does Vice President Dan Quayle think *Roe vs. Wade* is?

Two ways to cross the Potomac.

—Wolf  
Cheeseland



"I'm from the Acme Silicone Implant Company and I'm doing the follow-up on your operation. I have to make a face impression of your cleavage."

What type of person lives longest? A rich relative.

—Lee  
Pothole, Pa.

"You," said the doctor to the biker, "are in terrible shape, and you've got to do something about it. First, tell your wife to cook more nutritious meals. Second, stop working like a dog. And third, tell your wife to keep the kids off your back so you can relax—unless you have these changes in your life, you'll be dead within a month, understand?"

"Jeez, Doc," said the bro. "You don't know my ol' lady. Y'know, this would sound a lot more official if you told her. Could you call her up and give her those instructions yourself?"

The doctor promised he would, and when the biker rolled into his driveway later that afternoon, his ol' lady rushed out, crying, "Oh, you poor man—only 30 days to live!"

—Baitbreath  
Hersheyland

Two retired businessmen were in Miami, commiserating about their careers.

"So, what happened to your business?" asked the first.

"Fire," said the other. "Destroyed everything. What happened to yours?"

"Flood," said he.

"Really? How do you arrange a flood?"

—Wheaties

The little boy was sitting on the curb, bawlin' his head off, when an old man who was passing by came over and knelt beside him.

"What's the matter, young fella?" asked the kindly gentleman, hoping to offer some solace.

"I'm crying because I can't do what the big boys do," replied the kid.

The old man sat down on the curb next to him and started crying too.

—Wayne Willhoite  
Corcoran, Calif.



"Of course I'll respect you in the morning ... What a stupid question."

The newly installed preacher arrived at the church and found only one man sitting in the pews for service, so he stepped down from the altar and asked his one-member congregation, "Should I go through with it?"

After a moment's reflection, the solitary churchgoer drawled, "Well, I'm just a lone cowpoke from Oklahoma and don't know much 'bout that kinda thing, but I do know this: If'n I hauled a wagonload of hay out onna prairie and there warn't but one cow show up, I'd still surely feed her."

Thus inspired, the new preacher resumed his place at the pulpit and fired off a fervent sermon of hellfire and brimstone, damnation and salvation. After over two hours of zealous oratory, the preacher concluded the service, closed the book, and asked the man, "That's it—what'd you think?"

"Like I told ya, son," said the Okie, arising from the pew, "I'm just a lone cowpoke from Oklahoma and don't know much 'bout this kinda thing, but I do know this: If'n I hauled a wagonload of hay out onna prairie and there warn't but one cow show up, I surely wouldn't feed her the whole load."

—Al De LaMora  
America

Then there was the biker who ate his own son—he didn't know his ol' lady was pregnant.

—Knockers  
Guy's Crossing, Tex.

Two panhandlers met on the street after an especially tiring and unrewarding day. "To look at me now," one said, "you'd never believe that I once lived the life of Riley; winters in the islands, summers on the Riviera, fine cars, the best clothes, beautiful women, extraordinary cuisine."

"No shit?" said the other bum. "What happened?"

"Riley reported his credit cards missing."

—James Wheway  
Somers, Conn.

Why's a one-story warehouse more of a moneymaker than a two-story warehouse?

'Cause there's no fuckin' overhead.

—Ruben Sanchez  
Tehachapi, Calif.

Didja hear about the scooter tramp who was engaged to a contortionist?

She broke it off.

—Bert  
Pacing



"Aren't you a little too old for baby food?"



# Biker's Bulletin Board

If you would like your business included in the "Biker's Bulletin Board," seen by more than 2,500,000 readers every month, call (818) 889-8740.

## ANTIQUE CYCLES

**Antique Cycle Supply**, Cedar Springs, MI 49319. Government surplus and genuine H-D parts Catalog \$5.00, (616) 636-8200.

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**Cycle Parts Emporium**, Box 3458, Boone, NC 28607. (704) 297-2520. Send SASE for FREE parts list. We ship COD.

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**Full-Blast Engineering**, 3204 S. Walts, Sioux Falls, SD 57105. (605) 332-2659  
**Kokesh Motorcycle Accessories**, 6525 University Ave., N.E., Minneapolis, MN 55432. (612) 571-3772.  
**MDO Modern Cycle**, 15879 Redland Rd., Rockville, MD 20855. (301) 948-1704.  
**McNasty Motors**, 11411 Cedar Ave., Bloomington, CA 92316. (714) 877-0154.  
**Earl's Cycle**, 220 S. Columbia St., Gastonia, NC 28054. (704) 861-1226.  
**Harley-Davidson of Dallas**, 3914 S. Shiloh Rd., Garland, TX 75041. (214) 864-4647.  
**Calles Chopperdelar**, 340 36 Moheda, Sweden 0472-771 31.

**Primo Belt Drives Inc.**, 6416 S. Western Ave., Whittier, CA 90605. (213) 692-8944. Catalog \$2 (refundable).

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**Fine-Line Prod., Inc.**, 2461 W. Center St., Milwaukee, WI 53208 All types of leather, jewelry, T-Shirts, tobacco, and gift accessories call/write (414) 263-3000 FAX: (414) 263 2001 Wholesale Only.

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**Jan's Cycle Gaskets**, for pans, shovels, Sportsters, & Evolutions. Dealers call or write for a FREE price book. Box 5790, Somerset, NJ 08875-5790 (201) 359-6611; FAX: (201) 359-5665.

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

## HEAD JOBS

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## MAIL ORDER

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**DW Cycles**, 117 Webb St., Simpsonville, SC 29681 (803) 953-1885. Specialized services including rebuilding & customizing your motorcycle.

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**Eternal Tattoos**/Tramp, Chris & Diablo. 27544 Plymouth Rd., Livonia, MI 48150. (313) 425-0428. 2537 E. Michigan, Ypsilanti, MI 48197. (313) 483-8383 "From Fantasy to Flesh."

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**Harley-Davidson of Tucson**, 5205 E. 22nd St., Tucson, AZ 85711. (602) 747-7304. Shipped UPS/COD.

**Brooklyn H-D Sales Corp.**, \$15 each, 2487 Coney Island Ave., Brooklyn, NY 11223. (718) 998-6666 (U.S. funds only).

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

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**Hacienda Harley-Davidson**, \$9.95 first shirt, \$8.95 second. Heavy black 100% cotton, 5-color design. 918 Thatcher Blvd., Safford, AZ 85546. (602) 428-4700. (800)-BIKE4U2.

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**Harley-Davidson of New York, Inc.**, 32-86 47th Street, New York, NY 11103. (718) 278-1515. Large selection of styles & sizes—\$10 and up.

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## WHEELS

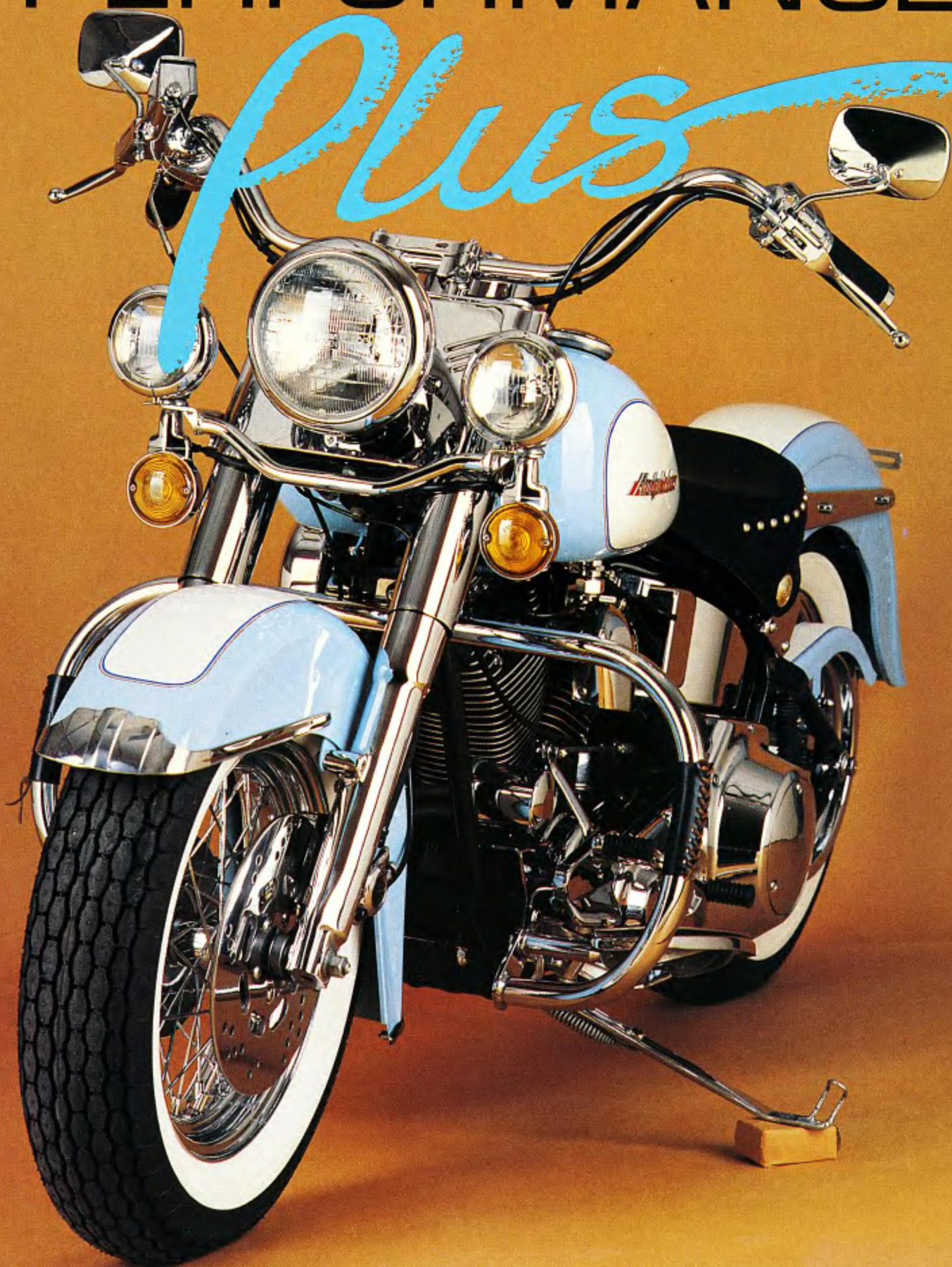
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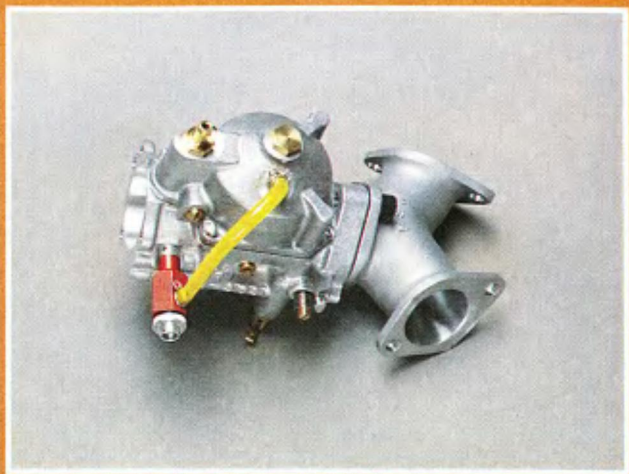
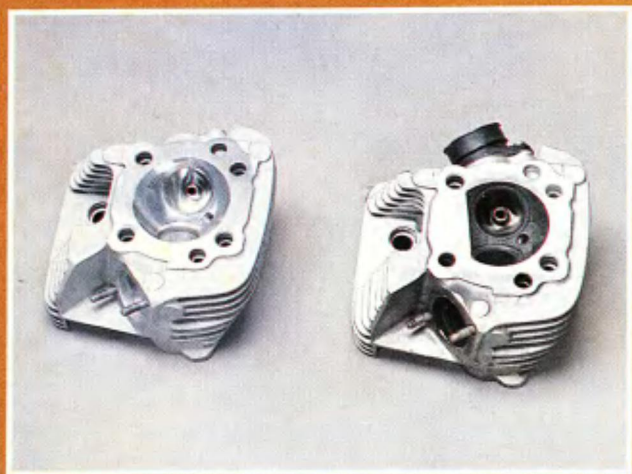


# PERFORMANCE

# Plus











Here's a unique feature—more technical, with some insight into the inner workings of the Evolution engine. Carl Morrow, the builder of this highly detailed, but seemingly stock Softail, has been building trick motors for over 27 years. And he's been running Carl's Speed Shop in Sante Fe Springs, California, for 20 of them. With over two decades of expertise, Carl has built and held a strong reputation, so we decided to take this feature down a different road. This is a look at what can be done to make the new Evolution run even stronger, while maintaining its reliability to make a putt 'cross the country.

We shot the main elements, the important inner workings used to make this ride an 89-cubic-inch screamer, which is Carl's way of adding a high-tech touch to a bike that otherwise appears to be old style. I recently spoke to a rider who's been testing a new bike for Harley, a 92-inch, heavy bore Evolution and a 93-inch, stock stroker. It will be interesting to see what the racers will do when the factory starts producing stock 90-inch motors. But from what our mystery rider tells us, the factory is having a hard time bringing this new model within the standards for decibel levels. The latest word is that the project is scrapped. Who knows?

We *do* know that many riders these days are interested in performance.

Many of today's modifications (which are costly as hell) are put into adding horsepower to the already efficient Evolution engines. This ride is an excellent example of what can be





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We send you the special cycle tools and test instruments you need...yours to use during training...yours to keep in your action-packed career. You actually learn by doing—with the tools in your hands.

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

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

## **Motorcycle sales means profits for repairmen**

Cycles are big business...and so is fixing them! No wonder there is work for the skilled repair-

man. Because opportunities vary in different areas, we cannot promise you a job, but we will be glad to send you survey results showing the employment success of our graduates.

## **Motorcycle shops employ qualified mechanics**

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

## **Work Out of Your Home!**



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

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

## **More girls—more bikes each year**

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

## **You'll be the center of attraction in your circle of friends...**

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

## **Start your own cycle repair business**

Your future as a motorcycle mechanic is in your own hands. You can decide for yourself whether you want to work for someone else or get into your own cycle repair business. Start in your spare time repairing cycles for friends and neighbors—or get a job with a motorcycle shop! After you've been a working mechanic, you can decide whether you want to start your own motorcycle repair business.

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done, coupled with some of Carl's opinions on extreme strokes, and dual-plugged heads.

So what you see above and around the shots of the sano Softy are: 4 5/8-inch, stroked flywheels (from S&S) and S&S pistons; an Andrews #5 cam; S&S carb with the Thunder Jet (designed by Dan Fitzmorris of Zipper Performance Products); and a CDI magneto ignition. Carl actually recommends waiting for the new S&S carb, which he's been testing.

The new carb is called an "E Series" Shorty. It's shorter by 1.5 inches, and has an excellent accelerator pump. Just after installing the new fuel mixer, Carl's son, Doug, a high school senior, set two national records at the Bakersfield Raceway (Bakersfield, Calif.) in the quarter-mile. He went 11.65 at 113.92 mph and 11.67 at 113.62 mph on an Evo 883 Sportster, which had been converted to 1200 cc. The E Series Shorty won't be available for another five months, though, according to George Smith, owner of S&S.

The Softail exhaust has been altered into a two-into-one set-up, with the majority of the baffles in the police-type muffler removed. The combustion chambers were opened, Andrews valve springs were installed with Manley valves, and the heads were flowed and polished. The lower end was dynamically balanced, at Carl's, and once the bike was completed the horsepower was boosted to 105 horses—not bad, considering a stock motor produces 67.

His street motors (such as this one) have a 9:1 compression ratio to allow higher revs, while keeping the bike alive. The CDI magneto consistently produces plenty of spark and gives the rider a running bike, even if the battery is dead.

I asked Carl about dual plugs and he felt that if the engine runs efficiently without them, they're not needed. He's also a fan of big bore engines without extreme strokes. The 4 5/8-inch stroke in this motor is what Carl recommends for street use.

So crank 'em up, fry some asphalt, and live life to the max. Or, stay on the porch and watch.

—Renegade

|                                                         |                                           |                 |
|---------------------------------------------------------|-------------------------------------------|-----------------|
| <b>Owner:</b> Carl Morrow                               | <b>City:</b> Santa Fe Springs, California |                 |
| <b>General</b>                                          | <b>Frame</b>                              |                 |
| Fabrication by: Carl's Speed Shop                       | Year: 1986                                |                 |
| Year and make: 1986 Heritage                            | Builder: H-D                              |                 |
| Model: Heritage                                         | Type: Softail                             |                 |
| Value: \$16,000                                         | Rake: stock                               |                 |
| Assembly by: Carl's                                     | Stretch: untouched                        |                 |
| Time: 8 years                                           | Other alterations: none                   |                 |
| Chroming by: Brown's                                    | <b>Accessories</b>                        |                 |
| <b>Engine</b>                                           | Bars: Paughco                             |                 |
| Year: 1986                                              | Risers: stock                             |                 |
| Model: Evo                                              | Fender(s): CCI                            |                 |
| Rebuilder: Carl's                                       | Headlight: H-D                            |                 |
| Ignition: CDI magneto                                   | Taillight: tombstone                      |                 |
| Displacement: 89 c.i., 1460 cc's                        | Speedo: stock                             |                 |
| Lower end: 4% S&S rods                                  | Front pegs: stock                         |                 |
| Balancing: Carl's                                       | Rear pegs: stock                          |                 |
| Pistons: S&S                                            | Electrics: 12-volt                        |                 |
| Cases: modified breather                                | Gas tank: 5 gallon fats                   |                 |
| Heads: opened and flowed                                | Oil tank: H-D                             |                 |
| Cam(s): Andrews #5                                      | Oil system: breather pump timing          |                 |
| Lifters: Andrews adjustable                             | Primary cover: chrome                     |                 |
| Carb(s): S&S with Thunder jet                           | Seat: La Pera leather                     |                 |
| Air cleaner: S&S                                        | Sissybar: none                            |                 |
| Pipes: 2 into 1                                         | Height: n/a                               |                 |
| Muffler(s): police type                                 | Material: n/a                             |                 |
| <b>Transmission</b>                                     | <b>Forks</b>                              |                 |
| Modifications: Andrews 1st gear                         | Type: wide glide                          |                 |
| Year: 1986 5-speed                                      | Extension: none                           |                 |
| Shifting: ratchet                                       | Builder: H-D                              |                 |
| Engine sprocket: stock                                  | Special features: CCI fender trim         |                 |
| Trans sprocket: belt stock                              | <b>Wheels</b>                             |                 |
| Wheel sprocket: stock                                   | <b>Front</b>                              | <b>Rear</b>     |
| <b>Painting</b>                                         | Size: 16-inch                             | Size: 16-inch   |
| Molding: none                                           | Hub: H-D                                  | Hub: Super H-D  |
| Painter: Art Smith, Baldwin Park                        | Rim width: 4"                             | Rim width: WM5  |
| Color: sky blue and white                               | Tire: Coker                               | Tire: whites    |
| Type: urethane                                          | Brake: H-D disc                           | Brake: H-D disc |
| Special paint: Art Smith, striping H-D                  |                                           |                 |
| Other special modifications: Gardner Westcott fasteners |                                           |                 |

Photos by Silvermoon





# Engr

## C.J. ADDS SOME CLASS TO THE ANCIENT ART

A couple of us lane weavers were rolling up the San Berdoo Freeway when we felt the rumble of another V-twin rolling up our backs. With straight pipes barking at our ears and a chromed blower hangin' out from the frame, this wild, stretched beast rumbled past. The blue puffs of exhaust which popped around the flames coming from the knucklehead pipes followed. I eyed his road-worn leathers, long hair, and scraggly beard, and then my gaze





# aving



slipped to his battery box and knucks on the vibratin' mil. His initials were wildly engraved into the rocker caps and flames were etched into the battery box.

I grabbed a handful of Evolution meat and caught up to him. "Engravin'," I hollered. "Who did it?" He turned, his gangster shades were so dark you couldn't see his eyes, nodded, and indicated for me to follow him. We weren't doing anything, so we figured, what the hell. I fell back and picked up the blue smoke trail.

Berdoo is mostly sand, truck stops, and Hells Angels—don't know of anybody else who lives there. Trees try to grow, but die in the summer heat. We followed the flexing, stretched frame off the freeway, and down some rural road alongside some half-acre parcels dotted with tiny, prewar, lath and plaster homes. These are the perfect abodes for bikers—little houses with enough room out back for several garages.

And so we came to meet C.J., a 20-year biker who's built scoots, painted and pinstriped 'em (along with cars), and been a machinist since he was hub high to a panhead. Eight years ago, he picked up engraving by hand. Being an ancient biker, and an occasional mountain man, he first studied the old masters and began working with guns and knives. He became proficient at the traditional masters' way of scrolling, but as he progressed he made a decision, "Scrolls and indigenous engravings belong on guns and knives, not on bikes."

After his revelation, C.J. began





engravin' what he believes to be biker art (tattoos) on bikes. Occasionally, he picks up tattoo flash from brothers and tattoo artists and transfers it onto bikes. I had to agree that flames engraved along the top bevel

on a set of shovelheads looked a helluva lot better than frilly scrollwork. C.J. went on to tell us in his entertaining, story-tellin' fashion, how he began working lightning bolts into the art. He worked on club

emblems, portraits, nudes, and skulls—biker art.

As we talked, C.J. engraved flames onto my riding partner's (Al), flashlight. With immense precision he sketched the flames in place, warmed up the pneumatic Gravermeister, and with a steady hand he began pushing his way through the soft metal. He likes steel 'cause it doesn't budge. Aluminum, on the other hand, can be brittle at times and like putty at others. He showed us whole scenes he had done on the side of a battery box, flames on a Sportster headlight bracket, and small framed skulls he had put on each flat area of a brass petcock. It was obvious the man had a great deal of talent and patience, not to mention the right touch for bikes.

He had what amounts to almost three, two-car garages in his backyard. Two were designated for bike building and machining, and one was for his painting and engraving. Out back there's a tepee, for his mountain man escapes, and a corral

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for the horses. You'd have a tough time finding a friendlier, full-time, biker's biker than C.J. And what's this biker brotherhood all about if we don't help each other? C.J.'s phone number is (714) 360-9194. He's tryin' to make a living at what he loves. It's not cheap, but it's worth it. He spent four hours on an Evo point cover for me—everything is hand-engraved. Except for the Gravermeister, all his chisels and tools are identical to those of ancient artisans.

—Renegade



Engraving on left of derby cover. Rough sketch of castle and skull on right before engraving.

Photos by Wong Lens and Mark Chen

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## Tracey Dankovchik, Lake Elsinore, California 1946 knucklehead

Nice knuck, huh? We first became aware of Tracey when she sent our darkroom dweller a few shots of her scoot—and herself. Well, Loudmouth got a hold of the photos and, after he was done slobberin' over 'em, called her up to arrange a bike shoot. As luck would have it, it rained that day.

Fate works in strange ways, though. See, it just happened to be a few weeks before our Rodeo Grand Nationals in Ventura, California, and Tracey just happened to be going to the rodeo. So, Loudmouth got a lensman and rescheduled the shoot for the weekend of the rodeo.

Then, to really show you nonbelievers in destiny, Tracey entered her knuckle in our Rodeo Grand Nationals Bike Show and she took first place.

Tracey's ol' man Gary, spent their European vacation money buyin' this bike in 1983. Two years later, Tracey and Gary were married. When they got home from their honeymoon, he gave her the paperwork on the '46 knuckle, and it's been hers ever since.

They've completely changed the bike around, and you can see here what they ended up creating. Tracey rides all the time, at least when her duties at home allow her to (four kids is a full-time job), and tries to hit all the major runs.

Now, Tracey's busy gettin' her bike all shined and polished to enter in our Second Annual *Easyriders* Invitational Bike Show in February. The cards definitely seem to be in her favor.

—Calamity

**Year:** 1946

**Model:** knucklehead

**Engine:** rebuilt by Gary Dankovchik, 80 cubic inches, Bendix carb, Sifton cam, Paughco pipes

**Front End:** H-D springer

**Transmission:** 1946, foot shift, mousetrap clutch

**Forks:** H-D springer, custom top clamp

**Wheels:** front: 21-inch spoked rim Continental, rear: 16-inch Bridgestone

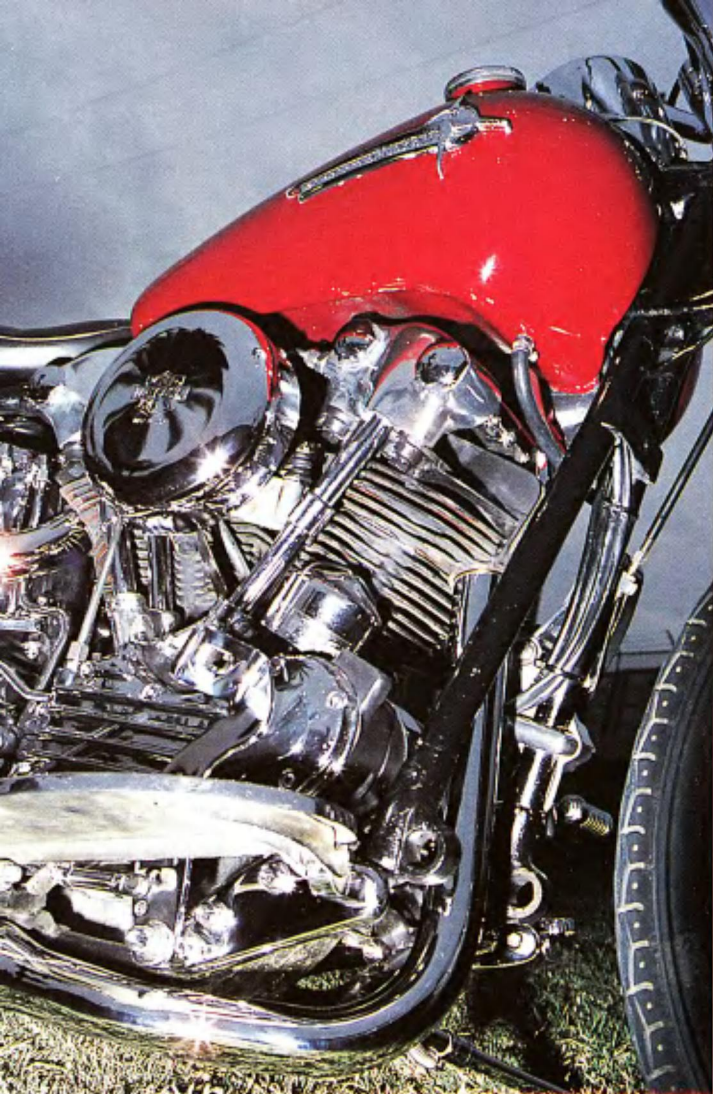
**Frame:** 1946 rigid stock knuckle

**Paint:** painting by Tracey Dankovchik, medium red R&M acrylic lacquer, black enamel on frame, black powder coating on front end

**Accessories:** original catseye dash, shotgun exhaust pipes, chrome by North County Plating, 5-inch bars, custom stainless steel sissybar.

**Credits:** Thanks to my husband, Gary Dankovchik, for making it all possible.





Photos by Kim Peterson





# Hey, Fat Boy.™



Some bikes just sit there. Some just sit there better than others. But one truly sticks out. The Fat Boy.™

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tank graphic keep everything interesting.

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controversial. After all, the Fat Boy is one very heavy-duty hunk of style. This Harley® doesn't invite comment, it demands it. Can you handle it? Hey, don't just sit there.



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# ENDLESS NIGHT

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By John D. Kenworthy

When I awoke this morning, I was lying in a muddy field with an aching hard-on and rain splashing in my eyes. At first, in my disoriented state, I had the strangest feeling that I was pissing in my own face. I slapped the rain away and sat up in the mud. I rubbed the sleep out of my eyes and looked around. Mud was everywhere for as far as I could see. I was naked and alone and ...

Suddenly, a pain in my head brought it all back to me. The whole night replayed itself in my mind like a technicolor flashback. Oh shit, what a night!

It started out well enough. In fact, it started out like the answer to every outiaw's dreams. I had the most delicious woman in America, Roxie Foster, behind me on my Vincent Black Shadow and miles of open road ahead of me. No sane man could ask for more.

We were blazing up the highway toward Denver, Colorado, where Roxie and her band, The Timberline Cowboys, had a gig the next night. The road felt great beneath my wheels and Roxie's hands felt even better around my waist. My mind was flying with the anticipation of making the beast with two heads with this goddess. As the road signs flickered by, I felt a primitive urge arise in my system.

"Damn, I gotta pee!"



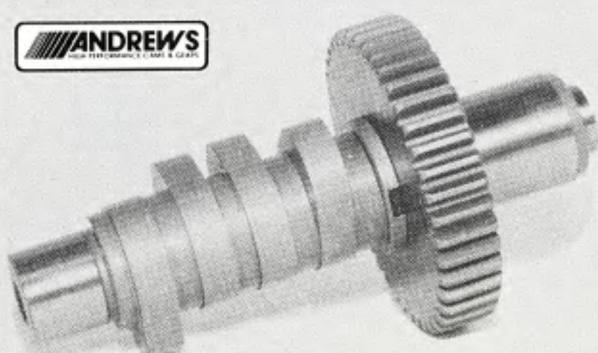


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# ENDLESS NIGHT

As I was finishing up, I heard a truck pull up behind us. The brakes screeched in my ear sounding like a cross between a banshee of death and a screaming guitar. I wasn't far off. It was Bad Brad Lazarus, lead guitarist for the Timberline Cowboys, driving the band's 18-wheeler. Bad Brad leaned across and rolled down the window on the passenger's side.

"Roxie, where the hell have you been? Harpo John's been worried about you," Brad yelled. Roxie shrugged her gorgeous shoulders and laughed. Bad Brad opened the passenger door and Harpo John, the Cowboys' harmonica player, fell out of the cab onto the gravel shoulder of the highway. A bottle of J.D. tumbled out after him.

"Yeah, he looks real worried," I laughed.

I helped Roxie pour Harpo John back into the truck and then I helped her up, too. If I had to choose between riding with the hard-partying Cowboys or riding with a smelly joker who couldn't control his bladder, I'm sure that I would choose the Cowboys, too.

Roxie leaned down and gave me a kiss on the side of my cheek. "If you're ever around Denver, we'll be playing at the Blue Bag for a couple of weeks. Stop by and we'll have a good time."

She closed the truck door with a smile. The truck belched up the highway and was out of sight before I had a chance to unfog my eyes and come to my senses. What a broad. I decided that I would make a little trip to Denver after all.

I got back on my bike and kicked it over. The headlamp exploded with a flash of light. Great! First I blow my chances with Roxie Foster, and now I blow a bulb. Shit, I thought. I'll have to push it to the nearest town. The night was as dark as an oil stain on a black leather jacket, and I didn't know this road well enough to risk riding blind. What had started out to be the night of a lifetime was quickly turning into a bummer.

Then, it began to rain. It didn't just sprinkle, either. It poured down like sweat off a biker trying to push a Vincent Black Shadow along the side

## Mike Corbin

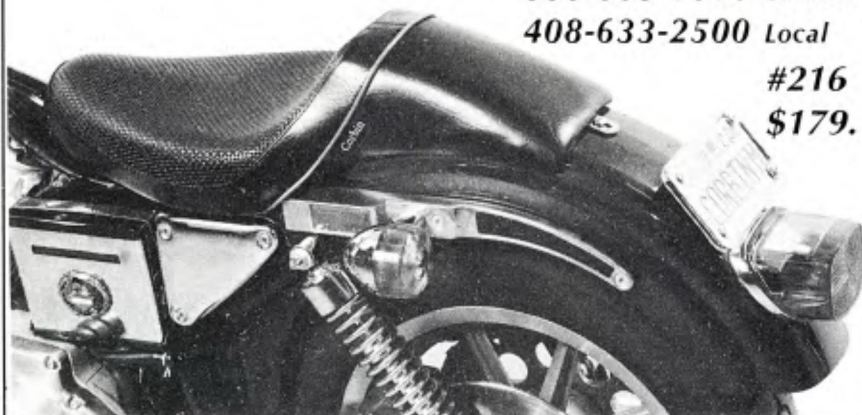
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of a muddy two-lane road in the middle of a pitch black night. What else could go wrong?

As I paused to catch my breath on a steep grade, I heard a rustle in the bushes and I realized that a helluva lot could go wrong. I wiped the rain out of my eyes and tried to focus on where the sound was coming from. A great roar came from the woods. "Hufft!"

"A fucking bear!" I shouted, grabbing the bike and taking off with renewed vigor. As I was puffing up the hill, I heard the bear gaining on me. I knew that I couldn't outrun him for long. I would either have to drop the bike and run, or turn around and fight the beast. I would rather drop my grandmother than my scooter, so I turned and reached for the knife in my boot. When I straightened up, I found myself face-to-face with the dopiest looking mountain of a man that I had ever seen.

"Where's the bear?" the mountain drooled.

"You're the bear!" I shouted. "And you almost got yourself a new asshole." I returned the knife.

"I'm not a bear," the stranger said. "I'm Snake."

"You're who?"

"I'm Snake." He stuck out a big paw for me to shake. I ignored it and started

pushing the Shadow again. He was the damndest looking snake I ever saw. He looked like a 400-pound snake that had just swallowed a couple of Hawgs and their riders. He plodded up to join me.

"I can push it for you," he offered. I did not necessarily want him to hang around, but if he was going to be there anyway, he might as well make himself useful.

"Whatdafuck," I said. "I can use a break."

"Yeah, I was watching you push it back there."

"What were you doing back there anyway?" I asked him.

"I was hunting for snakes. That's



"Remember what I said? For five bucks I'd kiss you under the balls."

how I got my name."

"Snakes? What kind of snakes?"

He pulled a bag from under his belt and opened it up.

"Rattlesnakes," he said. "I got about 15 of them before it started raining."

Sure enough, there were a bunch of writhing rattlesnakes in the bag. As if my night wasn't bad enough, now I had a 400-pound snake hunter with a brain the size of a lug nut tagging along.

"If you want somebody to fix your light, Blind Bob could do it," he offered.

"Blind Bob?"

"Yeah. He don't have any eyes. He fixes things with his hands."

I didn't say anything, but I was sure thinking a helluva lot. I was thinking that this night would never end.

Before long, a little town came into view. On the outskirts of town was Blind Bob's filling station. An old man with dark glasses was sitting on a stack of tires in the open garage sucking on a brew. As soon as Snake and I were on his property, he picked himself up off the tires and made his way over to us with a beat-up white cane. When he was about three feet from us, he stopped, screwed his face up, and said, "Are you boys bikers?"

"How did you know that, old

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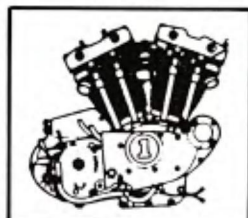
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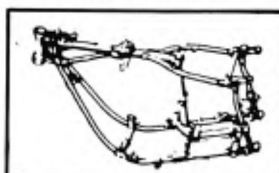
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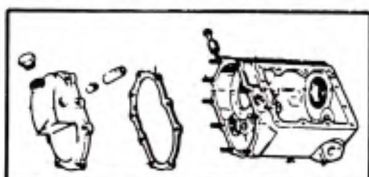


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# ENDLESS NIGHT

man?" I asked.

"Biker's got their own particular smell about them. I picked you fellows to be bikers before I even got up. What can I do for you?"

"I blew a headlamp."

"And you would like old Bob to fix it for you?"

"Yeah." Blind Bob began to feel my bike over.

"Is it a Vincent?"

"Yeah," I said amazed.

"A Vincent Black Shadow, yessir. Well, I do believe I got something in my shop that just might do the trick."

"You sure know your scoots."

"I should know bikes," Blind Bob began. "I been around them all my life. Fact is, I was born on a bike. That's right, an Indian. My mama put one foot on the right handlebar and one foot on the left handlebar, leaned back on the seat, and dropped me out on the tank."

I laughed. These old boys were crazy, but they're all right to listen to if you got nowhere to go. I thought of Roxie.

"Say, you didn't happen to see an 18-wheeler go past here, did you?"

"I didn't exactly see it, no, heh-heh, but one came by here a little while ago. It filled up with diesel, and it sounded like somebody emptied his stomach over in the weeds."

"That would have been Harpo John. I have to catch up to them. Could we hurry up and fix this?"

"It'll take me about 20 minutes to find you a new lamp and to put it on. If you help me, it will take twice that long. Why don't you fellows grab a bite to eat next door at the All-Niter?"

"Doesn't anything around here close down at night?"

"Nope. We're all afraid we'll miss something," said Blind Bob.

"I'm hungry," Snake piped up. He had been mercifully silent for a long time. I was feeling a little on the lean side myself, so we went on over to a greasy spoon called the All-Niter.

When we entered the diner, all of the heads in the place turned to give us the once-over. Immediately, I spied a young lady sitting all alone at the end of the counter. Naturally, I went to sit by her. Snake followed like an ugly dog

and sat down beside me. The counterman came over to us.

"What can I get for you?"

"I dunno," I said. "Whattaya got?"

"How about a menu for starters?"

"Sounds good." He tossed us a couple of pieces of typing paper with the menu printed on them. Overlapping the writing was a bunch of circles where people had set their water glasses. They were a little hard to read.

"The chili's good," the girl beside me said.

Snake ordered three bowls instantly. I turned to look at the girl, *really* look at her. She was all right, I guess. I wouldn't put her in a magazine centerspread, but she was okay. She had pretty blondish-brown hair and kind of nice eyes all done up in blue and green. Her teeth were crooked, but I could always close my eyes.

"Are there a lot of beans in the chili?" I asked.

"Yeah," she said, "but they're not the kind that make you fart."

"Oh yeah?" I said. I had never heard of chili beans that didn't make you fart. "I guess I'll try it."

The girl went to the bathroom and I watched her cute little ass as it bounced away from me. She was no Roxie Foster, but on a night like this I would take what I could get. I gave Snake a couple of quarters and told him to play some tunes on the jukebox. He picked out a bunch of yodelling cowboy shit.

The girl came back. I checked to see if she had straightened her teeth in the bathroom. She hadn't. I would definitely have to close my eyes.

"So, who are you?" I asked her.

"Judy."

"Judy, huh?"

"Yep. I used to be Judy Anderson, but now I'm Judy Congreve." She seemed kind of embarrassed.

"Well, you're either married, divorced, or an actress."

"Divorced."

She looked me straight in the eyes.



"The bad news, Mr. Haggerty, is that your problem cannot be corrected by surgery. The good news is that our entire hospital staff is willing to pay \$1000 each to watch you eat a bowl of chocolate pudding."

She was cross-eyed, too. Shit.

"Here's your chili. Careful, it's hot," the counterman said as he handed me a steaming bowl.

"Thanks," I said. I smiled at Judy and dug into my chili. At the same time, from the corner of my eye, I saw a big, angry, farm boy come storming in the front door.

"Ju-dee!" he yelled.

When the screen door slammed shut behind him, I realized two things at once. One, the farm boy was Judy's ex and he was pissed. Two, the chili was burning the hell out of my mouth.

I jumped to my feet and spit in one motion. Unfortunately, I didn't think to aim first and I watched the wad of hot chili splatter the face of an old fart in a feed cap. Suddenly, all around the room, tables and chairs were being kicked out of the way to clear a path for the brawl that was about to start. Looking around the room, I figured that I could take out 5 or 6 of the shitkickers, but I hadn't quite decided what to do with the other 20. I glanced over at Snake thinking that he might be able to even things up a bit, but he was too busy shoveling spoonfuls of boiling chili into his mouth to notice.

As I turned back to the storming crowd, I saw the farm boy and the old fart approaching quickly. I met them each with a flurry of punches. When my barrage was over, they found themselves on the floor, sitting on the cans of tobacco in their back pockets.

I squared off to take on the rest of the mob, but before I could do anything I felt myself being pulled up by my arms from behind. I was tossed backward over the counter. I jumped to my feet. It was Snake.

"What the fuck?" I yelled at him.

He smiled dumbly; then reached into his belt, undid something, and jumped over the counter to join me. On the other side, the crowd stopped in its tracks. Snake had emptied his bag of rattlesnakes onto the floor. Instantly, the diner was a sea of motion. Everyone grabbed their hats and their women and highstepped it for the door. In seconds, the diner emptied, leaving Snake, the counterman, and me behind the counter. We all looked at each other.

"Can I pour you fellows a brew?"

The counterman asked. We all started laughing.

"Yeah, I could use one," I said as I watched Snake retrieve the rattlers.

"Hey!" a voice called from the Ladies' Room. "Is it safe out there?" Judy poked her head out from behind the bathroom door.

"Depends on what you call safe," I yelled back.



"Did you catch all those things?" Judy asked Snake as she stepped gingerly into the room.

"I think so."

"You think so? She retreated into the bathroom.

Eventually, she came out and we all had a great time knocking down Buds and eating cooled-down chili. After an hour or so of this fun, we made our way back to Blind Bob's where I got my scooter, put Judy on the back, and said *adios* to Snake. For a big, dopey, snake hunter, he turned out to be an all right bro.

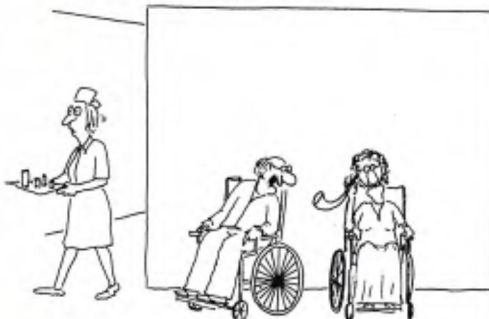
Judy and I roared off on the Black Shadow down a muddy road to a quiet spot in the country. We were just getting rid of the last of our clothing when the farm boy came barreling out of the woods with a crowbar in his hand. He must have followed us.

Before I could even think about ducking, I heard a terrible crack come from the region of my skull. I shook off the blow. His eyes jumped out of his head. I yanked the crowbar from out of his hands. I gave him a shot to his ribs. He stumbled backward, groping, and crawling along the ground trying to find his lost breath.

"Charlie!" Judy screamed as she ran to the side of her ex.

Damn women, anyway. They are so predictable. I advanced upon the both of them. Blood dripped from my forehead into my eyes. As I stopped to wipe it away, Judy pulled her farm boy to his feet. They ran off into the woods, grabbing the pile of clothes lying beside the Black Shadow as they ran by. My clothes, too!

I chased after them with the crowbar in one hand and my pounding head in the other. I felt as if I was swimming up the side of a mountain. My feet were moving but I wasn't getting anywhere. The ground rose slowly to meet my face. I crumpled into the mud. As I drifted into unconsciousness, I was thankful of one thing: this hellish night was finally over. ■



"No, no, not CREAMPUFFS... EARMUFFS! EARMUFFS! I SAID I'D LIKE TO USE YOUR THIGHS FOR EARMUFFS!"

CHENEY

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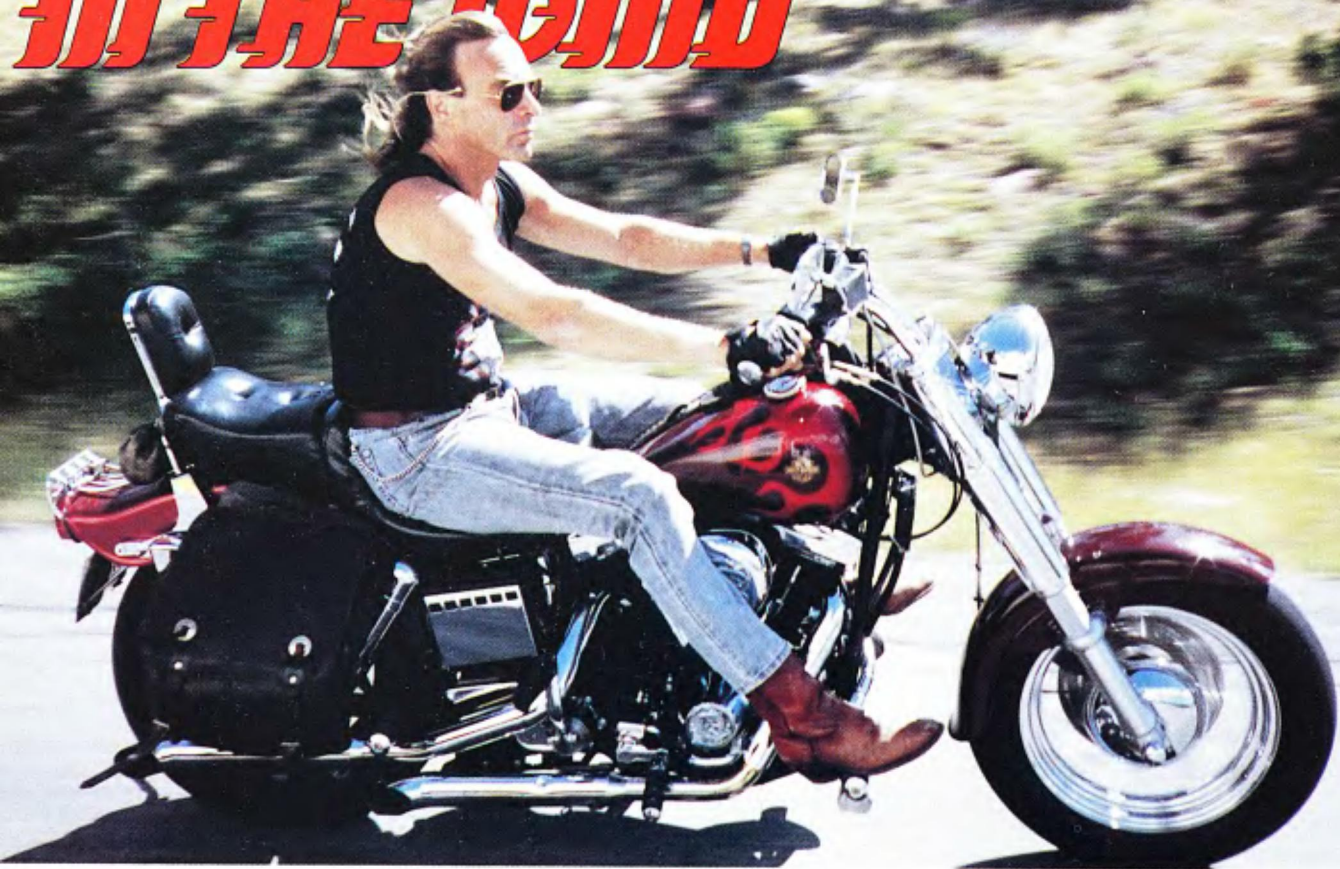




David M. Ward



# IN THE WIND



**E**ach 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.







—John Foster, Curlew, Wash.

—Mickey Hollars, Sturgis, S.D.

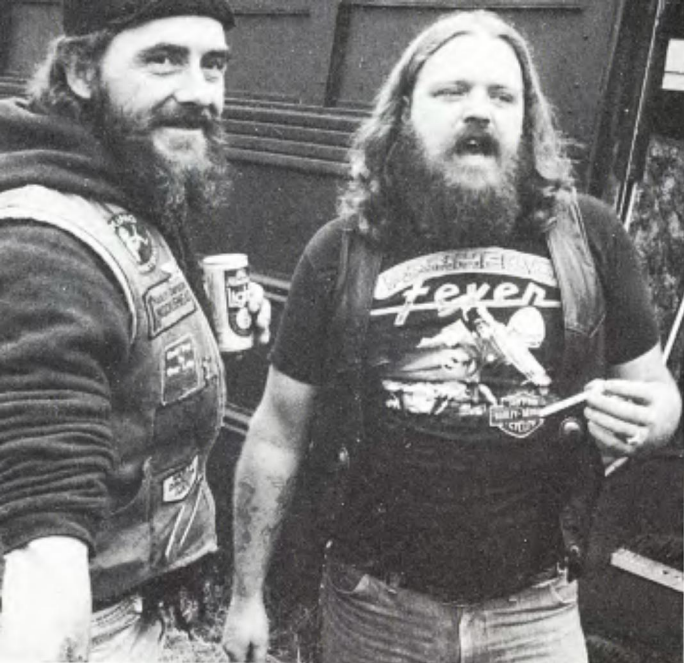
—Dynamo Dan, Midland, Tex.



—Dirty Ol' Man, Highland, Ill.







—Jeff Rider, Zanesville, Ohio

—Woody Hayman, Rome, Ga.



—Gary Maul, Fort Collins, Colo.

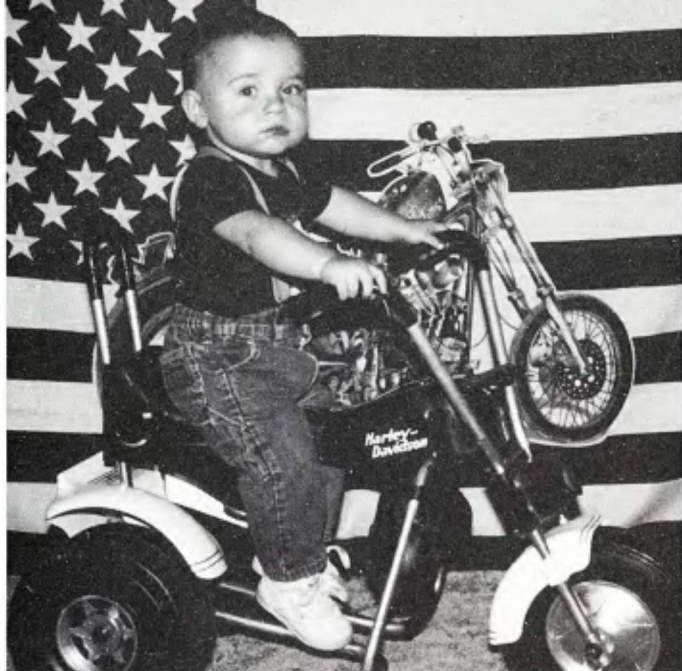
—Fat Jack, Lodi, N.J.



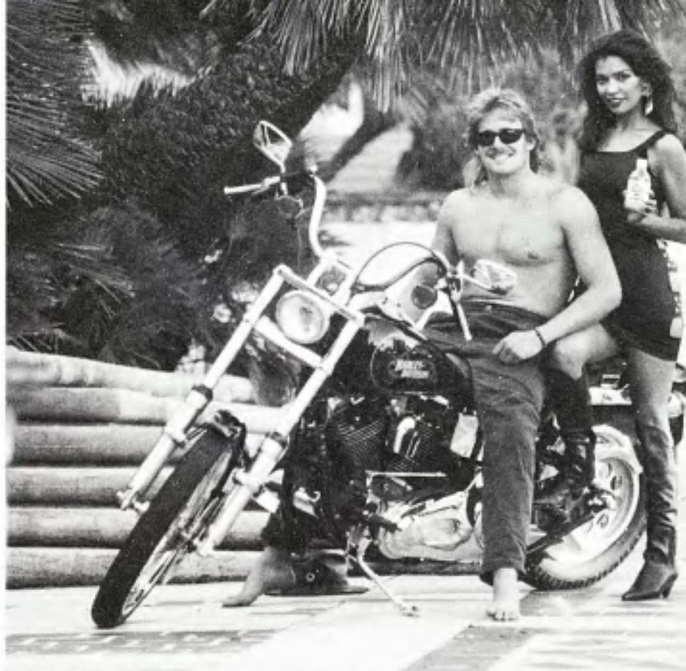
—Joseph Kohl, Glen Burnie, Md.







—Scott Frederick, Bausman, Pa.



—Paul Meade, W. Hollywood, Calif.



—John Lewis, Flint, Mich.



—Fast Ed Krupinski, Ft. Worth, Tex.

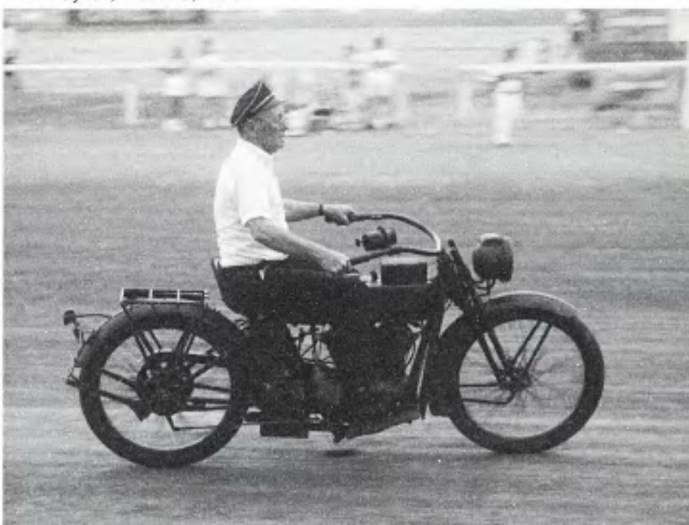


—Loudmouth Ralph, Ft. Pierce, Fla.

—Mike MacNally, Suncook, N.H.



—T. Taylor, Toledo, Ohio



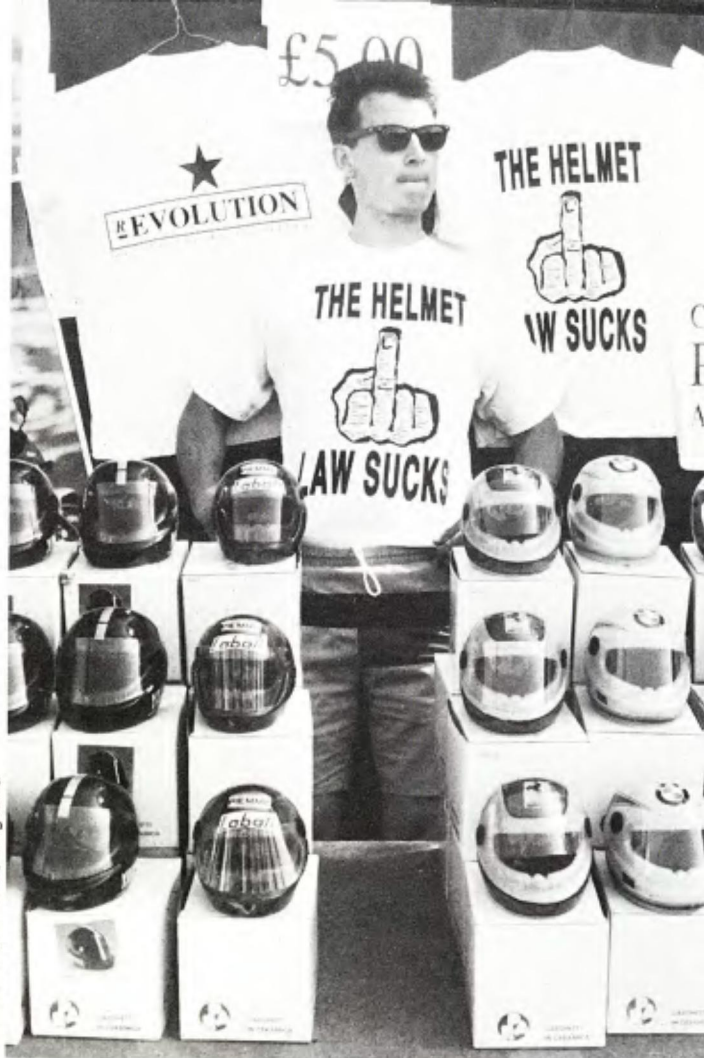




—Mike Sivilli, Newburgh, N.Y.



—Darris Sweet, Hays, Kan.



—Ian Mutch, M.A.G., England

—Hot Sauce, Attleboro, Mass.







—A. Lovely, Port Orchard, Wash.



—Billy Riggins, FPO, NY

—Denny Moore, St. Joseph, Mo.



—Dana Morris, Gainesville, Fla.



—Hines, Palatine Bridge, N.Y.

—Travis Keafer, Frankfurt, W. Germany





# NOVEMBER *Fox Hunt* WINNER



**R**edhaired Penny, your dynamite-lookin' Southern siren and November Fox Hunt winner, stepped out of the limousine she drives in Atlanta, Georgia, and fell straight into a snowstorm in Denver. Soon as we got her thawed out, she put on quite a show for the cameras. This 21-year-old vixen is fixin' to get her own ride. She's been on Harleys since the lucky day her daddy put her on his Hog's p-pad.

—Loudmouth



To ride is such a magical feeling, it clears the clouds from my mind.  
Ski, Ohio — Ext. #401



I've always admired bikes and love to ride. It would be an honor to do a layout for *Easyriders*  
Dee, Florida — Ext. #402



Can't Find a Stamp? Now Ya Can Phone In Yer Vote.  
Call 1-900-234-BIKE. 89 Cents a Minute.



Motorcycling takes away all the stress from your life. You're flying, and nothing or nobody can get in your way. It's freedom  
**Melissa, New York — Ext. #403**



I am a fan of *Easyriders*. My ol' man and I are bikers and ride Harleys.  
**Eva, Munich, Germany — Ext. #404**



I believe in God, my four children, freedom of choice, the American working man, and Harley-Davidson.  
**Laura, Idaho — Ext. #405**



I've always had a thing for Harleys and the guys who ride them. So, for the brothers that only ride the best, this one's for you.  
**Shellie, California — Ext. #406**





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

## 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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# 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 cents per minute.**  
**New winner every month!**

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

It works this way—if your entry is selected as the monthly winner, you get \$150 for sendin' in the photo; the cutie gets \$350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip air fare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed 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 want-ing 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 send 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 March 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 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 #202 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

The deadline for voting for this month's issue is March 31, 1990.

We'll print the winner in the August issue.

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



Here she is, bros, the 12th monthly winner in our 11th Annual Fox Hunt—Kimberlee, from La Habra, California. See more of her next issue.

**FOX HUNT**  
**Box 3000**  
**Agoura Hills, CA 91301**

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

**202**

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 \_\_\_\_\_

Photographer's Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Daytime Phone ( ) \_\_\_\_\_ Evening Phone ( ) \_\_\_\_\_  
 Photographer's Signature \_\_\_\_\_  
 Notary \_\_\_\_\_  
 Instead of Notary, you may send a photocopy of your picture I.D. that shows your signature and photo.  
 Notary Seal \_\_\_\_\_

**In your own handwriting and in 25 words or fewer, tell the staff what you like best about motorcycling.**



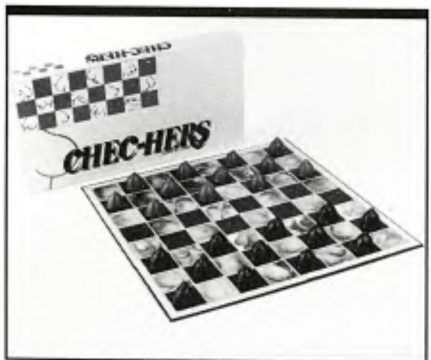
# PARTS BOX

*Tell 'em Snake sent ya*



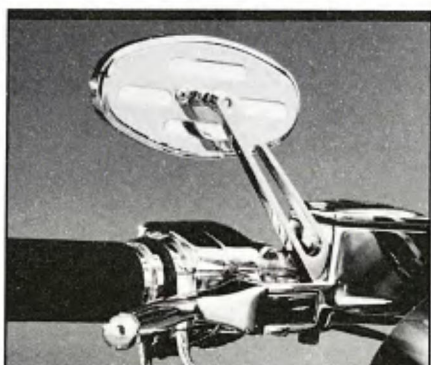
## Boomer's Boots

Since a couple of the scooter jockeys around here wear cowboy boots, we decided we'd allow a boot ad in the mag. But, surprise, surprise, the company, Jim and Chuck's Boot Shop, is owned by Boomer Esiason, Cincinnati Bengals quarterback, and Frank Reich, Buffalo Bills quarterback. Many NFL players are wearing their boots, riding bikes, and reading *Easyriders*. They can't be all bad. Check out their shops or send for their catalog—which has an array of shitkickers from \$69 to \$700, and exotic skins such as sea bass, ostrich, python, lizard, shark, cobra, rattlesnake and many more. I don't know about sea bass boots, though. For more information, write or dial Jim and Chuck's Boot Shop, Dept. ER, 1900 Military Dr., Niagara Falls, NY 14304, (800) BUY-BOOT.



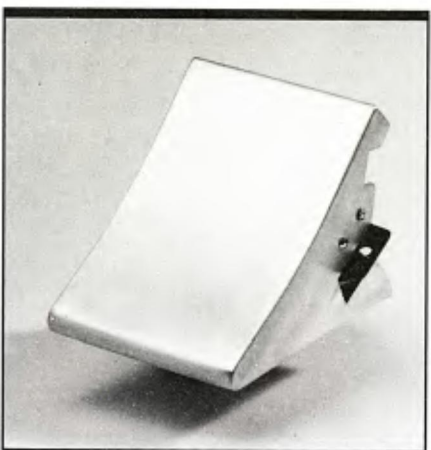
## Chec-Hers

I don't have a lot to say about this shapely product. Just look closely at the photo. The game of checkers was never so entertaining. If you're a tit man, this game's for you. And if it's off-the-wall, it should be distributed by the clan here. So for more information, call (800) 247-6246 for your nearest dealer.



## Stealth Mirrors

Drag Specialties and Arlen Ness have teamed up to produce a new design in motorcycle mirrors. A sleek die-casting has been highly polished and chromed to retain that hand-machined look and the louvers on the back of the mirrors add the unusual appearance. And, replacement glass is available—good idea. For more information, find your local Drag Specialties dealer.



## Air dams, dammit

At last, the Hamsters cut loose with the air dam they've been putting on their own racy, highway sliders for years. These high-tech foils serve several purposes (aside from looking cool). They direct air to the cylinders; hide voltage regulators and unsightly wires or oil filters and coolers; and you can paint, chrome, engrave, bead blast, punch louvers, drill holes, or cut slots in 'em for that special look. They're handcrafted from aluminum and fit most H-D and aftermarket frames. For more information, Don's Speed & Custom, Dept. ER, 2613 Ave. L, Fort Madison, IA 52627, (319) 372-6216.



## Lite Clutch

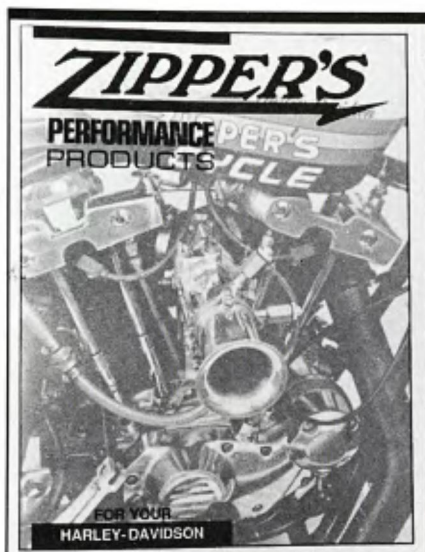
This kit reduces the manual effort required to pull the clutch lever by 40 percent and offers smoother, easier clutch action. The Lite Clutch fits inside the transmission side cover and extends the clutch operating mechanism for better leverage. It fits all '87-'89 Big Twins and '86-'89 XL Sportsters. For more info, contact White Bros, Dept. ER, 14241 Commerce Dr. Garden Grove, CA 92643 or call (714) 554-9442.



## Stroker Frames

Sumax has designed a new set of frames specifically beefed for strokers. They are constructed of heavy duty, 1/2-inch wall tubing throughout. Extra gussets have been added to the rear, and a tough stress bar is mounted up front. They're available with stock, 30-degree rake or moderate, 38-degree rake. This super frame will accept all stock or stroked engines and is rear belt compatible. For information or catalog (\$3.00), write Sumax, Dept ER, Clinton St., Clark Mills, NY 13321 or call (315) 853-5623.





#### Zipper's Catalog

I know, another catalog. This one is specifically designed to carry products to make yer late model H-D perform better. All the well-known, high-performance names are represented within, with individual bolt-on engine components or full-blown horsepower packages. Power, drive-train, and handling are their things. To get one of these high-powered suckers (free) write Zipper's Performance Products, Dept. ER, 9855-H Washington Blvd., Laurel, MD 20707 or call (301) 792-8248.



#### Backwoods Bungalow

Since this here device is manufactured in Rapid City, South Dakota, (just up the road a spell from Sturgis), and since more and more of us are becoming long-distance nomads, this might be of interest. This puppy unfolds into a 75' X 102" camper with a 7-foot ceiling in the dressing area. It actually becomes two rooms. It has a 12-volt power outlet and electric lights for camping, and a 21-cubic-foot cargo space with extra built-in storage in the fold-out lids. For more information, write CitiTech Systems, Inc. Dept. ER, 1090 Deadwood Avenue, Rapid City, SD 57702 or call (605) 348-9824. ■

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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— all you need is a taillight. Part #3030. Price: \$195. Taillight: \$18. Dresser style also available. Price: \$239 (includes shipping).



## 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 #3030. 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 \$25.

#### 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" |
| '58 to '72 FLH round swingarms       | 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

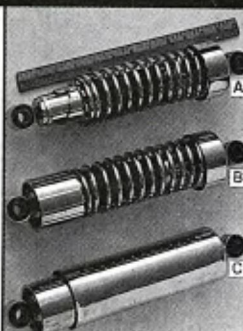
|      |                                                             |       |       |
|------|-------------------------------------------------------------|-------|-------|
| 13.5 | Lowers bike 1.5" chrome spring, looks like stock adjustable | #1111 | \$159 |
| 13.5 | Lowers bike 1.5" full chrome covers 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.

## ALUMINUM OIL COOLERS

### THE SUPER FLOW AIR CLEANER NOW WITH CHROME COVER

Flow tests prove the Super Flow Air Cleaner flowing air cleaner money can buy. It shows the following:

|                                  |            |
|----------------------------------|------------|
| Stock Air Cleaner                |            |
| The "Breather" Air Cleaner       |            |
| Advertised as Flowing 300 C.F.M. |            |
| S&S Super Air Cleaner            |            |
| Super Flow                       |            |
| 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, Keihin & 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 Keihin C.V. carb | \$69.95                   |

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



### BIKE LIFT

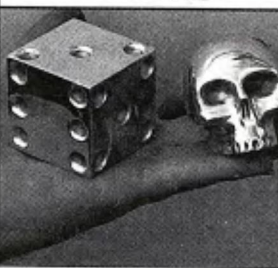
Two piece, all steel, mig welded, does the same thing all the rest do, part #0030. Price: \$39.95, shipping included. Double Lift lifts the whole bike, part #0031. Price: \$84.95. Top bar needed for longer front ends (for Double Lift only), part #0032. Price: \$5.95.



### 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     | E - 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     | D - 5 Fin Polished                          | 25-36     | \$109.00 |
| 1004     | D - Vertical Cooler black (shown)           | 25-30     | \$79.00  |
| 1005     | D - Vertical Cooler Polished (not shown)    | 25-30     | \$99.00  |
| 1006     | D - Vertical Cooler Highlighted (not shown) | 25-30     | \$79.00  |



### 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.

### 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



NEW CLAMP ON COOLER ABOVE

## BIKER VIDEO

### 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 nymph hitchhiker, big tits, bath tub scene, and two-foot dildo. Made by bikers with bikers for bikers.

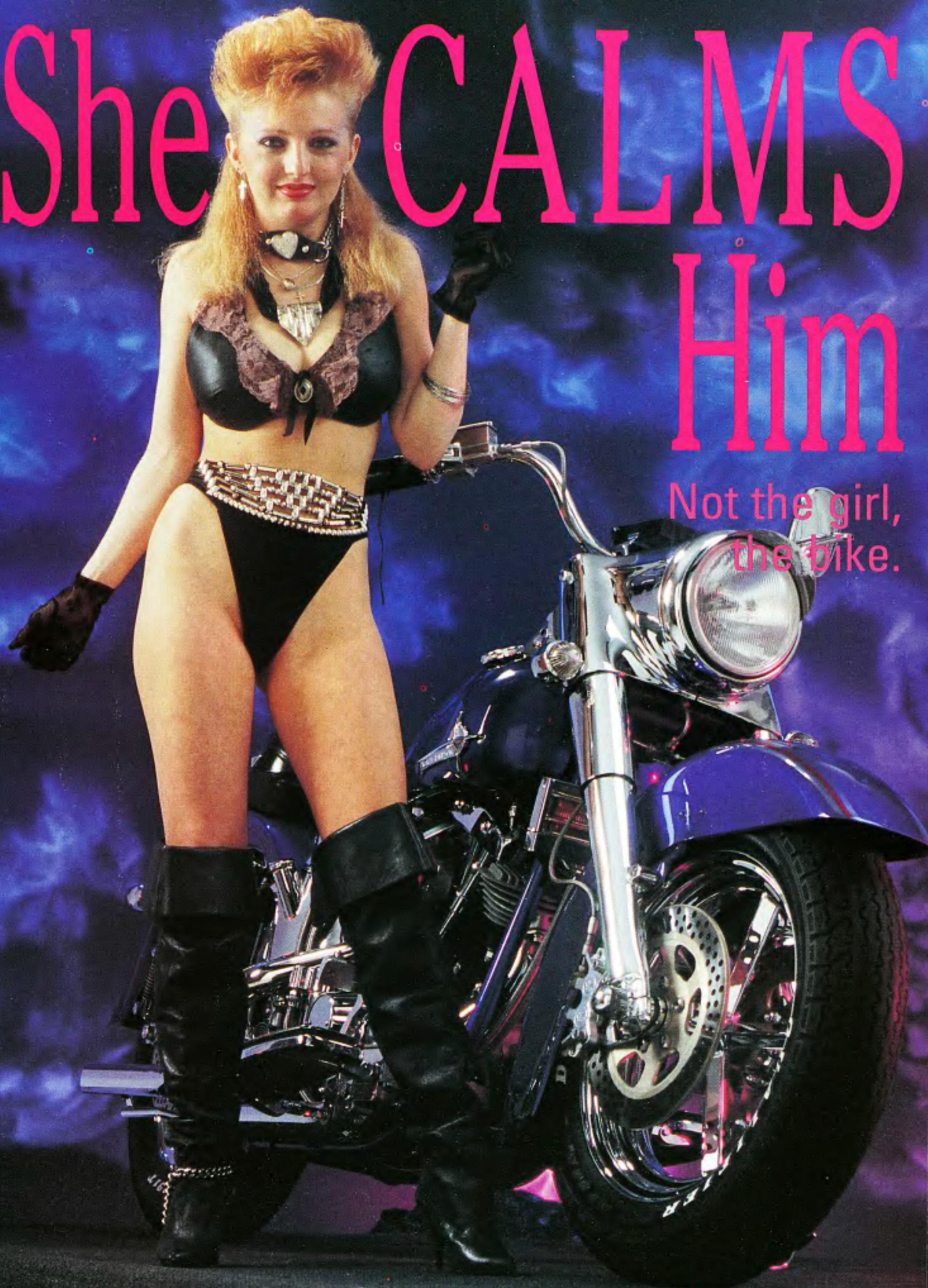
You'll laugh so hard your balls will fall off.

Video #7002 \$25.95 (includes shipping). No COD orders except with other parts. Send check or money order. Phone orders, use your VISA or MasterCard.



# She CALMS Him

Not the girl,  
the bike.





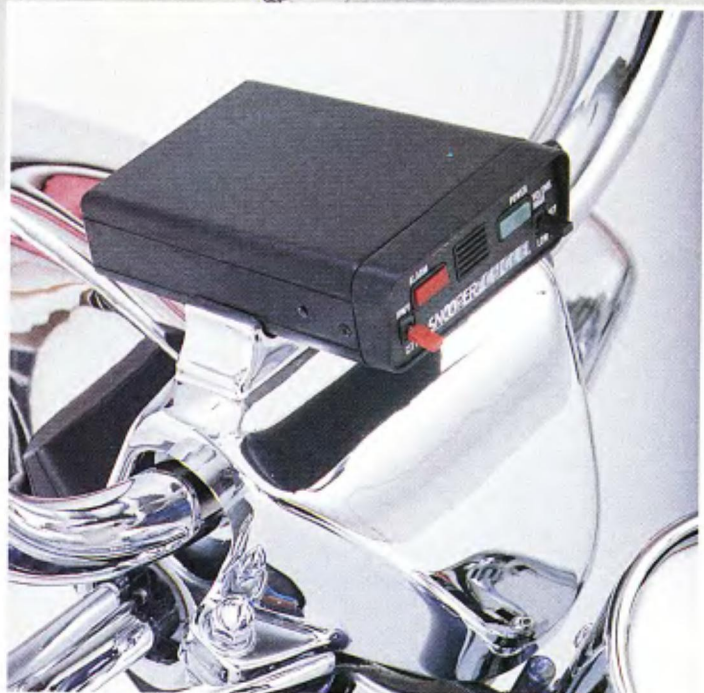






Six years is an awful long time to build a bike, and keepin' the dream in focus that long makes it even harder. In between findin' her '74 trans and engine in a police department's confiscation junkyard for wrecked and stolen vehicles, Modesto Soler Jr. has run the gamut from happily married family man, with two wonderful daughters, to divorced, broke, on his own and lonely, and then back to a recent engagement, steady employment, and owner of a prize winnin', radar-detectin' shovel.

Ridin' a custom bike wouldn't be complete without a lot of pain and sufferin'. As sure as breakdowns are part of the lure of the road, goin' through life is never gonna be strictly sunny days without blue-haired women in cages to hamper yer style. Take it from John Lennon









who said, "Life is what happens when you're busy making other plans."

Modesto's life has been a dizzying roller-coaster ride for the past decade. The original dream in 1983 was to buy a new FLHS for himself and his old ol' lady. The latest in H-D technology, yeah, buddy, that's the ticket, for sure. Get 'im one of them 80-cubic-inch, 5-speed, computer designed babies, and hit the highway. Great idea—till ya hit the credit office for a loan.

His future ex-wife wasn't givin' no slack, and with Modesto always talkin' scoots, the marriage degenerated into a sordid affair in court. The fantasy of a brand new bike was shot down behind the divorce. The incumbent court and lawyer fees forced him into bankruptcy. Would this be the dissolution of a dream? No, just a simple change of direction.

A decent job as a clerk/mail sorter with the post office in Denver, Colorado, opened up, providing stability and bucks—not big but consistent, at least enough to keep the dream in focus.

With the help of his older brother, Mickey, Modesto homed in on a new vision—a custom bike that would capture his spirit. As stated, his musing lead him to a junkyard where he found



Photos by Michael Lichter



|                                                                                                                                                                                                                                   |  |                                            |                    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------------------|--------------------|
| <b>Owner:</b> Modesto Soler Jr.                                                                                                                                                                                                   |  | <b>City:</b> Denver, Colorado              |                    |
| <b>General</b>                                                                                                                                                                                                                    |  | <b>Frame</b>                               |                    |
| Fabrication by: Ron Roti/EAMCI                                                                                                                                                                                                    |  | Year: 1963                                 |                    |
| Year and make: 1963 H-D                                                                                                                                                                                                           |  | Builder: H-D                               |                    |
| Model: custom                                                                                                                                                                                                                     |  | Type: swingarm                             |                    |
| Value: make offer                                                                                                                                                                                                                 |  | Rake: none                                 |                    |
| Assembly by: Mickey Soler/Ron Roti                                                                                                                                                                                                |  | Stretch: none                              |                    |
| Time: 6 years                                                                                                                                                                                                                     |  | Other alterations: gussets added           |                    |
| Chroming by: Brown's/Atlantic Plat.                                                                                                                                                                                               |  | <b>Accessories</b>                         |                    |
| <b>Engine</b>                                                                                                                                                                                                                     |  | Bars: H-D                                  |                    |
| Year: 1974                                                                                                                                                                                                                        |  | Risers: none                               |                    |
| Model: shovelhead                                                                                                                                                                                                                 |  | Fender(s): metal                           |                    |
| Rebuilder: Ron Roti/EAMCI                                                                                                                                                                                                         |  | Headlight: locomotive halogen              |                    |
| Ignition: points                                                                                                                                                                                                                  |  | Taillight: beehive                         |                    |
| Displacement: 87 cubic inches                                                                                                                                                                                                     |  | Speedo: blacked out                        |                    |
| Lower end: S&S                                                                                                                                                                                                                    |  | Front pegs: H-D floorboards                |                    |
| Balancing: Doug's, Denver                                                                                                                                                                                                         |  | Rear pegs: CCI                             |                    |
| Pistons: S&S                                                                                                                                                                                                                      |  | Electrics: 12-volt                         |                    |
| Cases: STD                                                                                                                                                                                                                        |  | Gas tank: '61 H-D, 3½ gal.                 |                    |
| Heads: Ron Roti/EAMCI                                                                                                                                                                                                             |  | Oil tank: 5-qt. wraparound                 |                    |
| Cam(s): Andrews                                                                                                                                                                                                                   |  | Oil system: Lockhart cooler, braided lines |                    |
| Lifters: solids                                                                                                                                                                                                                   |  | Primary cover: chromed                     |                    |
| Carb(s): S&S "L" series                                                                                                                                                                                                           |  | Seat: police solo                          |                    |
| Air cleaner: S&S teardrop                                                                                                                                                                                                         |  | Sissybar: none                             |                    |
| Pipes: 2-inch drag                                                                                                                                                                                                                |  | Height: n/a                                |                    |
| Muffler(s): L.P.S.L.                                                                                                                                                                                                              |  | Material: n/a                              |                    |
| <b>Transmission</b>                                                                                                                                                                                                               |  | <b>Forks</b>                               |                    |
| Modifications: belt drives                                                                                                                                                                                                        |  | Type: wide glide                           |                    |
| Year: 1974                                                                                                                                                                                                                        |  | Extension: none                            |                    |
| Shifting: jockey                                                                                                                                                                                                                  |  | Builder: H-D                               |                    |
| Engine sprocket: Primo belt                                                                                                                                                                                                       |  | Special features: chrome                   |                    |
| Trans sprocket: Super Max                                                                                                                                                                                                         |  | <b>Wheels</b>                              |                    |
| Wheel sprocket: Super Max                                                                                                                                                                                                         |  | <b>Front</b>                               | <b>Rear</b>        |
| <b>Painting</b>                                                                                                                                                                                                                   |  | Size: 16-inch                              | Size: 16-inch      |
| Molding: none                                                                                                                                                                                                                     |  | Hub: Super Spoke                           | Hub: Super Spoke   |
| Painter: Benny Gonzalez                                                                                                                                                                                                           |  | Rim width: WM5                             | Rim width: WM5     |
| Color: Oriental blue/silver base                                                                                                                                                                                                  |  | Tire: Dunlop                               | Tire: Dunlop       |
| Type: lacquer                                                                                                                                                                                                                     |  | Brake: Perf. Mach.                         | Brake: Perf. Mach. |
| Special paint: flames, graphics                                                                                                                                                                                                   |  |                                            |                    |
| Other special modifications: radar detector, floorboard mounts, battery cover, jockey shifter, cable foot clutch, toolbox. Thanks to John, Benny, Mickey and Ron Roti of Engineered American Motorcycles, Inc., Denver, Colorado. |  |                                            |                    |

his future guts, then he hit every swap meet in the Denver area. It wasn't long before the pieces were taken to a wrench, Ron Roti (owner of Engineered American Motorcycles, Inc. outta Denver), to slap it all together. Ron is a perfectionist who works out of his house.

Last summer saw Modesto's dream rise. The long wait came to fruition. He's gone through the break-in and breakdown stages and now he's moved her to center stage, with a fox named Penny. Modesto calls her CALM, his daughters' initials, because when he's ridin' her and thinkin' of them he becomes calm and tranquil. Penny, your November Fox Hunt winner is a lifelong Southern girl, she currently hails from Union City, Georgia. She's into Velvet Buzz Saw, Motley Crue, Alice Cooper, and hates wimps. And she doesn't dig jerks who mess with her happiness. Her ol' man taught her a love for riding when he'd putt around Georgia with her on back. It's become an enduring love. Sorta like the love Modesto has for CALM.

—Bomber



# FREE EASYRIDERS!

You got it—just make a purchase of 30 bucks or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around

## Alabama

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  
M/C Brothers Parts Inc., 2226 Northstone, Tucson

## California

L.A. Harley, 13300 Paramount Blvd., South Gate  
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  
Curtis Fine Cutlery, 10613 Michele Ave., Bakersfield  
Dale's Modern Cycle, 225 E. Baseline, San Bernardino  
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 Custom Cycles, 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

Fred's Custom Cycle, 3101 N. Harbor City Blvd., Melbourne  
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  
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  
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

## Georgia

Southern Cycle, Inc., 4982 North Ave., Buford  
Blue Ribbon Cycles, 2137 Dixie Ave., Smyrna  
Banshee Cycle, 2507 N. Lumpskin Rd., Columbus

## Hawaii

Maui HD & Kawasaki, 32 Lono Ave., Kahului

## Illinois

Chicago H-D, Inc., 6868 N. Western, Chicago  
Oak Lawn H-D Sales, 9030 S. Cicero Ave., Oak Lawn  
Suburban H-D, Inc., 2200 Rand Rd., Palatine

## Indiana

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

## Iowa

Cyclepedia Corp., 1824 Dean Ave., Des Moines  
Walker's Harley-Davidson, Inc., 101 Broadway, Red Oak

## Kansas

Central M/C Inc., 13010 W. 63rd Shawnee  
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

Motor City Harley-Davidson, 8755 Inkster, Westland  
Saginaw Valley Motorworks, 2663 N. Euclid, Bay City  
H-D of Port Huron, Inc., 3350 Lapeer Rd., Port Huron  
Cycleville USA, 14687 East 11 Mile, Warren  
Detroit Motorcycle Parts, 16616 Harper, Detroit

## Minnesota

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

## Missouri

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

## New Jersey

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

## North Carolina

D&D Custom Cycles, Hwy 221 E. Abedeen  
Carolina H-D, 1940 W. Franklin Ave., Gastonia  
Deal Harley-Davidson, 3618 Sycamore Dairy Rd., Fayetteville  
J & E Harley-Davidson, 1008 Dickinson Ave., Greenville  
Snake's Hawg Shop, Hwy. 55 West, Mt. Olive  
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

## North Dakota

The Scooter Shak, 2424 Memorial Hwy., Mandan

## Ohio

The Big Bike Shop, 581 W. Broad St., Columbus  
Don's Custom Cycle, 7021 Harrison Ave., Cincinnati  
Johnston Street Cycle Repair, 643 Johnston St., Akron  
Great Lakes H-D, 7429 Tyler Blvd., Mentor

## Pennsylvania

Blocker Enterprises, Rt. 248, Parryville  
Brian's H-D, 1223 W. Lincoln Hwy. (US 1), Langhorne  
The Chrome Shop, 317 E. Pleasant Vly. Blvd., Altoona  
Schach's Inc., RD 2/Rt. 33, Stroudsburg  
Montgomery County H-D, 1217-19 S. Trooper Rd., Norristown  
Hannum's H-D Sales, Inc., US 1 & Rt. 352, Media  
Rask Cycle, Road #2, Box 277, Evans City

## South Carolina

D.W. Cycles 117 Webb St. Simpsonville  
Doug's H-D, 2790 Pamplico Hwy., Florence  
Low Country H-D, 4405 Dorchester Rd., Charleston  
Country's H-D Inc., 1093 Albright Rd., Rock Hill

## Texas

American Cycle, 116 W. Highway 190, Killeen  
Stubbs H-D, 4436 Telephone Rd., Houston  
Lone Star H-D 125 S. Glenwood, Tyler

## Tennessee

C & S Harley-Davidson, 6014 Charlotte Ave., Nashville

## Washington

Columbia Motorcycle Company, 3312 E. 4th Plain Blvd., Vancouver

## Virginia

Departure Bike Works 3093 Hull St., Richmond

## Wisconsin

Mischler's Cycle Shop, Hwy. 33 N., Rt. 1, Beaver Dam  
St. Croix Cycle Sales, Rt. 3, Box 127 B, New Richmond  
Harley-Davidson Motorcycle of Appleton, Inc., 2144 W. Wisconsin, Appleton  
H-D of Green Bay, 41 and Velp, Green Bay





## What's Happenin'

Here's your guide to what's happenin' in your area in March and April. 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 event 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.

### Arizona

**4TH ANNUAL ANNIVERSARY PARTY**—April 1 in Tucson at The Rainbow Tavern. Live music, bike show, wet T-shirt contest, and a 1990 FXR Super Glide will be given away. Winner need not be present. Sponsored by The Rainbow Tavern, 3425 E. Benson Hwy, Tucson, AZ 85706, (602) 889-9165.

### California

**8TH ANNUAL "500 ROAD TOUR"**—April 7-8 starting in Newhall at Accessories Unlimited, 24508 Lyons Ave. Sign-in from 6 a.m. to 9 a.m. Halfway point is Visalia. Route covers 500 miles. Entry fee \$11. Sponsored by California Pleasure Riders MC. For info, call (714) 847-9515, (805) 582-1247, or (213) 429-4155.

### Florida

**DAYTONA BIKE WEEK**—March 5-11 in Daytona Beach. See complete Daytona schedule on page 26.

**2ND ANNUAL SPIDER'S SWAPATONA DAYTONA BIKE WEEK SWAP MEET**—March 3-11 in Daytona at the Daytona Flea Market grounds on Tomoka Farms Rd., one mile west of Daytona Speedway. Sponsored by Spider's Promotions and Brothers III. For info, write Spider's Promotions, Box 357, Bradley, WV 25818, or call (304) 877-6946, or (304) 253-3102.

**DAYTONA SWAP MEET**—March 8-11 in Daytona at the Volusia County Fairgrounds on Rt. 4 & 44. For info, write Jam-On Productions at 4120 40th St., Brentwood, MD 20722, or call (301) 779-3235.

**LEATHER & LACE EVENTS**—March 5-11 in Daytona Beach. For info, write Jennifer Chaffin at Box 162, Holly Hill, FL 32017, or call (904) 423-5547.

### Illinois

**5TH ANNUAL LARGEST MOTORCYCLE SWAP MEET & BIKE SHOW**—March 18 in Chicago at West Martin Luther King Dr. and 23rd St., just off I-55 and Lake Shore Dr. Admission \$6. Sponsored by J&P Swap Meet Promotions. For info, write Box 135, Anamosa, IA 52205, or call (319) 462-4605.

**3RD ANNUAL ST. LOUIS AREA 2-DAY MOTORCYCLE SWAP MEET & BIKE SHOW**—April 7-8 in Belleville. Sponsored by J&P Swap Meet Promotions. For info, write Box 135, Anamosa, IA 52205, or call (319) 462-4605.

### Iowa

**2ND ANNUAL J&P CYCLES OPEN HOUSE**—April 22 in Anamosa at J&P Cycle Shop. Sponsored by J&P Swap Meet Promotions. For info, write Box 135, Anamosa, IA 52205, or call (319) 462-4605.

### Louisiana

**2ND ANNUAL SHREVEPORT H-D EXPO/SHOW & SWAP MEET**—April 8 at the Louisiana Fairgrounds off I-20. Adults \$6, children under 12 free. For info, call Bob Bagwell at (817) 488-9133.

### Minnesota

**3RD ANNUAL MOTORCYCLE SWAP MEET**—March 11 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.

### Nevada

**8TH ANNUAL LAUGHLIN RIVER RUN**—April 6-7 in Laughlin. Early bird ride, field events, motorcycle judging, entertainment, and surprise celebrities. Sponsored by the Southern California Harley-Davidson Dealers Association. Entry forms available at your participating Southern California H-D dealers.

### North Carolina

**HDRA'S 5TH ANNUAL SPRING NATIONALS**—April 14-15 in Rockingham at the Rockingham International Dragway. Sponsored by Harley Drag Racing Association. For info, write HDRA, Box 1429, Elon College, NC 27244, or call (919) 229-4877.

**CHEROKEE SPRING RALLY SWAP MEET & BIKE SHOW**—April 29-30 in Cherokee at the Ceremonial Grounds. Springtime in the mountains. Sponsored by Bob's Precision Cycle. For info, write Rt. 8, Box 10, Piedmont, SC 29673, or call (803) 845-5722.

### North Dakota

**JAMESTOWN CRUSADERS BIKE SHOW**—March 10-11 in Jamestown at the KC Club. For info, write ABATE of North Dakota at Box 383, Bismarck, ND 58502, or call (800) 247-1218 in ND, or (701) 223-5609.

**NORSEMAN MC BIKE SHOW**—April 21-22 at the Minot Fairgrounds. Sponsored by Norsemen MC. For info, write or call ABATE of North Dakota at Box 383, Bismarck, ND 58502, or call (800) 247-1213 in ND, or (701) 223-5609.

### Ohio

**4TH ANNUAL MOTORCYCLE SWAP MEET**—April 29 in Columbus at the Franklin County Veterans Memorial Auditorium. Sponsored by J&P Swap Meet Promotions. For info, write Box 135, Anamosa, IA 52205, or call (319) 462-4605.

### Wisconsin

**4TH ANNUAL SWAP MEET & BIKE SHOW**—April 1 in Milwaukee at the Downtown Mecca Center Arena Building. Sponsored by J&P Swap Meet Promotions. For info, write Box 135, Anamosa, IA 52205, or call (319) 462-4605.

**TATTOO SHOW & CONTEST**—April 7 in Centerville right on the Wisconsin/Minnesota border, at the Acorn ballroom from 11 a.m. to 11 p.m. Jewelry, leather vendors, Harley product dealers, tattoo artists, and live music. Admission \$5. For info, write Tiger Lily Tattoo, Rt. 1, Box 24, Rolling Stone, MN 55969, or call (507) 689-2953.

#### 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 |                |    |



## I've Been There, And I'm Back

By The Professor

Well, that's that. Ten years of marriage ended with the bang of the ol' judge's gavel. Outside of the courthouse, I climbed into the beat-up old Japanese econo-box, part of my share of the marital assets, lit a smoke, and sat reflecting on my life over the last 15 years. It had been a real rollercoaster ride.

Fifteen years ago, I arrived back in the world after two tours in the 'Nam. The old hometown in Pennsylvania hadn't changed a bit. I couldn't wait to get out. With my sep pay, I picked up an old Trumpet in a basket and spent a couple of months wrenching it together. It wasn't pretty, but it would do to get me in the wind—and out of town. I kissed Mom goodbye, and hit the open road.

I worked odd jobs for gas, beer, and parts money, and slept wherever my head landed. Then one day, in a bar just outside Flagstaff, Arizona, I met her. She was a cute young thing, with a righteous bod, and we got along real well from the start. She told me she loved me, and wanted to help me make something of myself. We moved in together and I even managed to clean up my act a bit and get a regular job in a machine shop. We got married two years later, mostly because she wanted to. She kept telling me how smart I was, after all hadn't I built a scooter out of a pile of parts? "You ought to go to college," she said, "and make something of yourself." Well, why the hell not? I had earned my G.I. bill by surviving the stinking jungles of 'Nam, why not check it out? So I did.

Four years later, I graduated with a degree in Engineering. I could hardly believe it! It was a lot of work, but not as hard as I thought it would be. Of course, she had helped by working to buy groceries and such, and I had to trade the scooter for a cage to get around in during the winter, but we had done it! And then the job offers came rolling in. I accepted a job for more money per year than I had made in all the previous 10 years. Sure, I had to shave and keep my hair short, and wear suits and ties, but hell, I was working to provide a better future for us.

Things went pretty well, or so I thought, for the next seven or eight years.



Sometimes I just wanted to flatten some of those executive assholes, but I usually kept my cool.

She was working and starting to develop a career of her own. My job was okay, though I never quite got used to the ties or the office politics. Sometimes I just wanted to flatten some of those executive assholes, but I usually kept my cool. I even got some promotions. We were fitting right into the "yuppie" lifestyle. Most all of our friends were yups, and I hardly ever saw my old biker bros at all. We bought a luxury condo, a BMW, and all the other trappings of yuppiedom.

But deep inside, I never quite lost the yearning to be "in the wind." I almost bought one of those zippy little riceburners, like some of my yuppie friends, but she said it was impractical and dangerous, and besides, we needed a new bedroom set. So I didn't. I guess I just didn't realize how pussy-whipped I had become.

A couple of months ago I got laid-off from my high paying job due to a slowdown in the industry. Shortly thereafter, the ol' lady got this wild hair up her ass



Well now she's gone, the job is gone, the BMW is gone, and, after paying off the lawyers, the creditors and the ol' lady, most of the money is gone.

about asserting her independence. Seems she wanted to become an "independent woman of the '80s." My reaction was simple and swift. I talked to a lawyer, filed for divorce, and sold the condo and the BMW. I closed the IRAs and savings accounts and, on the advice of my lawyer, gave her half of everything. There wasn't that much since we had always managed to live slightly above our means anyway. She was satisfied with that arrangement, and it avoided any nasty courtroom scenes. Hell, she was so high on being independent, she didn't even ask for alimony! But then, she was working, and I wasn't.

Well now she's gone, the job is gone, the BMW is gone, and, after paying off the lawyers, the creditors and the ol' lady, most of the money is gone. I've still got a couple of grand in cash, this old car, and a closet full of suits. No closet, just suits. Not a lot to show for 10 years of bullshit.

I wonder where all the bros are hanging out? I wonder if old Grumpy still has his Harley shop down the south side of town? And I wonder if he would be willing to take an econo-box in trade on a panhead? I need a haircut, but I don't think I'll get one. Maybe I can trade these suits for some new shirts, ones that let my tattoos show. Yeah, that's the ticket. I think I'm gonna be all right. I think I'm gonna be in the wind soon. Watch for me, I'm comin' back. Fuck the yups, let's party! ■



By Marti Yanevich

## Left Turn

It was one of those days. I needed about an hour away from the farm. I also needed about an hour on the Softail. We had moved out of the city into the country where the vegetables are green and you can pee right into the stream. Still, three kids and fencing chores will make you get up and go. It's a four-mile trip to the four-lane highway and another 12 miles to town.

I rode in on a southwesterly breeze, which helped out a lot seeing as how I was low on gas. With the wind at my back, I coasted into the store. It was one of those "get it and go" places for the tourists headed down to the lake. I spent about 20 minutes sipping a Nehi grape soda (yeah, me and Radar O'Reilly). Funny how people won't look ya in the eye anymore; so I enjoyed looking at "them" in their white tennis shorts and Winnebagos.

I headed back for the farm (the long way), down an old, two-lane blacktop called "BB," which only farmers and cattle trucks use—or so I thought. I guess I was about three miles from the farm when I came up on the last turn home. It was one of those severe turns to the left, the kind where they put up the black-and-white,

slashing signs (about 12 in a row) that mean better slow down for this one. I kicked the Softail down into third and had just started to lean left when a white Mustang appeared instantly full swing in my lane. He was some young kid racing, and he needed my lane to make the turn. My choices, as I saw them, were to head on or head off. I headed to the right, off the road. I took three or four of those slashing signs with me.

Lying on my back, I looked over at the bike. The damage was: bent bars, a sheared off front brake, a sheared off rear brake, a hole in the right tank, and bent pipes. I picked it up (it was miraculously still running) and headed home. It was stuck in second and since I had just filled up, I had to hold my bandana over the hole in the gas tank.

About two weeks later, I was up and on the road again—minus about 300 bucks and about 10 inches of leg skin (they weren't very purty legs anyway).

I found the Mustang later that summer. My ol' lady likes her new car a lot. She uses it to go to work and the grocery store. Never have been down "BB" highway again, on the bike anyway. Why? I'm not really into Mustangs. ■



## Test Ride

By Brian Heeney

Last summer, the Honda Gold Wing Road Riders decided to hold their annual rally at the resort where I work. It seemed like a great place to have a convention, a beautiful ski resort in the Rockies during the height of summer. Great riding in all directions, and luxury accommodations. However, things aren't always what they appear to be.

While most of the merchants and lodge owners were thrilled at the idea of hosting 5,000 tourists, some of the local politicians and media people went on the predictable rampage. Einstein said that great ideas have always met violent opposition from mediocre minds, and this was no exception. One particularly snotty politician said that letting these people in town was like "pissing in the soup." One frigid, liposuctioned, country club woman told the newspaper that "nice communities like Southampton (New York) don't even let motorcycles ride through town, let alone invite 5,000 of them." She went on with her diatribe and suggested that these heathen, low-class slobbers were lowering her property values by their very presence.

The debate raged on, with very little intelligence being applied by either side. One local newspaper tried to give a backhanded defense of the Honda riders, proclaiming to all that the Wingers weren't like "those other guys" (Harley riders). The article went on to cite alleged atrocities such as machine guns, major drug running, and public orgies at a recent ABATE rally. The paper went on to assure the humble reader that the Honda riders were above reproach and that they weren't the same species as these uncouth barbarians. (The alleged atrocities at the ABATE rally turned out to be just that, alleged. For some reason, the correction never made boldfaced headline status.)

I, myself, with the exception of a few letters to the editor, tried to stay out of the fracas, and helped to prepare the town for a major convention. I feared that the biggest threat to the community at large would be premature death by boredom. I had visions of the subtle drone of thousands of sewing machine-like motors actually numbing the psyche of the local population to the point of brain death. Similar to the mosquito whining in your ear that you just can't seem to swat,



Illustrations by George DiLucca

something like this could put people over the edge.

It seemed that we were all off the mark a bit. Contrary to the citizens' fears of rape and pillaging, the Honda riders were, of course, well behaved and friendly, like two-wheeled travelers everywhere. They also spent lots of money, which went over well with the local merchants. The riders had plenty to do to keep themselves busy, with riding demonstrations, parades, and, of course, shopping for more gee-gaws to adorn their gadget-encrusted barges with.

I was kept fairly busy as a city worker, helping out with traffic control, the city bus service, etc. I tried to help keep the guests perspective in line by broadcasting the sound of my Harley over the city radio channel and PA system. They didn't seem to get it.

I couldn't resist checking out the new riceburners, though. After rice bashing for years, people pointed out that I really hadn't ridden a space bike before. (Much as most people who knock Harleys have never swung a leg over one.) Conceding the point, I went to sign up to objectively test ride a new Hurricane.

Walking through rows of plastic-coated rockets, I made it to the sign-up booth. The kid working there, who looked

a bit like John Denver, was enthusiastically extolling the virtues of the Lead Wing 1500. With a straight face, he said, "It's the best bike ever made." Well, there's a tongue for every taste I suppose. I couldn't tell the difference between the models of plasti-rockets and had to have my mount pointed out. (I guess you have to go by color.) They insisted that I wear a helmet, which was probably a good idea. If I was going to ride a Honda around, I might as well keep my head covered—out of shame.

Keeping the objective nature of this excursion in mind, I carefully examined the bike. Visible were two wheels, a seat, and handlebars. Definitely a cycle. Protruding from the rear of the smooth expanse of plastic was a rather strange looking muffler, with a pipe leading somewhere up front, which led me to assume that there was an engine buried underneath the layers of polycarbonate. It was probably a motorcycle.

Sitting, or, rather, lying on the machine, was a similar sensation to having your front wheel drop into a large pot-hole and you are about to endo the bike. Pressing the starter button resulted in a whirring noise and then, nothing, save for a moving needle on one of the many gauges. Twisting the throttle swung the



needle up, and at about four grand I was aware of a slight buzzing noise coming from the muffler. The invisible motor was indeed running. Soon, the test ride group was on the road, about a dozen Lead Wings, a Japanese Softail imitation, and myself on the rice rocket.

While the Wingers were content to cruise at an electronically controlled 40 mph, listening to Barry Manilow on their deluxe sound systems, I was determined to thoroughly test this bike. Whacking the throttle wide open at about three grand left me very disappointed. Performance was similar to a pickup truck, overloaded with manure, pulling a steep grade in high gear. Patiently, I let the revs build. At about five grand, the machine began to accelerate. At eight grand, the hidden motor began an unholy shrieking that painfully resonated in the borrowed skid lid. At 10 grand and 55 mph, the front wheel popped right off the ground. A few more thousand rpms, and I had to shift into second gear.

Though I could tell that the group leaders were becoming distraught at the treatment of their bike, I was not to be deterred. After all, this was their big chance to convert a tough cynic. Besides that, everyone knows how tough and reliable these imported bikes are.

Twenty more miles of testing let me satisfy my curiosity of the performance level of the machine. It was fast. It would go from 40 to 100-plus as fast as I could shift it. It would lean over far enough during cornering that the first thing that would drag on the pavement would be my knee instead of a footpeg or pipe. (Just what everyone wants in a road machine.) It would stand up on its front wheel during hard, 100-mph braking.

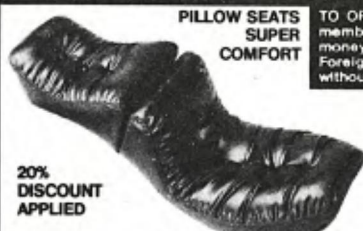
It also left me with a headache from its seating position, a headache from the high rpm yowling, and drenched with sweat from engine heat which washes over the rider.

After the ride was over, I gave the helmet that I had borrowed back to the group leader. He gave me a disgusted look and walked off without saying a word. The guy on the pseudo-Softail was quite puffed up by now and was talking to several women about what a "bad machine" it was. I sat on my genuine Softail and fired it up. At the sound of the obviously American bike, attention turned to me. The guy on the V-twin ricer quickly looked away, while the women continued to stare.

The test ride confirmed what I had only suspected previously. I couldn't help but smile the whole way home. ■

# SAVE WITH NOSTALGIA

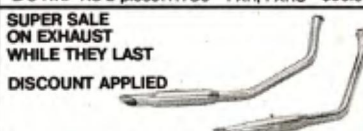
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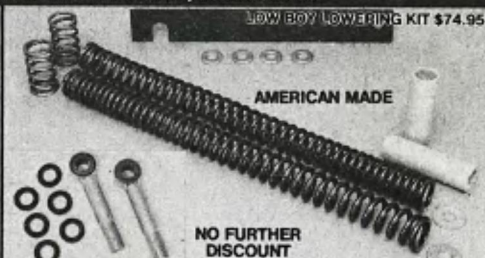


**EASY BOY LITE CLUTCH**

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TO ORDER: BY PHONE: To receive these discount prices you must be a member of our Discount Club. BY MAIL: You must mail a copy of the ad with money order or cashiers check. Freight charges will be sent U.P.S. C.O.D. Foreign must remit 20% extra for freight. PRICES: Prices are subject to change without notice and are current only until our next ad.



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The White Bros. "Low Boy" Fork Lowering kits are designed to shorten the stock Harley-Davidson forks by 1 1/4" or 2" (installer choice). We feel the White Bros. design kit, using longer rebound springs (sometimes called negative springs) and shorter/stiffer fork springs offers significant advantages over the conventional lowering method of using shorter fork tubes.

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| 28-440 35mm Showa "Narrowglide" 75-87.....                          | \$39.95 |
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| 28-443 39mm Showa "Narrowglide" 87-88 FXLR, 88 FXLR, 88 XL FXR..... | \$39.95 |
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**MAGNUM AIR SHOCKS**

1640S Fits all 73-86 FL & FX models (except Softail) in 4 spd. frame w/rear chain or belt drive, 12" eye to eye..... \$249.95

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1608S Fits 83-84 FXRT & 80-88 FLT/FLHT/FLHS models, 13" eye to eye..... \$249.95

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4007 Fits 77-78 FXR, all 79-87 XL models incl. XR1000, 88 Huger, 82-86 FXR (except Spt.) 12.50" eye to eye..... \$179.95

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4008C Fits 82-88 FXRT & FXRD, 87-88 FXR models (except Spt.), 80-88 FLT, FLHT, FLHS 13.00" eye to eye..... \$179.95

4009 Fits 87-88 FXRS Sport & all 88 XL models (except Huger) 13.50 eye to eye..... \$179.95

4012 Fits 52-56 "H" & 57-78 XL 14.25" eye to eye..... \$179.95

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Note: **Closing date** for advertisements is the **15th of the 4th month preceding cover date**. There are approximately 60 days between the closing date and the national on-sale date.

**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 FOOLPROOF, PROVEN METHODS. MANUAL \$5.** Wilshire Labs, 2521 Hazlett Ave., Warwood, WV 26003-E. (202)

**PRACTICAL Home Nude Photography.** Beautiful results before she gives up. Free information. Alfresco, Box 14191-E, Tulsa, OK 74159-1191. (201)

**Apache T-shirts: Alivemotherforya... \$1 for catalog.** c/o Matthew Nozie, Box 642, Ft. Apache, AZ 85926. (202)

**Beautiful ladies want friendship and marriage.** Free photos, details. Latins, Box 1716-RI, Chula Vista, CA 92012, phone (619) 425-1867. (202)

**Jackie Z., Portland, Oregon?** Been looking since '84. Try Again? Babs, 7 Lepper Road, Ft. Johnson, NY 12070. (202)

**KEMO:** Please get in touch. I miss you and we really need to talk. Barb. (202)

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

**TATTOO designs, ALL NEW,** direct from the artists. 200 designs \$30 plus \$2 P & H, or send SASE for information circular. Gundelfinger, 1408 Blaze Ave., Simi Valley, CA 93065. (206)

**7th Annual Double Thunder MC Swap Meet and Party:** June 1,2,3, 1990. Don't miss Kansas' largest! Info: SASE to DT MC, 18W. Avenue B, Hutchinson, KS 67501. (204)

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

**Make real beef jerky in your oven.** Send \$5 for recipe to Dusty, Box 205, Wylie, TX 75098. (204)

**Ado-it-yourself divorce package, "uncontested,"** \$35 cashier's check or money order only. Formulators, Box 18261, San Antonio, TX 78218-0261. (202)

**Horrible, Outlaws 410109/3344113/284344121,** call Terrible 3034664248 or write c/o Uncle Guido. Time for a new glass eye Chung see? (202)

**FREE—WORLD'S LARGEST SINGLES MAGAZINE.** Photos, descriptions. Ladies, men needing mates. League, Box 5637-ESR, Reno, NV 89513-5637. (202)

**Baby Huey:** If you are worried, don't be. We are all fine. Sis and Bro. (202)

**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)

**Little Lor-Lor:** Everything fine as of December 1. Love and miss you, hugs and kisses, Mom and Daddoo. (202)

**DAYTONA BIKE RACES:** March 3-11, 1990. Oceanfront motel offering immaculate rooms and efficiencies, great nautical setting. OLD SALTY'S INN, 1921 S. Atlantic Ave., Daytona Beach Shores, FL 32118, (904) 252-8090. (202)

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

**PLEASE, PLEASE HELP ME FIND MY DAUGHTER:** Her name is Jessie Judy Gentry. She has two kids and I know something has happened to her. She said she rode with a motorcycle gang. She disappeared out of San Diego, California, in December of 1982. She appear in any issue of *Easyriders* about 7 years ago. Please help an old woman find out if her child is O.K. I have tried everything. Mary Pickard, 403 North D Street, Poplar Bluff, MO 63901, (314) 785-2955. (202)

**Wayne Arthur Davis:** Please get back to me, it is important. Ana from Long Island, c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301. (202)

**ATTENTION 1950/1955 HARLEY RIDERS OF BERDOO:** 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 92399, (714) 797-8344. (202)

**Gordon McChesney:** Where are you? Love to speak with you. Remember when? Mikki Dickson. (202)

**BREW YOUR OWN BEER!!** Recipes \$5. SL Enterprises, Box 3559-20030, Lake City, FL 32056-3599. (202)

**FREE XXX key chain!** Very realistic rubber. Send \$5 for full-color, erotic lingerie catalog with 15% off first order. Carol Scott, Rt 1, Box 384, Zolfo Springs, FL 33890. (202)

**TATTOO FLASH:** Send SASE for FREE sheet. R. Sustovich, Box 9782, McLean, VA 22102-0782. (202)

**DON'T TRASH THOSE OLD WORN OUT MOTORCYCLE BOOTS!** Turn them into CASH. Collector of used motorcycle boots wants engine boots by Chippewa, Harley, Nasty Feet, Red Wing, Wesco, sizes 10 to 13 only. **ABSOLUTELY ANY CONDITION.** deterioration, holes, rips, scuffs. Brand and height determines price. \$30 to \$80. Write with description and address or phone number: VINTAGE CLOTHING, Box 3298, Marion, IN 46953. Old Biker jackets wanted also. (204)

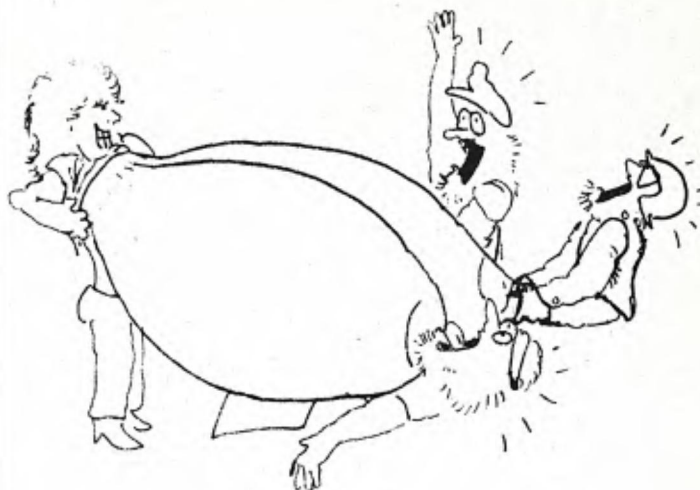
**Save \$5, make your own Irish Cream and Kahlua-like beverages.** Recipes \$4 and SASE. Liqueurs c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301. (202)

**New club forming, RAT PACK MC.** Colors are rat riding beer can, V-motor in background, Holt, Michigan. If objections, notify Don, 4394 Rexford, Holt, MI 48842. (202)

**TRIUMPH, BSA, NORTON parts catalog:** \$1. Xanders' Britbikes, 1280 Stringtown, Grove City, OH 43123-9743, (614) 871-9001. (203)

**JOB'S, \$100 to \$1,000 daily! OVERSEAS.** State-side. FREE list ZINCS 120. Box 13110, Las Vegas, NV 89112. (203)

**SCOOTER MATES:** Introduces biker men and women. 15 FREE profiles! Name, address to Scooter Mates, RD 7, Box 94, Middletown, NY 10940. Sorry, no inmates. (202)

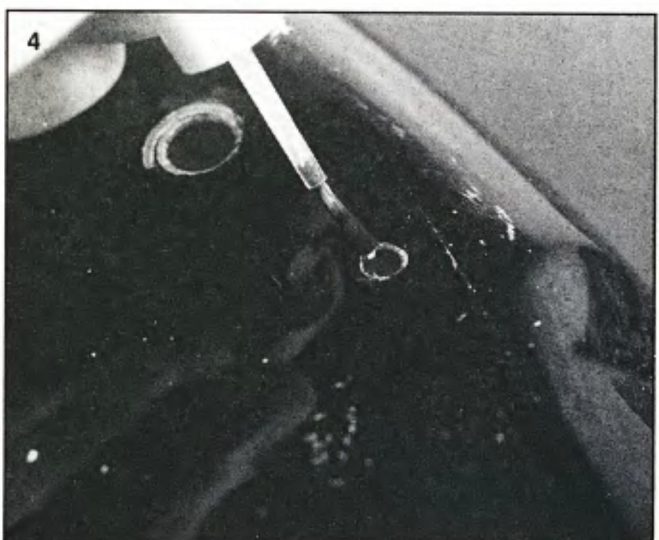
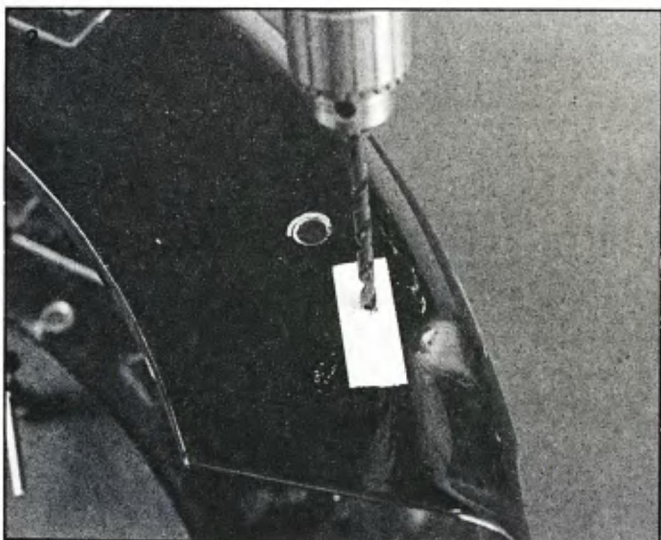
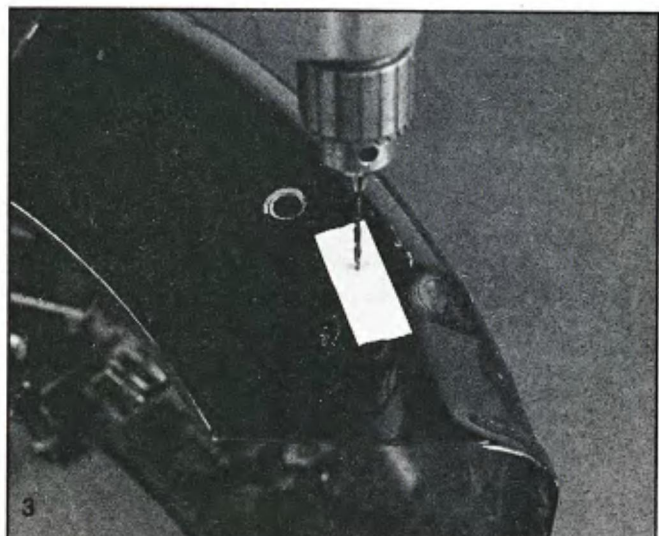
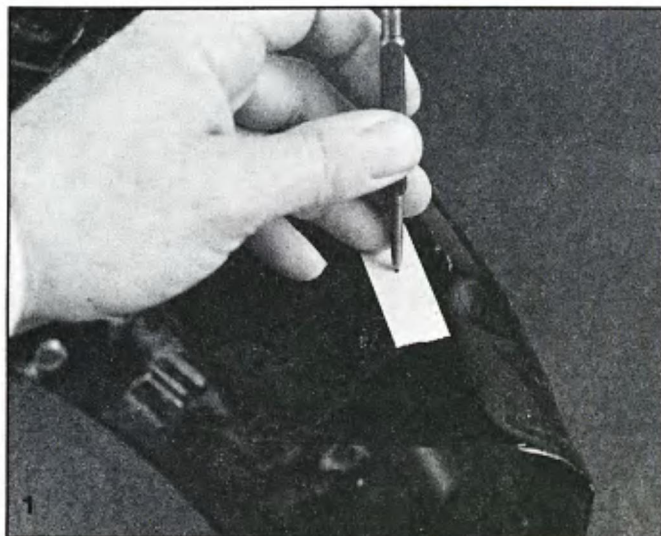




# Paintin' Blues

By Wilburn Roach with Bob Stark

# Tech Tip



Photos by J.D. Chandler

Everyone is faced with this scratched and bruised dilemma sooner or later. Someone gives ya a front fender light for your fat fender, or ya sent somethin' out to the painter and forgot to drill one last hole. Well, here's how to drill that hole the right way from one of the most respected Indian restoration experts in the country, Bob Stark of Starklite Cycle, Fullerton, California.

One of the major problems encountered when you're drilling holes in painted surfaces is chipping or breaking away of paint at the edge of the hole. The best way we have found to prevent this problem is to handle it in the following manner:

1. Put a piece of masking tape over the area where the hole is to be drilled.

2. Locate the hole center with a pen, pencil, scribe, or whatever method is most expedient and marks easily on the masking tape. Take your time—ya only want to drill this once.

3. Use a center punch to put a very slight dent at the center of the hole.

4. Use a small drill (usually a 3/32-inch or a 1/8-inch drill) to slowly drill the initial hole.

5. Enlarge the hole in increments—not exceeding 1/8 inch, till the desired hole size is reached. Drill the holes slowly.

6. After the desired hole size is reached, lift the masking tape around the outer

edge and slowly peel it away from the paint by pulling it toward the hole. Do not pull from the hole outward or it can pull the paint off.

7. After the tape is off, use clear enamel on a small paint brush to coat the bare metal and paint edge at the hole. This will seal the paint so the weather can't get in and start problems.

8. Allow the clear enamel to dry and then insert your fastener.

That's it. It takes some additional time, but good work in general and fine detailing in particular are damn rewarding. So take your time, and you'll be proud of the the finished scooter. Besides, the paint job will last a helluva lot longer. ■



# GENERAL STORE

The **GENERAL STORE** advertising space is available only in 1" (2 1/4" x 1") and 1/12-page (2 1/4" x 2 3/8") sizes. Black-and-white camera-ready copy only. No coupons. Three consecutive insertions recommended. Payment for first insertion must be received in advance with ad

copy. All ads subject to publisher's approval. **RATES**(per insertion) are: 1-inch — \$225; 1/12 page — \$450. These special rates do not allow us to extend agency commissions. **NEED MORE INFORMATION?** Call General Store: (818) 889-8740.

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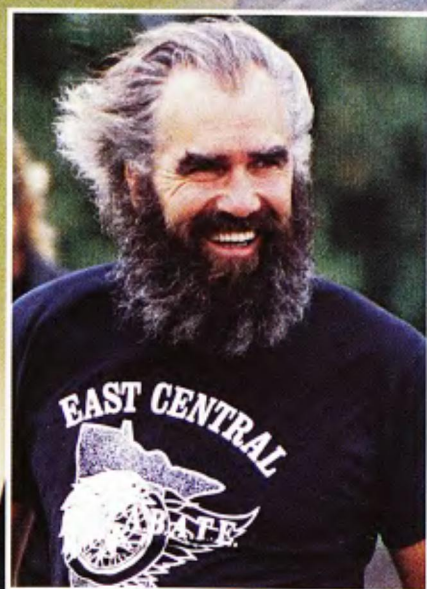
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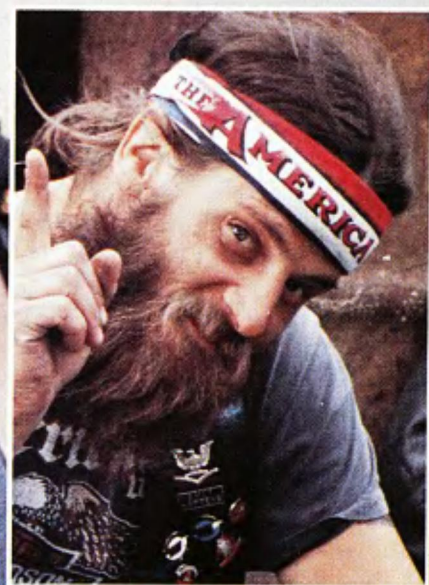
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IN THE  
HEART  
LAND





I was out Minnesota way in late summer, and a partner of mine suggested we take a putt to ABATE's first annual State Rally in Hutchinson, Minnesota, about 80 miles west of the Twin Cities—that's Minneapolis & St. Paul, for all you dumbfucks who think Minnesota is at the North Pole. It only feels that way in the wintertime, better known as rebuild time.

So at the crack of dawn, hmmm, that reminds me of this girl I once knew ... Anyway, we headed west. Boy, I gotta fuckin' tell ya there's some beautiful country out there. Just envision



wide open, gentle, rolling farm land, green as green can fuckin' get, small towns, lakes (a million of 'em), and rivers fulla fish—it's all there. It was a great ride, no one to shake you down, shoot you down, or run you down.

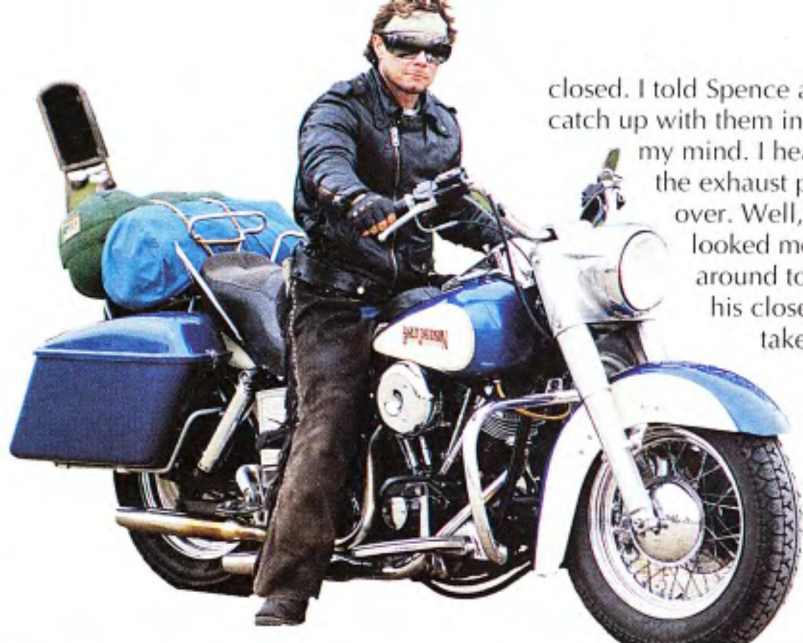
This youngster found himself cruisin'!

That is, until about five miles from the Gopher campground, where the gig was being held, when my shovel decided to take a shit. Get this, an exhaust bolt broke off, not fell off, but fuckin' broke off in the head. Harley-Davidsons, I love 'em!

Well there I was, in a small farm town called Hutchinson, without the remotest possibility of finding a shop nearby. A garage woulda done, but no, it was Labor Day weekend, and all the garages were







closed. I told Spence and his lady Gail to go on to the rally, and I'd catch up with them in a couple of hours. What happened next blew my mind. I heard about a parts store that was open, so I shoved the exhaust pipe back up into place, fired her up, and headed over. Well, this big ol' farm boy-type working in the store looked me over after listening to my story and said, "Pull it around to the back." I'll be damned if he didn't open up his closed shop, lend me his tools, and then wouldn't take nothin' for it. I'll never forget that.

One thing about Minnesota, folks are friendly there. When I got to the run location I found Spence, told him what happened, and then went in search of a brew. Just like always, getting somewhere is the hardest part. But once I got there, I was ready to kick back and enjoy my stay. The rally was like other rallies, about 1,200 friendly folks having a good time, including one little honey who





couldn't keep her shirt down. No problems, attitude or otherwise.

The wind kicked up, and it rained a little, but this was Minnesota and a little rain ain't shit. Wait till winter when it's -30 for a low, and -5 for a high, and you've got to take a piss outside, but you can't find your dick 'cause it's too smart and it's hiding. For it being the first annual and all, it was well organized. They do some good things for bikers there. For instance, ABATE and the MMRA (Minnesota Motorcycle Riders Association), got enough support

Photos by Serge McCabe



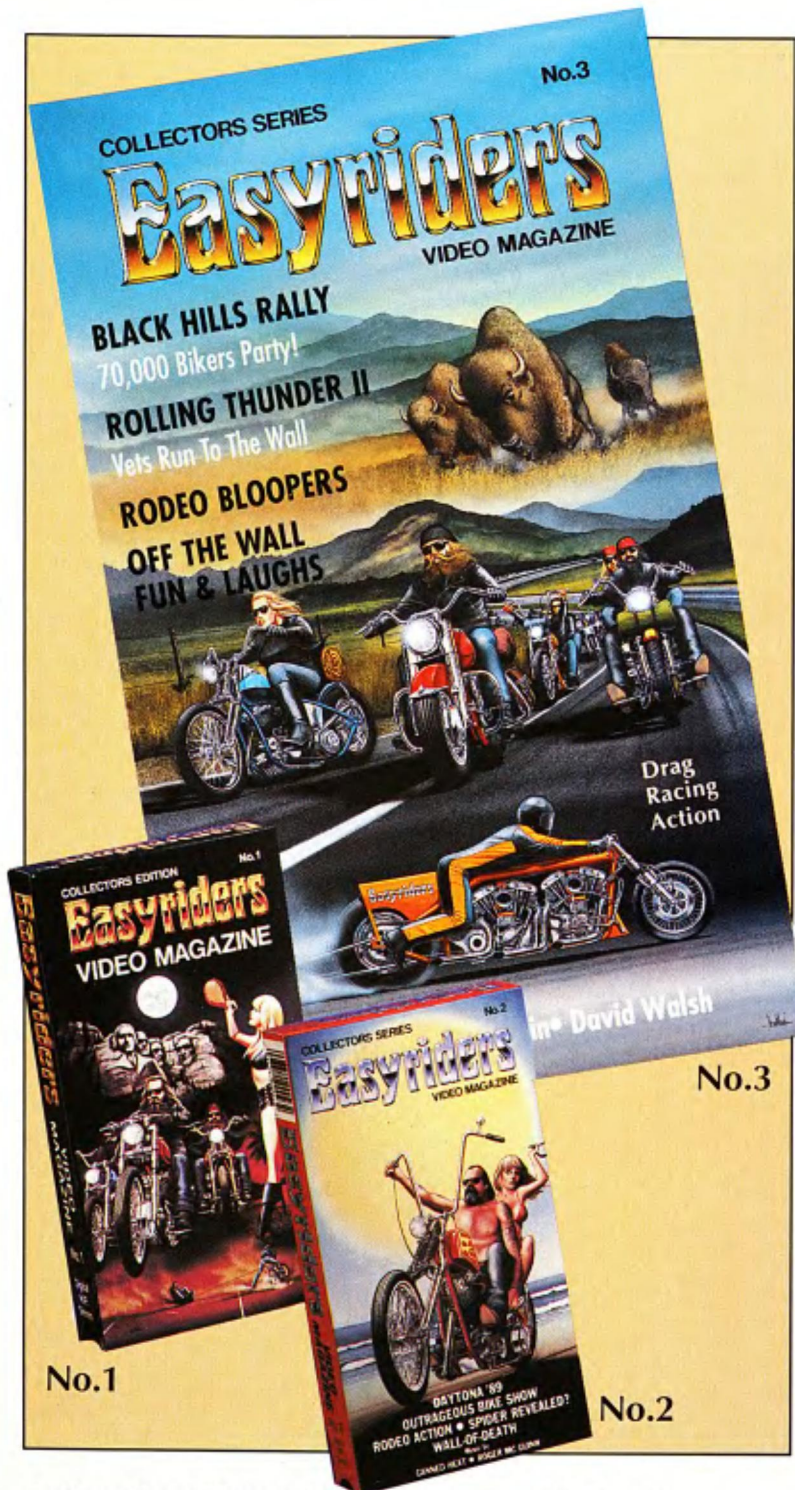
together to defeat a helmet law once again in 1989.

A great program they have in the works is something called Dial-A-Ride. If you get too wasted to ride, you can call a number, and they'll send out a volunteer to pick you and your sled up and take you home. That's great! It's going to save lives. Wearing even one RIP patch on your cutoff is one too many—if it doesn't have to be. There's a lotta good shit happenin' there, so putt on up. But a word of advice, do it in the summer.

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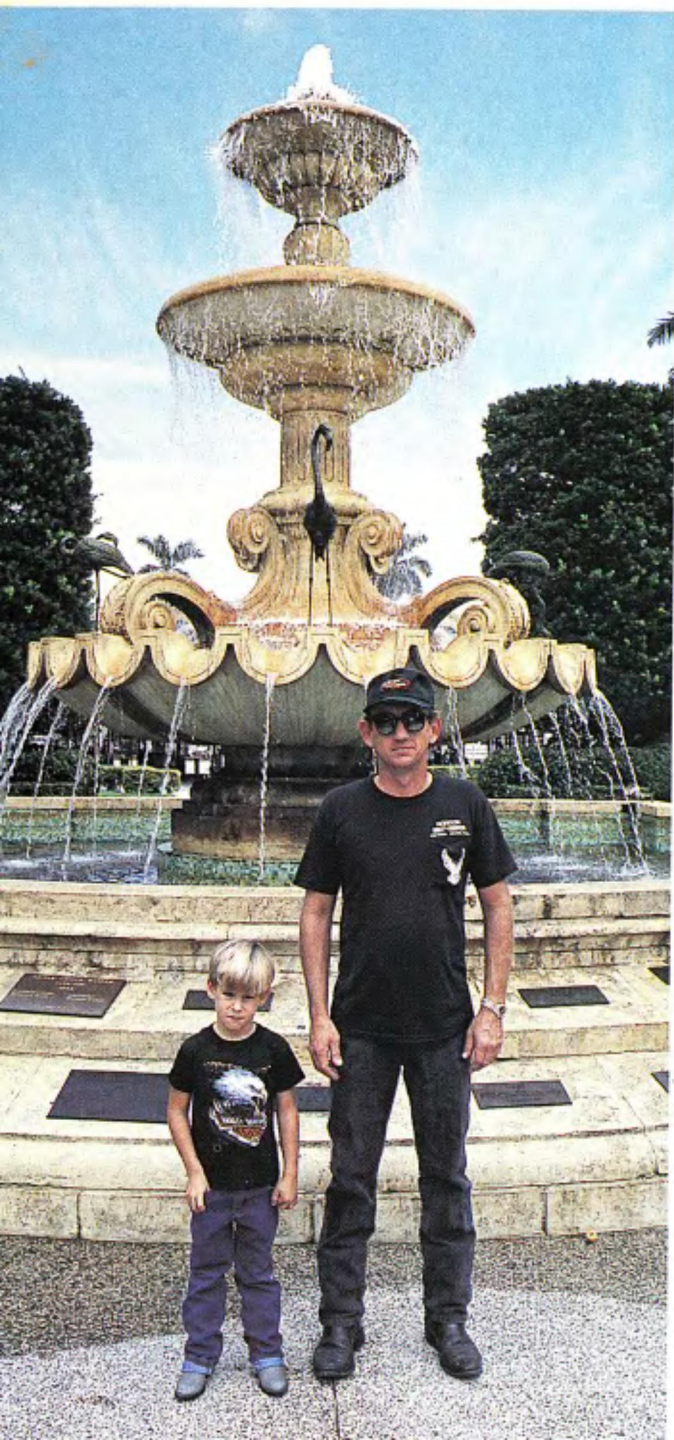
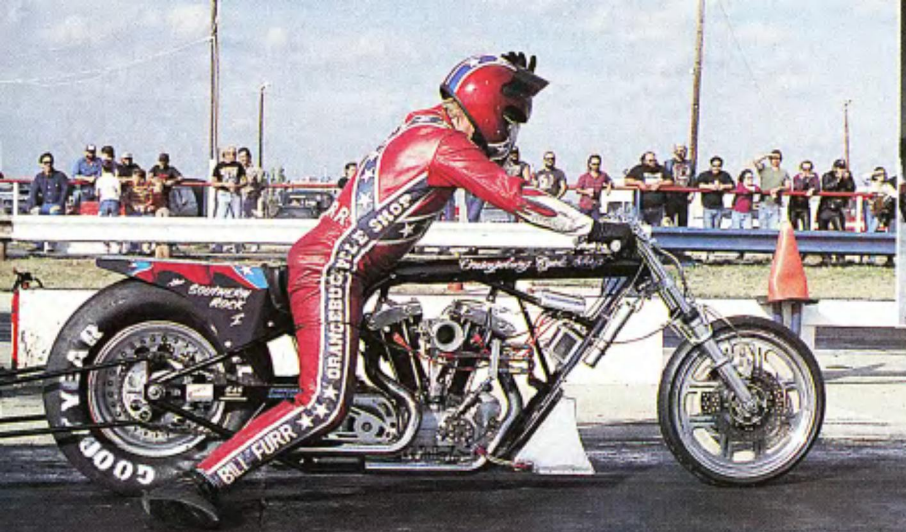
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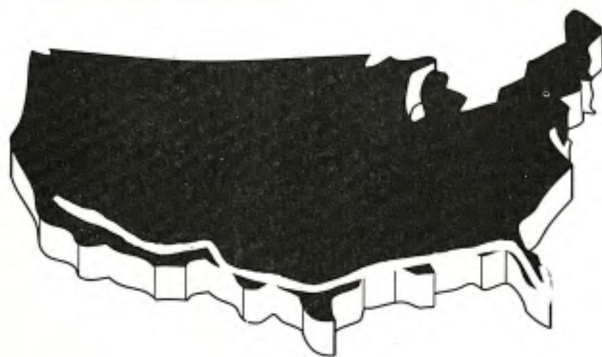
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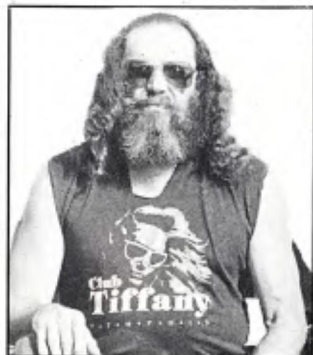




# RIP'S RIN



THE SOUTH RISES  
AGAIN AS RIP  
ROARS THROUGH  
FLORIDA, AND ON  
TO TEXAS



## Roll On By Rip

**S**alutations. In last month's issue I wrote about a Halloween party Baby and I attended in the Panhandle of Florida, and also about riding over to the Space Coast for another party.

Baby is my FLHS bagger. She'll be

invitation from Gary and Linda Prosser. Hialeah is known for having the most beautiful horse track in the world. One of its primary features is the flock of pink Broomstick Flamingos that live in the infield. Up close, they are a sight to

While in south Florida, Gary and Linda showed me some of the local color. One weekend we rode south to Key Largo and stopped at the Caribbean Club, where the movie "Key Largo" was shot. One of the stars was Humphrey Bogart. If memory serves me well, I think he was trapped in the bar with a bunch of heavies while a hurricane raged.

That evening, I walked out on a small, creaky, rickety, dilapidated, wooden pier in the backyard and pissed in the Atlantic Ocean, just to say that I did it. I had to share that with you readers. Does that make me weird?

Anyway, moving right along, we also stopped twice at the Last Chance bar in Florida City, both coming and going to The Keys. We ate seafood at Perry's of The Keys. Perry's has four restaurants strung out along The Keys.

One of the better times we had was at the Twin Power party in Miami, November 19, 1989. The folks at Twin Power, a motorcycle shop, were celebrating their fourth year of business. They had a live band, food, biker games, and a tit and tattoo contest. The first five kegs of beer were free, from then on it was a buck a cup. The roast pig feed was a bit of all right. After dark, a titty contest was held. I'd call it a wet T-shirt contest, but we know better. I didn't get the winner's name, but she was healthy.



At the Twin Power 4th Anniversary party.

coming up on 70,000 miles shortly, and is a 1988 model.

From Melbourne, Florida, I rode south to Hialeah in Dade County, Florida. I had come to Hialeah on

see, particularly when in flight. Hialeah is the grande dame of the horse racing industry and is only 12 miles from downtown Miami. The track is celebrating its 65th anniversary this year.





Twin Power rockers.



Two sisters on a pink Heritage.



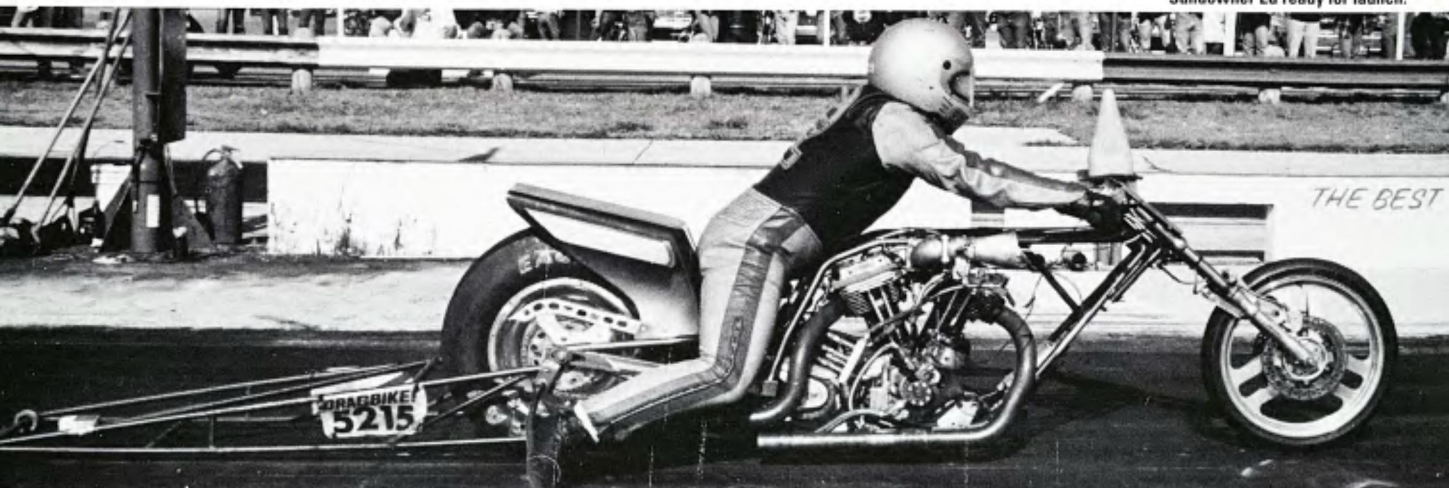
A pair of eye-popping Texas cuties.

Monday, after the Twin Power party, I took the day off and kicked back at Gary and Linda's pad. They have a swimming pool, which was simply great. I swam and floated around on a big air-filled raft like a walrus.

It's a good thing that I understand Español 'cause many of the people in this neck of the woods can't or won't speak English. It kinda reminds me of East L.A.

Tuesday, Baby was serviced at Phil Peterson's Harley-Davidson dealership in Miami. Baby needed a new battery, the old one was two years old. Phil remodeled his store since I'd last been there. They now have a lot more room in front and behind the counter.

Phil also has a small store in Perrine, just south of Miami. Both stores are well equipped with parts and have competent mechanics to handle any problem you may have. The Miami



Sundowner Ed ready for launch.





Gonzo from Cutler Ridge, Florida.

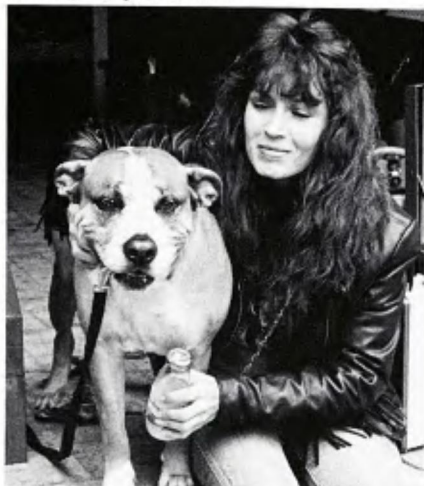
store is located at 7701 NW 7th Ave.

The next day, Wednesday, I got my hat on and started back to California to be with my family for Christmas.

Baby and I took Route 27 north from Hialeah. We rode by Lake Okeechobee. That's the biggest lake ya see when yer looking at a map of Florida. Ya can't see the lake from the road because the large, earthen bank is too high. Okeechobee drains to the south into canals. Large gate valves are used for flood control.

I stopped and visited with some friends north of Tampa. It was a bit on the brisk side, an indication of things to come. Around Tallahassee it started to rain. I put on my rain gear at a rest area near there. I kept riding that night till I crossed the mighty Mississippi, stopping at a cheapy motel a few miles west of the river, east of Baton Rouge. From there, it was only a short putt to Houston, Texas.

S&M drag racing team mascot.



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Sunshine State lady.



Left to right: Renee and Carolyn at the Turkey drags, Seven Points, Texas.



Check out them freckles.



Turkey Day drag racing fans.



Gary and Linda Prosser, Hialeah, Florida.

I had ridden to Houston to catch the last all-Harley drag race of the year. While there, I camped out in the garage of an old-time friend of mine, who is a crew member for the Brazos Valley Racing Team. We rode by and saw Lonnie from Competition Motorcycle at 8318 Braniff St.

Lonnie has developed a set of high-performance crank cases with four cams. It should be killer. More on that later. We also checked out a titty bar, looking for a model. I was gonna attempt a bike feature with their drag bike. I'd mention the bar's name but they were turds, so I'm not gonna give them any play.

We pulled out on Friday night, November 24, heading toward Cedar Creek Dragway in Seven Points, Texas. This race was billed as the Thanksgiving Turkey Drags, with a \$6,000 purse up for grabs. The track is located about 225 miles north of Houston. I left Baby in the garage and rode up with the drag racing crew. I didn't know what to expect weatherwise, and opted to let someone else do the driving. As it turned out, it was beautiful. But whatdafuck, I really didn't need Baby since all we did was ride back and forth

from a motel to the track both Friday and Saturday night.

The race turned out great for the Brazos Valley boys. I mean, I couldn't have written a better script if I'd wanted to. The final round saw Bill Furr squaring off against Chuck Forman, the Brazos Valley fuel pilot.

Bill's bike was set on either a win or destruction. He blew both barrels off the bike. The front cylinder was going forward, the rear one going backward. The cases in between the cylinders were gone. I've got a piece of it as a souvenir. Never let it be said that Bill Furr takes the easy way out. He is one hell of a fierce competitor. When you race with the big dogs, you shouldn't expect any mercy.

Another fuel pilot, who didn't fare as well, was an old pal of mine called Sundowner Ed. Pat Leahy, his crew chief, is another old friend. They broke their engine early Saturday and spent all day getting their fueler ready for the last chance qualifier on Sunday morning. They made it but were eliminated early. This team operates on a shoestring. But you know what? They are survivors.

I mean that. Ed's ol' lady won the

titty contest at the track both Saturday and Sunday, putting 100 bucks toward the trip back to California. They made it with two bucks and 1/4-tank of gas to spare. That's the spirit. Ed lets it all hang out, and with that attitude, I see nothing but good things for him in the future.

The track promoter also had a hot pepper eating contest with the winner taking away 50 bucks. Some of the other field events were: a double wienie bite, slow race, run the plank, and potato in the haystack. Also, the swap meet spaces were free to the vendors. There was camping trackside.

I left later than I should have. The ride home from Houston, Wednesday after the bike shoot, was frigid. I caught hail and sleet in West Texas, just east of Fort Stockton. Going toward Austin on Highway 290, I thought I'd cut off a few miles. What I didn't figure on was having to creep through the small communities. That slowed me way down and almost got me a traffic ticket. I had to do some fast talking and ass kissing to skate.

"Yessir, nosir," you know the drill. The cop was a pretty good dude, he told me he used to ride. Whew, being





Left to right: Chuck Solusky, Dean Bumpers, and chili pepper winner Mac McCoy.



Close up of Lonnie's engine.

short on cash, I didn't need another speeding ticket.

While rollin' toward Fort Stockton, being pelted by hail, I was wishing that a few of the folks who've expressed interest in having my job were riding along with me. How many could hang with it?

How nice it was back in Miami. While there, my bathing suit stayed wet most of the time. The next day, after leaving Fort Stockton, I kept riding till I reached Tucson, Arizona, spending the night at my friend Ted's home, east of Tucson. Ted and his brother Bob own the Rainbow Tavern, a biker bar. And a damn good one, too. They are constantly having benefits for kids and the needy.

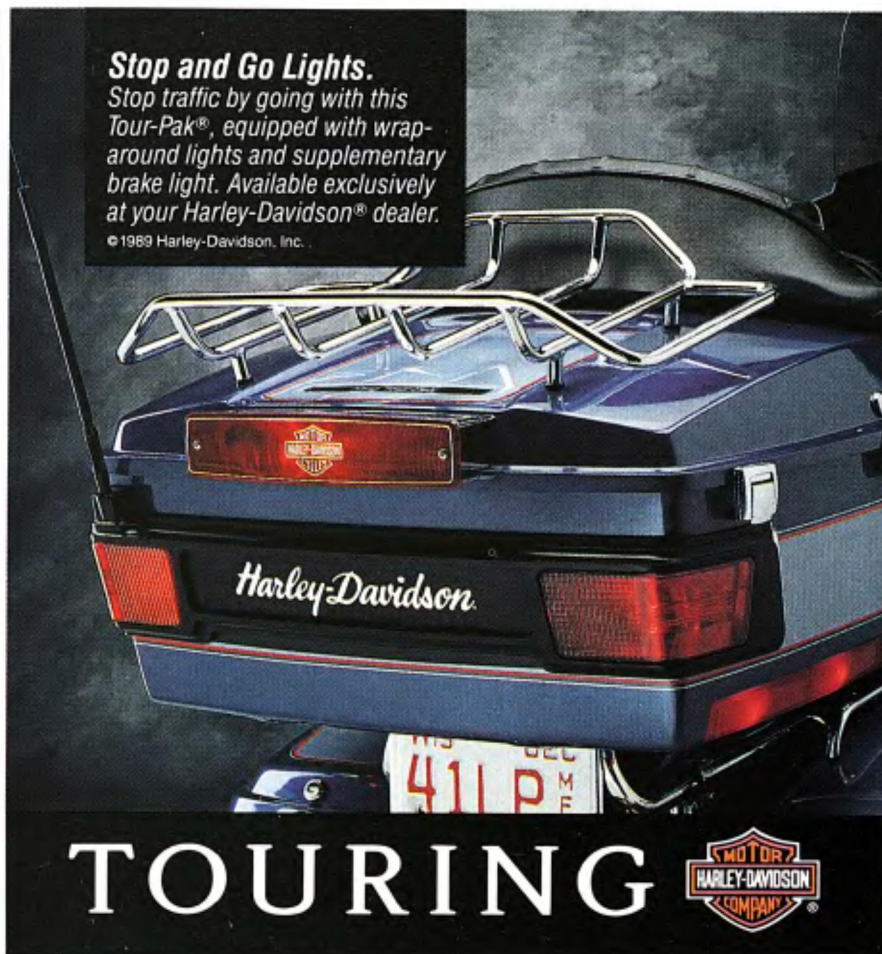
I'm home now, and I've got to thank the guys at Widder Electric. I wear some of their riding products which probably saved my butt, 'cause if I hadn't put on their gear, I'd probably have pneumonia, or worse.

It's time to close. You can write and tell me what the haps are in your area, bikerwise. I'm looking for neat places to visit and interesting people to meet, etc. So how about it? Write to Rip's Run, Box 3000, Agoura Hills, CA 91301.

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# K NEE-HIGH







## Lowridin' Klassic

**I**f there are any regrets about havin' these pictures on these pages, it's only that there ain't enough of 'em. There should be one more, with someone on the bike to show just how damn tiny the thing really is.

"It's so small," claims Skeeter Todd, who built it, "that my knees come up 4 inches above the tank, and I'm only five-nine." Now that's small. And for those with a lack of imagination, take a tape measure and count to 22, that's right, 22 inches. No, that's not the ground clearance, that's how far above the floor the seat is. And to get to the bars you'd have to add another 11 inches.

"Maybe it was built for a midget, or someone's toddler," you say? Well, B.G., the owner of this Kurious Kreation, ain't neither. Matter of fact, he's into some serious bike ridin', countin' among his two-wheeled treasures a '74 panster with a 750 XR frame, a '38 Indian, and a '53 panhead with sidecar. The panhead he cherishes the most, 'cause it's the one his dad was ridin' when he died. 'Course, that was many years ago, and B.G. was just a kid. And as a memento of his father, he had Kram, a topnotch airbrush artist, paint an old photo of himself on his dad's bike.

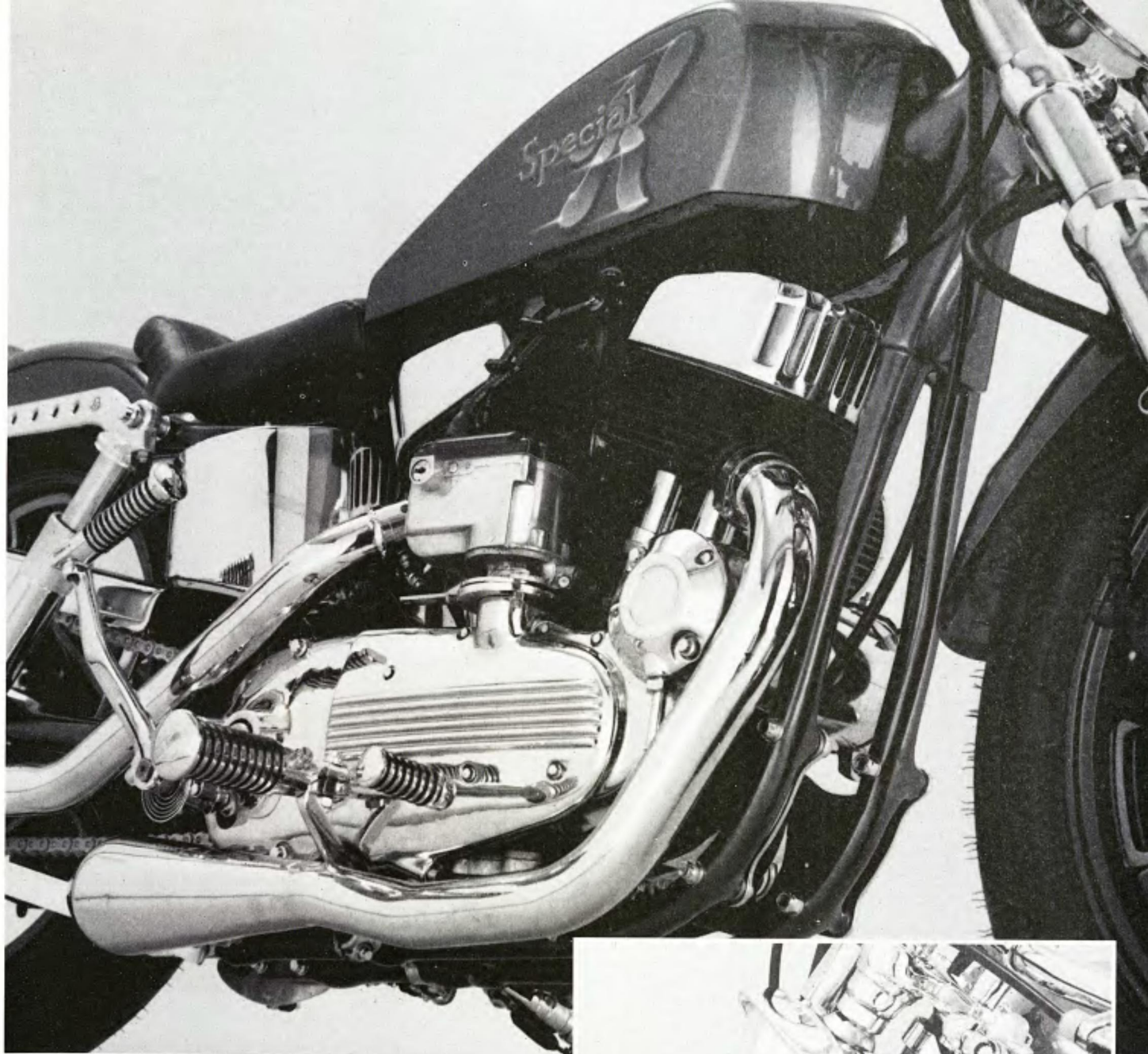
So you see, B.G.'s in it for more than just a nice ride every so often. But it did start out as a fun idea, to build somethin' so small an' be able to ride it.











"Skeeter an' I were shootin' the breeze one day, and I asked him, what he had on parts in his garage," remembers B.G. "He mentioned two halves of a K model engine, one half from 1952, the other one from 1955. Plus a few other parts that might just fit if cut down to size. So, we talked about buildin' this small bike, half jokingly. Then it suddenly got very serious."

Although K models are very rare (they were only built by Harley from 1952 to 1957, and are the direct forefathers of today's Sportsters), Skeeter had worked on a couple before. He knew his way around, is what I'm tryin' to say. He had it down pat.

So a coupla years ago, he started grindin' and cuttin', machinin' and squeezin' everything into that 1968 XLCH Sportster frame. "The only reason it fit was 'cause of the flat heads," says Skeeter, "an' I still had to take the top off an' grind the frame 1/4 inch."

It was a lotta work for somethin' so little, but if it hadn't been for a few interruptions, like a friend's wedding, where the partyin' lasted forever, Daytona's







Photos by Michael Lichter



streets woulda seen this kick-ass K a lot sooner.

But B.G.'s ridin' schedule don't mind a few breaks here an' there. Matter of fact, he had just gotten back from a long fishin' trip down south, Mexico-way in Cancun and Belize, and he was gettin' himself ready for the motor boat racin' season. It's times like these when he just puts his little K into his livin' room, maybe even parked right up on his dresser, or perched on his bookcase.

Ya don't wanna hafta be lookin' for some-thin' so small all over the bedroom, 'specially after a month at sea. 'Sides, it ain't always easy to tell your friends to please keep their rug rats offa it, it ain't no rockin' horse.

—Kid Karson

|                                                                                                 |  |                                     |                |
|-------------------------------------------------------------------------------------------------|--|-------------------------------------|----------------|
| <b>Owner:</b> B.G. King                                                                         |  | <b>City:</b> Daytona Beach, Florida |                |
| <b>General</b>                                                                                  |  | <b>Frame</b>                        |                |
| Fabrication by: Skeeter Todd                                                                    |  | Year: 1968 XLCH                     |                |
| Year and make: 1955 H-D                                                                         |  | Builder: Skeeter/H-D                |                |
| Model: K                                                                                        |  | Type: XLCH                          |                |
| Value: \$10,000                                                                                 |  | Rake: 29 degrees                    |                |
| Assembly by: Skeeter & owner                                                                    |  | Stretch: 2 inches cut               |                |
| Time: eight months                                                                              |  | Other alterations: shortened 1 inch |                |
| Chroming by: Advanced Plating                                                                   |  | <b>Accessories</b>                  |                |
| <b>Engine</b>                                                                                   |  | Bars: FXB                           |                |
| Year: 1955                                                                                      |  | Risers: XLCH                        |                |
| Model: K                                                                                        |  | Fender(s): fiberglass               |                |
| Rebuilder: Skeeter                                                                              |  | Headlight: small                    |                |
| Ignition: MAG                                                                                   |  | Taillight: cheap                    |                |
| Displacement: 45 cubic inches                                                                   |  | Speedo: no                          |                |
| Lower end: Haynes Cycle                                                                         |  | Front pegs: yes                     |                |
| Balancing: stock                                                                                |  | Rear pegs: none                     |                |
| Pistons: standard                                                                               |  | Electrics: 12-volt Custom Chrome    |                |
| Cases: '55 & '52                                                                                |  | Gas tank: XR 750                    |                |
| Heads: flat                                                                                     |  | Oil tank: XLCH                      |                |
| Cam(s): KHK                                                                                     |  | Oil system: yup                     |                |
| Lifters: KHK                                                                                    |  | Primary cover: XLCH                 |                |
| Carb(s): 36 mm Mikuni                                                                           |  | Seat: Bill's Auto                   |                |
| Air cleaner: K&N                                                                                |  | Sissybar: nope                      |                |
| Pipes: Skeeter                                                                                  |  | Height: n/a                         |                |
| Muffler(s): what?                                                                               |  | Material: n/a                       |                |
| <b>Transmission</b>                                                                             |  | <b>Forks</b>                        |                |
| Modifications: upgraded to current                                                              |  | Type: Jap                           |                |
| Year: 1977 XLCR                                                                                 |  | Extension: 4" under                 |                |
| Shifting: 1 down, 3 up                                                                          |  | Builder: Skeeter                    |                |
| Engine sprocket: 35-tooth                                                                       |  | Special features: small             |                |
| Trans sprocket: 21-tooth                                                                        |  | <b>Wheels</b>                       |                |
| Wheel sprocket: 46-tooth                                                                        |  | <b>Front</b>                        | <b>Rear</b>    |
| <b>Painting</b>                                                                                 |  | Size: 16-inch                       | Size: 18-inch  |
| Molding: Kram                                                                                   |  | Hub: MAG                            | Hub: MAG       |
| Painter: Kram                                                                                   |  | Rim width: 2½"                      | Rim width: 3"  |
| Color: orange & red candy                                                                       |  | Tire: Michelin                      | Tire: Michelin |
| Type: lacquer/urethane top                                                                      |  | Brake: yes                          | Brake: yes     |
| Special paint: airbrush work by Kram                                                            |  |                                     |                |
| Other special modifications: everything built to minimal size; adaption of early and late cases |  |                                     |                |



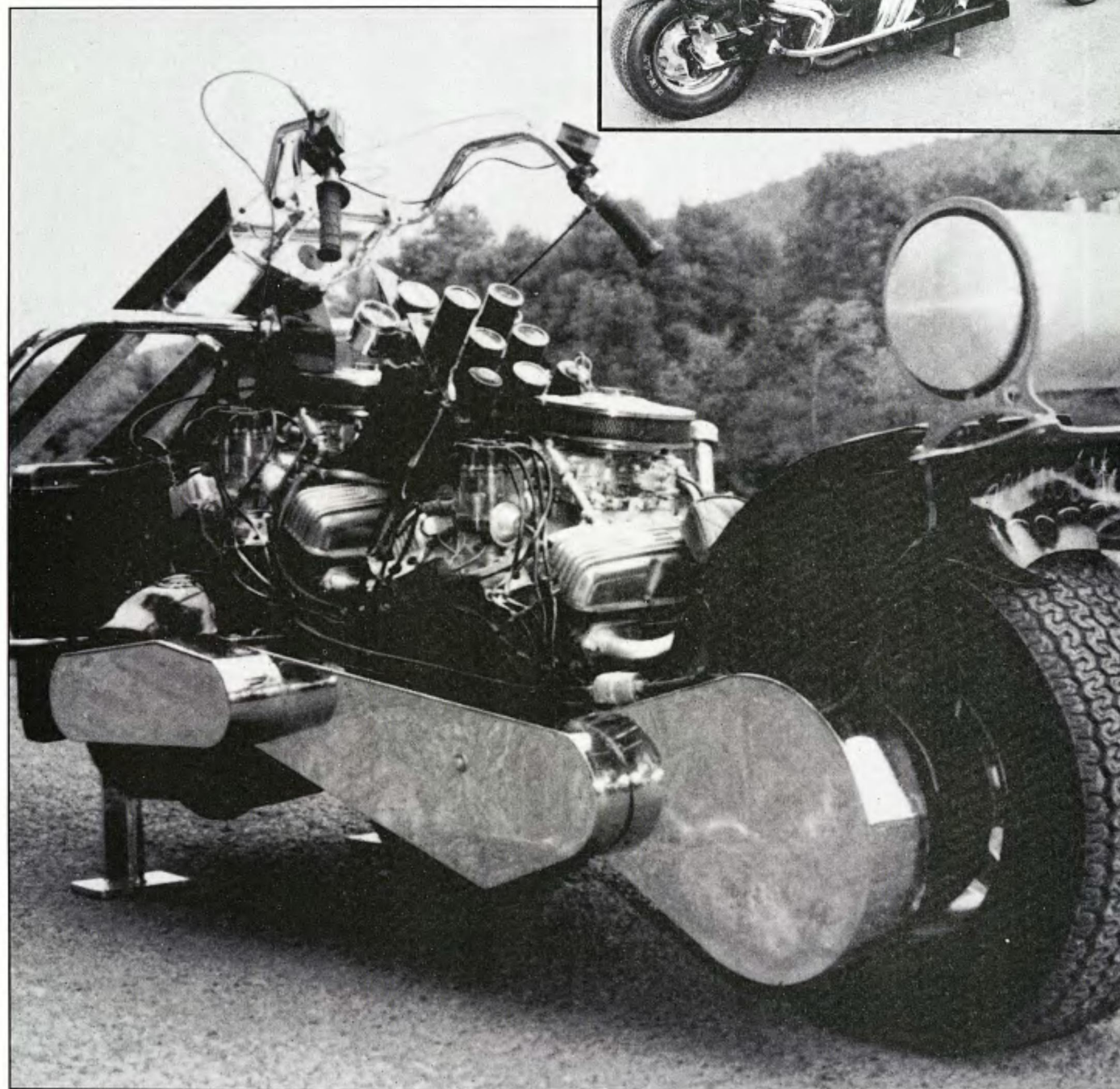


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**AT LEAST IT'S**



Photos by Tommy Shelton

---

# AMERICAN

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---



**D**on't look at me—I didn't build it. But no jive, this monster has been raced for a Land Speed Record and hit 160 mph on one engine. Those are two red-blooded 283 Chevy engines, with a pair of 650 Holley pumper carbs and a two-plate Crower, drag centrifugal clutch (no transmission). It was originally built in the early '70s and is now owned by Country Bob Story who also owns Country Bob's restaurant and trucker bar in Binghamton, New York, on Rt. 11, just off I-81, use exits 2 or 3. You can stop by and see the bike anytime, bikers are welcome.

Country Bob has made an admirable, second vocation out of raising funds for local and national charities. Bob may not be riding a Hog, but he is riding American, and for the right reasons. He's raised \$131,000 for the Shriner's Crippled and Burned Hospitals over the last six years (there are 22 of these hospitals across the U.S.). Each year he gives a car away in a well-publicized raffle. Bob rides this beast in local and regional parades to raise money for cancer victims, Toys for Tots, Spinabifida cases, St. Jude's Hospital in Memphis, as well as for local people who have been burned out of their homes, the terminally ill, and the Special Olympics. All told, he's raised over a half-million dollars.

I had to ask Bob how his dinosaur handles, and he told us, "I was in the Binghamton Christmas parade last year, when I spotted the parade goin' around a corner. Thought I'd have to park it there! The front end flops so much. But it made it. For awhile I had my doubts." He does ride it, though. When the speedometer needle hits 160 mph, however, he hesitates to hook up the second engine to see what it will do. Not sure I wouldn't, either.

If you're interested in makin' a donation, for \$2, Bob'll send ya a photo of the bike and a spec sheet. The proceeds will go to charity. Write to: Bob Story, c/o Country Bob's, Upper Court St., Binghamton, NY 13904.

—Snake

# AN

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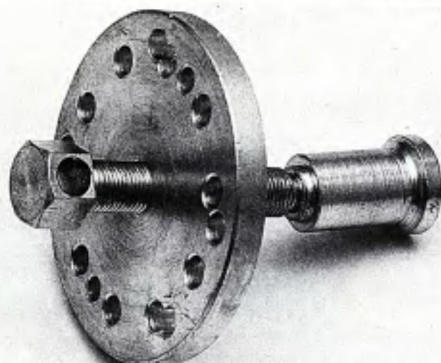
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**V-TWIN  
BOMBER**



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LEATHER BIKER  
SHIRT WITH  
FRINGE**

# LEATHER JACKETS FROM **Easyriders**

Easyriders jackets are tough, and they're soft and comfortable. 100 percent American cowhide. These used-to-be cows are treated to state-of-the-art tanning chemicals and dying techniques—producing Super A Grade™ leather with top-quality construction and styling features... giving you the best comfort and fit around... we guarantee it.

## THE V-TWIN BOMBER™

This fine jacket is made of top quality Super A cowhide and features black heavy rib-knit cuffs and waistband, snap collar, and brass zipper front closure. Pockets: 4 large outside (2 zippered, 2 slash), 2 inside plus our Easyriders exclusive print lining, of 100% taffeta.

**Men's sizes 36-48—\$286.95. Men's sizes 50-52—\$305.95.**

**Women's sizes 30-42—\$259.95. (Suggested Retail Prices)**

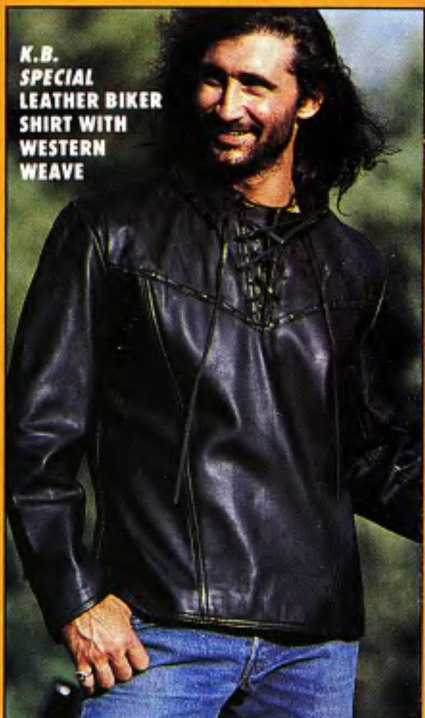
## K.B. SPECIAL™ LEATHER BIKER SHIRT WITH FRINGE

Hey, KowBoy (isn't that what K.B. stands for?), you get a rawhide drawstring yoke at the neck, a removable leather wind breaker, action back, contour-tapered sleeves with brass zipper closures and a hidden inside pocket. Fully lined with 100% nylon taffeta and made with Super A cowhide. Western weave and fringe gives your K.B. Special that authentic look.

**Men's sizes 36-48 rg.—\$322.95. Men's 50-52 rg.—\$339.95.**

**Men's 36-48 lg.—\$334.95. Men's 50-52 lg.—\$344.95.**

**(Suggested Retail Prices)**



**K.B.  
SPECIAL  
LEATHER BIKER  
SHIRT WITH  
WESTERN  
WEAVE**

## K.B. SPECIAL™ LEATHER BIKER SHIRT WITH WESTERN WEAVE

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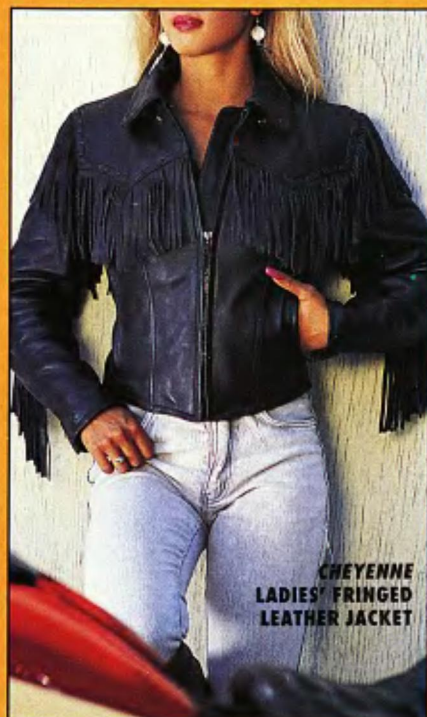
**Men's 50-52 rg.—\$292.95.**

**Men's 36-48 lg.—\$288.95.**

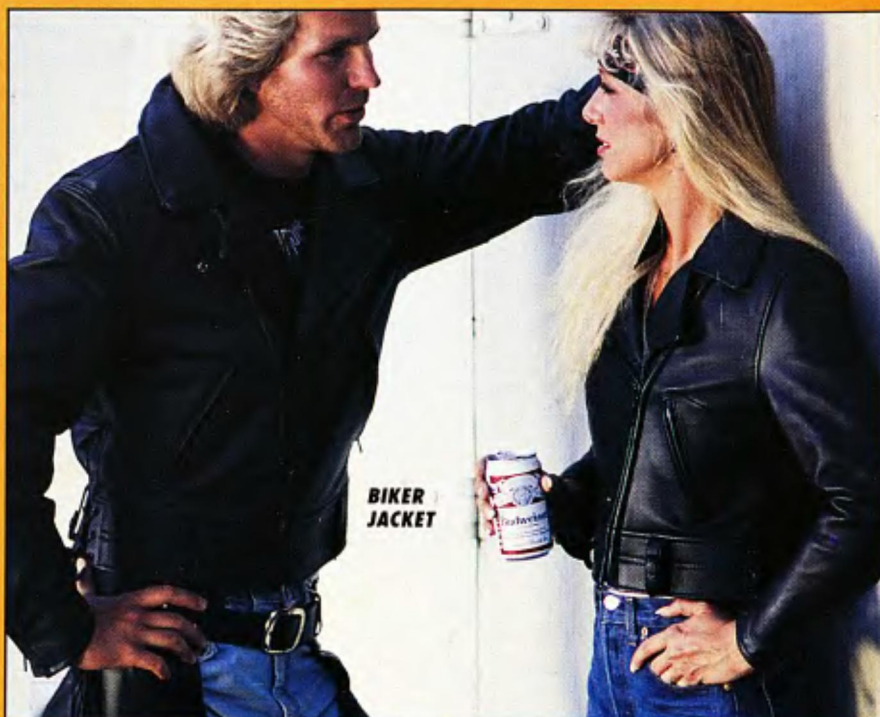
**Men's 50-52 lg.—\$299.95.**

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**CHEYENNE  
LADIES' FRINGED  
LEATHER JACKET**



**BIKER  
JACKET**



**DAKOTA  
LADIES' WEAVE  
LEATHER JACKET**

### **DAKOTA™ LADIES' WEAVE LEATHER JACKET**

Same great features as the Cheyenne—without the fringe. It makes for great looking leather with the western weave and clean, form fitting design.

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**Ladies' sizes 44-48 —\$275.95.**

**(Suggested Retail Prices)**

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### **CHEYENNE™ LADIES' FRINGED LEATHER JACKET**

Gives you a touch of the Old West with fringe on the sleeves, and front and back yoke trim. The elasticated back gives fitting comfort. It has a snap-down collar and 100% nylon taffeta lining. The two large inside pockets and the black zippered outside ones gives plenty of stash options for those necessary things.

**Ladies' sizes 30-42 —\$288.95. Ladies' sizes 44-48 —\$299.95.**

**(Suggested Retail Prices)**

### **BIKER JACKET™**

Features: Super A cowhide, black zippers, action back, adjustable waist gussets, contoured and tapered sleeves, wrist zipper closures, and built-in kidney support (adds lower back support and helps prevent wind invasion). In addition, quilted 100% nylon taffeta lining, two exterior pockets w/zippers and two large interior ones. Also cig-arette pocket and special mini mag-lite pocket.

**Men's sizes 36-48 rg.—\$312.95. Men's 50-52 rg.—\$322.95.**

**Men's sizes 36-48 lg.—\$319.95. Men's 50-52 lg.—\$339.95.**

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