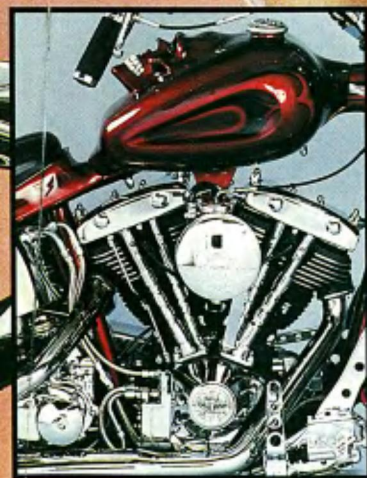


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NUMBER 203

ENTERTAINMENT FOR ADULT BIKERS

MAY 1990

Bike Features

Displayin' his pan was more than Rich bargained for.....10

Wolf-Man's wild ride gives him lotsa skull.....35

Gene's back to cuttin' air, not just hair, on his Evo.....69

Dana's shovel doesn't miss many Sturgis trips—now.....98

Reader's Ride

1978-1/2 FXE/Dwayne "Arlo" Landry.....44

Events

Milwaukee Outlaws raise funds to seek recourse from RICO.....20

Pumpin' yer blood with nitro for Harley drag racin'.....87

Biker Hall O' Fame

Promotin' those who have improved our puttin' lives.....30

Fiction

The Runaway Motor-Cycle...
Stanley Matthews
A timeless tale from the shelves of cycling.....48

Roxanne...Joe Dinki

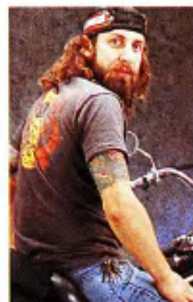
Wannabe discovers the awful truth that lurks beneath her bun.....76



Page 10



Page 40



Page 98



Page 69



Page 87

Articles

Checkin' the fire down below.....16
Learnin' how to lace wheels.....17
East German bikers taste freedom.....28
Pinnin' down a view on arm wrestlin'.....40
Fox Hunt winner Kimberlee.....62
On the set with Harleys Unlimited.....105

Columns

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

Departments

Wordmonger.....6
Easynews.....23
Passin' Gas.....32
Biker's Bulletin Board.....34
In The Wind.....56
Fox Hunt.....62
Parts Box.....66
Choppershopper.....80
General Store.....82

What's Happenin'

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

The next liver-quiverin' issue of this rag goes on sale April 26.



Printed in the USA



The
Audit
Bureau

Cover photo of your December Fox Hunt winner, Kimberlee, on Gene Shacove's "Weekend Cop" Evo was done by Raiko Hartman. Inset photos, clockwise from left: Wolf-Man Jack Shavlik's shovel by Chuck Emery, Dana Levine's shovel by Peter Dokus, and Rich Galluci's panhead by Silvermoon.

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The two were riding double when they came to a stop. The one on the back asked his friend if he could ride the motorcycle and he agreed. But when he told him to wait a second, the guy got pissed and shot him dead.

There are a lot of reasons to shoot your ol' lady, but here's one of the best. A 67-year-old man shot his 58-year-old ol' lady because "she wouldn't let me drink beer when I wanted."

A dipshit is born every day. Consider this dude who bought some marijuana one day, smoked some, fell asleep, and awoke to find that he'd been ripped off. So what did he do? He went to the police station to file a complaint. They were very understanding, but they arrested him anyway.

Here's something everybody needs, especially when the ol' lady has to stop for a pee. They've developed a urinal that you can carry with you. It's a 16-ounce plastic bag that contains about a thimbleful of powder that gels and deodorizes any liquid instantly. When you really have to go, you open the top of the bag, take a good piss, and throw it away. The Brief Relief bag costs only \$3.50 and as little as \$2.00 in quantity.

This ol' lady was down on the floor trying to fix the bed when she asked for a tool from her ol' man. He came in the room and leaned over her to hand her the tool. But before he got the tool in her hand, he keeled over from a stroke and fell on top of her. She was pinned underneath him for two days.

When I'm caught with my fly open, I usually tell women that I'm trolling. But now they have a new invention that rings an alarm when you're trolling.

With all the present hysteria about the dope crisis, you'll be interested to know that America's pioneers were on dope, too. It seems we've been pushing, snorting, gobbling, and even drinking drugs since the earliest days of our nation. It seems that cocaine, marijuana, opium, heroin, and laughing gas were abused for years in our early days. A new book entitled Chocolate to Morphine, published by a Harvard-based drug expert, cites all the early abuses. You could even buy cocaine for \$2.50 an ounce in those days. And Coca-Cola had the real thing in it. Drugs were so widespread that by the turn of the century historians called the nation "a dope fiend's paradise."

The cops saw a suspect swallow some cocaine to get rid of the evidence, so they grabbed him by the throat and forced him to spit up the cocaine. But the state appeals court found that the cops went too far. Keep that in mind.

A boy asked his mother why she was taking a pill every day, and she told him that she didn't want any more children. So, the two-year-old fed his 18-month-old sister the birth control pills and took two of them himself. When the mother heard what he'd done, she freaked and forced them to drink salt water so that they would throw up the pills. When she asked him why he did it, he said, "You told me that you didn't want any more babies, and I didn't want Gemma (his sister) to be a baby anymore."

Pity the poor guy who wants to get married in Kenya. The girl's family spends weeks making sure he's good enough for their little girl. They punch, pinch, kick, curse, ridicule, and throw dirt on the man every chance they get. And if he gets mad or fights back, the wedding's off.

A person usually tries to break out of -- not into -- a prison, so here's a new one. These three men were breaking into an automobile, and then decided to run off and hide from the police. They ran for a fence, scaled it, and hid for a while, but it seems they had broken into San Quentin -- much to their surprise.

You guys on the inside looking out know this, but the prison population throughout the U.S. has risen to over one million.

He climbed up on the jail roof and wouldn't come down until someone could name the six members of the Brady Bunch. No one could do it, so he came down after five hours of freezing his ass off.

TAKING IT EASY

By Spider



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Congratulations

□ The article you had on Craig Foxworthy's shovel in the December issue was great. I never thought I'd see the day when you'd actually print something about bike building in a feature bike article.

It's refreshing not to have to read that the bike owner is a street-fighting, beer-drinking, and pussy-chasing guy. I'm sure the wannabes and sidewalk commandos (the neverwills) really get their weenies hard when they read that kind of bullshit. But believe it or not, there are a few of us who subscribe to your rag that actually do build and ride our own scoots. The fact that we really are street-fighting, beer-drinking, and pussy-chasing guys goes without saying.

Seriously though, why not give us a little more insight on the construction of bikes that you feature and keep the fiction in the stories you print.

Little Karl
Phoenix, Ariz.

Looking For Help

□ Your mag advertises and sells everything from tires, tanks, tachs, seats, shocks, struts, pistons, rims, lifters, fenders, front ends, and back ends to even a conversion kit for a kickstart to an electric start!

I've got a '72 Sportster that kicks back like a bitch, and I'm looking for help.

Kickin' The Bitch
S. Dennis, Mass.

■ Call Jim McClure, National drag racing champ and engine expert, (804) 566-0544

Two Things

□ In regard to the September "Fox Hunt" winner, Rhonda, in the February issue, you could have saved a lot of money if you'd stuffed a garbage bag with old newspaper, took some pictures, and told us she was in there. Fer Chrissakes, for all you show of

her fantastic bod, you may as well have kept the lens cap on.

The second reason I'm writing is to say that your oil comparison was interesting, but... I have an Indian. Some folks say run straight 50 or 60 weight, some say the newer oils are better and the engine will last longer with something like Castrol 20-50, and some swear by the newer synthetics. I respect the sources of all three opinions. Any opinions from you? Also, I've seen a couple of old oil-in-the-tank bikes with oil filters fitted on. How 'bout a Tech Tip on how to make (or have made) the plate used for that?

Uncle Ernie
San Francisco, Calif.

Streamliner

□ I got the February issue in the mail, gave the cover a quick look, and was disappointed. I knew we didn't set the record. I zipped back to page 98, and after seeing some pictures of the front tire and the Liner after the crash, disappointment faded because: Number one, Dave wasn't hurt; number two, the Liner had the balls to do the job; and number three, we're gonna do it again in 1990. I'm startin' to believe in Santa Claus.

Then I got video No. 3 in the mail. As I got near the end of another great effort by "Rick the Flick," holy shit! There she is! The Liner, "Sailin' The Salt." The sight and sound of that sweetheart tells me there is a Santa Claus. C'mon 1990!

Tomcat McKillips
Kinzers, Pa.

□ What a rush! More than 20 ABATE of Northern Nevada members made it to Wendover, on the Nevada/Utah border, for the attempt at the World Land Speed Record.

How was it? It was hot, it was white, it was flat, it was salty—God, was it salty!—and it was great. Okay, there could have been a little more planning for

activities during the long intervals between Streamliner runs (although there were several diversions created by scantily clad hardbellies, not to mention several tanned, well-muscled males). But no one could have foreseen the three-day delay caused by the flooding of the Salt Flats and, as the saying goes, "Live and learn." (Personally, I learned to pack extra sunscreen and an umbrella!)

Good people, fast bikes, cold beer, and the majestic backdrop of the mountains against the stark, almost blinding whiteness of the Salt Flats—now that's a party I could frequent on a regular basis.

My thanks to the American bikers and *Easyriders* who made this kickass event possible.

Kathi Kurelich
Winnemucca, Nev.

□ I've been following the progress of your "Kawasaki Huntin'" Liner's attempts to set a world speed record for the past several months.

On the cover of your February 1990 issue the Liner is shown next to the headline "Fastest Harley-Davidson in The World!"

I've yet to see the name Harley-Davidson mentioned in any of your articles concerning the Liner, and I don't see the words Harley-Davidson on the Liner itself. Your Liner seems to be endorsed by many good companies, but are any parts on the Liner Harley-Davidson products? If so, why isn't the name Harley-Davidson on the Liner? If a factory name like Kawasaki holds the record and the Liner breaks it, what brand name will take credit?

K. DeLuca
Wollaston, Mass.

It's a Harley

Better Lift

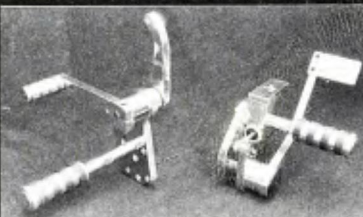
□ Just read about your new Western Manufacturing lift in the February issue. I've been work-

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ing on bikes since '75 (currently at Peterson's H-D of Miami, Fla.) and thought you would like a tip on making your lift a bit better.

The front wheel vise has a single washer that is pressed on when cranking it down. This gets chewed up after a period of time. By adding a second washer of the same size, the two work together as a bearing surface of sorts and last much longer.

Mike Bonsanac
Sunrise, Fla.

Needs a Match

☐ I have a 1985 FXST with a stock bobtail rear fender. I'd like to put a rear fender on it like the 1986 and up Heritage Softail. The '85 and '86 frames are different. Does anyone make one that will match up with my 1985 struts?

Ray Zak
RD #1 Box 133B
Graysville, PA 15337

Inaccuracies

☐ My bros and I got together and decided someone should write you about some of the inaccuracies and outright stupidities stated in the article written by Steve J. Straub, "Puttin' In No Man's Land" (January issue). Since I'm kinda the "bad road" expert here, I was elected to write.

First, I'd like to point out to Steve that if he looked a little further west on his map (he said he could read a map), he'd notice there are dozens, maybe hundreds, of communities located north of the latitude of Goose Bay over in the Canadian west including Edmonton, the capital of the province of Alberta, a city of over 500,000 people!

All of these communities are connected by excellent roads. One of these roads is the Alaska Highway. Some 1,200 miles of this highway lie south and east of the Alaska border, and it starts about 500 miles (by road) north of the end point of his ride.

Second, what did Steve think would happen to his bike? If he

wasn't prepared to be mechanically responsible for his machine, he had no business being on what was admittedly probably a bad stretch of road. The key word here is "road." As long as there is even the vestige of a road there, a Harley-Davidson will get you through.

Steve's biggest enemy on a road like that would have been a flat tire. It's a real possibility on a road like that and it could stop him cold, but he never mentioned any provision he made to prevent or repair any such roadside emergency.

Steve would have been better off spending his \$161 on a nice room and a few beers in Labrador City while waiting for good weather to go his 200 worst miles without rain. He would have been able to make the trip in daylight, thereby avoiding mud, falling down, breaking his headlight, and cracking his tranny box, etc., etc.

We can't help wondering what Steve's got flying around in his head. Tell him to keep up the good work, though. Winters are long here in the mountains, and we can always use a laugh.

Bob Herdman
Elkford, British Columbia

Free Mags

☐ I've been down eight years and am out in nine months. I've been collecting rags since I started this bit and can't pack them with me when I leave. If any of you are interested and willing to pay postage, they are free to a good home.

Just send me a kite for a list—they're all in great condition. Approximately 100 *Easyriders*.

Duane "Clutch" Maulding
7970, Box 711
Menard, IL 62259

Response to Jimmy

☐ In response to Jimmy the Spider in the December '89 issue, what's wrong with supportin' the Japs? We whipped their asses nearly half a century

ago and then rebuilt their country. You still fightin' WWII?

And I eat English muffins even though we kicked their butts in 1776. I use a lot of Spanish products (Spanish-American War, 1898), and I eat Mexican food regularly (Mexican War, 1846), and other neat imported shit.

America is not an isolated island so get with the program. Now for my third Canadian Club.

Suzuki Sam
Lynnfield, Mass.

☐ In response to "Jap Crap" from Jimmy the Spider, I would like to point out the fact that almost all Americans support the Japanese economy to some extent. What they never mention is that we make plenty of money off the Japanese also.

If these "patriots" are so opposed to Jap bikes and the people who own them, they should abstain from buying or owning TVs, VCRs, stereo equipment, cameras, etc. and many other luxuries that we all enjoy. How many of us would pass up a shot at a geisha?

I am not advocating Jap bikes, although I do own one, but in addition to that I'm also the proud owner of two Harleys.

I agree, however, that the dickhead Ninja riders and that sort should be eliminated because they make us all look bad.

Bourbon Breath
Long Island, N.Y.

A Warning

☐ Last year, at the Buffalo Chip Picnic, I saw people walking around with large balloons from which they were inhaling.

Thinking it was probably nitrous oxide (laughing gas), I looked for the guy who was selling it. When I found him, he filled a balloon from a 2,000-lb. bottle and charged me \$2.

Never having seen a bottle of nitrous that large before, I checked the label. It said ARGON. When I asked the guy about it, he got belligerent and

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wouldn't admit it was, in fact, argon. I got my money back and left. But I saw a dozen people buying these balloons to huff, thinking they were getting high.

Argon is an inert gas used for a shield gas for welding. Breathing it is like breathing nothing. These people who thought they were getting high were just depriving their brains of oxygen. But the real danger lies in the fact that argon is heavier than air and stays in the bottom of the lungs, displacing area for oxygen transference.

When someone is overcome or over-exposed to argon, they have to hang upside-down in anti-gravity boots so that the argon can leave their lungs by gravity. Otherwise, it just stays in the bottom of the lungs.

Maybe the guy was not aware that he was "poisoning" his bros and sisters, but I think he was.

Don't breathe or take something that you know nothing about. Argon can kill!

Stash
Manistique, Mich.

Stocking Stuffers

□ The December '89 and January '90 issues are red hot, and so are the two beautiful, sexy Fox Hunt winners, Shelly and Tiffany. I wouldn't mind having them stuffed in my stocking at Christmas. Wow! What a pair!

Girl Watcher
Manheim, Pa.

Great Hopes

□ I hope to be the proud owner of a Harley someday, and I would very much like to restore one. Could you tell me what to look for in a restorable Harley and what the usual costs of such a project are?

Paul Perk
76 Mary St. #712
Chatham, Ontario
Canada N7L 4K2

■ The man to call is Mike Egan at (805) 933-7557

Put Up or Shut Up

□ If you enjoy riding without a brain bucket, it's time to put up or shut up. We need to fight this battle on a national and state level. Your December '89 issue had a very informative article on the proposed national blackmail and what to do about it. But remember, if you are not an active and registered voter, your opinion doesn't amount to squat.

Here in the state of Washington, Senator Jim West (Rep.) is proposing a mandatory helmet law. It's time to fight. Get off your

butts and register to vote. Then write to your elected legislators. Make your voice known. In this state I will do what I can. Contact ABATE, your H-D dealer, or me at the address below.

Todd D. Parks
Box 34
Mountlake Terrace, WA
98043-0034

A Solution?

□ Last February I finally bought my first bike. It's a 1980 Sportster with an S&S carb. It's been converted from electronic ignition to points and condenser.

I've been having problems with the condenser burning out. I've checked the entire wiring system and keep coming back to the condenser. What the hell's making the thing blow?

If anyone knows of a solution, please drop me a line.

Jason Blackburn
77 Briar Ridge Dr.
Waynesboro, PA 17268

Jerry Garcia's Bike

□ Just saw the article in "Short Strokes" about Jerry Garcia's rumored plan to get a new ride designed by Willie G. himself. You would be doing this ol' Deadhead and Harley freak a big favor by running a feature on it when it's done.

Thanks a bunch to you and Jerry G. for being living proof that "we will survive" and are truly "built to last"—just like the Dead and Harley-Davidson.

Deadhead Doc
Moorpark, Calif.

Pissed

□ I never see anything about tattoos in your magazine anymore. I used to enjoy seeing them in your mag, but they're not there anymore. I'm pissed.

Travis King
Thomaston, Maine

■ We got so many photos of tattoos that we started a magazine called **Tattoo**. It is published six times a year now and should satisfy your craving.

Needs Info

□ I need info on how to get transferred to a Florida prison from an Ohio prison. Anyone with knowledge, contact me.

David C. Heath #186602
Box 57
Marion, OH 43302

Thanks

□ My house burned down the other day while I was out of town. I'd like to say thank you to a few good people. First, to the fire department for their fast

response and for saving my spare parts and **Easyriders** collection, next to Rick and Michele for taking me in, and last, to Ferd for saving what's first in my heart, my '48 panhead.

Bill Wheeler
Beeville, Tex.

Needs Basket Case

□ If anyone out there has a bag case, basket case, or just an old putt that needs a good home, please drop me a line. This will be my first H-D, so can ya help me get in the wind? Please send make, year, price, condition.

The Prowler
269 Majestic
Toledo, OH 43608

Satisfied Customer

□ I recently purchased a 1990 Sportster from Alamo City H-D in Universal City, Texas.

I had several minor problems with it and needed some help fixing and transporting it. To my surprise, each time I called and asked for help, the staff of Alamo City Harley would not hesitate to come by and pick up my scooter. No hassle or questions, only a mere "We'll be right over" or "We'll pick it up first thing in the morning." Their word was gold. I live in another neighboring city, about 25 miles away, clear on the other side of town. These fine die-hard motor riders treated me and my problems with the utmost respect and kindness. Too often when you buy a car or any vehicle and need to return it for whatever reason, you get the usual disappearing salesman routine. Not at Alamo City Harley. Their professionalism and expertise is without question the finest in southern Texas.

Now I know why Harley far surpasses all other motor cycles—quality and service. Another satisfied customer!

John Pytel
San Antonio, Tex.

Anyone Know?

□ Does anyone know the whereabouts of a scooter "boogie" band called The Paul Maddox Band? Last heard in the Ft. Worth/Dallas area. Any info would be helpful.

Tramp
Essex, Md.

Fuck Helmet Laws

□ Just as sure as there's Hell, there's going to be a national helmet law. The only ones truly against it are the "old order" of bikers in this country, the bros and broads who for years never gave helmets a second thought. Shit! You're going to die in bed?

Helmets? Like gettin' head with a rubber on. Let's face it, sports fans, the same bastards pushin' for this bullshit are the very same bubbleheads that pass you on their Jap shit!

The bureaucracy is feeding us a line of crap about why we need a national helmet law. What's really happening here is this constant push to mesh everyone into thinking like a society of airheads. Okay, mommy, kiss, kiss. Now go play!

The only legislation I understand is in the heart and gut. Hell, can you imagine flippin' off ol' Smokey while he's tryin' to pull your butt over for not sporting your mush bucket? Now you know there has to be a few storm troopers out there wearing rubber underwear. Just thinkin' about it makes me just for once in my life grab an honest to God handful of throttle!

Bottom line—Fuck helmet laws! And fuck you, Big Brother! Get off my ass!

Big D
Burlington, Iowa

Not True!

□ Thought we would send y'all a news flash because of your article in the September '89 issue on the 20th anniversary of the movie "Easy Rider."

One of the other biker rags (*Supercycle*) has found (in Taos, New Mexico) the original "Easy Rider" motorcycle—the one used in the movie—and they had it rebuilt (see their 10/'89 issue).

Bullshit! The original bike was stolen shortly after the movie was made. Cliff Vaughns, the designer of the bikes, had 2 bikes built for Peter Fonda and 2 bikes built for Dennis Hopper, by Larry Marcus and Ben Hardy, which were used in the movie. But this bike is NOT one of them.

A.E.E. built two bikes for display purposes, but this bike is not one of those, either.

Just thought we'd pass this along to inform everyone what kind of shit they try to pass off on other bikers.

Moe and John
Windsor, N.Y.

■ 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."

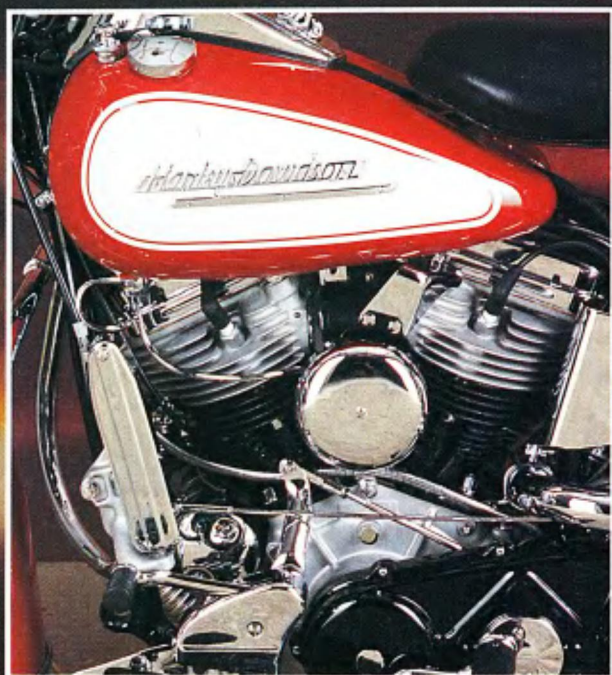
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RESTORATION

RUN TO HELL



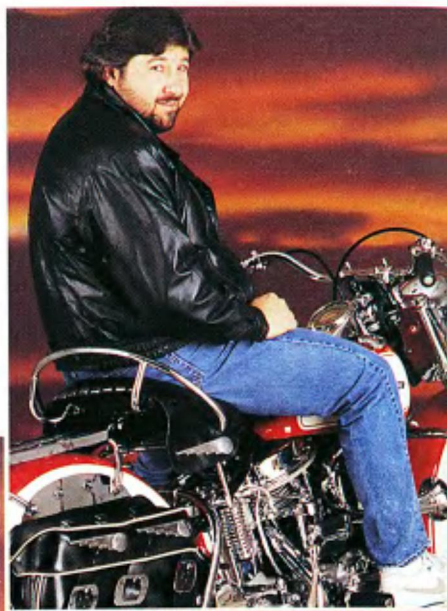
Here's a story that must be told. It's a two-wheeled tale of perseverance and guts, hard work and knuckle-bustin' determination, and terror. Ya see, it all started when Rich Gallucci bought this pan, in its original form, in 1984. It had been purchased new, in 1953, by Carmen Napa, a member of the American Legion. Carmen didn't ride it much, except to participate annually in local parades with the boys through Syracuse, New York. When Rich took over this jewel, it had a mere

7,100 miles on the faded odometer.

Over the next two years, Rich's friend, Marty O'Brien, with a few other connections, built this cherry classic. Rich rode his 1973 FLH during the rebuild.

But the real story didn't take place in Marty's shop (Performance H-D and BMW in Syracuse), or on the streets of Syracuse, or the rolling hills of the countryside that the local riders cruise through, or at Jumpin' Jack's, the area's major biker bar.

It happened on the road to Long



Beach, California, and the first *Easyriders* Bike Show. The day before he left New York, in February of 1989, Marty bought a brand new van to cart the scoots to the show. One day out of town, and with the bike thought to be securely lashed in the back, the van began to do the "Little Egypt" from one lane to another. Handling, being crucial to the comfort of the trip and to the security of the precious cargo, jumped into the driver's seat, as far as priorities were concerned. The two pulled im-

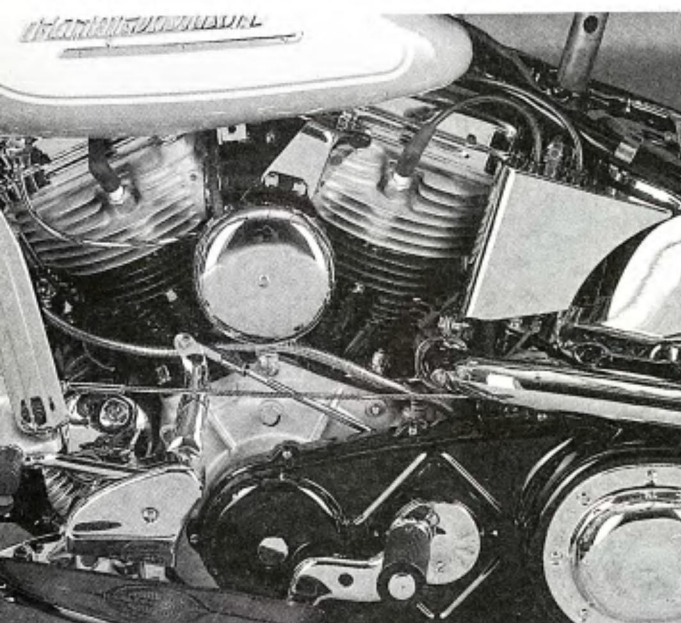
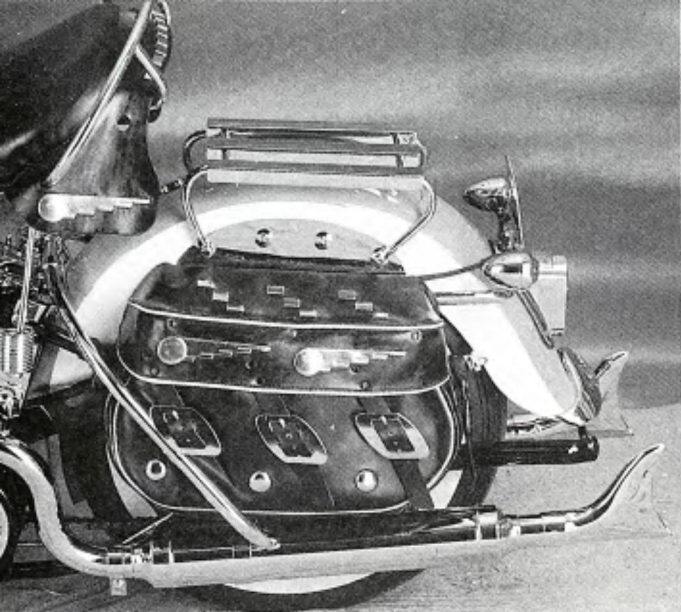
mediately into a dealership. The steering box, made from cardboard gears, bought the farm and had to be replaced.

Soon they were back on the road, driving around the clock. About 20 hours later, they noticed that their brand new van got the gas mileage of a top-fuel dragster, and could barely climb a speed bump. Again, another emergency pit stop was made. This time, Marty, losing his patience over the supposed quality of this van, did the job himself—a carb rebuild.

Shortly thereafter, out on the wild plains and desert terrain of southern Arizona, Rich was pulled over and ticketed for doing 65 in a 55-mph zone. Their three-day, cross-country trip wasn't exactly rolling along like a bachelor party in the Bahamas, but they kept on truckin'.

It was 2 a.m. when the van, covered with mud and greasy fingerprints, crossed the Los Angeles County line. They were somewhat intimidated by the massive web of concrete freeway interchanges, the





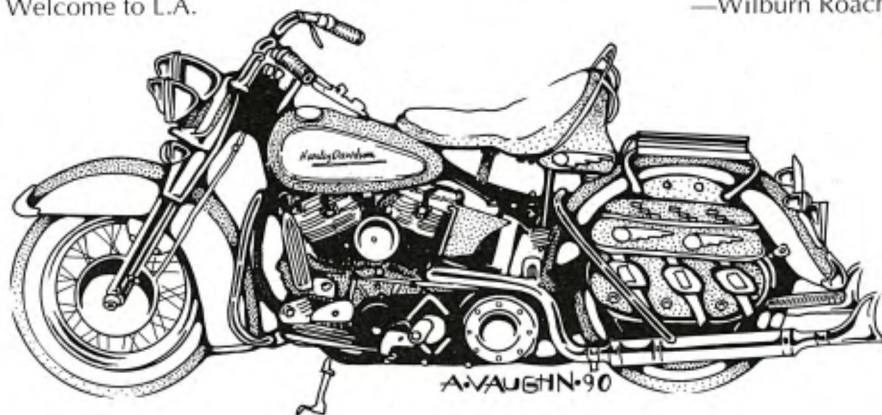
endless sea of lanes, and directional signs flashing at every turn. Reading a map by a flickering dome light in the vehicle, Rich, the navigator, was concentrating on the flurry of multi-coded streets, interstates, and highways known as the L.A. freeway system. He didn't notice the sedan following them. Neither did the man at the wheel, Marty, who was busy trying to focus his worn-out-on-white-lines eyes with the interior light on. The car stalked them for several miles, then slowly pulled up alongside the van. Then, without warning, a backseat passenger of the sedan rolled down his window and proceeded to blow all the windows out of the new van with a tall caliber automatic.

Rich hit the floorboards. "What the hell did you do to piss 'em off?" he yelled.

"Nothin'," Marty barked back, trying to press his face into the steering wheel. The attacking vehicle had planned the assault so that they could spray the vehicle with bullets just before hitting the off-ramp. In less time than it takes to kiss the horn, the sedan was out of sight. Welcome to L.A.

The rest of the weekend turned out a lot better. Rich got his bike featured, and they had a helluva party at the Queen Mary. The drive back to New York was uneventful, except for the small flood they were forced to drive through from Texas to Kentucky.

—Wilburn Roach



Owners: Rich Gallucci		City: Syracuse, New York	
General		Frame	
Fabrication by: owner/H-D		Year: 1953	
Year and make: 1953 Harley-Davidson		Builder: H-D	
Model: FL		Type: wishbone	
Value: \$25,000		Rake: stock	
Assembly by: owner/Marty O'Brien		Stretch: nope	
Time: 2 years		Other alterations: nope	
Chroming by: Brown's		Accessories	
Engine		Bars: buckhorn	
Year: 1953		Risers: H-D	
Model: FL		Fenders: fat	
Rebuilder: Marty O'Brien		Headlight: stock	
Ignition: distributor		Taillight: tombstone	
Displacement: 74 cubic inches		Speedo: original 7,100 miles	
Lower end: Marty		Front pegs: footboards	
Balancing: yes		Rear pegs: original	
Pistons: 8 to 1 compression		Electrics: 6-volt	
Cases: factory		Gas tank: 3.5-gallon fatbobs	
Heads: stainless valves, cast guides		Oil tank: wraparound	
Cam: FL		Oil system: stock	
Lifters: hydraulic pushrods		Primary cover: tin	
Carb(s): Linkert		Seat: reupholstered	
Air cleaner: copper mesh		Sissybar: naw	
Pipes: stock		Height: n/a	
Muffler(s): stock		Material: n/a	
Transmission		Forks	
Modifications: rebuilt, new seals		Type: glide	
Year: 1953		Extension: no	
Shifting: ratchet top		Builder: H-D/Marty	
Engine sprocket: 21-tooth		Special features: original tin	
Trans sprocket: 22-tooth		Wheels	
Wheel sprocket: 51-tooth			
Painting		Front	Rear
Molding: none		Size: 16-inch	Size: 16-inch
Painter: Kram		Hub: H-D	Hub: H-D
Color: pepper red, birch white		Rim width: 4-inch	Rim width: 4-inch
Type: acrylic lacquer		Tire: Continental	Tire: Continental
Special paint: nope		Brake: drum	Brake: drum

Other special modifications: Special thanks to Marty O'Brien, Larry Erardi and Performance H-D.

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

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Detonation

Trouble in Paradise By Perry Kime of Flo Dynamics

I've been having detonation problems (pinging) in my Evo for some time. I don't fully understand the effects of low-lead fuels on our engines—'course my ol' lady doesn't think I understand her, either—but recently, the Doctor of Detonation, Perry Kime, explained this mess to me over a coupla of brewskies. We decided to pass it on.

—Snake

For the most part, detonation is invisible. You can't feel it, you can't see it, and most of the time you can't hear it. But for 99.44 percent of the people who ride Harleys on pump gas, it could be going on inside your engine.

Some of the key words are: atomization, flame travel, and complete burn. It's like taking a trip to the center of your combustion chamber, where volumetric efficiency is the final judge of how you live or how you die.

In 1985, the Environmental Protection Agency (EPA) passed a new law that has drastically changed the requirements of pump gasoline. Prior to this new law, premium leaded gas was rated at 98 octane with 4 grams of lead per gallon. Today, the best gas on the streets has 92 octane with no lead, or 88 octane with 1/10 gram of lead. As a result, cylinder heads have become the most important

part of your engine. Detonation and extremely high temperatures now create some severe complications. Among them are: warped and cracked valve seats, loose valve seats and guides, burnt valves and seats, seized valve guides, galled and excessively worn valve stems, holes burnt right through pistons, and rings that have become so hot that all the spring tension is gone.

The use of Space Age materials and technology is now absolutely necessary for the survival of your heads. Solutions to these problems haven't come easy. Many years of extensive research and development have been spent on the battle between performance and unleaded fuels.

Basically, the extreme heat in the heads causes the fuel to fire without the plugs. Then, when the engine's supposed to fire, there's no poop, just heat in the

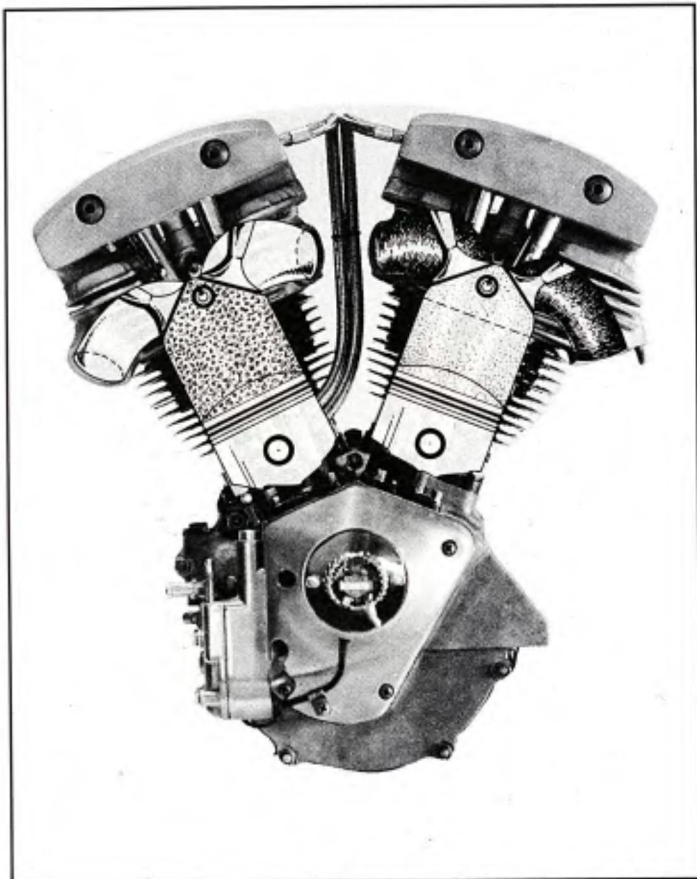


Photo by Perry Kime/ Illustration by John Towle

heads from all the fire (detonation).

At one time, with the proper fuels, the performance emphasis was on fuel velocity. Now, we need to get the most out of the lousy fuel we buy. One way to do that is with atomization—stirring the fuel up with the air coming into the engine (to maximize the mixture rolling into the cylinders).

Atomization is achieved in the intake port, primarily due to the rough surface of the casting. These days, most performance shops do a different kind of surfacing technique to the intake ports of street bikes. Most of us had gotten used to getting a polishing job on our heads when we had 'em flowed, but the fuel situation has changed that. The majority of flow experts put a satin finish on the intake ports and only polish the exhaust. The mixing of the fuel and air needs to take place before it enters the

combustion chambers. If you have polished intake ports and are in the middle of a rebuild, a wire brush on a drill motor can do the trick.

The next key phrase is flame travel. Your H-D motor has one spark plug located on the left side of the combustion chamber. This chamber is deeply concave in shape and partially filled with the piston dome at the point of ignition. Because of the locations of the single spark plug and the piston dome, flame travel is partially blocked and slows over the piston dome. High compression pistons increase this problem considerably. In 1970, Warner Riley set a new Land Speed Record of 202 mph, at Bonneville, with a Harley. In 1972, with lower compression pistons (smaller dome), he went faster. It was later discovered that the flame front was partially blocked by the piston dome on the earlier motor. Flame travel notches were used in the late '70s by

many knowledgeable engine builders.

Last, but not least, is the complete burn. This is achieved by simply adding another spark plug to the opposite side of the combustion chamber and increasing the voltage at each plug to at least 15,000 volts. Alone, dual plugging of a stock motor will usually eliminate most detonation, stop plug fouling and hard starting, increase horsepower by 5 percent or more, increase gas mileage, double spark plug life, and lower emissions. Some tuners have reported a 6 to 8 percent increase in gas mileage.

Dual plugging is nothing new. In the USA, it was first used by Liberty Aircraft in 1917. A little later, in the '20s and '30s, Continental and Lycoming picked it up. Perry designs dual plugging systems and will be glad to answer detonation problem. You can call him in Oceano, California, at (805) 481-6300. ■

Speaking Of Spokes

By J. D. Chandler

Spoked wheels are a traditional part of what a motorcycle should look like. However, they require more maintenance than cast wheels. Each time a spoked wheel rotates under a motorcycle, spokes and nipples are stressed and flexed. Eventually, individual spokes will begin to loosen. Loose spokes will result in crooked wheels, reduced stability, and, eventually, wheel failure. None of these things happens if you give your wheels a few minutes attention every few thousand miles.

A crooked wheel with several loose spokes may need the attention of an experienced wheel builder. Also, if you neglect your wheels until spokes begin to break, you may have to completely rebuild the wheel.

Spokes hold a rim in position so that it is centered on the hub and will rotate true. All loads (weight, bumps, acceleration and braking) are transferred through the spokes. Every rotation of a wheel loads and unloads the spokes. If the loads are too great, spokes may stretch or break. If a rim gets bent, the spokes in the area of the bend will either loosen or tighten. You shouldn't straighten a bent rim by over-tightening some spokes and loosening others. Eventually, they will break down.

Correct spoke tension is critical. Too loose, they will form cracks and break. Too tight and they break, pull through the rim, or violently deform the wheel (if it hits a bump hard enough). While there may be tension standards for spoked wheels, nearly all of us tighten spokes by feel and sound.

A spoke will ring when it is lightly tapped with a small tool, like your spoke wrench. The pitch of the sound it makes will be determined by how tight it is. A tighter spoke will make a much higher pitched sound.

If there is a significant difference in the sound after you have straightened a wheel, chances are the rim is bent. Small differences in pitch are okay but large ones mean trouble.

The length of the various spokes determines how far the rim lies from the hub. A rim that is off-center with the hub can be recentered by loosening the spokes on the top or the bottom (making them longer) and tightening them on the other (making them shorter). A wheel with an off-center rim is said to have "hop" in it.



Photo by J.D. Chandler

Half of a wheel's spokes lead to the right hand (RH) side of the hub and the other half to the left hand (LH) side. If you tighten an RH spoke the rim will be pulled to the right. Tighten an LH spoke and it'll go left. A wheel that is crooked from left to right is said to have "runout"

To true a wheel you'll need to be able to tighten groups of spokes at the top and bottom to get the hop out. You'll also need to be able to tighten RH and LH spokes to straighten the rim left to right.

Unless your wheel is bent or has been let go too long, all you'll likely ever need to do is occasionally tighten a couple of spokes and check the left-right runout.

Runout is easy to deal with. Hop is more difficult for two reasons: First, a wheel that has developed noticeable hop may very well have other problems (bent rim, cracked spokes). Second, removing hop demands more skill and experience. If you want to learn to remove hop you should get yourself an old bicycle wheel to practice on first.

You'll need one special tool—a spoke nipple wrench. Harley has one that should fit whatever spoke nipple size you're using. H-D's wrench (p/n HD-94681-80, \$6.80, found in the Kent-More catalog) is okay, but you can get a more precise one for \$12 from Buchanan's Frame Shop (629 Garvey Ave., Monterey Park, CA, 91754, (818) 280-4003, FAX: 818-280-4106). Buchanan's wrenches are custom made and you'll need to measure the distance

across the flats of your nipples so they can cut the wrench to fit precisely. Spoke nipples are generally rather soft and thin in the area of the flats. They can be easily damaged, and a good fitting wrench is essential.

The first thing you need to do is get the wheel off the ground. Second, cut and bend a piece of heavy wire (coat hanger will do) to make a pointer. Arrange the pointer so that it runs close to the rim and tape it to the swingarm or fork leg.

Rotate the wheel and note where the rim comes closer to the pointer and where it runs farther away. There will probably be one or two short sections of the rim that come closer, and one or two that go farther away. Most of the rim will probably run straight. I use a grease pencil to mark the areas.

Those sections that run closer to the pointer will need to be pulled away, and those that run farther away will need to be pulled toward the pointer. Before you start tightening spokes, check their tension by rapping them with the wrench. You might have to move a section of rim by loosening the two or three spokes on the bulging side rather than tightening those opposite the bulge. If the spokes on the side of the bulge are a bit loose or are nearly normal in tension, tighten the spokes opposite the bulge to straighten the rim.

Rather small changes in spoke tension can have a large effect on rim position. It may be that a half-turn on two to four spoke nipples will be enough to pull a rim into perfect alignment.

As you work on the spokes you should frequently check two things: spoke tension and rim runout. Every time you make a change in spoke tension, turn the wheel to see what effect the change has had on runout. If you find that several groups of nipples need a turn or more to get the wheel straight, be sure to recheck the spoke tensions. If your freshly straightened wheel's spokes are too tight, loosen all of them, say, a half-turn, and recheck the runout.

Unless you have practiced on that bicycle wheel, I recommend that you leave hop to an experienced wheel builder. If your local mechanic cannot do the job, talk an experienced bicycle mechanic into doing it. If you check spoke tightness every 5,000 miles or so you shouldn't ever have a problem with your wheels. ■

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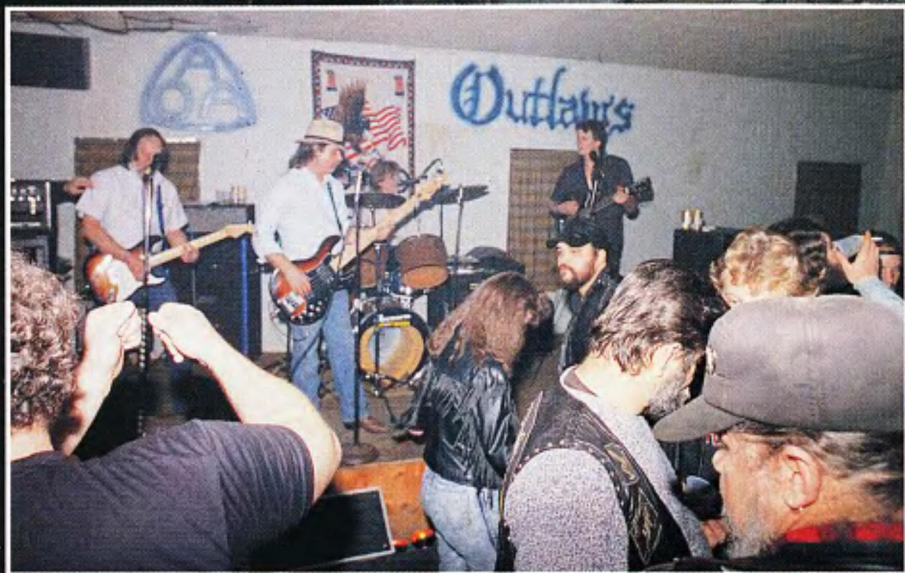


Something Big Is Coming.



MILWAUKEE OUTLAWS

RICO DEFENSE FUNDRAISER



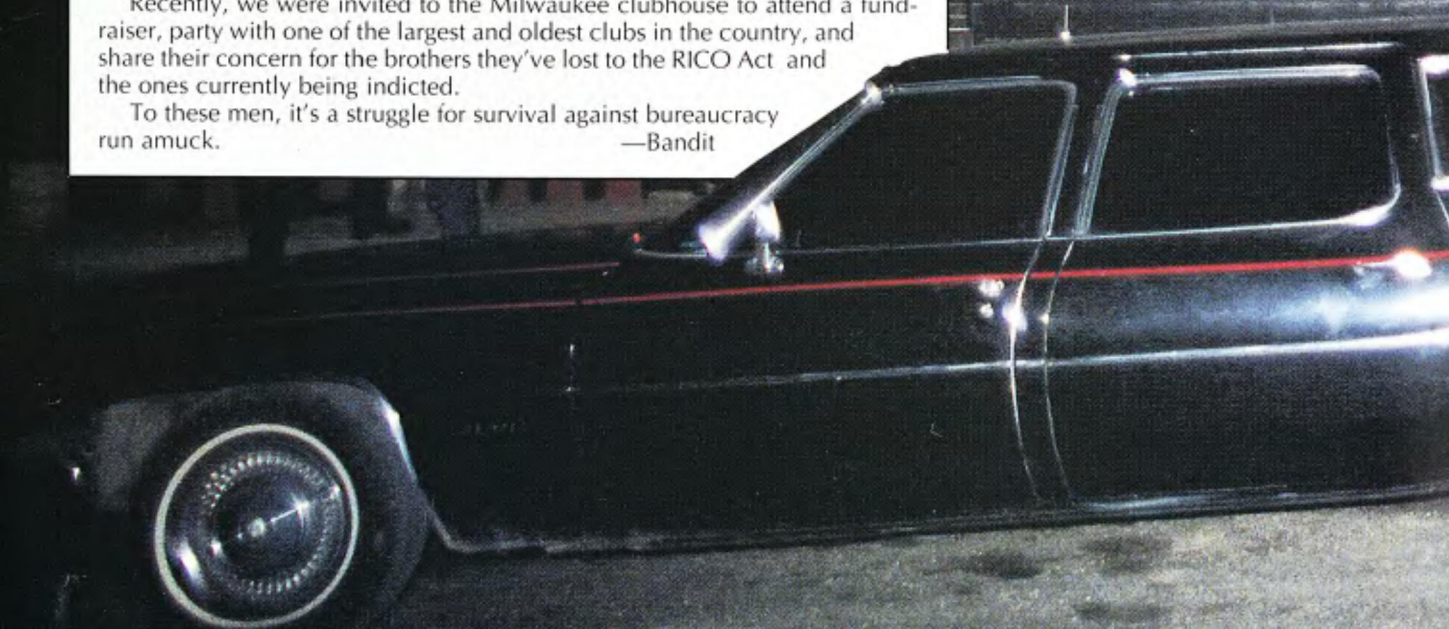
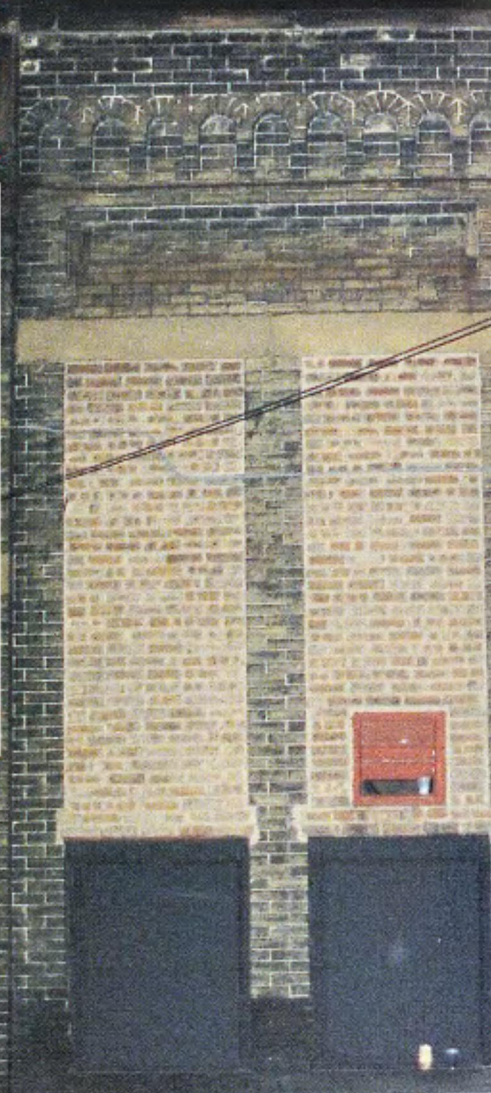
Outlaws across the nation have been hard hit by the Racketeering Influenced Crime Organizations Act (RICO) that has virtually stripped the indicted individual of his Fifth Amendment rights.

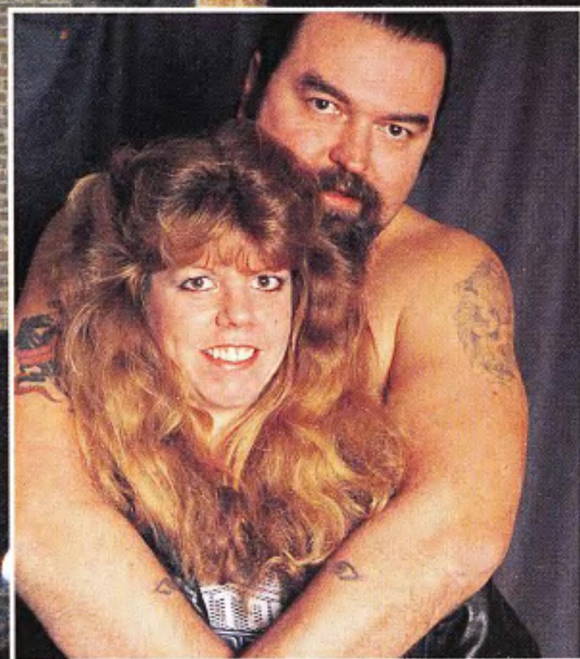
Harrassed club members are generally held without bail or formally filed charges. Meanwhile, their motorcycles and other personal property are confiscated, and, often, members are jailed for years before trials are set. These men are not being tried for crimes they've committed but, rather, for their affiliation with their patch. The RICO Act usually depletes clubs' treasuries, as money is spent on lawyers, legal fees, and caring for the incarcerated individual's family.

Recently, we were invited to the Milwaukee clubhouse to attend a fundraiser, party with one of the largest and oldest clubs in the country, and share their concern for the brothers they've lost to the RICO Act and the ones currently being indicted.

To these men, it's a struggle for survival against bureaucracy run amuck.

—Bandit





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GENUINE PARTS

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EASYnews

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

Canadian AIM Attorney Kills Helmet Legislation

By Jim McNeney

In 1978, I was approached by a group of local motorcyclists who wanted to do something about the compulsory helmet law in our Province [British Columbia]. After extensive consultation, a plan of action was formulated, and we have basically stuck to that plan for 12 years. We have been successful on seven occasions, in the courts of our Province, in throwing out the compulsory helmet law. From 1978 to the present, we have consistently demonstrated that motorcycle helmets don't work.

When I became involved, we decided that it would be necessary to do several things. The first was to have an articulate spokesman who could absorb the intricate material, appear in Court, and be the spokesman for the riders. We were fortunate to have a local rider, Rick Ciarniello, who, since 1978, has been invaluable as a witness and spokesperson.

The second was to thoroughly educate ourselves about helmets and the helmet issue. Rick and I traveled, on two occasions, to the National Highway Traffic Safety Administration in Washington, D.C., and read every article on motorcycle safety and the effects of helmets.

When we formulated our game plan, we determined that we would have to look at all the applicable standards and then



Jim McNeney, attorney for Aid to Injured Motorcyclists (AIM) and Association for Injured Motorcyclists in British Columbia, Canada. This 6-foot-10 warrior not only protects the legal rights of injured motorcyclists after an accident, but also has successfully defeated the mandatory helmet law seven times in the courts of British Columbia.

translate those standards into terms that could be understood by a judge or politician. Additionally, we organized a series of tests that would demonstrate the effect of those standards upon human anatomy. The things that we discovered were truly remarkable.

Realizing that we would require the services of the very

best people in the field of motorcycle safety, and people whose integrity as scientists was beyond reproach, we enlisted the services of Bill Otto of Otto Laboratories in Anaheim, California; Approved Engineering Testing Laboratories in Fullerton, California; K.C. Godfrey and Associates, Safety Engineers of Vancouver, British Columbia;

and the British Columbia Research Council.

Approximately 60 percent of the helmets used in North America are made of polycarbonate plastic. Initially, many standard setting organizations required that helmets be resistant to grease and gasoline. These standards were later dropped when it became apparent that the manufacturers could not produce a polycarbonate plastic helmet that was resistant to grease and gasoline. The B.C. Research Council ran tests which determined that when polycarbonate plastic is exposed to grease, gasoline and sunlight, molecular changes take place which crystallize the polycarbonate plastic.

Most motorcycle helmets sold have a minimal requirement for vision. In our jurisdiction, an applicant for a driver's license must have a horizontal vision field of 140 degrees. The most widely used American standard—MVSS218—requires peripheral vision clearance of only 105 degrees. What this means is that you cannot pass the requirement for vision if you are wearing a helmet. We all know how important peripheral vision is in motorcycle operation, but we took it one step further. Simply put, motorcycle mirrors do not work. We attached a video camera to a motorcycle helmet and had an operator drive in

traffic at a normal cruising speed of 30-60 mph. The vibration of the camera, in the 36-60-mph range, was so significant that the depth and distance of objects in the rearview mirrors could not be properly ascertained.

We've determined that, when wearing a helmet, you can't see things that are beside or behind you, but what about hearing? To test the effect of a motorcycle helmet upon hearing, we mounted two microphones at the location of the ear on two types of helmets. One microphone was placed inside of the helmet, the other was mounted on the outside. With the sound source located 5 feet from the helmet, a battery of tests was conducted.

We tested the sound component of a motorcycle engine and discovered that the vibration frequency of the engine caused a doubling effect on the microphone inside the helmet. This is the same as sticking your head inside a bell, where the sound is amplified from an exterior source. Most interesting, however, was that when we tested for the sound component of automobile horns or sirens, we discovered that your ability to hear that sound with a helmet on is 1/100 of your ability to hear without one. This, coupled with the increased noise from the engine, means that you have no ability to hear an oncoming horn or siren.

When we got down to the mechanics of the construction of motorcycle helmets, we discovered some truly fascinating things. The current standard is designed to duplicate the impact of a 150-lb. person striking his head at a speed of 4.5 mph. We took a number of motorcycle helmets to Approved Engine Testing Laboratories, in California, to determine whether or not they passed these minimal standards. Some did and some didn't. Along with the wide variety of helmets that we tested, I took along a yellow, plastic construction worker's hard hat. Amazingly, the hard hat transmitted the least amount of energy to the rider of all of the safety appliances tested. This

got to be quite fascinating, so Rick Ciarniello fabricated his own helmet. He took a melmac salad bowl, put a strap over the top, and used another melmac salad bowl to hold the strap in place. This "salad bowl" special passed what have been termed to be the "toughest standards" for motorcycle safety helmets.

Your ability to hear sound with a helmet on is 1/100 of your ability to hear without one

We discovered that no motorcycle helmet manufacturer, even in his sales literature, warrants his product as being capable of preventing a killing head injury at a speed in excess of 15 mph. But what exactly is the effect of all of this?

We reviewed all of the literature, but were unable to come up with any description of the mechanics of helmet usage once an accident has occurred. To determine this, we ran high speed video films of impact tests. These films demonstrated that, upon impact with a flat anvil, energy is stored in the helmet itself. This causes the helmet and head form to rebound. The height of the rebound is indicative of the amount of energy stored by the helmet. If you take a polycarbonate plastic helmet and drop it on a cement surface, you can see this yourself. Simply put, the helmet bounces. If you're unfortunate enough to have your neck attached to a bouncing helmet, you are in a lot of trouble. To my knowledge, this phenomenon has never been studied by the National Highway Traffic Safety Administration, yet it is extremely important when you come to realize the nature of a fatal head injury.

The human brain is not attached to the skull. It floats inside the skull on a thin layer of fluid. The brain has a consis-

tency of thick oatmeal or peanut butter. In a closed head injury, where the brain is free to move inside the skull, the brain dashes up against the walls of the skull, and this is what causes brain injury. In our tests, this rebound syndrome imposed an additional acceleration upon the helmet, in a direction of 180 degrees to the original direc-

tion, subjecting the head to two accelerations. In contrast, the unhelmeted head is subjected to only one acceleration.

This has the greatest significance in the consideration of closed head injuries, where the brain is free to move inside the skull. At first, the brain is subjected to rapid deceleration, causing it to compress in the direction of impact. Then, compression is further accentuated by rapid acceleration in the opposite direction. The compressed brain lags behind the skull, and then proceeds to catch up with the interior of the skull. This causes a second impact within the skull on the opposite side of the point of impact.

We next ran tests at Approved Engine Testing Laboratories to investigate the effect of a side impact upon a motorcyclist. It seems to be common knowledge that when struck by a car turning left, the last thing that the rider does is turn his head away from the direction of the impact. To demonstrate the effect of a side impact, we mounted a U.S. Department of Transportation approved motorcycle testing head form on a standard neck form taken from a test dummy and subjected the combination of head and neck to a series of tests designed to simulate a side impact applied to the shoulder area. These tests

were designed to duplicate the phenomenon of the typical motorcycle/motorvehicle collision. The effect of the impact on the motorcyclist was an acceleration of the lower limbs (on initial impact) in the direction of the impacting force, with the upper body lagging behind. We used high-speed film and took pictures at selected time intervals during the test. These tests clearly indicated a significant increase in shearing force. Our engineers advised us that the application of such forces to the upper neck can cause serious injuries to the spinal column, even quadriplegia.

Due to the location and distribution of the weight of the helmet (being on the top of your head at the very end of your spinal column), we discovered that the inertia involved in duplicating a 2-1/2 or 3-pound helmet on a 10-pound head increased the load on the first cervical vertebra by 60 percent. This is important, because when a motorcycle is struck by a left-turning car, the rider's head is flung in the direction of the impact and it is free to rotate in that direction. When the head reaches its furthest range of movement on the neck and shoulders, it stops.

This situation changes drastically, however, with the addition of a helmet. Because the helmet is located far away from the pivot point of the neck at the first cervical vertebra, the helmet lags, for a split second, behind a moving head and then moves on its own, catching up to the moving head. When the head stops, the force of the helmet puts another 60 percent of shear force on the first cervical vertebra. It catches up to the now stopped head and relies upon the head to arrest the movement of the now stopping helmet. This is a value call, but many riders prefer to take their chances unhelmeted, as opposed to the risk of spending the rest of their lives as a brain stem quadriplegic.

So there you have it. Helmets are tested to duplicate a 150-pound person striking his head at a speed of 4.5 mph. Most helmets never meet those re-

quirements. They reduce vision and hearing to levels that would not allow a rider to obtain a driver's license in most jurisdictions. If called upon in an emergency, they may shatter if they have been exposed to grease or

gasoline. Or, they may cause a serious neck injury either by the addition of the weight of the helmet and the way it is placed on the spinal cord, or by the rebounding effect when the rider is tumbling down the road.

But what is most interesting of all, is that motorcycle helmet manufacturers do not warrant motorcycle helmets for anything other than preventing cosmetic injury or a skipping type of head injury, where the rider is pro-

pelled along the road and does not come into direct contact with an obstacle at a speed above 5-15 mph.

Jim McNeney is one of the many attorneys in the AIM Attorney Association that will be in attendance at the 5th Annual Coalition of Motorcyclists Convention, May 9-13, 1990, in New Orleans, Louisiana.

The convention will include many workshops designed to help bikers protect their legal and legislative rights. A mock legislative session will be held, giving motorcyclists 3 hours of instruction on lobbying and testifying at a hearing.

The major part of the convention will be geared toward motorcyclists themselves. We are very excited to have Dick "Slider" Gilmore giving a workshop on surviving a motorcycle accident. Motorcyclists are often the only other people around when a fellow biker goes down, and this workshop could help you save a friend's life. Slider is a paramedic and motorcyclist.

In keeping with the survival theme, a CPR course and a motorcycle safety course will be offered.

The Silver Spoke Awards Banquet will be on Saturday evening on a riverboat, and some surprise guests are expected to appear. Your motorcycle will be safe during the NCOM convention, as the ABATE of Louisiana members have donated their time for 24-hour security.

Much more informative and entertaining activities will be keeping you busy throughout the weekend, but mostly the camaraderie and brotherhood will make this experience worthwhile. We hope to see you there. For more information, call (800) 525-5355 nationwide, (800) 235-2424 in California, and (800) 521-2424 in Canada.

Fight Against Helmet Law In Texas Continues

Although a helmet law, Senate Bill 41, passed in Texas during the spring of last year, bikers and motorcycle enthusiasts of the Lone Star State haven't given up the fight for free choice.

Some 500 riders gathered recently in front of the Texas state capitol in Austin and let their views be known. One guy in particular acted out his opinion by riding in wearing a 30-pound suit of armor and strutting it in front of the building.

"If they don't stand up for their rights, people will be forced to wear suits of armor," said Dennis Coker, all the while sportin' a sign on his stomach that said, "This could be next, if you do not stand up for your rights."

Despite all the protesting bikers in front of the building, 72-year-old governor Bill Clements insisted the repeal of the helmet law wasn't going to happen. He tried to make light of this serious issue by jokin', "I always wear my helmet when I ride." Asked when that happened last, he said, "about 50 years ago."

Coker also handed out leaflets which featured a notarized declaration, by Coker, holding



"the State of Texas and all government officials in favor of Senate Bill 41... liable and responsible for any and all bodily injuries and/or deaths caused by protective head gear not proven 100% safe..."

But these are only small drops in the bucket. The main problem, according to Coker, is the apathy surrounding the helmet law. "Now that they have to wear

helmets, riders are mad, but before, we couldn't get their support against the (helmet) law at all."

Coker is a member of the Austin chapter of ABATE of Texas, and though he resigned last year as its assistant state coordinator, he has been a main force in this fight. As a matter of fact, just a couple of months after the law was enacted, Coker

got a ticket for ridin' lidless, and now he's fightin' it in court, insistin' on a trial by jury despite the D.A.'s attempt at compromisin' by finin' Coker \$40 with 30 days probation. Coker rejected the idea.

"I wanna let the jury know that these helmets can be dangerous," he said, adding that it would probably cost him a lot more to fight the case than to give in, but that it was worth it.

If Coker was the most visible protester, he wasn't the only one. Texas ABATE's state coordinator H.E. "Sundance" Mitchell warned that "some people thought all they had to do was pass the helmet law and we'd go away. We're coming back over and over again. It's they who may not be coming back."

But Texans are fighting an upward battle. Adding to the lawmakers' ignorance and stubbornness as indicated by Texas Governor Clements' "joke," is the threat of a nationwide helmet law. It may be a frustrating and disheartening fight for Texas bikers, but giving up isn't in their vocabulary. Besides, there is plenty of historical precedence to live up to: Remember the Alamo!

RUN TO THE WALL II/ROLLING THUNDER III—IS COMING

POW FREEDOM FOUNDATION RUN FOR THE WALL II/WASHINGTON D.C. PILGRIMAGE

The POW Freedom Foundation is setting up their second annual 3000-mile run to Washington D.C. Your club or organization is welcome to get involved. Anyone can join the run anywhere along the route. Registration is \$25 single, \$45 per couple, which includes run info, stop points, and a "Run

For The Wall" T-shirt. For details, write or call James "Gunny" Gregory, Box 65, MCRD, San Diego, CA 92140, (619) 283-9879. Below is the planned route, with a stopover for the night in the last town of each day. The climax of the run is Rolling Thunder III, see below.

WEDNESDAY, MAY 16		THURSDAY, MAY 17		FRIDAY, MAY 18	
SAN DIEGO, CALIF.	000	FLAGSTAFF, ARIZ.	141	SANTA FE, N.M.	59
ONTARIO, CALIF.	109	HOLBROOK, ARIZ.	92	ANGEL FIRE, N.M.	161
PALM SPRINGS, CALIF.	69	GALLOP, N.M.	95	RATON, N.M.	74
BLYTHE, CALIF.	121	ALBUQUERQUE, N.M.	138	TRINIDAD, COLO.	21
PHOENIX, ARIZ.	146	SUBTOTAL	466	SUBTOTAL	315
TOTAL MILES	445	TOTAL MILES	911	TOTAL MILES	1226
SATURDAY, MAY 19		SUNDAY, MAY 20		MONDAY, MAY 21	
LA JUNTA, COLO.	80	HAYS, KAN.	98	SWEET SPRINGS, MO.	75
KIT CARSON, COLO.	75	SALINA, KAN.	96	COLUMBIA, MO.	75
BURLINGTON, COLO.	63	JUNCTION CITY, KAN.	53	WENTZVILLE, MO.	67
COLBY, KAN.	65	KANSAS CITY, MO.	122	SUBTOTAL	217
SUBTOTAL	283	SUBTOTAL	369	TOTAL MILES	2095
TOTAL MILES	1509	TOTAL MILES	1878		
TUESDAY, MAY 22		WEDNESDAY, MAY 23		THURSDAY, MAY 24	
ST. LOUIS, MO.	58	LOUISVILLE, KY.	98	ASHLAND, KY.	76
MT. VERNON, ILL.	77	FRANKFORT, KY.	54	WINFIELD, W.VA.	47
EVANSVILLE, IND.	95	LEXINGTON, KY.	30	GAULEY BRIDGE, W.VA.	41
OWENSBORO, KY.	43	MT. STERLING, KY.	33	RAINELLE, W.VA.	37
SUBTOTAL	273	SUBTOTAL	215	SUBTOTAL	201
TOTAL MILES	2368	TOTAL MILES	2583	TOTAL MILES	2784
		FRIDAY, MAY 25			
		LEXINGTON, VA.	101		
		STRASBURG, VA.	108		
		MANASSAS, VA.	56		
		SUBTOTAL	265		
		TOTAL MILES	3049		

ROLLING THUNDER III/RIDE FOR FREEDOM • MAY 27, WASHINGTON D.C.

Rolling Thunder III will start at 9 a.m., at the North Pentagon Parking Lot. At noon, there will be a ride through Washington D.C. to Arlington National Cemetery, where, at 2:05 p.m., there will be the Wreath Laying Ceremony and Taps. After the Wreath Laying Ceremony, there will be a ride to the Vietnam Veterans Memorial to pay respects. This will be followed by

speeches and music at the Reflecting Pool. Remember the POW/MIAs our government has forgotten. All veterans' organizations and citizens are welcome. If you don't ride, be at the Vietnam Veterans Memorial at noon. For info, call Ray or Artie at (201) 369-5439, or Dave of the Vietnam Vets MC of New Jersey at (201) 766-7068.

Short Strokes



Sixty-year-old Harry White took 20 years to restore four Indians. He couldn't afford to own an Indian as a youngster, but, ultimately, he made his dream come true and now he spends five to 10 weekends a year showing off his bikes in Marion County, Indiana, at events and parades....**We take a moment out** to mourn the death of Frank Hillenbrandt, who was a major organizer of Toys for Tots Christmas Runs in Troy, New York. His events will continue....**If you're going to Sturgis this year** for the 50th Anniversary party, and our own 20th Anniversary celebration, but have never been to the Badlands before, there's help. The man who built Bandit's bike produced a video about Sturgis, which gives you an overview of the area and facilities. For

info, call Mil Blair at Jammer Cycle, (818) 502-0495....**A Staff Sergeant in the Marine Corps** sent us living proof that Harley still produces Military Motorcycles. The Harley-Davidson MT500 has a 485cc, four-stroke engine, has NATO-codified part numbers, and is designed to run on NATO-grade fuels and oils. What the hell are NATO fuels and codified numbers?... **How 'bout this idea:** A company called Message!Check (911 East Pike, Suite 231, Box 3206 CHOICE-11, Seattle, WA 98114) is producing pro-choice checks for the women's movement and is donating a portion of the cost of the checks to the National Organization For Women. Maybe someone should consider designing some for the helmet issue. Might be a money maker for rights organizations.

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We will continue to offer the benefit of years of experience handling accident cases.

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

MOTORCYCLE versus CAR — INTERSECTION ACCIDENT

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

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

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

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

Injuries: Fractured skull

Fractured breastbone (sternum)

Left wrist comminuted fracture, with plastic implant

Fractured kneecap with orthoscopic surgery

Multiple fracture ankle and left foot

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

LETTER FROM EAST GERMANY

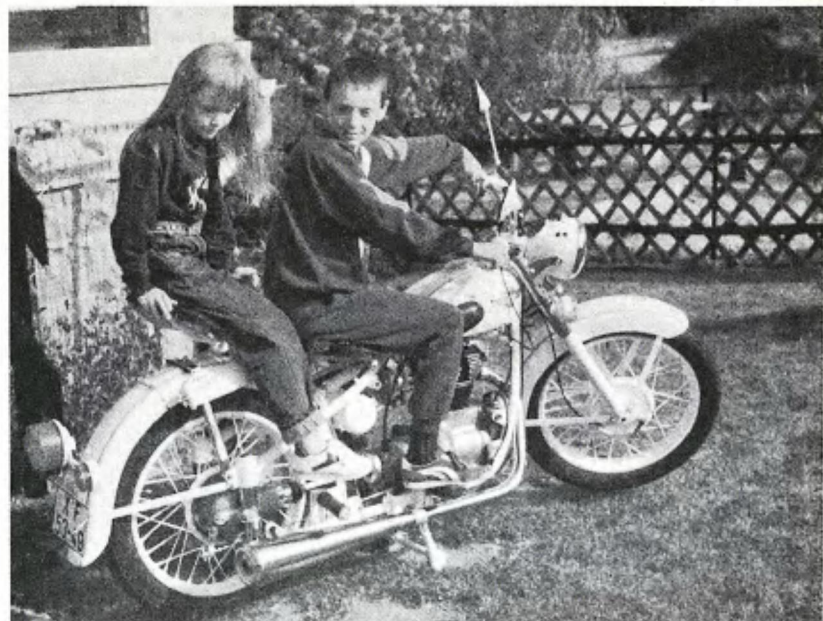
A Look At Bikers On The Other Side

The Wall is gone, the Iron Curtain has been torn to shreds, and Planet Earth is looking at the prospect of worldwide peace and collaboration. The Cold War is a thing of the past, as one by one the Eastern Bloc countries have rid themselves of their despotic tyrants and are now, for the first time in decades, preparing to join the rest of the world in an effort to bring about an era of peace and, most importantly, freedom.

Klaus-Dieter Wosiowicz is a biker, and he understands these feelings perfectly, because he is an East German biker. He has recently established contact with us, mere days after The Wall crumbled last October. We've asked Klaus-Dieter to give us an idea of what the biker scene looks like in his country, and this is what he had to say:



Photos by Jürgen Bojarski



Howdy,
First off, *In The Wind* and *Easyriders* magazines are great. We think it's particularly fantastic that you want to learn about what's going on in East Germany, so let me start by saying, also in the name of my friends, that "freedom" is something wonderful. Recently, I traveled to West Germany for the first time, and it was amazing. Now that we can travel as we please, maybe our dreams will come true. To ride down Highway 1 must be truly incredible. But now to us: We are only a small group in our region. Our bikes are exclusively one-cylinder, four-stroke models called AWO 425 (an East German bike). On average, these bikes are about 30 years old or older. We have dug them up in old barns, and they were pure scrap, and it takes us about two years to make them look the way we want them to, if we work on them 2-3 hours a day. Most are turned into choppers, a few are rebuilt as originals.

Dressed in leather, we arouse a great deal of suspicion, but we

can live with it. Many different professions are represented in our group, from high pressure stokers to bakers, from engineers to artisans. We are also seeing the first attempts at rodeos, but they are small, with between 50 and 150 spectators. But with the new political direction our country has taken and the newly opened borders, we are looking forward to attending all over Europe.



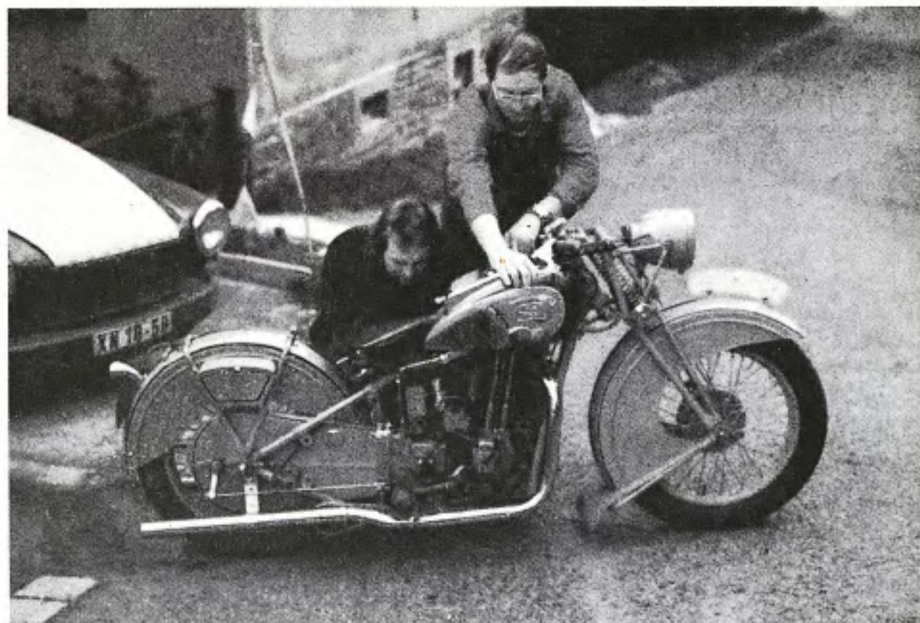
My scooter is currently being rebuilt, and a lot of my inspirations come out of your magazine. Last year, I built myself a garage, about 215 square feet, and every free minute I have is spent in there—which makes my family very happy. By the way, I am 40 years old and have an 18-year-old daughter. I would love it if you could publish my address, so I could hear from bikers everywhere. I hope to hear from you soon and am looking forward to reading about us in your fine magazine.

Klaus-Dieter Wosiewicz
Max-Niklas-Weg 76
Ehrenfriedersdorf 9373
East Germany

AWOs have been manufactured in the East German city of Suhl since 1949. Seems the East German government had given the job of developing the AWO to the Russian holding company Awtowelo, hence the name. The AWO 425 is a one-cylinder, four-stroke engine, 250 cubic centimeters in volume and 12 hp strong, with a top speed of about 60 mph. It has a universal drive shaft and gets about 75 miles to the gallon.

The other bike pictured here, the one that almost looks like a one-cylinder Indian, is a 1933 Ardie. It sports 500 ccs, has the power of 22 horses, and the company, based in the now West German city of Nuremberg, existed from 1919 until 1958. During the '20s, the 500 Ardie, at 950 German marks, was the cheapest German motorcycle available.

—Red Baron



BIKER HALL O' FAME

Brothers and sisters who stand out in the crowd

By Red Baron

ABATE of Central Arkansas Dardanelle, Arkansas

ABATE of Central Arkansas became the first ABATE group in its state to adopt a highway in an effort to control littering in those parts. That was last October.

Local members conduct monthly clean-up actions along a two-mile stretch of Highway 22, just outside of Dardanelle. So, if you're ever headin' 'cross northern Arkansas, don't be surprised if ya notice the deer wearin' gloves as they cross the road.



Photo from Mickey Dyer



Photo by Kim Peterson

Pepper Massey Los Angeles, California

The National Coalition of Motorcyclists (NCOM) and Aid to Injured Motorcyclists (AIM) have one thing in common: they're both coordinated by Pepper Massey.

This energetic, committed woman is the executive coordinator for both organizations. She has been helping bikers across the nation with legal help, both on a personal as well as a political level, for the past five years. Pepper will point ya toward legal aid if you've been in an accident, and help yer state with the resources to keep you free from repressive legislation. It don't hurt that she rides a Sporty and ain't hard to look at, either.



Photo by Galen Dulitz

Larry "Loner" Prosise Comstock, Nebraska

Loner has been afflicted with multiple sclerosis since 1981, and slowly he's been losin' more and more control of his limbs. But as a true, tough biker, he doesn't give in. When his legs quit on him, he turned his bike into a trike and tied his legs to the footpegs.

Loner is also a poet, and although he can't write with his hands anymore, he uses a typewriter. But even that's gettin' harder for him. Loner's a fighter, and as long as there's any biker spirit left in him, he'll find a way of suckin' it up.



Photo from Fran Crane

Fran Crane Scotts Valley, California

I've always thought that no one puts more miles on his hawg than our Rip, but I may have been wrong. To list all the Iron Butt, Sore Saddler, and other rallies Fran has been on, or to tally all the miles she has chewed up in her 18 years of ridin', would be an impossibility. Hell, she's even the Guinness World Record holder for ridin' from New York to San Francisco, on a motorcycle, in 44 hours and 20 minutes.

SHACK O' SHAME

Senator John H. Chafee
Washington, D.C.



John Chafee

If there were a vote for the Asshole of the Year, this guy would have won it already, hands down. His single-minded, asinine attempt to bring about a national helmet law (S-1007) woulda easily put him over the edge.

Particularly at a time when many countries on this planet are breaking the shackles of dictatorship and oppression, his actions are a slap in the face of democracy and everything this country stands for. Our unalienable rights—to choose and think for ourselves, and not be discriminated against—are being raped by this man in a most flagrant way. And we ain't gonna take it no more.

Let him know how ya feel.
The address is:

Senator John H. Chafee
U.S. Senate
Washington, D.C. 20510

An additional bill has been drafted and added to accompany Senator Chafee's bill: HR 3925, a National Fatality & Injury Reduction Bill. This one's the brainchild of Representative Jim Cooper (D) of Tennessee and would accomplish the same thing: mandatory helmets for everyone.

His address is: 125 Cannon House Office Building, Washington, D.C., 20515-4204. Give 'em your opinion. ■

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PASSIN' GAS

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



"Boy, will I be glad when you're finally potty-trained!"

How'd ya break yer eyeglasses?" Jake asked his bro.

"Kissed this real straight, uptight chick on the first date, man."

"Shit, what a prude—what'd she do, haul off an' slap the shit outta ya?"

"Naw—the bitch slammed her legs shut."

—Pigfeet
Smyrna, Del.

Have ya heard about the latest position for fuckin'? It's called rodeo-style. First ya, get yer ol' lady on all fours and ram it into her, then ya wrap yer arms around her waist and hold on as tight as ya can. Then get yer head next to hers and whisper real softly into her ear, "Y'know, you just gotta be the worst piece of ass I've ever had!" Then try to hang on for eight seconds.

—Dave King
Napanee, Ontario



"You jist ain't never gonna forgit ya went to Harvard, are ya?"

You've probably heard by now that Vice President Dan Quayle is vigorously supporting President Bush's plan to send a man to Mars—the inside skinny is that Quayle has already turned in his re-enlistment papers for the Indiana National Guard.

—Erika
America

Big Ed came home a day early from Daytona Bike Week and found his ol' lady in the sack with his best friend. After gettin' an eyeful, Big Ed said, "Shit, bro, I'm married to her, so I have to—what's yer excuse?"

—M.K.
San Jose, Calif.



"...And these empties had better be off my countertop when I get back... Got it?"

On the night of their wedding anniversary, Jack's ol' lady was awakened by Jack's sudden and uncontrollable fit of crying into his pillow. "What's the matter, hon?" she asked. Pulling himself together, Jack said, "Do you remember the night your father caught us fuckin' in his backyard?"

"Yeah, so what?"

"And remember how he forced us to get married, or he said he'd have me arrested, and that the judge would give me 25 years in prison?"

"Sure, hon, I remember," his ol' lady said, "but what're ya cryin' about?" "I just realized I would be gettin' out tomorrow!" Jack wailed.

—Al De LaMora
Corcoran, Calif.

The old woman went to her doctor because she was having trouble remembering things from one day to the next. After a complete examination, the doc informed her that she was indeed suffering from Alzheimer's disease. "Oh no," despaired the woman. "How am I going to get by if my memory's going?" The doctor, trying to console her, assured the old woman it wasn't so bad—Alzheimer's did have its good points, he said, and it could actually be fun, too.

"How the hell can this disease have any good points?" she asked.

"Well, for example," said the doctor, "you can hide your own Easter eggs."

—Steve Redd
Wichita, Kan.

A tourist from the East Coast was visiting a cattle ranch in Montana and asked the owner what he called his spread. "Our family had quite a fight about that," admitted the rancher. "We finally ended up tryin' to please everybody, so we named this place the Triple X/Lucky Seven/Bent U/Lazy Jane/Y Buck/Diamondback/Crooked Tree Ranch."

"That's some handle, all right," chuckled the tourist, "but where are all the cattle?"

"Ain't none," sighed the rancher. "Not one of them damn critters survived the branding."

—Al Troxler
Greensboro, N.C.

The bereaved biker was in the side room of the crematorium, slammin' his sausage into one of his late wife's friends, when they were discovered by the funeral director. "In the name of decency, sir," the indignant mortician snapped. "Can't you at least wait until the body's cold?"

—John Lalley
Hamlin, Pa.

What's the bright side of living a stone's throw from yer mother-in-law?

Having a gravel driveway.

—Huts
Huntingdon, Pa.



"Wow, Commander, it just occurred to me—I'll probably go down in history as the first woman to go down in space!"

The biker called the family doctor on the telephone late one night. "Our baby just swallowed a rubber! Come quickly!" he yelled. As the doctor was on his way out the door, his phone rang again, and it was the biker calling him back. "Never mind, Doc," said the biker. "I found another one in my wallet."

—Fat Boy
Rockies

What's the difference between eatin' pussy and eatin' sushi?

The rice.

—Harry Wagner
Tenn. Colony, Tex.

Didja hear about the newborn baby who was discovered to be half-boy, half-girl? It's true—it was born with both brains and a pussy.

—Hagar
Deadwood, S.D.

Why'd they have to stop the leper colony's baseball game?

Someone dropped a ball in left field.

—Jaybird
Up North

Why do women have long fingernails?

Better penetration.

—Wagon Wheel
Inside



"Looks to me like a total wipe-out."



"It doesn't add much taste—mostly it's just to keep them from screaming."

Now, what seems to be the problem?" the doc asked Lobo. "Doc, promise me you won't laugh," said Lobo, "cause this is kinda embarrassing—it hasta do with the size of my balls." The sawbones assured him that as a professional medical practitioner, he'd never laugh at any problem a patient ever brought to him. He advised Lobo to just relax, drop his pants, and let him take a look.

Lobo stood up and pushed down his Levi's, exposing the most shriveled-up pair of raisin-size balls that the doc had ever seen, and at the sight of them, the doc couldn't help himself and fell off his chair, just laughing his ass off. Red-faced, Lobo quickly yanked up his pants and said, "I knew you'd laugh, you shithead." The doctor, after catching his breath, tried to compose himself and apologized earnestly. "I'm very sorry, really—I shouldn't have laughed, and I'm ashamed that I did. Now tell me, just how long have you had this condition?"

"Well," said Lobo, "they've been swelling like this for about a week now."

—D.J. Kinmonth
Hanover, W.I.

When Mad Mike arrived home after work, his ol' lady started sniveling that the washing machine was broken. "Whatdafuck do I look like," he said, "the Maytag repairman?" The next day, he'd no sooner walked through the door when his ol' lady started bitching and moaning that now the plumbing was stopped up. "Shaddup, bitch," Mad Mike growled. "Whatdafuck do I look like, the Roto-Rooter man?" On the following afternoon, much to his surprise, everything was fixed, and Mad Mike's ol' lady told him that the guy next door had done the repairs. "The guy next door, huh? How much did ya pay him?" he asked. His ol' lady said their neighbor had said she could either give him a blowjob or bake him a cake. "Well, I hope the muthafucker liked the cake," snorted the bro.

"Whatdafuck do I look like, Betty Crocker?" said his ol' lady.

—Hunky
USA



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Tell 'em you saw their name here!

THE SKULL

GETTIN' A
LITTLE HEAD
ON THE ROAD



No, no! I ain't talkin' 'bout the slurpy, suck-it-down-and-chew-it-good kind. This ain't a porno rag, no matter what the citizens wanna tell ya. So get yer mind back outta the gutter and wipe the slime off yer grungy T-shirt.

The skull, that's what I'm a-talkin' about. Every time Wolf-Man Jack Shavlik, the owner of this awesome, stretched sled, goes ridin', the skull rises up from the tank,

right between his legs, and grins, as if to ...

Fuck, I don't know if this is a female skull! ... as if to remind him that death is everywhere. The grim reaper leans against his sissybar, has his eyes on the timin' cover, watches over the air filter, and, in general, hangs out in other strategic places all around the bike. It's an ominous sight.

Actually, there's 13 of them brainpans on this shovel, all



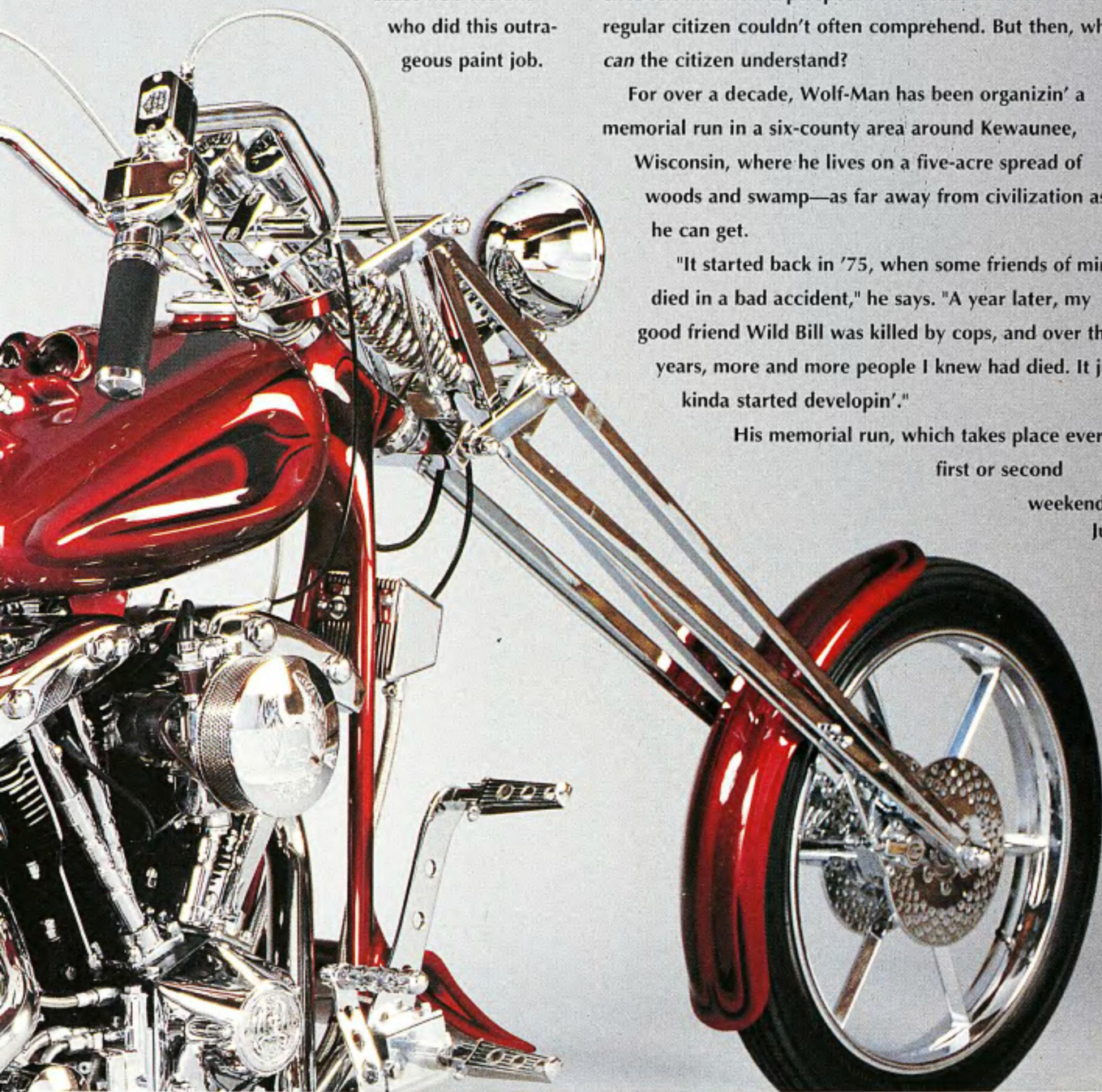
counted. Personally, I've only been able to count 10 of 'em, but I believe Wolf-Man, 'cause he's the one who did this outrageous paint job.

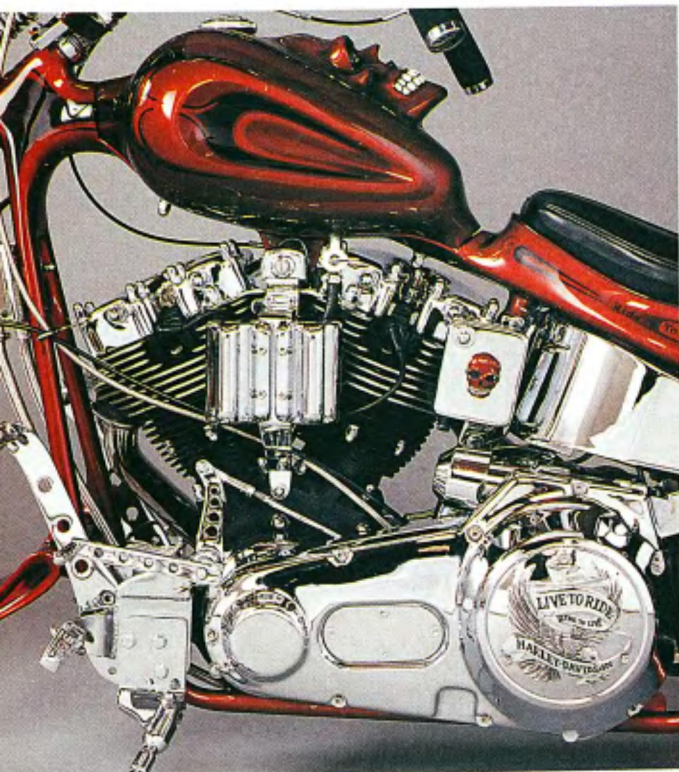
Death is a big theme in Wolf-Man's life. For one thing, he was a Marine and did a tour through 'Nam. That experience left him with a perspective of death and the world the regular citizen couldn't often comprehend. But then, what *can* the citizen understand?

For over a decade, Wolf-Man has been organizin' a memorial run in a six-county area around Kewaunee, Wisconsin, where he lives on a five-acre spread of woods and swamp—as far away from civilization as he can get.

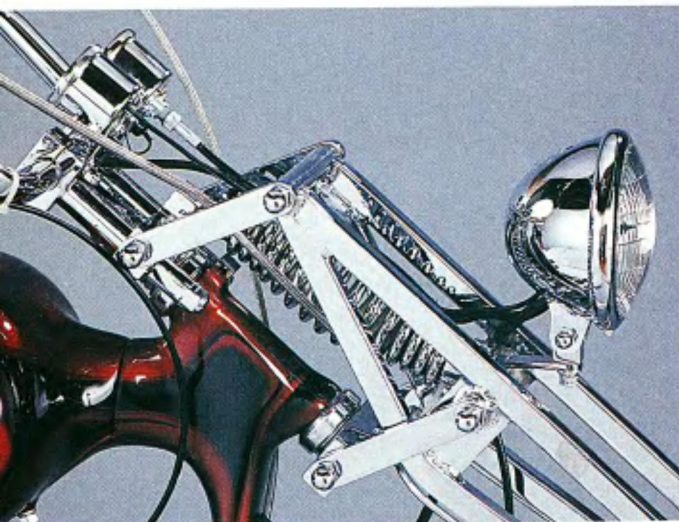
"It started back in '75, when some friends of mine died in a bad accident," he says. "A year later, my good friend Wild Bill was killed by cops, and over the years, more and more people I knew had died. It just kinda started developin'."

His memorial run, which takes place every first or second weekend in July,





Photos by Chuck Emery



Owner(s): Wolf-Man Jack Shavlik		City: Kewaunee, Wisconsin	
General		Frame	
Fabrication by: Ed Vaness		Year: '76 Jammer, by Ed's	
Year and make: 1976 H-D		Builder: Ed's Speed Shop	
Model: shovelhead		Type: hardtail	
Value: \$28,000 to priceless		Rake: 45 degrees	
Assembly by: Wolf-Man and Ed		Stretch: a little	
Time: 6 months		Other alterations: too many to list	
Chroming by: Bison		Accessories	
Engine		Bars: 6 bend pullbacks	
Year: 1976		Risers: 4-inch	
Model: shovelhead		Fender(s): custom made	
Rebuilder: Ed's Speed Shop		Headlight: 5 inch quartz	
Ignition: points & dual coils		Taillight: Drag Specialties	
Displacement: 74+ cubic inches		Speedo: CCI	
Lower end: stock		Front pegs: Custom Chrome	
Balancing: Ed's Speed Shop		Rear pegs: Custom Chrome	
Pistons: Manley 9.5-1		Electrics: 12-volt	
Cases: H-D		Gas tank: Paughco, Ed's	
Heads: dual plugs		Oil tank: Drag Specialties	
Cam: Andrews BH		Oil system: stock pump	
Lifters: stock, hydraulic		Primary cover: CCI	
Carb(s): Mikuni 40 mm		Seat: custom made	
Air cleaner: CCI, custom engraving		Sissybar: custom by Ed's	
Pipes: Drag Specialties		Height: 34 inches	
Muffler(s): Drag Specialties		Material: steel	
Transmission		Forks	
Modifications: Andrews close ratio		Type: Durfee girder, modified	
Year: 1976		Extension: 18 over	
Shifting: foot, 4-speed		Builder: Durfee & Ed's	
Engine sprocket: 14-mm belt drive		Special features: stainless stem & rod	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: all metal by Ed's		Hub: Hallcraft Mag	Hub: Hallcraft Mag
Painter: Wolf-Man		Rim width: WM1	Rim width: WM3.5
Color: candy, brandywine		Tire: 3.25 Avon	Tire: 510 Dunlop
Type: House of Kolor, lacquer		Brake: Perf. Mach.	Brake: Grimeca
Special paint: design, artwork by Wolf-Man			
Other special modifications: dual disc brakes, hydraulic clutch, custom skull on gas tank, plus much more. Modifications by Ed and Wolf-Man. Special thanks to my family for putting up with me.			

has grown to the point that now, at the end of the ride, there's a band, plenty of grub, and lotsa partyin' goin' on. And since his first run, he's always had The Skull to take him there. 'Course, she didn't always look like that; he's painted her 13 times in just about as many years, while his bro, Ed Vaness, did all the rakin' an' stretchin' and machinin'. That's what winters are for up North.

The second most important feature on this hawg, aside from that camel-like hump on his custom-made seat (which looks like it could give his

women a thrill), are the forks. Stretchin' around two corners (18 inches over), they give The Skull the appearance of a surviving dinosaur among bikes. But Wolf-Man likes this late '60s, early '70s kinda style. He's had three or four dressers, two panheads, and a 45 flathead trike, each and every one with stretched forks. To keep this one from doing the Mexican hat dance on the road, Wolf-Man's modified it with a Durfee girder and some special, bronzed bushings.

"We used to ride up Highway 55, which is real curvy," Wolf-Man

explains, "and anybody who could keep up with this guy named Kraut knew how to handle his bike. Well, I never had any problems."

Times, they are a-changin', however. "I'm gonna sell this bike, did I tell you that?" Yeah, well, ya did now, Wolf-Man. So, while he's waitin' for the best offer to drop into his lap, he's also thinkin' about what ride he's gonna get himself next. And where he's gonna put his skulls, cause, as we all know by now, it's always more fun with a little head on the road.

—Headhunter



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PUMPIN' AND RIDIN' IRON

An Arm Wrestlin' Champ's Strategy For Success

Another biker makes the big time—this time in the iron-wristed sport of arm wrestling. Dale Gorman, outta historic but struggling Boston, Massachusetts, has been a rider for over a decade. He currently puts a 1989 FLH with a sidecar that he can probably bench press on a good day.

Out of 500 major competitors affiliated with the American Arm Wrestling Association, Dale ranks second in the nation, in the 220 pound, Heavyweight class. He is currently the Super Heavyweight and Heavyweight champ in the New England area, and holds the Massachusetts Heavyweight and Super Heavyweight titles.

Arm Wrestling has been a professional sport for some 30 years ('course saloon wrestlin' has been bustin' tables fer ages). The American Arm Wrestling Association sanctions 100 meets (held all over the country) each year, and two national meets—one sit-down and one stand-up. The stand-up national will take place in Atlanta, Georgia, in June, and the sit-down will be in New York City in September.

The World Arm Wrestling Association has chapters in almost every country, and they are currently lobbying for Olympic status. There are two national events in each membership country, one stand-up and one sit-down competition. There are seven men's classes and three women's. Winners of the nationals (two in each class) advance to the World Tournament, which is held in

a different country each year. This year, in November, the World Tournament will be in the United States, in Dale's hometown of Boston. Dale hopes to take his class in this prestigious tourney.

The training for this unique sport involves, almost exclusively, weight lifting—predominately bicep and forearm work. Dale attributes his success to large hands, strong fingers, extensive wrist and forearm workouts, and heavy bicep and upper-body work. When the blood is pumping, the protein mix is at a peak, and the lung mixture is fine-tuned, Dale can do sets of curls with 100-pound dumbbells, grunt out a few 200-pound easy-bar curls, and bench press 405 pounds.

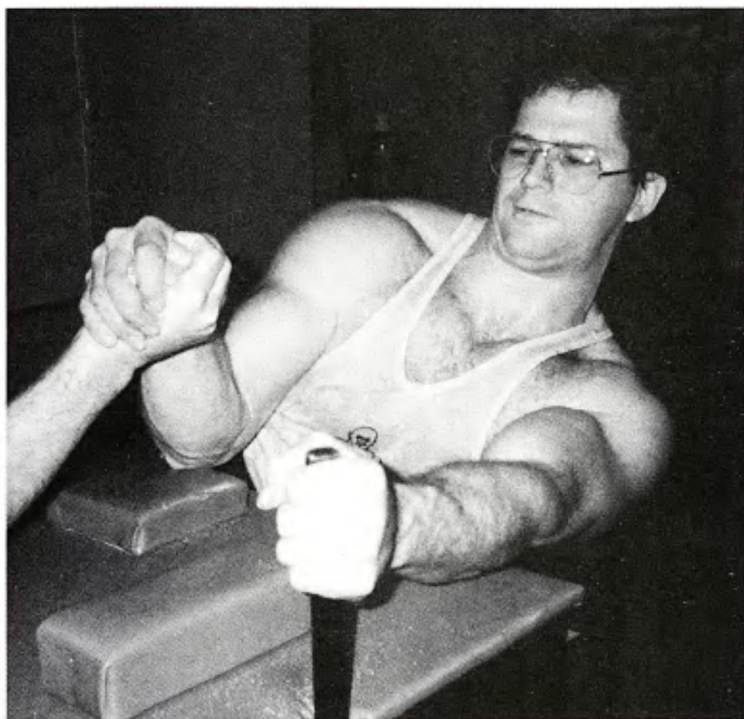
Dale's mentor, for years, has been Jeff Gonsalves, another world champion. Jeff taught Dale the ropes, from wrist strengthening techniques and weight-lifting secrets, to how to endure exhausting six-hour workouts.

The degree of strength required for this bone-breaking competition has reached bar-bending levels. During contests, it's not unusual to see athletes suffer the agony of having tendons ripped in two or even separated from the bone. In 1987, at the Mill Hill Club in Yarmouth, Massachusetts, Dale watched three competitors severely snap their arms into gruesome compound fractures, pass out, and be whisked away to hospitals. After the third bone-splittin' episode, Dale had seen enough gore and heard

enough screaming—he split. This ain't no dance-around-a-padded-mat-in-Day-Glo-shorts sport, like those glitter, pseudo-macho disco events you see on television.

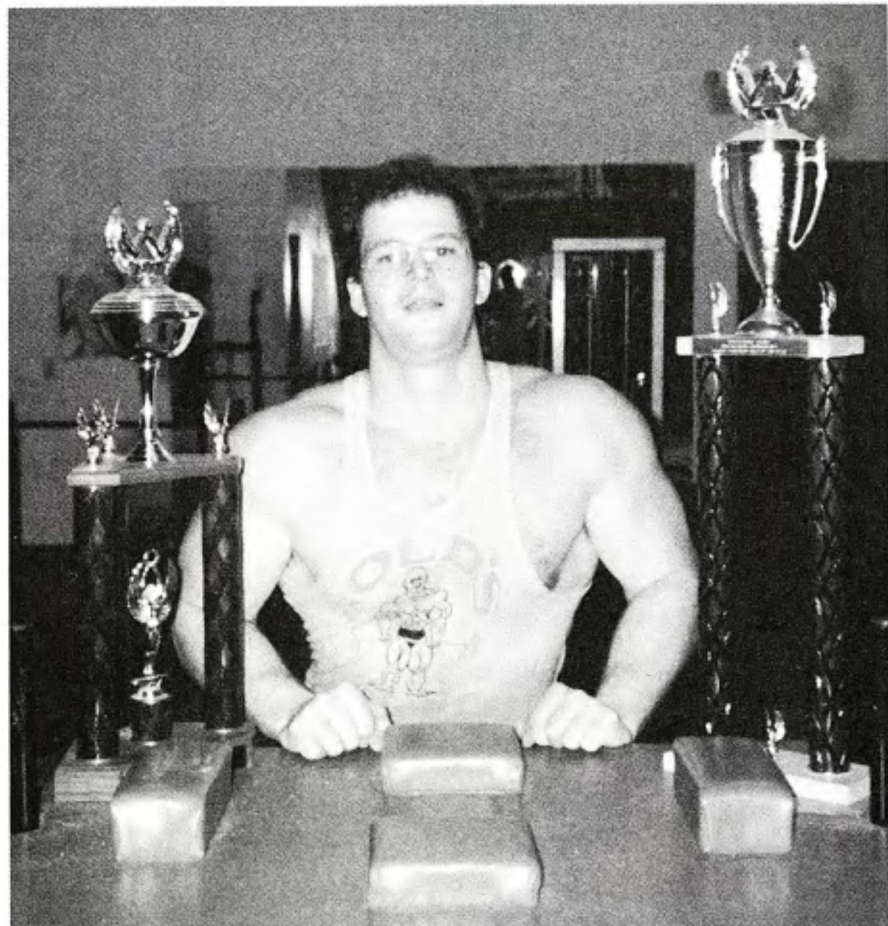
While locked in a blood boilin' match at the Sit-Down Nationals in Atlantic City, N.J., Dale felt searing pain shoot from his right bicep to his shoulder. The strain weakened his grip and sent him to the mat. Doctors (required at all events, along with chiropractors) ran to his aid. Shortly thereafter, he was on an operating table, having the bicep muscles, which had completely ripped away from his shoulder area, reattached.

This sport is somethin' like takin' a bull by the hoof. But the waiting is the worst. Before and between com-



petitions, men throw-up, pace, make numerous trips to the head, and rack their brains until their class is called. It's a serious effort for them to maintain some semblance of composure and concentration, as pairs of men are called at random to compete. Ya get two chances, but many men would just as soon get one. If ya win, you go to the winner's corner and wait for the rest of the matches to conclude, then ya match-up and do it again. If ya lose, ya go to the loser's corner and wait for one more shot at the winner's circle. After all the losers are eliminated, the winners pair off again and again until there are only two men. Since the competition requires that only two men belly-up to the podium at a time, the sport demands not only immense outer strength, but serious inner balance and a disciplined mind.

Dale has a precompetition routine he occasionally employs to get his head set for the meet. It all started in 1988, just before the Atlantic Coast competition. He had quit working out one week before the event, as he usually does, to rest and heal before the bicep brawl. Leaving Cape Cod



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DEALER INQUIRIES WELCOMED

at 8 a.m., he headed for Boston's Logan Airport to fly to Virginia Beach. The day's rainy, foggy conditions had created the usual scared citizen mess on the highway, so he missed the flight. With nothin' to do but pace the hollow corridors of the sleepy airport, he took off for a strip joint in the party zone of Boston. Flights continued to be canceled due to the snotty weather and Dale proceeded to drink and take in the sights. It was 11 p.m., the last flight out, before he got on the plane, with enough booze in his system to embalm his ass.

The next morning, he had to be weighed in before 10 a.m. at the Virginia Beach Pavilion and Conference Center. Over 200 competitors were there, including a special invitational match for their Canadian brothers. But when Dale woke up, he didn't know where the fuck he was. He fell in the shower, then drug his nipped-out eyes and bat-caved mouth to the auditorium. He felt that by gettin' drunk, he'd let himself down. He was gettin' mad. He'd also spent \$500 bucks, his only cash, watching shapely women and swillin' whiskey,



Photos by Steve Coonan

and now he was broke. He got madder, paced the floor, went to the head incessantly, grunted at passers-by and snarled at officials.

By 1 p.m. he had a '60s red-freak attitude stormin' through his brain cells. He was pissed. Nervous had left his vocabulary somewhere in the night. His face was flushed, his skin was crawlin', and impatience was

written all over his tightly pursed mouth, along with, "Don't fuck with me." At around 3 p.m., his class was called onto the stage. Dale kicked ass like any self-respectin' biker oughta do in front of over 400 spectators.

That's been his formula for success ever since. That's also his collection of tats—and no, I didn't tell him they're weird.

—Bandit

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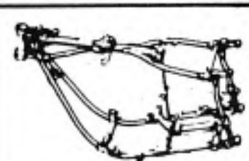
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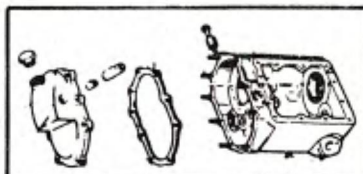
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READER'S RIDE



Dwayne "Arlo" Landry Madison, Maine 1978-1/2 Harley-Davidson FXE

"It's been a lotta hassle," Arlo Landry said. "I've been building this bike off-and-on for the last five years."

Arlo's from the boonies beyond Bangor (that's Maine), just a stone's throw from his engine builder, Pudgy Cycles, though. In fact, it's about 70 miles. And when you're building 88 inches of mean machine, complete with a Super Max belt drive, roller rockers, Velva-Touch hydraulic lifters, and a 485 Sifton cam, you're gonna make a lot of those 70-mile trips.

Arlo swears by the new Velva-Touch lifters ... says now it "raps." But you gotta be careful, he had some oiling problems haunting him that only went away after he shitcanned the Morris Mag and got a different cam cover.

The paint job's got five years on it—and it's still perfect. According to Arlo, he grabbed a once-in-a-lifetime chance to catch Bill Crosby, the artist, in his neck of the woods and have his mastery laid on his scooter. "He's moved to California, I think," he said, "so you Westerners have got his talent now."

Arlo's been buildin' rides for years, and to prove it, he's got about 30 show trophies stashed in his basement. Buildin' scoots is to him what paintin' is to David Mann or what drinkin' beer is to Snake, or what ridin' is to Rip, or ... I'm outta here.

—Clean Dean

YEAR: 1978-1/2 Harley-Davidson

MODEL: FXE

ENGINE: 88-cubic-inch shovel-head

TOP END: roller rockers, Velva-Touch hydraulic lifters; dual plugs

LOWER END: S & S wheels, late style oil pump

TRANSMISSION: 4-speed belt drive; close ratio 3rd gear

FRAME: stock swingarm

FORKS: stock '81 wide glide with speedo drive and fiberglass fender

WHEELS: 16-in. laced with gold spokes and Sport Elite tires front and rear

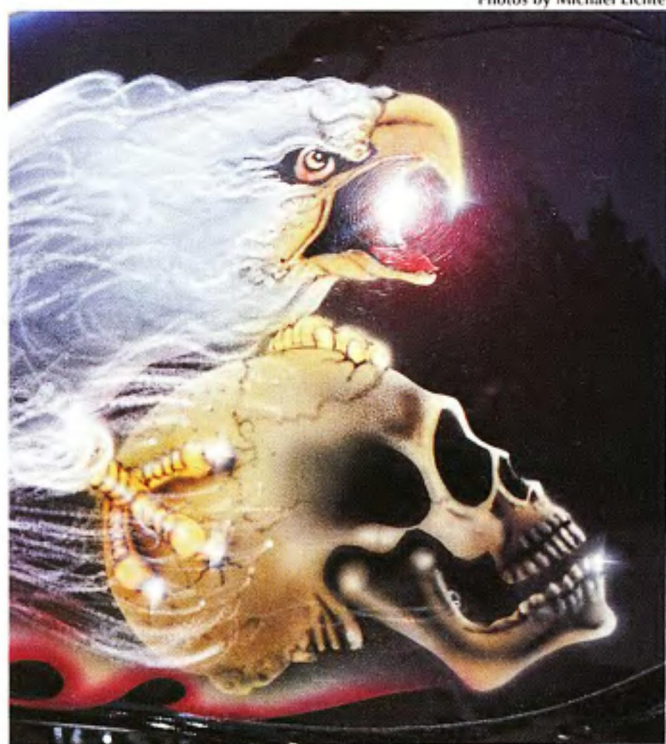
ACCESSORIES: dual belt drive from Super Max and a lot of gold plating

FINISH: paint by Bill Crosby, chrome by Brown's Plating

CREDITS: Special thanks to: Bill Crosby, Pudgy Cycle and Phil Ross



Photos by Michael Lichter

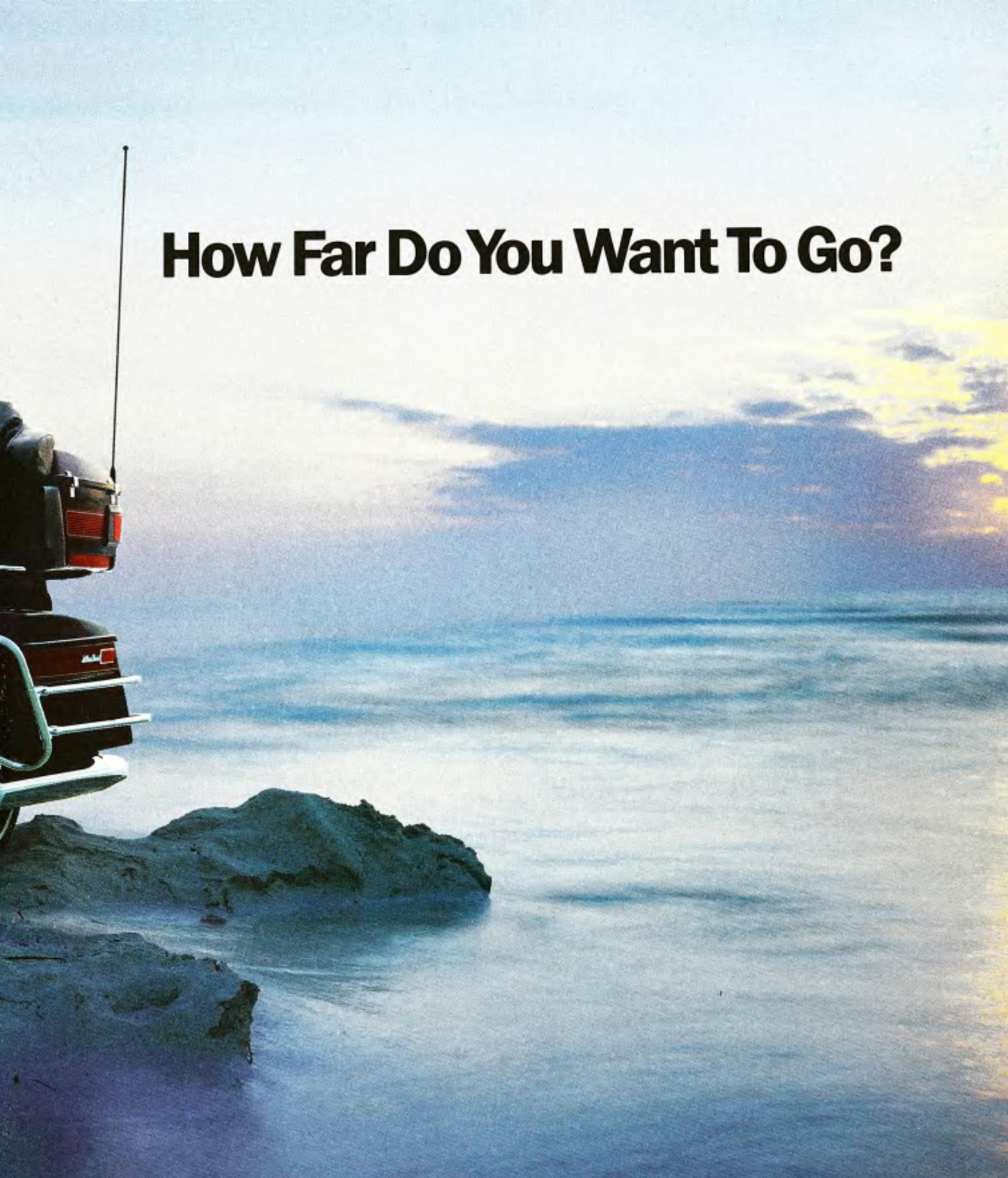




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you travel seems trivial compared to the almost endless possibilities of where you could go. When you're on a Harley, how far you go isn't important. The going is.



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MOTOR STORIES



"Steady" cried Motor Matt,
reaching for the head of the
runaway horse.

David M. Hall

CHAPTER I

THE RUNAWAY MOTOR-CYCLE

By Stanley R. Matthews, creator of
"Motor Matt."

CHARACTERS THAT APPEAR IN THIS STORY:

Matt King, concerning whom there has always been a mystery—a lad of splendid athletic abilities, and never-failing nerve, who has won for himself, among the boys of the Western town, the popular name of "Mile-a-minute Matt."

Chub McReady, sometimes called plain "Reddy," for short, on account of his fiery "thatch"—a chum of Matt, with a streak of genius for inventing things that often land the bold experimenter in trouble.

Welcome Perkins, a one-legged wanderer who lives with Chub and his sister while their father prospects for gold—Welcome is really a man of peace, yet he delights to imagine himself a "terror," and is forever boasting about being a "reformed road-agent."

Dick Hawley, a sporting man who usually gets whatever he goes after; and being both rich and unscrupulous is reckoned a dangerous character to have for an enemy.

Dace Perry, a school companion of young King, who has learned to hate Matt so furiously that he is ready to go to almost any length in order to do our hero an injury.

Tom Clipperton, known generally as "Clip," a quarter-blood, who is very sensitive about his Indian ancestry.

Susie McReady, the small sister of Chub.

Edith Hawley, the gambler's daughter.

Mr. McReady, a prospector.

Delray, a watchman in charge of the abandoned "Bluebell" Mine.

Jacks, Bisbee, two ruffians in the employ of Hawley.

Pedro Morales, a Mexican wood-hauler.

"Shade o' Gallopin' Dick! Say, allow me to rise an' explain that I kin ride anythin' from a hoss to a streak o' greased lightnin'. I don't take no back seat fer anythin' on hoofs, 'r wheels, 'r wings. If ye think ye kin make Eagle-eye Perkins, ex-Pirate o' the Plains, take to the cliffs an' the cactus jest by flashin' a little ole benzine push-cart onto him an' darin' him to git straddle, ye're goin' to be fooled a-plenty. Shucks! Here, hold my hat."

"You don't have to shed your hat, Perk."

"Got to cl'ar decks fer action. When a man with a wooden leg goes gallivantin' around on a two-wheeled buzz-wagon, the less plunder he keeps aboard the better. Hold the hat an' hesh up about it. Which crank d'ye turn to make 'er start?"

Ed Penny, on his one-cylinder motor-cycle, had come *chug-chugging* across the bridge over the town canal and stopped in front of the McReady home. While he was out in front, talking with Chub McReady, Welcome Perkins, the self-called reformed road-agent, had stumped out of the house and walked around the hitching-post against which Penny had leaned the machine. Welcome had snorted contemptuously. Penny had then whirled on the old man and had asked him if he thought he could ride the motor-cycle. This led to Welcome's outburst and the jerking off of his sombrero, which he handed to Chub.

Both boys were enchanted with the prospect ahead of them. There was never anything Welcome hadn't done or couldn't do—to hear him tell about it—and this looked like a good chance to take some of the conceit out of him.

"Ever ride a bike, Welcome?" asked Penny, his enthusiasm palling a little as he thought of what might happen to his machine.

THE RUNAWAY MOTOR-CYCLE

"Ride a bike!" exploded Welcome
"Why, I was raised on 'em. Never was
scart of a reg'lar bike yet, so I reckon
two wheels an' a couple o' quarts o'
gasoline ain't goin' to make me side-
step none. How d'ye start 'er, I ask ye?
What knob d'ye pull?"

Penny showed him how to start the
gasoline and to switch on the spark.
Welcome puffed himself up and patted
his chest.

"Nothin' to it," he rumbled. "Watch
my smoke, will ye, an' see how easy
ridin' a contraption like that comes to a
feller that's knowed how to do things
his hull life."

"Snakes alive!" he muttered, with a
sudden thought. "How am I goin' to
keep that wooden pin on the pedal?"

"We'll tie it there, Perk," answered
Chub promptly. "Wait a minute."

He hung the coat and hat on the
hitching-post and started off into the
yard. While he was gone, Welcome
began pulling up the strap that secured
the pin to his stump of a leg. By way of
showing how calm and self-possessed
he was, he sang as he worked.

*"I oncel knowed a gal in the year
o' '83,
A han'some young thing by the name
o' Em-eye-lee;
I never could persuade her for to
leave me be,
An' she went an' she took an' she
married me."*

When Chub got back with a piece of
rope, Welcome was astride the saddle,

his foot on the ground, with Penny,
who was shaking with suppressed joy,
helping to hold up the machine.

"Tie 'er tight, son," said Welcome.
"Don't you fret any about that, Perk,"
answered Chub, with a wink at Penny
as he lifted himself erect. "Remember
how to start?"

"Think I'm an ijut?" demanded
Welcome indignantly. "I got a head for
machinery, anyways, an' I could hev



"Now that's an evangelist I really trust!"

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studies it out all by myself if he'd given me time. Are we all ready?"

Chub helped Penny pull the machine upright.

"All ready!" they answered, in one voice, with sly grins at each other behind the old man's back.

"Then see me tear loose."

Welcome worked the requisite levers, the machine began to sputter, and the boys gave it a shove. There was a good deal of wobbling, at first, but as the machine gathered headway it got steadier, and Welcome dwindled away down the road.

"Not so much of a joke, after all, Penny," observed Chub, in gloomy disappointment. "The old freak seems to know how to stay on and keep right side up. I thought he'd scatter himself all over the road right at the start."

"One on us, Chub," returned Penny. "Ah," he added, his eyes on Welcome, "he's turning 'round in that big open space near the canal bridge. Gee-whiz! but that was a short turn. Watch him, will you! He's comin' this way like the cannon-ball limited."

"What's he yellin' about?" queried Chub excitedly. "Something must have gone wrong."

Both boys watched the approaching Welcome with growing wonder. He was coming like a house afire, his long hair blowing out behind him, and he was howling like a Comanche. There was a look of helpless consternation on his face.

"Gosh-all-Friday! How d'ye stop 'er? Ye didn't tell me how ter stop 'er!"

Welcome shot past them like a bullet out of a gun, his voice trailing out behind him and becoming all jumbled up in the distance.

"He can stay on, all right," whooped Chub, "but he can't stop! Why didn't you tell him how to stop, Penny?"

"He never asked me!" answered Penny.

"The thing is runnin' away with him!"



"So why build a nest? There's a dandy one, and nobody's using it."

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THE RUNAWAY MOTOR-CYCLE

Welcome described another hair-raising turn at another place that allowed him to circle, and came whooping back.

"What'm I goin' to do?" he howled; "how long've I got to keep this thing up?"

"Jump off!" suggested Chub.

"Can't! Ye tied me on! Wow!"

By that time Welcome was out of talking distance again. When he circled back on the next frantic round, it was plain that his gorge was beginning to rise.

"I'll skelp somebody fer this!" he roared. "Ye framed it up between ye, that's what ye done! Dad-bing the pizen ole thing-um-bob!"

Welcome was now tearing toward the bridge over the canal. A man was coming across the bridge on foot.

"Great Caesar!" exclaimed Chub, staring toward the bridge, "that's Dirk Hawley, the gambler, comin' this way?"

"Welcome ain't makin' any move to turn around," answered Penny. "Looks to me as though he was going to knock Hawley into the canal."

By a common impulse the boys started on a run toward the scene of threatened disaster. Hawley had come to a standstill in the middle of the bridge.

"Slow down, you old catamaran!" he cried. "What d'ye mean by scorchin' like that?"

"Head me off!" begged Welcome. "Can't stop—don't know how to stop! Trip me up 'r somethin'!"

By the time Hawley had got this through his head Welcome was upon him. With a shout of anger, Hawley hurled himself to one side. He escaped being struck, and missed going into the water of the canal by a scant margin; but he had been obliged to throw himself flat down on the bridge, and in doing so he had jarred his body a little and jolted his temper a good deal.

As he picked himself up he said a good many unkind things about Welcome, but the old fellow was plunging on beyond the bridge and had other troubles that took up his attention.

Just as he had about made up his mind to run into the side of a building, or a fence, and bring himself to a halt at any cost, his frenzied eyes caught sight of another motor-cycle sailing toward him. A thrill of hope darted through his breast.

"Matt!" he yelled. "Stop me! The blamed thing's got the bit in its teeth

an' I can't do nothin' with it!"

Matt King slowed down, stared a moment at the frantic old man, laughed a little, then described a half-circle, put on more power, and raced along beside the runaway machine. It took him but a moment to lean over and shut off the engine.

"How did you happen to get in a fix like this, Welcome?" he asked, when both machines were at a halt and the old man was standing on one foot and trying to jerk his wooden leg loose from the pedal.

"Can't ye guess what onnery limb put this up on me?" glared Welcome. "Not sence I reformed hev I ever felt like p'intin' fer All Outdoors an' becomin' a hootin' tootin' border ruffian, as I do this here mini! Wow! The ole sperrit is a-bubblin' an' a-stirrin' around in me like all-possessed, an' I don't reckon I kin hang out agin' it."

"Buck up, Welcome," said Matt, who knew the old fellow's eccentricities as well as anyone, and understood just how much of a false alarm he was. "It won't do for you to backslide now, after you've lived a respectable life for so long. Here, I'll get the lashing off that wooden leg of yours."

Leaning his motor-cycle against a tree by the roadside, Matt bent down and got busy with the rope. As soon as Welcome could jerk the pin loose, he whirled and stumped furiously back in the direction of Chub and Penny. Matt grinned a little as he looked after him:

This piece of fiction was written in 1909, and is the first chapter in a book entitled Motor Matt's Daring. Look for further chapters in an upcoming edition of Easyriders Best Biker Fiction. ■



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IN THE WIND



—The Breeze, Virginia Beach, Va.

Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2 1/4 x 2 1/4) — nothing else. Whether it's the exhilaration of a dude and his chick flyin' down the highway or the let-it-all-hang-out exuberance of a biker bash or the eyeball-poppin' sight of a sexy honey showin' her

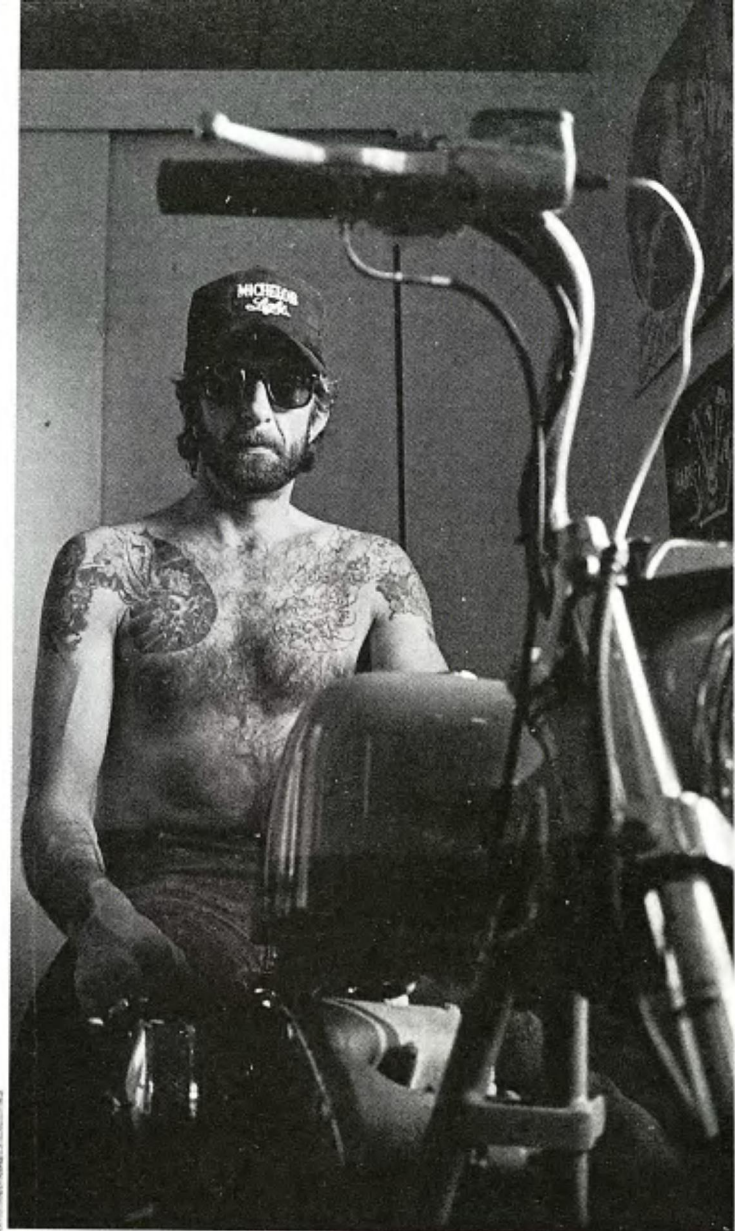
stuff — these photos typify the fun, excitement, and freedom of biking. (Oh, yeah, dig this — we now pay \$30 for every black-and-white photo we print, \$100 for every color photo we print *full-page*, \$50 for every color photo we print *half-page*, and \$40 for every color photo printed *smaller than half-page*.) Please label all photos with your name and address. Send photos to *In The Wind*, Box 3000, Agoura Hills, CA 91301.

—Thunder, Sevierville, Tenn.



—Pat Randle, St. Petersburg, Fla.





—Jerry Buffington, Eden Prairie, Minn.





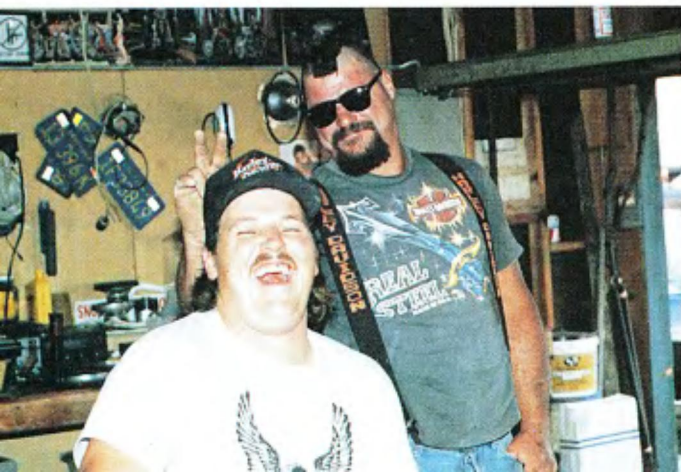
—Downed bros, Lompoc, Calif.

—Randy Cullen, Yuma, Colo.



—Lori Luetticke, Santee, Calif.

—Rebel Red, Warsaw, Ind.





—Shayde Goracke, Beatrice, Neb.

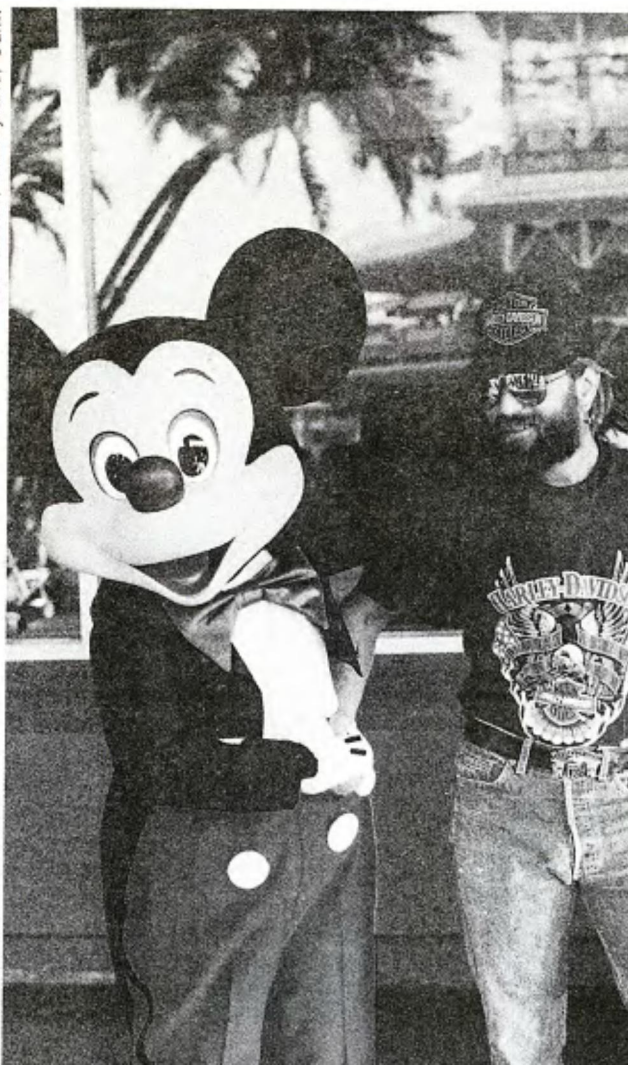


—Steele Davis, Anchorage, Alaska



—Cyclops, Franklin, N.H.

—Fred Leitner, Disneyland, Calif.

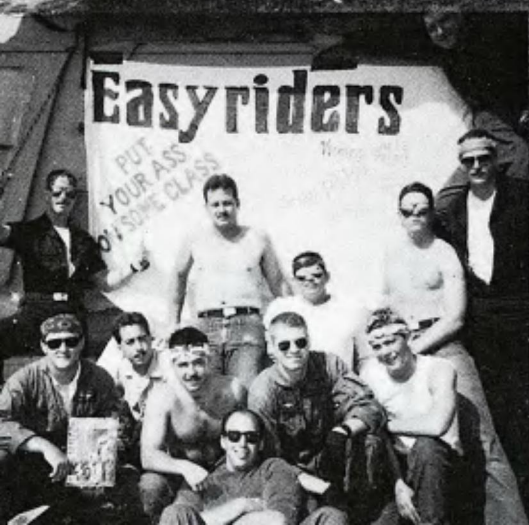


—Cyclops, Franklin, N.H.



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DECEMBER *Fox Hunt* WINNER



Kim grabbed our attention in one look. Judging by the votes, her presence made you readers sit bolt upright and take notice, also. Her smile, the tanned and hard belly, and those firm knockers juttin' to the moon ... ah, yes, Kimberlee, your Fox Hunt winner from December, closes out the '80s on a high note, which figures, seein' as how she's a fine singer to boot. While we're singin' her praises, go ahead and get a gander at this fine lookin' lady from La Habra, California, as she adds some color to Gene Shacove's black and white Softail on page 69.

—Loudmouth



My hair in the wind, the sun on my face, with a Softail beneath me, I'm ready to race. Vote for me, I won't let you down.

Tracy, Ohio — Ext. #401



I think Harleys are a turn-on. Nothing feels as good as being on the back of a bike.

Lynette, California — Ext. #402



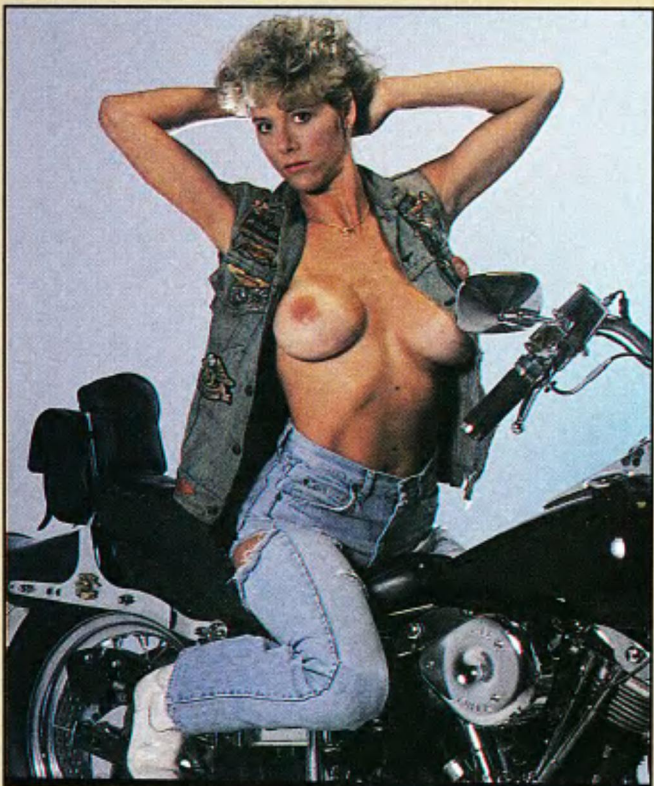
Being from Belgium, I can only dream of riding behind an American hunk on a Harley. Make my dream come true

Veronica, Belgium — Ext. #403



I'm from Southern California. I grew up with five brothers, motorcycles, and partyin' at the beach. I believe in high firepower in my weapons and my bikes.

Dee, North Carolina — Ext. #404



Motorcycles are my way of life. Ride free and easy.

Dorie, Florida — Ext. #405



In life you have to stand up for what you believe in. I believe in Harley-Davidson and the readers of *Easyriders*.

Chris, Wyoming — Ext. #406

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Idaho Coalition for Motorcycle
Safety
Box 5732
Boise, ID 83701

ILLINOIS

ABATE of Illinois
Eastern Illinois Chapter
Box 2264, Station A
Champaign, IL 61820

ABATE of Illinois
Pisa-Gateway Chapter
148 Blackhawk
Collinsville, IL 62234
(618) 459-3474

ABATE of Illinois
Central Illinois Chapter
Box 1084
Galesburg, IL 61401
(309) 343-5393

ABATE of Illinois
State Office
311 E. Main St.
Borndt Bldg., Ste 418
Galesburg, IL 61401
(800) 87-ABATE

INDIANA

ABATE of Indiana
Box 81
Granger, IN 46030
(219) 674-5694 (800) 23-ABATE

IOWA

ABATE of Iowa
Box 811
Council Bluffs, IA 51502
(712) 322-9228

Concerned Motorcycle Association
653 Franklin Ave.
Council Bluffs, IA 51501

KANSAS

ABATE of Kansas
650 Elm
Perry, KS 66073
(913) 597-5140, in Kan. (800) 657-5763

KENTUCKY

ABATE of Kentucky
Box 2071
Lexington, KY 40504

Kentucky Biker Association
Box 18611
Louisville, KY 40216

LOUISIANA

ABATE of Louisiana
St. Bernard Chapter
Box 1743
Chalmette, LA 70044

ABATE of Louisiana
Columbia Chapter
Box 1086
Columbia, LA 71248
(318) 649-2567, (318) 649-5852

MAINE

United Bikers of Maine
Box 729, Ocean Point Rd.
East Boothbay, ME 04544
(207) 633-6138

United Bikers of Maine
Box 745
Skowhegan, ME 04976

MARYLAND

ABATE of Maryland
Box 1733
Annapolis, MD 21404

ABATE of Maryland
3910 14th St.
Chesapeake Beach, MD 20732

MASSACHUSETTS

Modified Motorcycle Assoc.
39 Cross St.
Somerville, MA 02149
(617) 666-4337

MICHIGAN

ABATE of Michigan
Box 1032
Dearborn, MI 48121
(313) 427-3244

Paralyzed Wheels Foundation
4703 S. Division
Wayland, MI 48348
(616) 877-4749

MINNESOTA

Minnesota Motorcycle Riders
Association
Box 27528
Minneapolis, MN 55427
(612) 541-1704

ABATE of Minnesota
4610 Colfax Ave. N.
Minneapolis, MN 55412
(612) 522-8024

MISSISSIPPI

ABATE of Mississippi
Northwest Chapter
Box 708
Hernando, MS 38632
(601) 799-1222

ABATE of Mississippi
Meridian Chapter
Box 2975
Meridian, MS 39320
(601) 482-6449

ABATE of Mississippi
Jackson Chapter
Box 97264
Pearl, MS 39208
(601) 957-9163

MISSOURI

Freedom of Road Riders
Box 520211
Independence, MO 64052
(816) 238-3132

ABATE of Missouri
RR 1, Box 85
Princeton, MO 64673
(816) 586-2291

Freedom of Road Riders
6210 Sherman
St. Joseph, MO 64504
(816) 238-3132

MONTANA

ABATE of Montana
Missoula Chapter
121 Short Rd.
Missoula, MT 59801

ABATE of Montana
Gallatin Park Chapter
Box 203
Three Forks, MT 59752

NEBRASKA

ABATE of Nebraska
Box 30332
Lincoln, NE 68503
(402) 796-2523

NEVADA

Modified Motorcycle Association
Box 26586
Las Vegas, NV 89126
(702) 875-6121

ABATE of Nevada
Northern Chapter
Box 457
Valmy, NV 89438
(702) 635-2817

NEW HAMPSHIRE

New Hampshire Motorcycle Rights
Organization #18
72A Old Ferry Rd.
Londonderry, NH 03053
(603) 627-3528

NEW JERSEY

Jersey ABATE
Box 222
Franklin Lakes, NJ 07417
(201) 891-4252

Jersey ABATE
Ocean County Chapter
Box 321
Warehous, NJ 08758
(609) 693-1019

NEW MEXICO

ABATE of New Mexico
1st Mountain Chapter
Box 213
Cedar Crest, NM 87008
(505) 281-9449

NEW YORK

ABATE of New York
Ontario Chapter
Box 546
Canandaigua, NY 14424

ABATE of New York
Grand Island Chapter
Box 335
Grand Island, NY 14217
(716) 773-0507

National Handicap Motorcyclist
Association
32-04 83rd St.
Jackson Heights, NY 11370
(718) 565-1243

ABATE of New York
State Office
Box 125
Westfield, NY 14287
(716) 326-4153

NORTH CAROLINA

Concerned Bikers Association
Box 26445
Charlotte, NC 28221
(704) 536-8535, (704) 864-1722

Harley Drag Racing Association
Box 1429
Elon College, NC 27244
(919) 229-4877

Concerned Bikers Association
Box 2421
Salsbury, NC 28144

NORTH DAKOTA

ABATE of North Dakota
Box 353, 4023 State St.
Bismarck, ND 58502
(701) 223-5609 (800) 247-1213

OHIO

ABATE Concerned Motorcycle
Riders Association Region 11
Box 95
Climon, OH 44216-0095

ABATE of Ohio
Region 9
2684 Elliott Ave.
Columbus, OH 43204

ABATE of Ohio
Region 4
Box 157
Kipton, OH 44049
(216) 774-2080

OKLAHOMA

ABATE of Oklahoma
Shawnee Chapter
Box 1623
Shawnee, OK 74802
(405) 275-9126 (405) 273-4442

ABATE of Oklahoma
Box 582078
Tulsa, OK 74158

ABATE of Oklahoma
Box 96113
Oklahoma City, OK 73143

OREGON

Association for Motorcyclists
of Oregon
Box 1298
Albany, OR 97312

ABATE of Oregon
Box 4504
Portland, OR 97208

PENNSYLVANIA

ABATE of Pennsylvania
Venango County Chapter
410 Tidball Ave.
Grove City, PA 16127

ABATE of Pennsylvania
State Office
Box 15226
Harrisburg, PA 17105
(717) 761-8880

RHODE ISLAND

Rhode Island
Motorcycle Association
Box 10446
Cransford, RI 02910

ABATE of Rhode Island
Box 7868
Warwick, RI 02887

SOUTH CAROLINA

ABATE of South Carolina
2062 Edisto Ave.
Charleston, SC 29412

Concerned Bikers Association
State Office
Box 1361
Lexington, SC 29072

SOUTH DAKOTA

ABATE of South Dakota
Sioux Falls Chapter
Box 864
Sioux Falls, SD 57101
(605) 335-8772

ABATE of South Dakota
Black Hills Chapter
Box 241
Whitewood, SD 57793

TENNESSEE

Concerned Motorcyclists
of Tennessee
Box 140585
Nashville, TN 37214

CMT/ABATE
Box 140585
Nashville, TN 37214

TEXAS

ABATE of Austin/AIM
Box 140243
Austin, TX 78714
(512) 837-6167

Motorcycle Riders Foundation
Box 422
Brazoria, TX 77422
(409) 798-0554

Texas Motorcycle Riders
Association
4258 Larson Lane
Fort Worth, TX 76115

UTAH

ABATE of Utah
Box 520204
Salt Lake City, UT 84152
(801) 943-1306

VERMONT

Freedom of the Road
for Vermont
Box 482
Montpelier, VT 05602

VIRGINIA

ABATE of Virginia
Old Dominion Chapter
9828 Hampton Lane
Fairfax, VA 22030
(703) 591-6215

Virginia Motorcycle Association
Box 1191
Richmond, VA 23209

WASHINGTON

ABATE of Washington
910 Slocater-Kinney Rd. Ste 262
Lacey, WA 98503
(206) 357-4170

ABATE of Washington

Olympia Chapter
Box 7129
Olympia, WA 98507

Bike PAC of Washington
Box 69048
Seattle, WA 98168
(206) 243-8560

ABATE of Washington
East Pierce County Chapter
Box 1004
Tacoma, WA 98401
(206) 475-4469

WEST VIRGINIA

ABATE of West Virginia, Inc.
Mountain State Chapter
Box 875
Inwood, WV 25428

ABATE of West Virginia
2187 4th Ave.
Morgantown, WV 26505

WISCONSIN

ABATE of Wisconsin
Box 25309
Milwaukee, WI 53225
(414) 367-1188

ABATE of Wisconsin
Box 25581
Milwaukee, WI 53225

ABATE of Wisconsin
Box 25581
Milwaukee, WI 53225

WYOMING

ABATE of Wyoming
4011 E. 13th St.
Cheyenne, WY 82001

ABATE of Wyoming
Big Horn Basin Chapter
Box 1742
Cody, WY 82414

ABATE of Wyoming
Central Wyoming Chapter
612 N. 7th St.
Douglas, WY 82644

Since space is at a premium, we are unable to list every chapter, phone number, and contact.



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!

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

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



Here she is, bros, the first monthly winner in our 12th Annual Fox Hunt—Vikki, #402 from Portland, Oregon. See more of her next issue.

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 #203 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

The deadline for voting for this month's issue is April 30, 1990.

We'll print the winner in the September issue.

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

FOX HUNT
Box 3000
Agoura Hills, CA 91301

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

203

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 _____
 Notary Seal _____

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

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

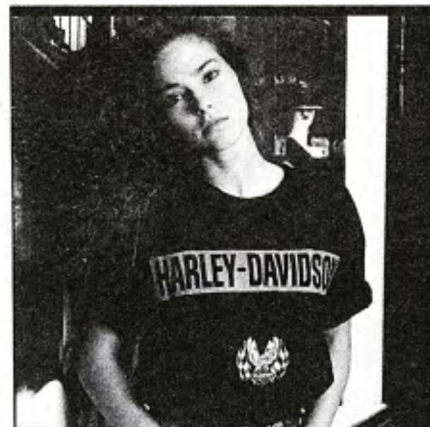
PARTS BOX

Tell 'em Snake sent ya



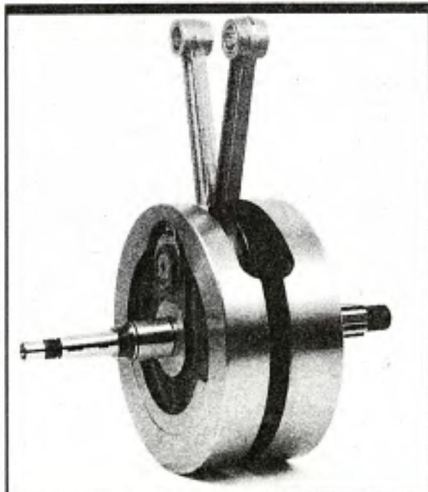
Sucking Chrome

Yeah, she's my girlfriend. At least I sorta wish she was. But don't tell her, I move in my own mysterious ways. But ya could call and tell her that Snake told ya about all their spiked shit, and maybe she'd start thinkin' whatta influential dude I must be. These guys have a full line of spiked axles, gas caps, and spiked nuts. If you're into spiked chrome as much as she is, this might be yer best American connection. For more info, call (505) 326-4143 or write USA Motorcycle Parts, Ltd., Dept. ER, 301 West Broadway, Farmington, NM 87401.



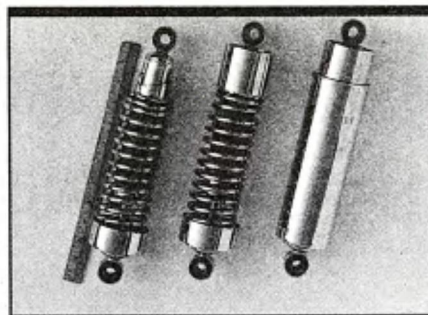
If The Blonde Turns Me Down . . .

Do you think this somber face will go for a ride? No breakdowns for at least 100 miles ... Yeah, it's the shirt she's pushin'. It's made by the same people who invented (?) Harley tennis shoes. You can find this shirt (without the girl) in your local dealership so, unfortunately, ya can't put in a good word for me. But if ya happen to write about this bold T-shirt with the embroidery on it, tell her I'll leave the whiskey at home on our first date. IXSPA, 14 Washington Rd., Dept. ER, Building #7, Princeton Junction, NJ 08550.



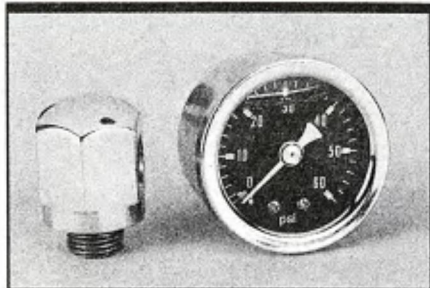
Cut the Romance

Let's get down to business. This is a helluva package for the bro who's about to rebuild his shovelhead. A complete stoker lower end, set up and ready to go. The TwinPower flywheel assemblies, for '73-'84 shovels with a 4.5-inch stroke, have heat-treated, forged steel connecting rods and hardened and ground crankpins and shafts. It comes fully assembled, balanced and trued (I'd have it double checked—shipping can work wonders). For more info on these puppies contact yer local Nempco dealer.



Lowered

The fastest way to lower and improve the looks of yer sled is to change the shocks. For years, we had to find shorter shocks from older models. That's why the gangsters over at MB Products are kickin' ass. They know what we're lookin' for and they don't give up until they find it. And if you don't want to buy these, they'll shorten yours for a small bag of gold. These shocks are 11.1 inches long and will fit, without clearance problems, '79 and later XLs and all five-speed frames. For more information check out their ad (in here somewhere) or call (800) 852-5545.



Oil Filled Pressure Gauge

Here's a troublesome product, hopefully fixed. I've watched oil gauges disintegrate on my ol' pan, before my very red eyes. But here's a small company that's trying a new angle—an oil-filled gauge with an adapter to allow you to mount it to the rear rocker shafts on shovelheads and shovelhead/Sportsters. For the straight dope, write Superior Motorcycle Parts, Dept. ER, 162 West Hills Rd., Huntington Station, NY 11746 or call (516) 421-1641.



Don't Ask Me

But on the other hand, if one of these dudes yanked me outta my barstool and asked me if I liked his threads, I'd probably give him an affirmative answer, then kick him in the nuts and run. These two buffed-out maniacs are the Road Warriors, who are the NWA world tag team wrestling champions. No they're not selling the shoulder pads, it's the pants they're pushin'. For more information, write Warrior Distributing Corp., Dept. ER, 2440 Prior Ave. N., Roseville, MN 55113, or call (800) 237-6172. ■

MB Products

8025 Aerostar, Falcon, CO 80831

COD Orders shipped UPS only add \$3.00

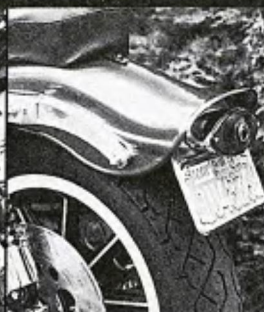
Tollfree Order Line: (800) 852-5545, Mon-Fri, 10 a.m.-6 p.m.

Hawaii, Canada and Colorado (719) 683-3838 • FAX Orders: (719) 683-3868



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. Tailight: \$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. Tailight: \$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. Tailight: \$18.



THE STRUTLESS® DRESS FENDER

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



THE STREAMLINER

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



STRUTLESS® FENDER FOR SOFTAILS

Designed for 1984 & 1985 Softails—86 and later Softails can mount this fender if frame fender struts are removed. Taillight bracket welded in—all you need is a taillight. Part #3033. Price: \$195. Tailight: \$18. Dresser style also available. Price: \$239 (includes shipping).

LOWER YOUR HARLEY with Mike's Short Shocks

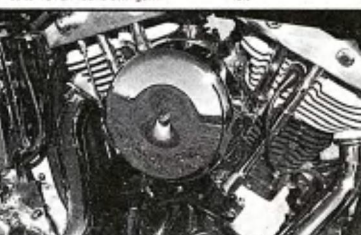
or send us yours and we'll shorten them

DON'T WANT TO BUY NEW SHOCKS?

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

Shortened Lengths

'79+ later Sportsters	11.5"
'82+ later 5-speeds (no air shocks)	11.1"
'52 to '78 Sportsters	12.5"
'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

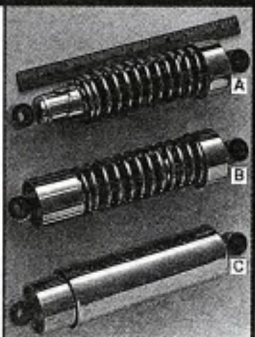
13.5	Lowers bike 1.5" chrome spring, looks like stock adjustable	#1111	\$159
13.5	Lowers bike 1.5" full chrome covers adjustable	#1122	\$169

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.

THE SUPER FLOW AIR CLEANER NOW WITH CHROME COVER

Flow tests prove the Super Flow Air Cleaner est flow 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 #030. 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.

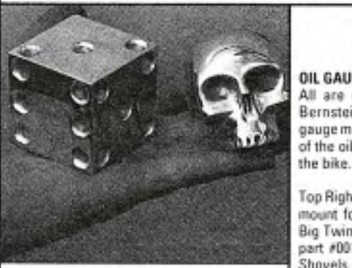
ALUMINUM OIL COOLERS



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



OIL GAUGE MOUNTS

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 Shovelheads, 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

FLAME T-SHIRT



New from MB products Crazy J's flamed out T-shirts. This ad is black & white, but the flames are yellow outlined in red. The back is flamed out just like the front. Price \$14.95 each Shipping \$2.50 if you order more than one shirt shipping is still only \$2.50

YOUR HARLEY STARTS HERE.

Morris Magneto's M-5.

The Dawn of a New Generation.

Easier starting, increased power, greater reliability and better mileage. Four great reasons to install the Morris Magneto M-5. Each M-5 is individually hand-crafted for a performance improvement you will actually feel.

WHAT IS A MAGNETO?

A magneto is a simplified ignition system that directly converts the motion of kicking or cranking into a high voltage spark. Since it works independently, it will still function with a faulty electrical system, a dead battery or no battery at all.

WHAT'S DIFFERENT ABOUT THE M-5?

Morris Magneto's M-5 represents an entirely new generation of magneto ignition systems. With the M-5, it doesn't matter how slowly the engine turns over. During either kick or electric starting, a recoil spring mechanism winds up. When the engine reaches retarded timing, the mechanism releases and the magneto spins rapidly through its firing cycle. Once the engine starts, the recoil spring centrifugally "drops out." The result—no coughing or kicking back; just hot sparking easy starts. You get all the advantages of a magneto with none of the drawbacks.

MORE POWER, BETTER MILEAGE

Because the M-5 produces a hotter spark (60,000 Volts versus 35,000 Volts of other systems), you get extra power, especially at higher rpm's. Because it is an independent system, there isn't

the extra drag on the alternator or generator. The result—more of the motor's energy goes into moving the bike, so you get improved mileage and performance.



© Morris Magneto, 1989

U.S. Patent #4191157



EASY TO INSTALL

The M-5 comes with complete instructions for installing it yourself, or you can have your local ace wrench do it. Just a few tools and a few hours is all it takes.

MAKE YOUR HARLEY ALL IT'S MEANT TO BE!

If you are thinking of making any improvements on your Harley, the M-5 should be at the top of your list. Extra power and true reliability will add to your enjoyment every time you ride. State-of-the-art engineering for state-of-the-road biking. You can't go wrong.

CALL US DIRECT, NOW!

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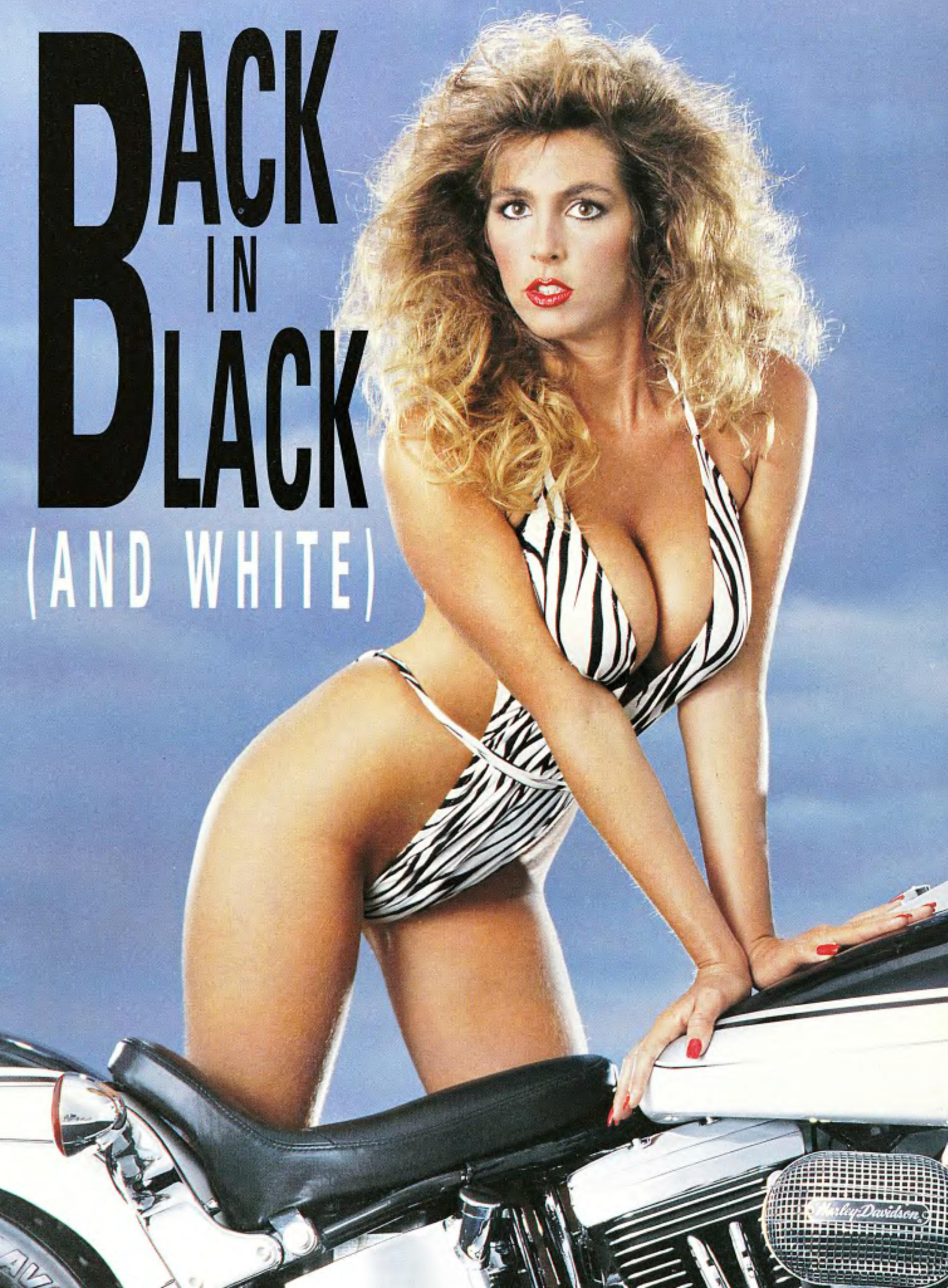
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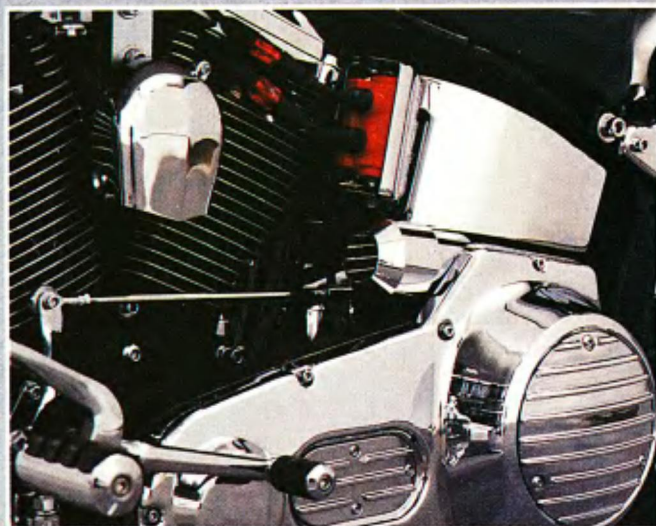
(AND WHITE)



One of life's realities is one of the first things ya learn in the biker world: What comes around goes around. It's a cliché along the lines of, "ya get out what ya put in," and like most common phrases it rings true.

Gene Shacove, the 60-year-old owner and designer of "Weekend Cop" (the handle he's hung on her 'cause he thinks it resembles pig iron), has been around the block a time or two, riding on the streets of L.A. years before the urban sprawl of endless mini-malls was freeway-connected to the suburbs. The days when bums were bums, not homeless citizens, a man's ride was a Harley, Indian, or Triumph, and the air ya inhaled while puttin' was fragrant with the scent of oranges, not factory soot. Hey, it was different, whatdafuck. Let's not get misty-eyed here, but that's the way it was. Being in the breeze is timeless.

Gene realized this a few years ago after sittin' on the side of the road of the bikin' lifestyle after a bad bike wreck. As a seriously successful hairdresser for the past 40 years, he counts among his clients and friends: Hugh Hefner, Tony Curtis, Fred Dryer, Marlene Diet-





rich, Janet Leigh, Kim Novak, Linda Evans, and the list goes on. Movie studios have flown him around the world to add his flair and expertise to their stars' heads. And, no shit, Gene Shacove's career was the basis for the movie "Shampoo." But he felt he was missing something. That something was the freedom of the road.

Motorcycling was in his blood, and he could no longer block it out. He was literally and honestly scared. But Gene faced that fear and jammed through it. He's fought two stigmas in his life: one, the limp-wristed image of a hairdresser in Hollywood, and two, the bad-boy image of bikers. But they weren't shit compared to fightin' yourself. He's won out. And check out his prize.

Yeah, we'll get to Kimberlee in a minute. Gene is rightfully proud of his work on this Softail, but at the same time is eagerly lookin' forward to his next project with a headful of ideas. He built this bike prior to H-D's release of the Fat Boy, and thought it was pretty futuristic at the time.

For all the miles he gobbled up on Hogs through the '50s and '60s, as he was riding he "always felt they were falling apart, I wanted to build something with the look, and be able to feel like they could go forever on



a trip." This Softy is road tested for that.

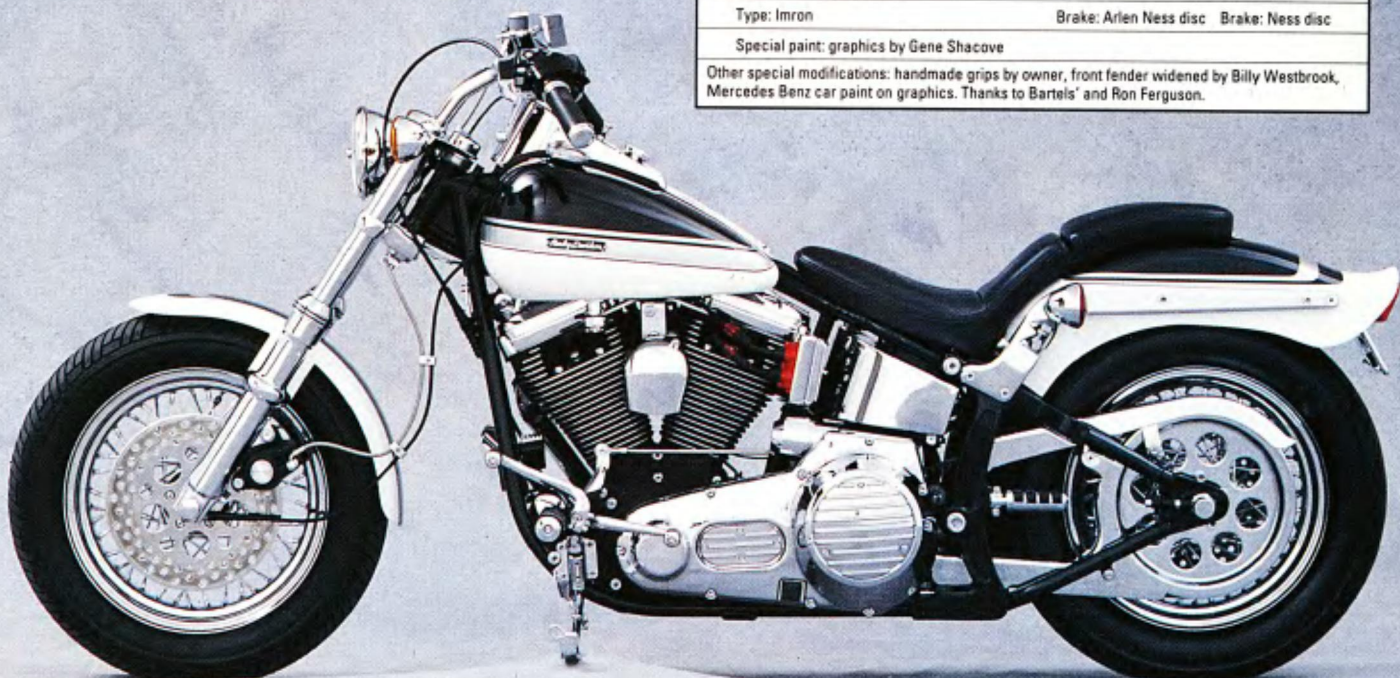
Now he's findin' out about the realities of bike-building in the '80s and '90s and the differences between design and assembly. These days, there may be more shops and parts readily available to the customer, but that's no guarantee of quality and speed of delivery. He finds it's still better doin' it yourself. Since coming back, he's built four FLH customs, but far prefers the new Evolution line of engines as a basis for his blueprint.

Gene likes the new outlook of motorcycling. He currently sees it as less a bad guy syndrome with the mandatory black leather and accompanying bad attitude, to just riding every day; being and wearing what you are on yer sleeve, and not havin' to look back.

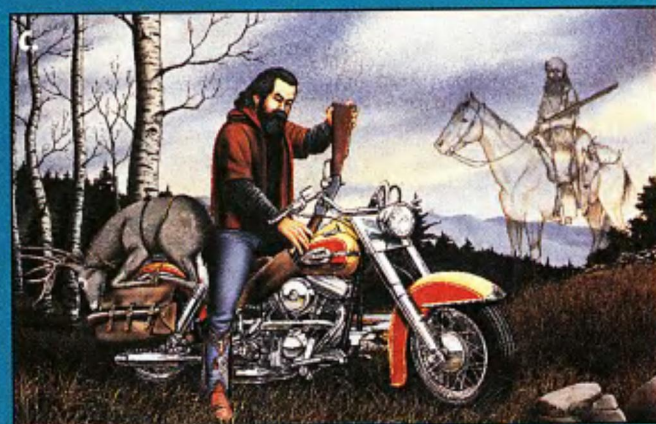
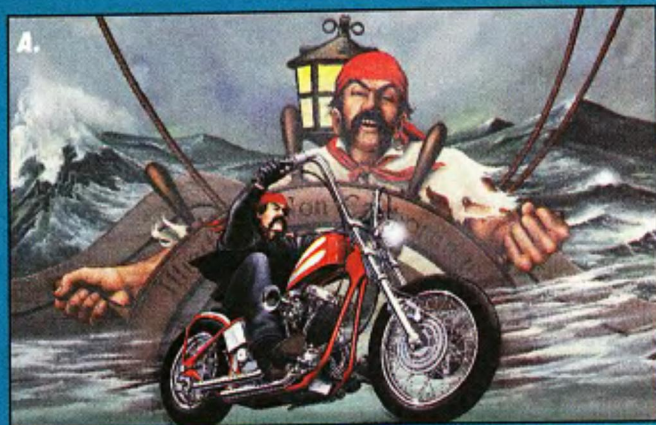
'Course there's no problem in lookin', hell, even staring back at the lovely and talented Kimberlee, your December fox. Man, what a load, eh? Kim's a sweetheart who sings in a band all night, then comes home and takes care of her ol' man. She's got uncles from 'Berdoo who showed her the thrill of Harleys a long time ago. Now she thrills us. Drool.

—Bomber

Owner(s): Gene Shacove		City: Beverly Hills, California	
General		Frame	
Fabrication by: owner		Year: 1987	
Year and make: 1987 H-D		Builder: H-D	
Model: Softail		Type: Softail	
Value: \$20,000		Rake: shorter now	
Assembly by: owner		Stretch: none	
Time: six months — ongoing		Other alterations: lowered 3 1/2 inches	
Chroming by: Brown's		Accessories	
Engine		Bars: Billy Westbrook	
Year: 1987		Risers: Billy Westbrook	
Model: Evolution		Fender(s): front widened, rear lowered	
Rebuilder: Ron Ferguson/Bartels'		Headlight: 100-watt Halogen	
Ignition: Screamin' Eagle		Taillight: modified Jap	
Displacement: 80 cubic inches		Speedo: triple red indicators	
Lower end: stock		Front pegs: KuryAkyn	
Balancing: perfect		Rear pegs: KuryAkyn	
Pistons: two		Electrics: 12-volt, Andrews coil	
Cases: H-D		Gas tank: 5-gallon fatbobs	
Heads: blockhead		Oil tank: wraparound	
Cam: stock		Oil system: rubber hose, chrome covers	
Lifters: adjustable		Primary cover: chromed	
Carb(s): Keihin		Seat: Bob Le Pera	
Air cleaner: CCI		Sissybar: none	
Pipes: Cycle Shack		Height: n/a	
Muffler(s): Cycle Shack		Material: n/a	
Transmission		Forks	
Modifications: none		Type: wide glide	
Year: 1987		Extension: shortened 3 1/2 inches	
Shifting: heel-toe		Builder: H-D/Bartels	
Engine sprocket: 22-tooth		Special features: all of it	
Trans sprocket: stock belt		Wheels	
Wheel sprocket: belt		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: none		Hub: H-D	Hub: H-D
Painter: J&M Auto Body		Rim width: 4-inches	Rim width: 4-inches
Color: black/white/silver		Tire: Metzeler	Tire: Avon
Type: Imron		Brake: Arlen Ness disc	Brake: Ness disc
Special paint: graphics by Gene Shacove			
Other special modifications: handmade grips by owner, front fender widened by Billy Westbrook, Mercedes Benz car paint on graphics. Thanks to Bartels' and Ron Ferguson.			



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

California

POKER RUN—April 29 in Oakland. Sponsored by Oakland MC. For info, call (415) 534-6222.

10TH ANNUAL MOTHER'S DAY RUN—May 13 in Northern California. Sponsored by Fog Busters MC. For info, call (408) 449-6183, or (408) 758-2513.

Colorado

2nd Annual Easter Sunrise Services/Biker Style—April 15 in Commerce City at Second Creek Raceway, 88th & Buckley Rd. Everyone welcome. Sponsored by Jesus Riders. For info, write Box 17571, Denver, CO 80217-0571, or call (303) 674-8403, or (303) 286-8624.

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NEW ENGLAND'S #1 SWAP MEET & ANTIQUE MOTORCYCLE SHOW—May 20 in Plymouth at the Terryville Fairgrounds. Featuring parts and accessories for all motorcycles, jewelry, trinkets, leather goods, and much more. General admission \$5, gates open at 10 a.m. For info, write Swap Meets & Flea Markets Inc., Box 7140, Prospect, CT 06712, or call (203) 758-3497, or (419) 663-3374.

Georgia

ABATE STATE SWAP MEET—May 6 in Atlanta at the Lakewood Fairgrounds. Sponsored by ABATE of Georgia. For info, write Box 669, Pine Lake, GA 30072, or call (404) 294-8982.

Illinois

9TH ANNUAL MOTORCYCLE SWAP MEET—April 29 in Peotone at the Will County Fairgrounds. Sponsored by J&P Promotions. For info, write Box 135, Anamosa, IA 52205, or call (319) 462-4605.

MOTORCYCLE SWAP MEET—May 6 six miles east of Rantoul on Rt. 136 at Gordyville Auction Center. Food and beer on grounds. Sponsored by Mid-State Cycle, 1402 N. Hagen, Champaign, IL 61820, or call (217) 359-4869.

Indiana

DISTRICT 15 PRO HILLCLIMBS—May 20 in Goshen, 2 1/2 miles east of SR 13 on SR 120 at the Goshen Iron Horsemen Club grounds. Starts at 1 p.m. For info, call (219) 674-8061, or (219) 293-3398.

Kansas

NEWTON CYCLE & LEATHER'S 3RD ANNUAL TUNE-IN/OPEN HOUSE/CUSTOMER APPRECIATION PARTY—April 20-21 in Newton at 115 South Kansas Avenue. Proceeds to ABATE of Kansas. For info, call (316) 283-1428.

ABATE of Kansas 7th Annual Memorial Day Party—May 25-26-27 in Dodge City at the Dodge City Speedway. Live Music, field events, camping available. AMA sanctioned pro flat track races. Sponsored by ABATE of Kansas. For info, write 610 Elm St., Perry KS 66073, or call (913) 597-5140.

Maine

2ND ANNUAL MEMORIAL DAY WEEKEND BEHIND THE BARN PARTY—May 25-26-27-28 in North Saco on Grant Rd. at the junction of Rt. 112 & 117. Live music, vendors, poker run, bike show, and more. No glass, dogs, campers, or R.V.s. Sponsored by United Bikers of Maine, York County. For info, write Phil at 66 Pike St., Biddeford, ME 04072, or call (207) 283-0001, (207) 282-9191.

Missouri

4TH ANNUAL SPRING FLING—May 11-12-13 north of Chillicothe on Hwy. 65 at McCullough Camping Park. Rain dates may 18-19-20. Ride-in bike show, field events, dirt drags, vendors, camping, bands, food, and beverages on grounds. Sponsored by Freedom of Road Riders, Local 8. Write FORR, 903 Broadway, Chillicothe, MO 64601.

Montana

5TH ANNUAL SPRING FIELD MEET—May 27-27-28 in Billings on the road to the Indian Caves. Indoor swap meet, beer and food, bike rodeo, live music, camping included. For info, write Roaddogs I.R.O., Box 50611, Billings, MT 59105, or call (406) 245-5979.

Nebraska

10TH ANNUAL MOTORCYCLE SHOW & SWAP MEET—April 21-22 in Hastings at the Adams County Fairgrounds. Sponsored by ABATE of Nebraska, District 8. For info, write 1838 Bateman, Hastings, NE 68901.

New Jersey

BIKE SHOW/SWAP MEET & PARTY—April 29 in Hamburg at the Hamburg Firemen's Field on Rt. 23. Trophies for best custom, best rat, best antique, best stock, best rep club, longest distance club, and more. Live band, food, beer, and soda. Sponsored by American Iron MC. For info, call Ed at (201) 891-4252 eves, or write Box 222, Franklin Lakes, NJ 07417.

New Mexico

ROYALAMA '90—April 27-28-29 in Albuquerque. Huge motorcycle extravaganza. Auction, corral, super swap, and show with trophies. For info, write Royal Star Promotions, 6910 N. Shadeland Ave., Ste. 204, Indianapolis, IN 46220, or call (317) 577-1198.

New York

RAIDERS MC 5TH ANNUAL MEMORIAL DAY PARTY—May 27 in Arcade at the Raiders Clubhouse. Sponsored by Raiders MC. For info, write Raiders MC, Box 12, Arcade, NY 14009.

Ohio

MOTORCYCLE AWARENESS PARADE/SECRET SANTA CHARITY POKER RUN—May 5 in Columbus at Cooper Stadium, 1155 W. Mound St. Sign-in from 9 a.m. to 11:30 a.m. Parade begins at noon. Sponsored by ABATE of Ohio. For info, call Lee Ryan at (614) 279-4634.

OHIO ALL-HARLEY NATIONAL—May 19-20 in Xenia at the Kil-Kare Dragway. 1/4 mile national points meet. Sponsored by American Motorcycle Racing Association. For info, write Box 50, Itasca, IL 60143, or call (319) 462-4605.

Pennsylvania

ROLLING THUNDER PENNSYLVANIA I—April 22 starting in Valley Forge at Freedoms Foundation, Exit #24 off Penn. Turnpike at 9 a.m. Depart at 11:30 a.m. for Vietnam Memorial in Philadelphia. Ride for the release of our prisoners of war. Free admission. All riders welcome. For info, call Jake at (215) 935-1846, Bruce at (215) 935-1201, Craig at (215) 495-5878, or Skip at (215) 643-4926.

South Carolina

NORTH CAROLINA HARLEY-DAVIDSON DEALERS ASSOCIATION 50TH ANNUAL BEACH RALLY—May 17-18-19 in Myrtle Beach, South Carolina. For info, call (919) 832-2261.

5TH ANNUAL NORTH CAROLINA HARLEY-DAVIDSON DEALERS ASSOCIATION RALLY NATIONALS—May 18-19 in North Myrtle Beach at North Myrtle Beach Dragstrip. Sanctioned by Harley Drag Racing Association. Held in conjunction with the North Carolina Harley-Davidson Dealers Association 50th Annual Beach Rally. For info, write HDRA, Box 1429, Elon College, NC 27244, or call (919) 229-4877.

Texas

BENEFIT POKER RUN & FIELD MEET—April 21-22 in Marshall. All proceeds benefit Marshall Area Assoc./Retarded Citizen's. Sponsored by ABATE of Texas, Panola-Harrison County, Local 101. For info, call Hash at (214) 693-8637, Bob at (214) 935-6310, or Fat Cat at (214) 687-2975.

10TH ANNUAL TEXAS H.O.G. RALLY & RACES—May 6 in Dallas at Devils Bowl Speedway. Adults \$10, children 6-12 \$5. Free beer, free hot dogs, swap meet, field meet, bike show, AMA Pro Flat Track races, and more. For info, call Bob Bagwell at (817) 488-9133.

Virginia

5TH ANNUAL FREE BROTHERHOOD CHURCH BIKE SHOW—April 22. For info, write Free Brotherhood Church, Box 381, King George, VA 22485, or call (703) 775-2485, or (304) 856-2754.

Washington D.C.

ROLLING THUNDER III—May 27 at Arlington National Cemetery. See page 26 for schedule.

900 phone number state codes - alphabetically

Alabama	01	Louisiana	18	Ohio	35
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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		



ROXANNE

By Joe Dinki

I want to be a biker. I decided this last weekend when I was driving home from my job as a mid-level manager at the office park near the state park.

My mediocre, beige Mazda hummed along the interstate as my favorite tape, "Barry Manilow Sings Ray Coniff," blasted from my Radio Shack 8-track. I had just closed the biggest deal in my firm's history—we were going to handle all, not some, but all, of the advertising for Fluffernutter—so I was feeling pretty cocky and confident. So confident, that I decided once and for all that I was going to ask Roxanne, the new account executive, out for a madcapped night on the town.

Roxanne had started a few weeks ago. She was exactly my type: tall, slender and very, very conservative. She wore her dark black hair in a tight bun, a hair style that was as classic and timeless as her suits, which were always dark gray and accented her very angular frame—a pointy and sharp body that blended into the office decor. She had a stuck-up attitude that told me she was very selective and quiet, very quiet; a soft-spoken, introspective soul. I could just imagine the relaxing evenings we could spend together, reading Rod McKuen poetry or watching her crochet while we sipped fine wine from the antique crystal glasses that my grandmother left me in her will. She would love those glasses, I was sure of it. Roxanne seemed the type that would appreciate the finer things in life.

So, I was driving down the highway, daydreaming about Roxanne and how she would be a welcome addition to the edifice of success and privilege that my life was becoming, when the bliss of Barry and the mood of my future was disrupted by the increasing drone of four bikers bringing up the rear. They swarmed around my Mazda like a pack of vultures. Ironically enough, that was the name emblazoned on their leather jackets and sleeveless denim vests: "The Road Vultures MC."

As soon as I saw them approach, I knew enough to let them pass. I had heard enough biker stories to know that you've got to sort of make them feel like they have the upper hand—especially when it came to letting them have the passing lane—and they'd leave you alone. I didn't want any trouble, I just wanted them to pass so I could go on listening to Barry, dreaming about Roxanne, and patting myself on the back for landing the Fluffernutter account. The Road Vultures would have been just a brief, noisy memory if I wasn't compelled to follow them.

No, it wasn't the allure or mystique of the road, or the illusion of freedom that bikers seemed to represent, it wasn't any of those things that made me follow the Road Vultures (God knows they weren't into Barry; one of them laughed sarcastically as he passed. "Play that funky music, white boy!" he yelled as he caught a bit of my music wafting through the breeze). What made me follow them was the girl seated sidesaddle on the end of the leader's bike. She wasn't your typical biker chick. Most women I'd seen on the back of a chopper were denim-clad vixens in tube tops, their Lee Press-On Nails digging into their boyfriends' shoulders, their hair wild and free, flapping in the breeze like some fantastic and mystical screaming banshee. No, this girl on the ass end of the Harley was no vixen, she was Roxanne.

What was Roxanne, the girl of my dreams, the perfect female, the dark, brooding, intelligent woman of taste and refinement, doing with the road crew of Mad Max? Her flannel suit stretched to its limits as she struggled to maintain her balance on the back of the bike? Her immaculate bun still intact, fighting the advances of the open air? She should be home reading a Robertson Davies novel, cozying up to the fire in a thick sweater, waiting for the hot chocolate to warm in the microwave.

It didn't take me long to figure out her predicament. She was being

abducted. Her car must have broken down, she must have flagged them down for help and they must have turned on her and now were taking her off to their clubhouse for a motor oil orgy. That was it, it had to be. She looked a bit distressed, didn't she, hanging on for dear life as the bikers raged by my humble, mid-sized Mazda? Did she see me? Was that a look of desperation in her eye? Was the breeze too much for her to utter a scream, a cry for help, a plea for assistance from one of her fellow employees? I was certain of it. "Don't worry Roxanne, I'm here," I clenched my teeth and muttered to myself as I punched the four-cylinder to the floor and followed the Road Vultures.

These bikers didn't scare me, I knew they were all show. All that hair and sweat, those bulging biceps and sculptured jaws were all for show. I knew this. A guy like me, clean shaven, fit, trim, and smart, very smart, could outfox these bikers. Wherever they were taking her, whether it was a shanty shack, campsite, or garage, I would find a way to outsmart them and save the fair Roxanne. My mind was full of creative possibilities. I could just pull alongside, roll down the window, and offer an outstretched arm for her to grasp onto and flip her way into the back seat and into freedom. Or, I could set their bikes on fire, and when they were distracted, I could swoop in and scoop up Roxanne. Or, I could place a series of signs saying free beer in such and such miles and lead them into a lake or stream where Roxanne could escape. But, when I finally caught up to the bikers and saw their bikes lined up in a neat row outside a roadhouse bar called "Mickey Rats" that was swarming with truckers, headbangers, and local yokels in flannel shirts, I decided to call the police. I mean, creative possibilities or not, I was clearly outnumbered.

As I fumbled through my pockets for a quarter in the roadside phone booth, something made me drop the phone and freeze. There in the bright lights of

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ROXANNE

the port-a-sign that leaned cockeyed into the gully, was: Tonight: Roxanne De Placa the D-cup Wonder. Could it be my Roxanne? My needle-point-sherry-drinking-bun-topped beauty? I paid \$5 to the bouncer at the door, who stamped my hand with a skull and crossbones, to find out.

The air in the place was thick with smoke, sweat, stale beer, and neon. I stood at the bar in my tweed Brooks Brothers suit and ordered a Lowenbrau, but I had to settle for a Rolling Rock instead. I was informed that I'd have to sit through two other strippers before the D-cup wonder would do her thing. Oh, Roxanne, tell me it isn't so.

The first stripper, Dolores, came out in a glitter-incrusted dress with huge silk wings under her arms. She did her routine to several James Bond themes. She started out with "Nobody Does it Better" as she paraded with her outstretched wings hovering above the rough crowd like an exotic bird of prey. Then she discarded the wings and slinked around in her gold sequined dress to the tune of "Goldfinger." I noticed the Road Vulture entourage cupped around the foot of the stage as Dolores rolled around naked during her last number "For Your Eyes Only" which she paraphrased as "For You Guys Only" to the select few close enough to listen as her private parts glistened in the red spotlight.

The second stripper was a disaster. She was a one-armed girl named Denise who was flat chested, and wore huge wing-tipped, jewel-covered glasses, and danced to the Soul Orchestra Christmas Medley. I thought she'd get booed off the stage immediately, but the bikers were more than cordial to her.

Roxanne didn't have any gimmicks, any gold lame or quirky music, as a matter of fact she didn't have a costume, just her gray flannel suit and half heel pumps from the office. She danced slowly and rhythmically as she undid her bun and let her rich black hair cascade over her shoulders. Then she slid out of her flannel skirt and kicked it across the stage. Her blouse bounced on her thighs as she twirled around and unbuttoned it, revealing what the port-a-sign had promised: two slightly restrained mountains of flesh bobbing and overflowing out of a double-strapped brassiere.

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hand. As she loosened her breasts from their futile confinement to spread, breathe, and magically grow in the spotlight, I was in awe.

I was amazed at her total commitment to her freedom of expression, the joy she felt as she bounded loosely across the stage in a wild feeding frenzy of the emotion and power of the female form. I was jealous and humbled. Jealous that she could find some sort of truth in this environment, a place, a purpose. I was humbled by her ability to exist in both worlds as a successful account executive and as a bawdy woman of lust. How dare I try to capture this beauty in the narrow scope of my dreary little life? How could I imagine her in my world? I could only accept her as a quiet expression of servitude and dedication. This shimmering, divine embodiment of perfection and desire was foreign to me, yet if I could blend the two, if only I could blend the two ...

But, as Roxanne finished her performance and slinked off the stage, she straddled the leader of the Road Vultures like she was mounting a powerful beast and planted a long, wet, passionate kiss that broke into hyper-drive with a flurry of tongues, spit and gyrations that caused the Vultures and the majority of the customers to chant, "Get a room, get a room." I knew she was lost to me, that her life at the office was just a performance, and that her performance tonight was real. These were her people, the gritty, honest, straight-shooting kind of men that, with a little practice and an attitude adjustment or two, I knew I could be.

Yes, I want to be a biker.

I left the bar, got into my car, and on the way home tossed the Barry Manilow tape out the window. ■



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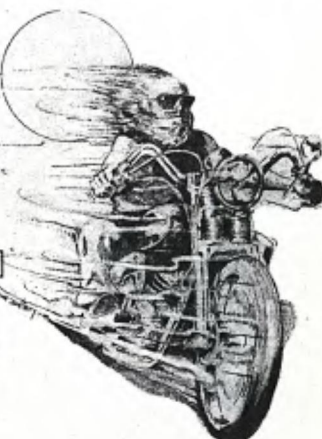
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1863 S. Ridgewood Avenue
S. Daytona 32019
(904) 761-0858

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Bruns
Rt. 1, Box 17
Steeleville 62288
(618) 965-3708

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Big River H-D
Rt. 2 Hwy. 61
Wapello 52653
(319) 523-2250



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Newton Cycle Shop & Leather
115 S. Kansas Avenue
Newton 67114
(800) 283-1428
(316) 283-1428

MASSACHUSETTS

Cycle Craft Co., Inc.
1813 Revere Beach Parkway
Everett 02149
(617) 389-8888

MICHIGAN

Biker's Unlimited
2555 S. Division
Grand Rapids 49507
(616) 241-2077

MISSOURI

Road Masters M/C
2519 E. Kearney
Springfield 65803
(417) 866-0070

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Butterfield's M/C Parts
8025 Blondo St.
Omaha 68134
(402) 391-3768

NEW HAMPSHIRE

Headlines
245 Main Street
Nashua 03060
(603) 882-7813

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Landisville 08326
(609) 697-9766

NEVADA

Yankee M/C Trader
4003 W. Spring Mt. Rd. Ste. 114
Las Vegas 89102
(702) 364-1325

NEW MEXICO

Larry's Custom Cycle
119 General Somervell N.E.
Albuquerque 87123
(505) 294-0485

NEW YORK

Rolling Thunder Cycles Inc.
195 Front Street
Hempstead 11550
(516) 489-0770

OHIO

Glow Industries, Inc.
5365 Monroe St.
Toledo 43623
(419) 885-5859

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Barnett H-D
9505 Montana Ave.
El Paso 79925
(915) 592-0666

D&M Knives
500 E. Arapaho #505
Richardson 75081
(214) 238-9302

Biker's Custom
7613 Alameda
El Paso, 79915
(915) 772-4827

WASHINGTON

Columbia M/C
3312 E. 4th Plain Blvd.
Vancouver 98661
(206) 695-8831

WISCONSIN

The Cycle Empire
4001 W. Loomis Road
Milwaukee 53221
(414) 281-4770

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129 Nickol
Nanaimo, B.C. V9R 4T1
(604) 754-1368

Rock Corp Vetta H. D.
3555, Boule Tashereau
St. Hubert, Quebec J4T 262
(514) 445-7013

Choppershopper

Classified advertisements are accepted at the discretion of the publisher. Rates are 75¢ per word for private individuals. \$2.50 per word for businesses. 10-word minimum. Check or money order must accompany clearly written copy. No charge for zip codes. Box numbers are available, with mail being forwarded unopened to the advertiser. There is an additional charge of \$6.50 per advertisement for this service, to cover handling and postage. M.O./SASE to: Classified Department, Box 3000, Agoura Hills, CA 91301.

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 DRUG TEST IS EASY. GUARANTEED FOOL-PROOF, PROVEN METHODS. MANUAL \$5. Wilshire Labs, 2521 Hazlett Ave., Warwood, WV 26003-E. (203)

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

Beautiful ladies want friendship and marriage. Free photos, details. Latins, Box 1716-R, Chula Vista, CA 92012, phone (619) 425-1867. (203)

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)

ATTENTION KC-AREA CLUBS: Boars MC would like written response re: Dec. 1989 *Easyriders* ad. Not outlaw, just organized. BMC, Box 2122, Olathe, KS 66061. (203)

Born to ride? Wasting time 9 to 5? Get in the wind! Unlimited income opportunity. SASE to CAM Enterprises, Rt. 3, Box 645, King George, VA 22485. (204)

Whiskers! You are an Angel Aquarius. Happy Birthday! Love ya, Smiley. (203)

LACONIA BIKE WEEK HOTELS and condos. Laconia, Weirs Beach. Call TravelStar at (800) 541-1223.

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)

Shitty Kitty, Vinnie & Stephanie: Merry Christmas! Last known residence in Anniston, Alabama. Call us, Melinda & Randy (404) 574-2826. (203)

Driving while intoxicated! Never be convicted of a DWI again! \$10 gives you a guaranteed foolproof, proven method. D&L Associates, Suite B, Box 50, Valparaiso, IN 46384. (204)

Secure your property. Vietnam inspired devices to repel intruders. Illustrated instructions, \$4, money orders only. DAJ Enterprises, Box 55, Stillwater, ME 04489-0055. (205)

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

KNIVES since 1972. Proven superior quality. Color catalog \$2 (refundable). Dunn's Custom Knives, 5830 NW Carlson Rd., Rossville, KS 66533. (204)

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

Gordon McChesney: Where are you? Love to speak to you. Remember when? Mikki c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301. (204)

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

Erotic tattoo videos! Illustrated catalog, \$11 Flash Video, Box 410952F, San Francisco, CA 94141. (203)

A do-it-yourself divorce package, "untested." \$35 cashier's check or money order only. Formators, Box 18261, San Antonio, TX 78218-0261. (203)

In memory of Dale Salyer: 1952 to 1989. Forever in our hearts, Alice and Rick. (203)

ANYONE KNOWING my daughter's whereabouts, please let me know. Her name is Alicia Dawn Jackson, approximate age, 12-13, last known address in Sacramento, California. Please write, Lawrence c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301. (203)

FREE—WORLD'S LARGEST SINGLES MAGAZINE. Photos, descriptions. Ladies, men needing mates. League, Box 5637-ESR, Reno, NV 89513-5637. (203)

BEAUTIFUL GIRLS WORLDWIDE, want correspondence, friendship, marriage. Details, photos, \$1 (cash only)! Rothe, Box 270/E, Berlin 61, West Germany. (203)

SS and GERMAN MILITARIA: Flags, badges, hats, uniforms, T-shirts, posters, Vietnam items. Biggest catalog, \$2. Krupper, Box 177ER, Syracuse, NY 13208. (205)

Attention Rodeo fans: There were a few "foxhead" fur hats seen at the *Easyriders* 1989 Grand Nationals in Ventura, California, and I'm dying to get a hold of several. Anyone knowing where to purchase these great hats please write: Noel, Box 517, Oceanside, CA 92054. Your help is greatly appreciated. (203)

Little Lor-Lor: Another New Year and all is well. Still doing the same old things. Lots of happy memories this month. Love, hugs, and kisses, Mom and Daddoo. (203)

Jersey Jan: All's well in Taos, except I miss the hell outta you. Rendezvous in June. I love you, still. Todd. (203)

Boot rebuilder buying used motorcycle boots! Sell, for cash, your used engineer boots (any condition). \$40 to \$100 outright cash on better makes, or exchange you worn boots for rebuilt or new. Exchange price depends on condition and new choice. Murray Boots, 324 East Tremaine Dr., Chandler, AZ 85225. (602) 926-3611. (203)

Looking for the whereabouts of Denise Volpi from Calumet Park, Illinois. Contact Robert Olejniczak #72360, Arizona State Prison-Perryville, Box 3300, Goodyear, AZ 85338. (203)

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.

Most MISDEMEANORS dismissed. We show you how. Save \$\$\$ in attorney fees. For info send \$9.95 and SASE to: Box 7462, Laguna Niguel, CA 92677. (203)

OVER 900 BELT BUCKLES, tac pins, belts and more. Buckles for Harley, military, you name it. Buckle your club's emblem. \$3 p&h for free color catalog. RC&D Company, Box 7840, Rockford, IL 61125. (203)

Sexy biker fox will send you 2 photos and letter for \$5. Sent to Marilyn, Suite 60, 3208 West Lake St., Minneapolis, MN 55416. (204)

SCOOTER MATES: Introduces biker men and women. 15 FREE profiles! Send name and address to Scooter Mates, RD 7, Box 94, Middletown, NY 10940. Sorry, no inmates! (203)

Are you lonely? More than just a little lost? And still looking for that one perfect love? "For God so loved the world, that he gave His only begotten Son, that whosoever believeth in Him should not perish, but have everlasting life," John 3:16. Jesus died on the cross for all our sins, bikers too. They can separate us on Earth because of our lifestyle, but we are all the same to God. For more info, write Box 1888, Newport, WA 99156. (203)

Authorized Harley-Davidson Wine Coolers, \$5 per bottle, postage paid. Ray Shepard, Box 424, Pomona, CA 91769. (714) 629-3570. (204)

TATTOO FLASH. Send SASE for FREE sheet. R. Suslovich, Box 9782, McLean, VA 22102-0782. (203)

DON'T TRASH THOSE OLD WORN OUT MOTORCYCLE BOOTS! Turn them into CASH. Collector of used motorcycle boots wants engineer boots by Chippewa, Harley, Nasty Feet, Red Wing, Wesco, sizes 10 to 13 only. ABSOLUTELY ANY CONDITION, deterioration, holes, rips, scuffs. Brand and height determine 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)

Breast D-velopment: Free information on how you can have larger, fuller breasts. Really works! \$1 postage & handling. Volupte, 502 NW 75th St., Ste. 266, Gainesville, FL 32607-1799. (203)

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

JOBS, \$100 to \$1,000 daily! OVERSEAS, Stateside. FREE list. ZINCS 120, Box 13110, Las Vegas, NV 89112. (203)

Nonrecording AM/FM stereo players available. Free catalog. The Conaid Company, 8221 Dunfield Ct., Severn, MD 21144. (214)



for Service!

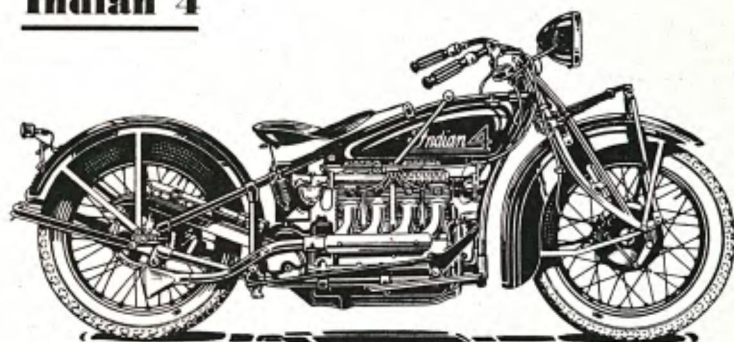
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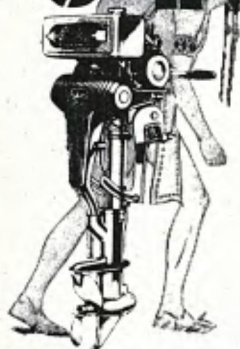
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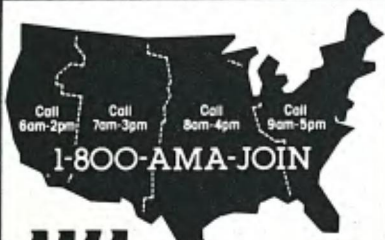


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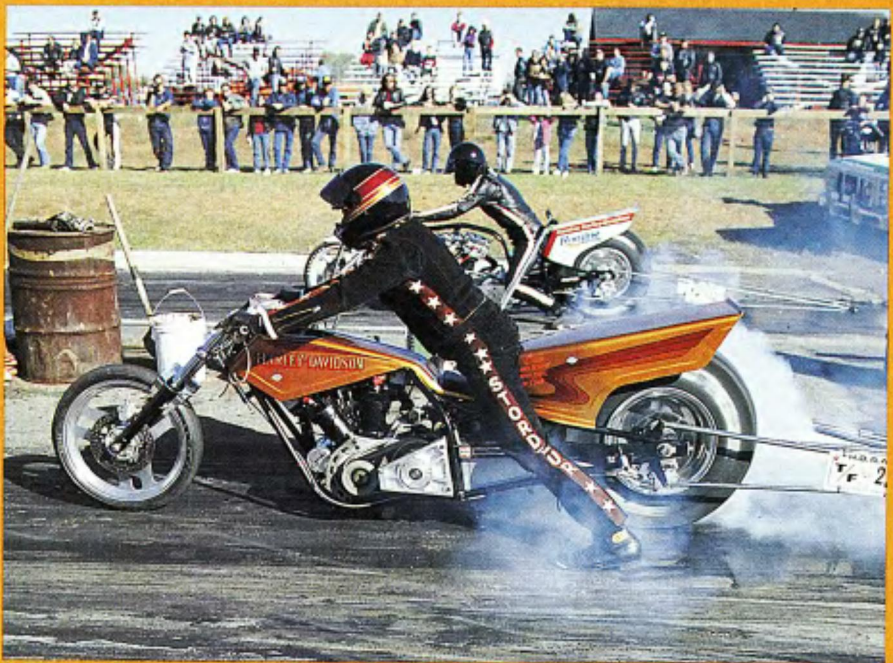
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The sport of igniting power and keeping it on the ground for an 1/8- or 1/4-mile is growing by burnouts and wheelstands. Five years ago, the average attendance for an American Motorcycle Racing Association (AMRA) event was 250 people. Today, it's 4,600. According to Rich Wegner, president of the AMRA, the success had a lot to do with rethinking the way they held the events. In order to pull the crowds away from the car drags and Jap bike races, they had to create an All-American motorcycle extravaganza, complete with swap meets and concerts. "I'm looking forward to headlining Mitch Ryder and Steppenwolf at some of our 1990 events," said Wegner. He has over 500 AMRA members, who make up 90 percent of the professional drag-bike pilots. Most of his events burn off the line east of Nebraska.

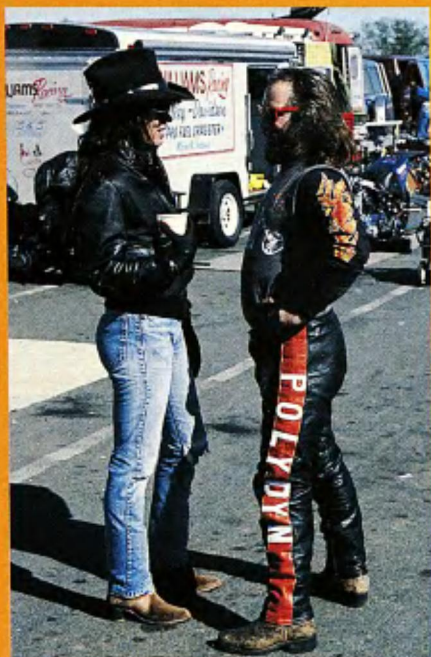
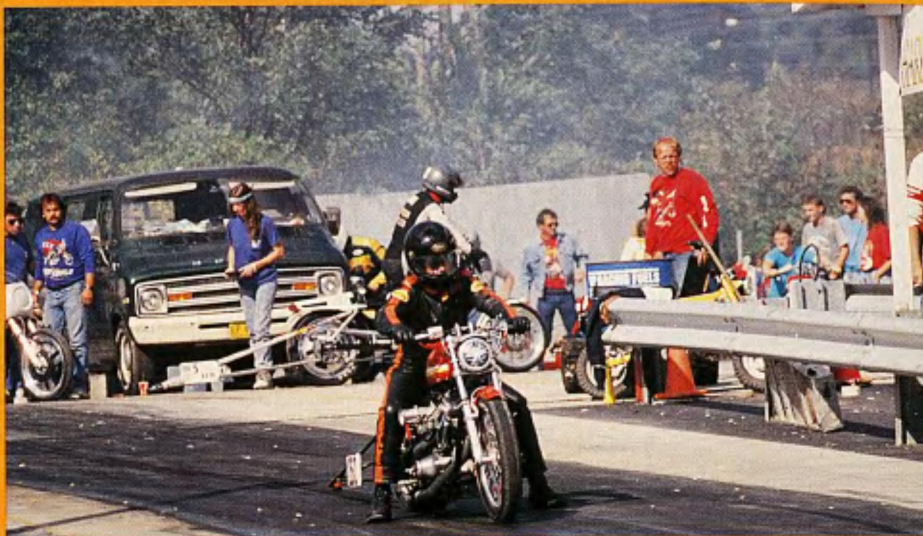
Ben Petrovic, the leader of the East Coast Racing Association (ECRA), started as a racer. After five years of burning tires, he turned his talents to the administrative end, and started the ECRA. He has 400 members, including many of the top asphalt churners. In June, at the Summer Nationals (his main event) in Atco, New Jersey, there is a \$40,000 purse. Last year, the crowd for this event peaked at

8,000. This year, with the help of a headline band, he's hoping to top that number.

During his off hours, Ben, along with his wife, Brenda, owns Atlantic County Harley-Davidson, in

McKee City, New Jersey.

Through the work of these dedicated individuals, and brothers like Ace Paschal of the Harley Drag Racing Association (HDRA), the sport is gaining recognition from





performance parts manufacturers. Gift certificates for last year's HDRA winners climbed as high as \$20,000. His organization also calls the East Coast its turf.

Five years ago, when he took over the HDRA with Dane Miller, the purses never exceeded \$5,000, and attendance rarely topped 800. Now, the purses hover around \$17,000 and spectators number around 4,000. He feels that a combination of a good economy, major events, and heads-up racing made the difference.

But there's something on the horizon to think about. Jim McClure, one of the hardworking leaders of the now defunct (perhaps temporarily, but its tough to get off the line without backing) United Motorcycle Drag Racing Association (UMDRA), has been working with the big guys, International Hot Rod Association (IHRA), to form a new division which will promote a new motorcycle-only competition.

According to Jim, very few blown, four-cylinder Jap bikes can outrun a fast Harley. In Piedmont Motorsports Park, in Greensboro, North Carolina, on their very fast 1/8-mile strip, the fastest bike in the world (Jap bike) went 4.44. But many H-Ds are in the 4.60 area on a regular basis—and on slower tracks. Look out, the competition



against the Japs may be heating up in the 1990s

According to Jim, this sport could break wide open in the next couple of years, and Harleys will be at the forefront. But even more important than recognition, to keep the sport going, is the need for major sponsors. Even the Harley factory wants to see our people mixing it up with the Japs. How can you sell Harleys to 5,000 spectators who already own them? You gotta get to the people who don't. What better way than to kick some ass in front of 10,000 spectators, while being filmed for ESPN?

American motorcycle drag racing is happening. For us, that means more competitions and better performance products. For the men I've listed above, who have fought for years to keep the sport alive, it means their hard work has finally paid off.

I haven't mentioned the West

Coast 'cause there's a void of events out here—except for Alan Mahan's (Delkron Manufacturing) California Fun Drags. But ya never know, some of the bros around here are thinkin' about sponsorin'

an exhaust-snortin' event. Can't decide whether to call it Rip's Roundhouse, Bandit's Blast, or Snake's California Spoke Twisters Association (SCSTA). Whatever, it's gonna be a fuel-fryin' season.—Ball



Photos by Gregg Daniel, Rip, and Colonel Naylor

American Drag Racing Schedule For 1990

Harley Drag Racing Association

Box 1429
Elon College, NC 27244
(919) 229-4877

April 14-15, 1990

HDRA's 5th Annual Spring Nationals
Rockingham International Dragway
Rockingham, North Carolina

May 18-19, 1990

5th Annual North Carolina H-D Dealers Assoc. Rally Nationals
North Myrtle Beach Dragstrip
North Myrtle Beach, South Carolina

June 16-17, 1990

HDRA's 2nd Annual Mason-Dixon Nationals
Mason-Dixon Dragway
Hagerstown, Maryland

July 7-8, 1990

HDRA's 2nd Annual Tarheel Nationals
Saturday Night Qualifying
Piedmont Motorsports Park
Greensboro, North Carolina

July 28-29, 1990

HDRA's 2nd Annual Western Pennsylvania H-D Dealers Assoc. National Drags
Keystone Raceway Park
Pittsburgh, Pennsylvania

August 25-26, 1990

HDRA & SCRA "Rock" World Series Of Drag Racing III
Rockingham International Dragway
Rockingham, North Carolina

October 20-21, 1990

HDRA's 7th Annual North Carolina H-D Dealers Assoc. Farmington Finals
Farmington Dragway
Farmington, North Carolina

American Motorcycle Racing Association

Box 50
Itasca, IL 60143
(708) 250-0838

May 19-20, 1990

Ohio All-Harley National
Kil-Kare Dragway
Xenia, Ohio
(319) 462-4605

June 9-10, 1990

5th Annual Harley Homecoming Nationals
Great Lakes Dragway
Union Grove, Wisconsin
(414) 878-3783

June 17, 1990

2nd Annual Michigan Motorcycle Extravaganza
US 131 Raceway Park
Martin, Michigan (Kalamazoo)
(616) 344-9793

June 30 & July 1, 1990

6th Annual Iowa Hog Drags
Humboldt County Dragway
Humboldt, Iowa
(712) 262-8910

July 14-15, 1990

2nd Annual Gateway All-Harley Drag Nationals
International Raceway
St. Louis, Illinois (Fairmont)
(319) 462-4605

August 4-10, 1990

5th Annual Sturgis (50th Anniversary) Harley Nationals
Sturgis Dragway
Sturgis, South Dakota
(605) 347-3571

September 2, 1990

2nd Annual Nebraska Labor Day All-Harley Drags
Nebraska Motorplex
Scribner, Nebraska
(402) 476-3540

September 8-9, 1990

Northeast Harley National
Oxford Plains Dragway
Oxford, Maine
(508) 865-1023

September 15-16, 1990

4th Annual Indiana ABATE All-Harley National
Bunker Hill Dragstrip
Kokomo, Indiana
(219) 272-5555

September 30, 1990

8th Annual Great Illinois Hawg Rally
Cordova Dragway
Cordova, Illinois
(319) 462-4605

October 6-7, 1990

5th Annual National All-Harley-Davidson Finals
Clarksville Dragstrip
Clarksville, Tennessee
(615) 648-1607

East Coast Racing Association

1866 Black Horse Pike
McKee City, NJ 08232
(609) 641-4224

June 24, 1990

10th Annual East Coast Motorcycle Festival
Atco Dragway
Atco, New Jersey

July 14-15, 1990

2nd Annual New England Motorcycle Festival
New England Dragway
Epping, New Hampshire

August 19, 1990

Harley-Davidson Summer Festival
Englishtown Raceway Park
Englishtown, New Jersey

September 23, 1990

11th Annual East Coast Motorcycle Festival
Atco Dragway
Atco, New Jersey

International Hot Rod Association Motorcycle Division

Box 182
Atco, NJ 08004
(609) 768-2167

April 7-8, 1990

Dixie Nationals
Huntsville, Alabama

May 5-6, 1990

Southern Nationals
Darlington, South Carolina

June 2-3, 1990

Garden State Nationals
Atco, New Jersey

June 23-24, 1990

Buckeye Nationals
LaRue, Ohio

July 21-22, 1990

Thunder Nationals
Bristol, Tennessee

August 4-5, 1990

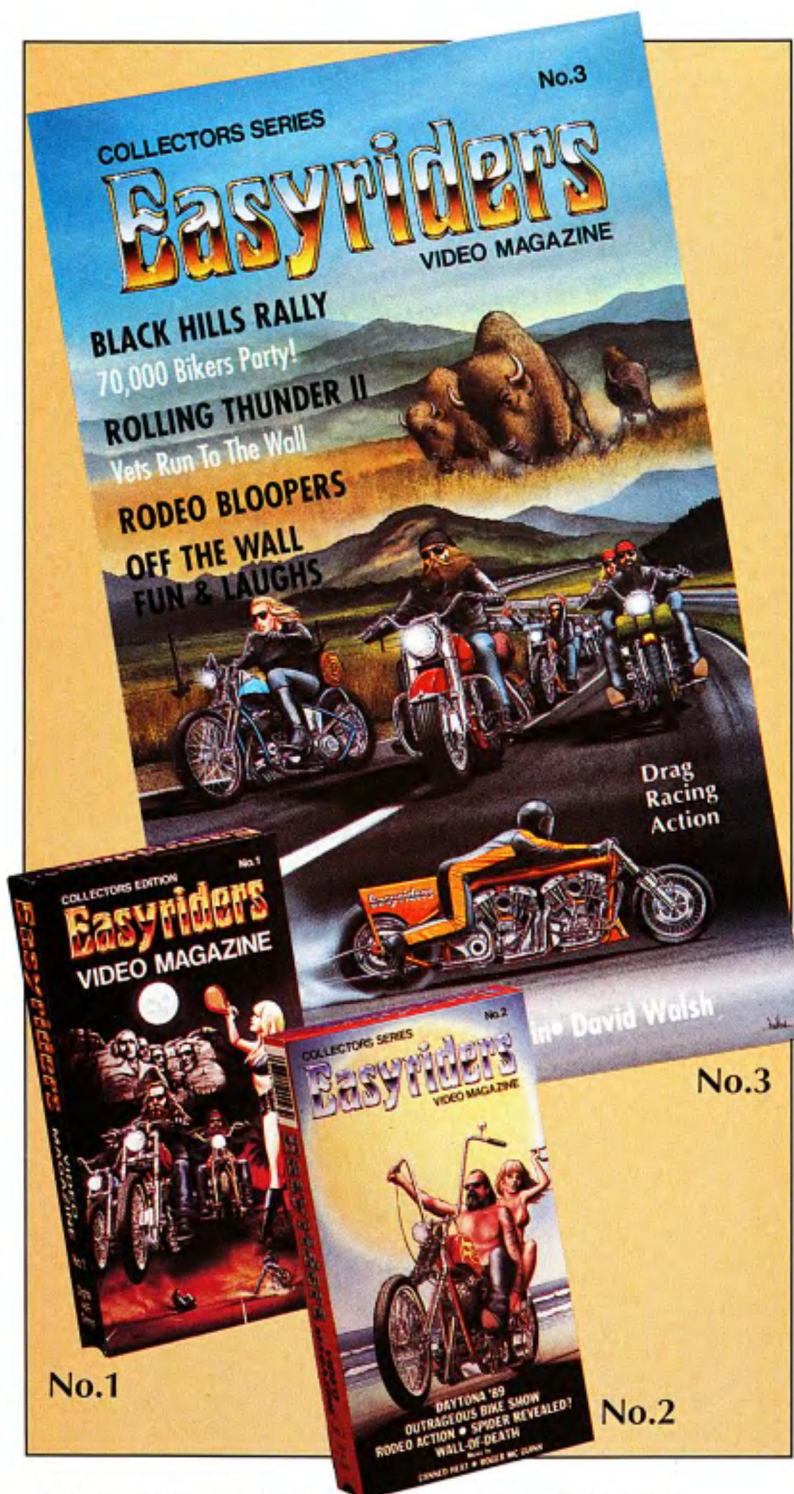
Summer Nationals
St. Louis, Missouri

August 18-19, 1990

Can-Am Nationals
track to be announced

September 8-9, 1990

U.S. Nationals/World Finals
Atco, New Jersey



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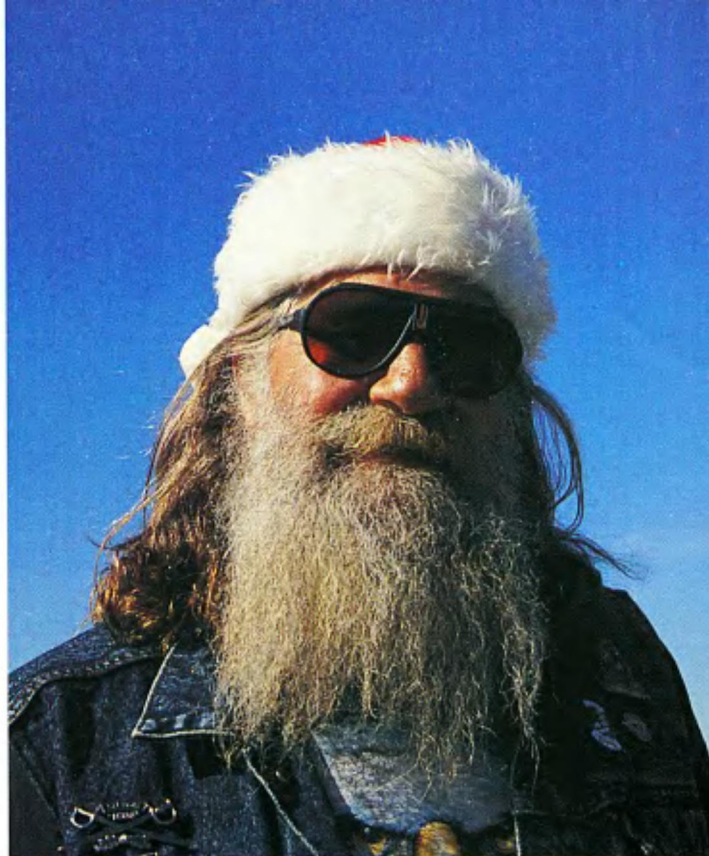
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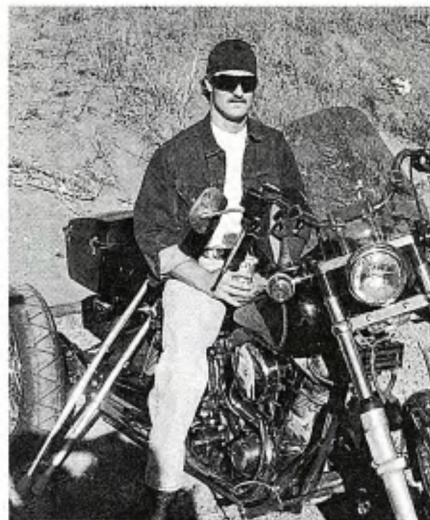
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Feliz Navidad By Rip



Some people just gotta ride.

Buenos dias. ¿Cómo estan, amigos?
In last month's issue I wrote about my visit to Florida and about the chilly ride home to California. En route, I stopped in Houston and caught the Turkey Day Drags held at the Cedar Creek dragstrip in Seven Points, Texas.

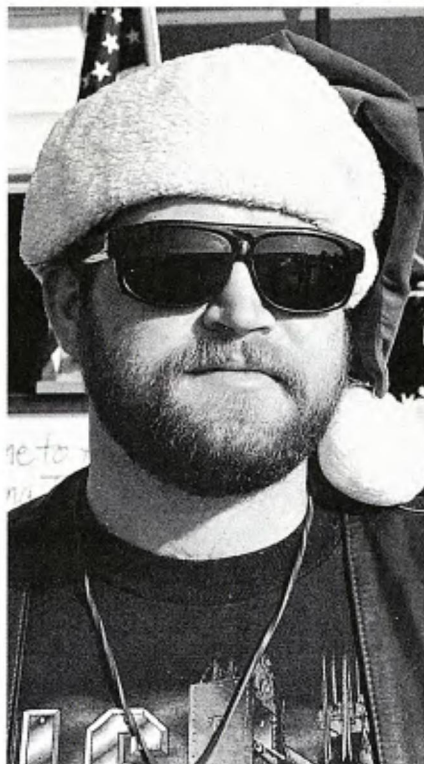
In this issue, I'll be writing about two benefits around the Southern California area that Baby and I attended. Plus, the ride we took south to Tijuana, Mexico. Baby is my '88 FLH blockhead.

The weekend after I got home, a couple of friends and I attended the very first Harley Owners Group



In front of Chula Vista H-D.

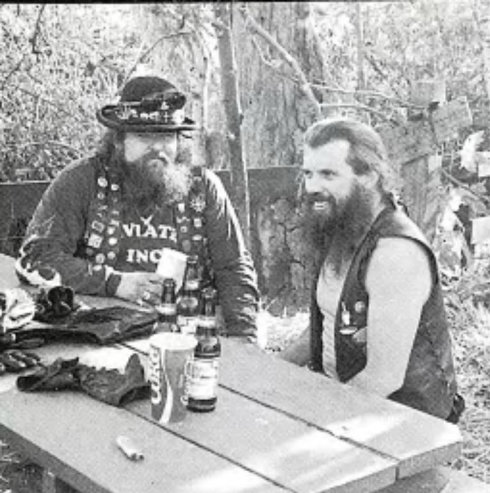
(H.O.G.) Toy Run in San Bernardino. It was held in a large parking lot on Mount Vernon Ave., near the I-10 freeway. The H.O.G. people were still setting up their program when we decided to drop off our toys and go check out Cook's Corner in Orange



In front of Chula Vista H-D.

County. We wanted to ride, it was just too hot to hang around in leathers.

At Cook's Corner, about a 70-mile ride, a Christian bike club was sponsoring a toy run for the needy. It was warm and many folks showed up with gifts. Cook's Corner is in a canyon and



Hey Stacks, can't ya get more run pins on your cut?



Richard Dumont in front of his place in El Cajon, California.

is a favorite watering hole for many SoCal riders. I ran into some homeys—long time no see.

One of them was Tinker Bell, a Marine and an ol' bud. We both have family in Connecticut. He had the foreskin on his dick pierced, and a small bell hangs from it. The girls get a kick out of it. He ain't bashful, all you got to do is ask to see it. All I've got to say is ... "Ouch." Tinker Bell said he did it after his completion of underwater diving school in Uncle Sammy's Canoe Club. *Semper Fi*, brother, I'm glad you're on our side.

I also ran into Stacks, who once saved my life, but that's another story. That Sunday afternoon felt great, kicking back with the homeboys and girls, hoisting a few brewskies, and enjoying the sunshine. It felt good to be home.

The next weekend, Dec. 10, Chuck, Mean Jean, and I cruised to the Los Angeles Dragstrip in Palmdale, Calif. The Antelope Valley Modified Motorcycle Association (MMA) and the Firestone Rubber Company were sponsoring a food drive and toy run. We thought that we were gonna see Harley drag bikes, but were disappointed when most of the racers were in cages. We dropped off our toys and food, took our shirts off in the bleachers, and



In front of Chula Vista H-D.

watched the action.

Cage racing is nowhere near as exciting as watching Harley drags. When cages race, it looks like anyone can do it. When I see motorcycles racing, of any kind, I think that it takes a special skill or talent. There's less margin for error. It's more dangerous, there are more thrills and chills. A rider has to keep his or her shit together.

As motorcyclists, we can appreciate the finesse of the launch, and the delicate balance and feel you develop for the machine. Anyway, it's for me, and it definitely looks more challenging.

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In front of Chula Vista H.D.

Back to the track. The toys were distributed to underprivileged kids. The MMA also served the Antelope Valley Domestic Violence Center. Another sponsor was Feel the N.E.E.D. That is, Not Everyone Eats Daily. We do have homeless citizens in the USA. This was the second time the Antelope Valley Chapter of the MMA helped on this function. Look for it next year about the same time.

The following weekend, Baby and I rode south to Chula Vista, Calif., for the 4th Annual Tijuana Toy Run. This benefit was presented by South Coast Harley-Davidson, the Chula Vista H.O.G. Chapter, and Los Solo Angeles MC from Tijuana, Mexico. Getting there early, I killed some time in Dumont's Bar with Richard Dumont, the owner. He's a swell guy who goes out of his way every year for MDA. This was most rewarding. The weather was perfect, and you couldn't have asked for a better day.

I'm not sure how many people attended. When I asked Tom, the shop owner, he said, "We had 300 run pins made and we were out of them early in the day." He gave me his, what a guy. Actually, I jest. Tom's shop is a modern store with lots of parts and apparels on hand to cover all your wants and needs, whatever they may be. Tom's got a sense of humor. We were talking about John Wayne's tombstone. He said, "When you die, they ought to put 'kiss my ass' on your grave."

Leaving the shop around noon, 262 of us were lead out by a semi loaded with gifts. We snaked 3 miles from the store, through the border check point. We wound around TJ, climbing up, up, past the Los Solo Angeles clubhouse, to the other end of town. To the poor(est) side. It kinda reminds me of a coal town in the Appalachian Mountains. But here in Tijuana there are a lot more shacks in the hillsides. Some riders stopped in front of houses and handed kids toys.



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At the Palmdale drags.

Like a dummy, I had my camera stuff put up in Baby's Tour Pak. As you can imagine, I do have mucho breakage during the year. I'm rough on equipment, it goes with the territory.

I was feeling proud, riding next to Leon, a bro I haven't seen in over 12 years. When a crotch rocket rider in front of us dropped a baby carriage toy, Leon rode by like Lash La Rue to scoop it up, but missed. I stopped and packed it to our final destination. I had the carriage upside down on Baby's gas tank. The doll's foot, inside the carriage, turned the ignition off while I was in a tight uphill turn. We were having fun then.

The club had us park our bikes circle fashion in a large flat soccer field. The kids were lined up alongside a wall. Each child received a toy. Tom was given a plaque. It was very satisfying watching the kids' faces light up. A motorcycle drill team came out to entertain us.

Some members of the Los Solo Angeles are TJ cops. One teaches school in the valley. Some are Federals. I met all kinds of folks. The run was for a good, just cause. And if you think you got it rough, one of the members had to prospect for eight years. For one reason or another (mostly being poor) he had to sell his scooter and then start all over again. Congrats, that's what I call dedication. I took the club's family photo on the color page. I like it.

One of the other color shots was taken at Steve's Machine in San Bernardino, Calif. It was taken on December 21, the first day of winter. That's Steve with the red shirt on. The shop dog is named Sondra. The other dude is named Keith—that's his putt. It shows off the quality ya can expect from Steve's Machine in San Berdo. The paint job was applied over chrome. It looks spiffy. Their other

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Tinker Bell.

mechanic, Rabbit, is in Connecticut. But maybe not, why do ya think they call him Rabbit?

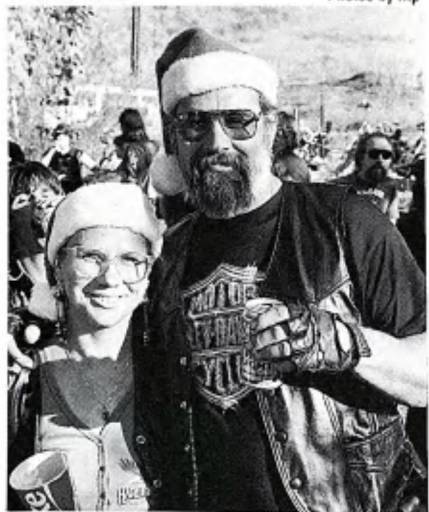
Wouldn't it be great if all the fucked wars stopped? Wouldn't it be great if we quit poking holes in the ozone? Our globe is warming up, drying up our polluted streams and rivers. Wouldn't it be great if everyone was fed properly? Naw, not in my lifetime. I'm sorry, but I can't be blasé about poverty, particularly when it comes to children.

Enough of this wishful thinking. I'm hanging out around the West Coast till things get warmer easterly. Then I'll be busting out of here, looking for things to do and people to see.

Sound me about the trips around your neck of the woods— runs, events, swap meets, shops, bars, titty or otherwise. Generally, the things you enjoy and would like to share with this nomad and the readers of the rag. *Adios.* Write to Rip's Run, Box 3000, Agoura Hills, CA 91301. ■

At Cook's Corner.

Photos by Rip

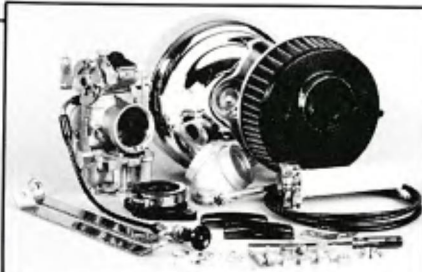


"You bet it duz!"

Roger "Ramjett" Chatelet, Ramjett Retainer

"Ridin' 'round the USofA on my Evo Softail or my Sturgis Classic I get the chance to meet lots of Harley riders. They all want to know, 'Duz it work?'"

You bet it duz! Since my '88 ride to Milwaukee for the Birthday Bash, this Harley Smoothbore Kit from Mikuni has really proven itself. It bolts on easy, starts right up, accelerates smooth and quick. I've tried them all. This Mikuni HS40 is the best!"



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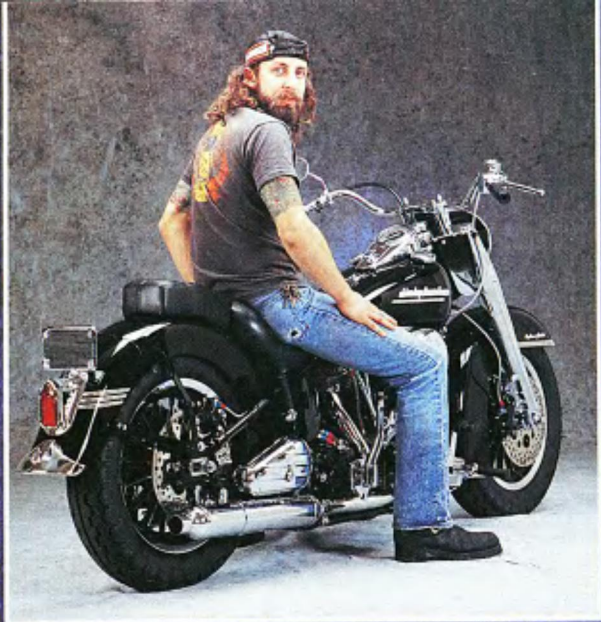
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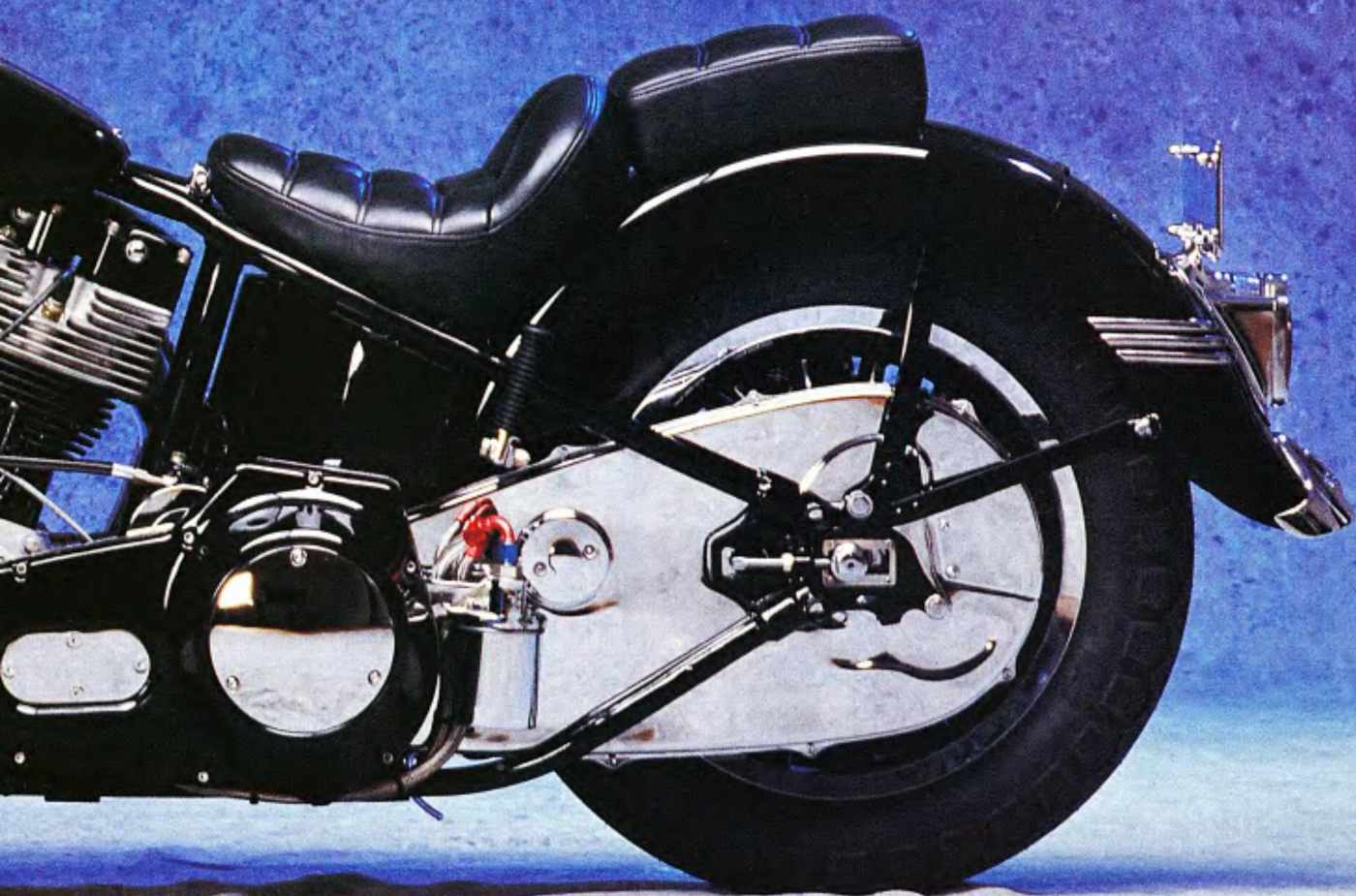


GETTIN' OUT OF TOWN CAN BE THE TOUGHEST PART

In the early '80s, this Canadian rider left the cool breezes and frosty French females of Montreal for the summer heat and spicy sweeties of Southern California's San Fernando Valley.

The move west brought Dana Levine year-round riding, a job at Vic's Custom Cycle in Van Nuys, and the realization of an annual, mid-summer vacation putt to Sturgis.

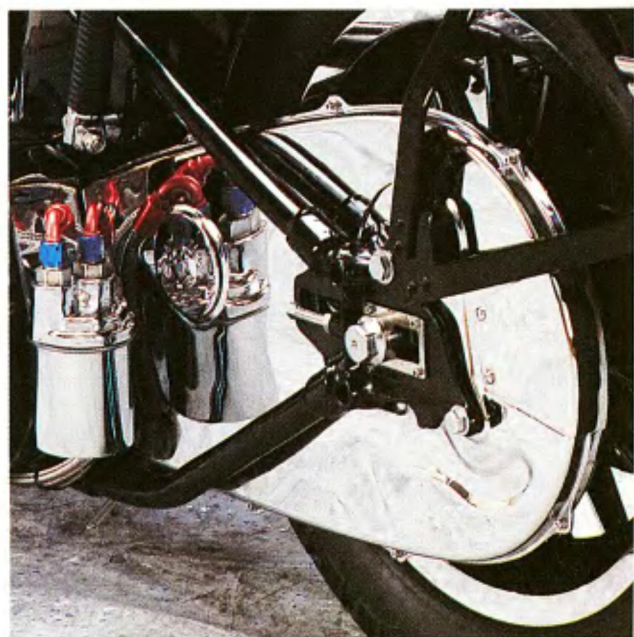
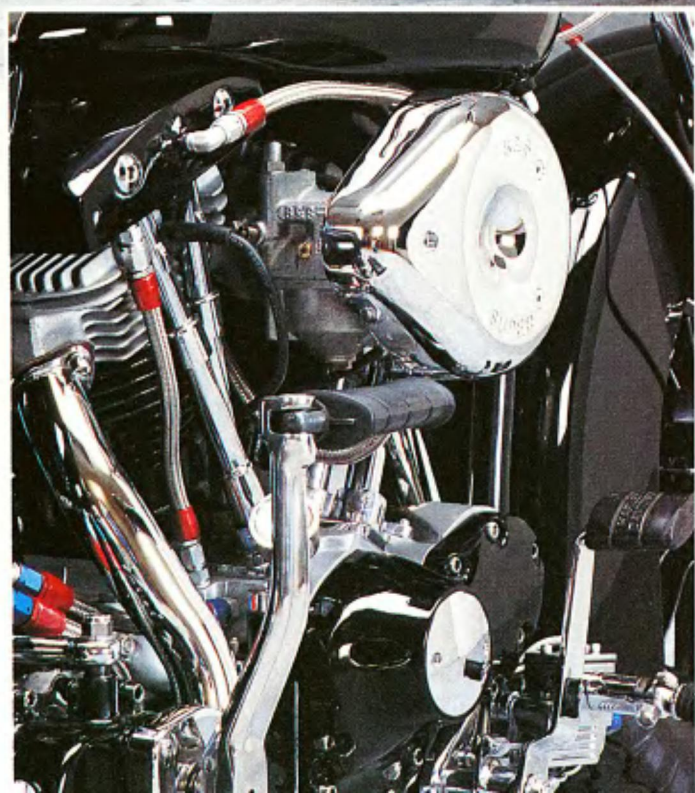
CROSSOVER

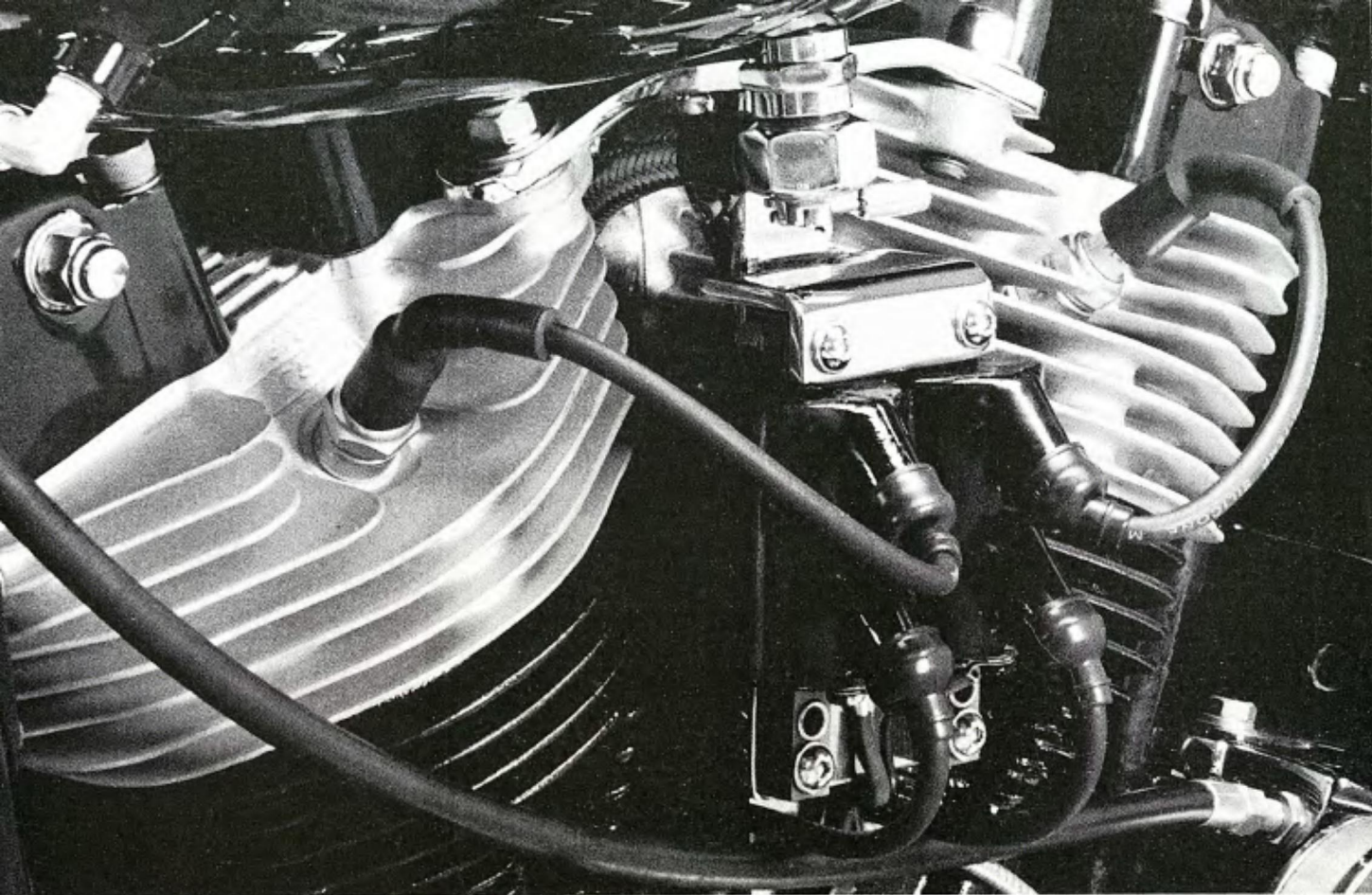


Dana's been a Black Hills regular since '81, well, that is except for an incident about three years ago. Seems that less than 18 hours before he was to kick his shovel to life for the ride to South Dakota, a cager put a damper on his plans.

It was dusk, the most treacherous time to ride in the city—as we all know. The streets were fulla tired commuters drivin' their econocars into the setting sun. The rays can be blindin', especially at a time of day when motorists' minds are locked into happy hour more than rush hour.

Dana was in a similarly burned-out, long-day





frame of mind. He had spent a tough couple of weeks gettin' ready for his trek, and his head was fulla thoughts: Had he loctited every nut and bolt? Would his chain last? Did he pack every spare part he would possibly need? 'Course, he also had an equally heavy agenda of repairs and rebuilds going on at the shop. It had been a hectic

day, and Dana was ready to head home for a solid night's snooze before the beginning of his annual asphalt adventure.

His mind was not exactly focused on every zipping and zagging cager trying to find a brew after work, so he was easy prey for an erratic driver who wanted to turn left regardless of who or what was in the way.

Dana didn't make it to Sturgis that year, and the scoot, well, it received a ground-up overhaul over the next couple of years.

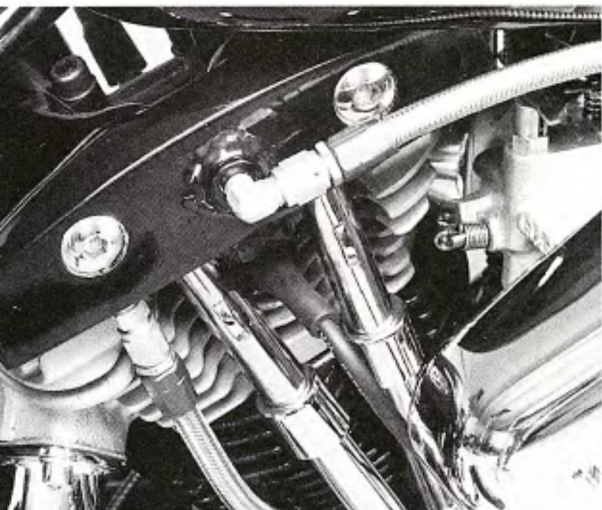
Before the broadside, this shovel, styled after a '50s pan, had mags, an 18-inch front wheel, a 15-inch rear, a bobbed rear fender, stripped front end, and a Bates headlight.

Dana had a '51 pan he was





Photos by Peter Dokus



restoring, so he decided to style this scooter after it, but with a series of improvements that would allow him the juice to keep up with anyone. This is a bike you need to look at closely. It may look old, but the 93-inch shovel motor, 14mm belt drive, the latest in Performance Machine brakes, and all the other detailed elements, make it stand up and shout with the big boys.

And he's been to the Black Hills ever since.

—Snake

Owner(s): Dana Levine		City: Reseda, California	
General		Frame	
Fabrication by: Dana/Vic's Custom Cycle		Year: 1949	
Year and make: 1969 H-D		Builder: H-D	
Model: FLH		Type: wishbone rigid	
Value: \$28,000		Rake: stock	
Assembly by: Dana/Vic's Custom Cycle		Stretch: 3/4-inch in seat tube	
Time: forever		Other alterations: American M/C Frame	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: Westbrook originals	
Year: 1969		Risers: stock	
Model: FLH, Sidewinder kit		Fender(s): N.O.S. stock	
Rebuilder: Dana		Headlight: stock	
Ignition: Dyna Selectric ignition		Taillight: stock	
Displacement: 93 cubic inches		Speedo: 150-mph Police Special	
Lower end: Williams Motors		Front pegs: stock	
Balancing: 60%, Williams Motors		Rear pegs: H-D	
Pistons: S&S, low compression		Electrics: 12-volt	
Cases: H-D, machined for Sidewinder kit		Gas tank: 1951 pan/screw-in caps	
Heads: Dave Mackie, flowed, dual plugs		Oil tank: Westbrook/internal lines	
Cam: Rivera Macho		Oil system: high flow	
Lifters: S&S solids		Primary cover: H-D	
Carb(s): S&S Super, reworked		Seat: Bar Enterprises	
Air cleaner: S&S Super		Sissybar: none	
Pipes: Westbrook originals, 2 into 1		Height: n/a	
Muffler(s): stock H-D		Material: n/a	
Transmission		Forks	
Modifications: Andrews close ratio		Type: FLT	
Year: 1969		Extension: none	
Shifting: stock foot shift		Builder: H-D	
Engine sprocket: 14 mm, Phase 3 belt		Special features: early trees	
Trans sprocket: 23-tooth		Wheels and covers	
Wheel sprocket: 48-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: Billy Westbrook		Hub: H-D	Hub: H-D
Painter: Billy Westbrook		Rim width: 3.5-inch	Rim width: 3.5-inch
Color: black		Tire: K181 Dunlop	Tire: K181 Dunlop
Type: polyurethane and clear		Brake: Perf. Machine	Brake: Perf. Machine
Special paint: none			
Other special modifications: Too many to mention. Special thanks to Vic King, Billy Westbrook, Glen Morrison, Rich Manchen, Robert Symms, and Keith Markowitz.			



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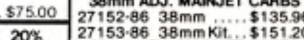
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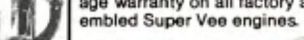
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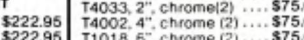
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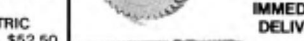


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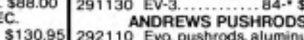
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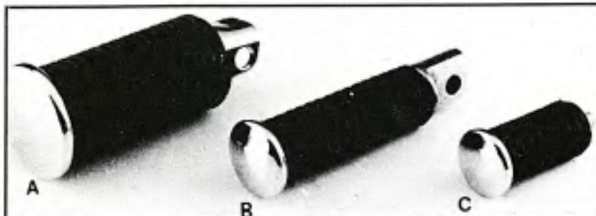
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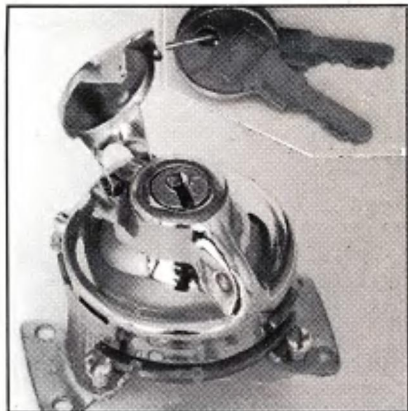
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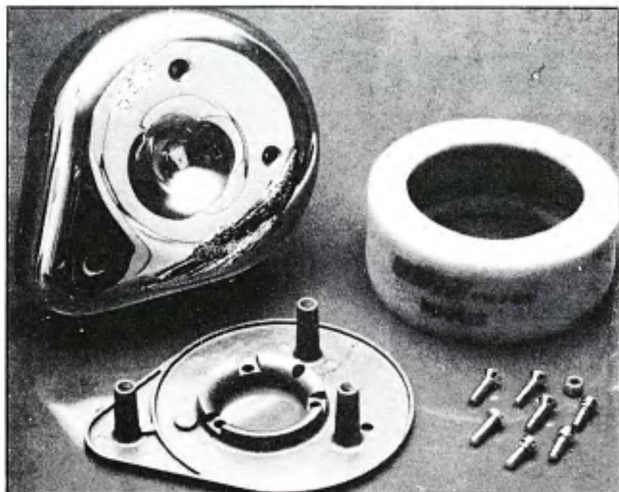
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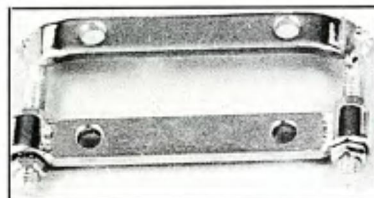
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Their latest efforts can be seen in the smash hit "Back To The Future Part II," and the yet-to-be-released "Back To The Future Part III." In the movie(s), they play members of a biker club living in a barrio neighborhood.

Grimes explained to us that it was an unusual shoot in that he had to round up a large group of scooter tramps from diverse ethnic backgrounds and from varying Los Angeles locales. But everything went off without a hitch. So much so, that the three days allotted for the shooting was sliced down to two. Pure professionalism, savin' Steven Spielberg some loose change on his \$40 million budget—for a film that's already grossed over 110 million zops. Other than the piddly, time-consuming requirements—like jillions of phone calls, meetings, and bike prep—the shoot itself was pretty boring. Lots of standing around—you know, hurry up and wait.

Speakin' of waitin', the crew is still waitin' on autographed photos from their "bro" Michael J. But, that's Hollywood.

—Ben Doverdahl



Photo by Mark Cuff

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