

Easyriders

**Sun Shines At
DAYTONA '90**

Freedom Issue

**Unbelievable
Ice-Racing Trike**

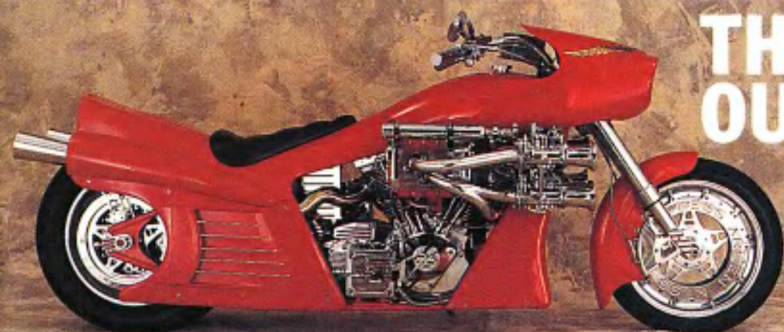
**A Biker Who Has
A Full-Time Chef**

**How To Service
Glide Front
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**\$100,000
PARTY!**

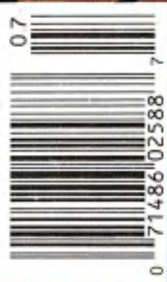
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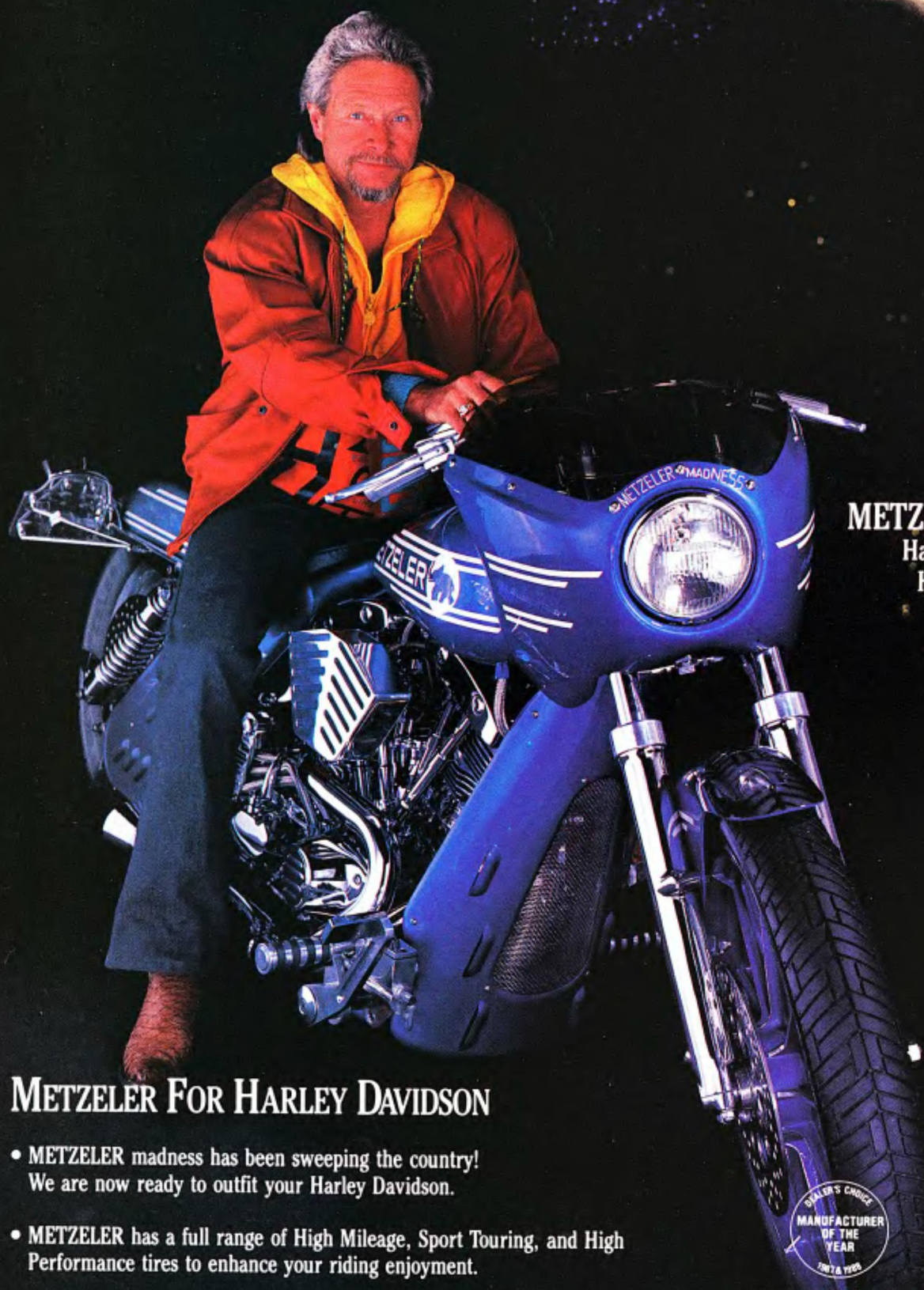
**Outrageous
Antique Indian**



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**The next liver-quiverin' issue of this rag
goes on sale June 28.**



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I have the reputation of being a stone male chauvinist, which, like most reputations, is a lot of bullshit. For instance, the column this month is devoted mainly to female situations--it just worked out that way. I'm not picking on women... honest!

They were at a wild party so he asked her for a knob job, which she readily agreed to. After the fourth performance, she figured that was enough, so when he asked her to perform a fifth time, she started to and decided to bite his nuts off in retaliation. So remember, guys, when you ask for a blowjob, don't overdo it. Three times should be enough.

A woman was arrested three different times for drunk driving and now faces \$13,000 in fines and the loss of her license for more than a decade. The first time she was pulled over, her blood-alcohol content was .27, which is almost three times what the law allows. A little later, she was picked up again. This time she was weaving on the wrong side of the street, and her blood-alcohol level was .21. When she was picked up the third time, her blood-alcohol was .18. Some people just don't get the message.

She was going to visit her baby's father. After she knocked on the door, a 17-year-old opened it and said the baby's father wasn't in. She decided that the 17-year-old was lying, told her so, and swung the baby like a baseball bat at her. She took another swing, missed her, and the baby went flying out of her arms and into a plate glass window. The baby survived, but he has an attitude toward women now.

She was a rich, fat, bitchy broad and no one could please her. When she came into the beauty salon for her weekly hair appointment one day, the hairdresser had her select from some photos. To get even with the old bag, the hairdresser superglued her hair to the curlers. The old bag didn't make another appointment.

A drunk, 400-lb. biker passed out trying to walk a straight line during a drunk test and squashed a cop dead! The paramedic said that the cop was flatter than a pancake and looked like a steamroller had pressed him into the pavement. It took five people to roll the fat biker off the cop. When they got the cop to the hospital, they said his ribs were crushed and pushed into his lungs. The biker was asked how many drinks he had consumed, to which he responded, "I don't know. If I was counting them, I wouldn't have enjoyed them."

This won't come as a surprise to you guys:

Research has discovered that women usually strike first in a domestic argument. For years, we guys have been told to knock off hitting the ol' lady. But now we know that women are just as guilty as men when it comes to hitting your mate.

Women can be cold department: Argue with your ol' lady or even hit her first. But never smash her cat against the wall. They can get very salty if you do. This broad got so angry with him for slamming her cat against the wall that she was discovered days later, sleeping peacefully in bed with his armless, headless, and legless torso in the front room lying on a plastic sheet. The other parts of his body were found in neighborhood trash cans. Women can get pissed, but slamming their kitties against the wall is going too far.

That sweet young thing you picked up at the bar last night has more than likely kissed at least 79 other men before sucking on your lips. Research has shown this to be true and who am I to say it isn't?

Shit! This never happens when I'm around.

It seems 30 women took off some clothes and paraded around topless, protesting the fact that men can run around bare-chested but they can't. It sounds like something I would champion for the good of females in the world.

Be forewarned, you guys. You gotta get the ol' lady's permission if you wanna change the TV channel. This guy came home after being out and found his ol' lady watching a Disney show. He went over to the set and switched it to the Super Bowl game. She got so pissed that she went into the kitchen, got a barbecue fork, and stabbed him in the neck. She got 10 months in jail.

TAKING IT EASY

By Spider



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Gary Busey

☐ Gary Busey hasn't turned his back on freedom, you assholes have! You advocate freedom of choice, but exactly like the assholes who fight for mandatory helmet laws, you think your choice is the only choice.

Gary Busey can wear a helmet or advocate helmets all he wants. As long as he doesn't advocate mandatory helmet laws, which he has not done, he is still on our side.

I don't want the government telling me to wear a helmet, and I don't want you assholes telling me not to wear one. I'll make that choice for myself.

S.J.

Layton, Utah

☐ I can't believe it! Gary Busey talking bad about us? Now I know how George Washington felt about Benedict Arnold. I can't tell you how much I urge you to write a letter to Mr. Busey telling him how much of a turncoat he is. He's a money-making piece of shit who listens to public opinion. Fuck him!

Syd

Newport News, Va.

☐ You can shove your helmet up your ass till the sun don't shine. And out the other side of your ugly face.

Tattoo

Winnetka, Calif.

☐ What a shame to pick up my favorite rag and see a story that goes against every reason I read this rag. "Shack O' Shame" in the April issue really pissed me off. So what if a short time ago he was against the helmet law and is now advising use of same?

Red Baron is way off in his ideas of Mr. Busey. This fun-loving, partying biker came close to death, or even worse, he could have been a veggie the rest of his life in a bike wreck. So now he's just telling people what could happen and that he'll be wearin' a helmet from now on.

Let's wake up to some basic facts about your rag that I love and hold to: freedom of speech, choice, and expression.

Indian

South Vienna, Ohio

In his recent attack on actor Gary Busey, Red Baron used a quote out of context. Although Gary Busey encouraged people to wear helmets during his interview on the Arsenio Hall Show, he also stated that he is against mandatory helmet requirements. Gary Busey also added that he would continue to ride helmetless on long runs.

L.J. Thiem

Virginia Beach, Va.

Mikuni Carb

☐ Just read your article on the new Mikuni carb for Harleys. You're right on every count except for one detail you forgot. After a few thousand miles, the slide sticks (true story).

I'm a wrench at an authorized dealer in New Jersey, and I put one on an '89 XL1200 a few months ago. It was easy to install and set up, and it ran like a raped ape. Three thousand miles later the slide started sticking for no apparent reason (i.e., no shit in the gas, etc.).

Mikuni made good on it. No hassles. They sent me a new one (no charge), and the customer was a happy camper. About 2,500 miles later, same shit, different day. Once the bike gets hot, the slide sticks. There were no marks on the slide and no shit in the gas.

Sofar the problem hasn't been resolved. I just figured I'd let you know what's going on.

And just for the record, I like Mikunis and have been running one on my '74 XL for about seven years with no problems.

Dave

Hope, N.J.

☐ This is a letter of praise for the people at Mikuni America Corp., specifically Steve Webb, their

customer service rep. After reading articles on the Mikuni HD40 carburetor and getting input from friends, I decided to put it on my Sporty.

These people have a hot product here. I'm talking a big boost in acceleration, much smoother idling, etc. Not only that, but should you encounter any problems with it, they're right there with tech help and answers to stand behind it.

It is refreshing to know that there are still people and companies concerned about how their products perform after the sale. My hat's off to you.

Peter "Breeze"

Copiague, N.Y.

A Bitch

☐ Just finished the April '90 issue and have a bitch. Contrary to popular belief, Nebraska is not a "flat plain that seems to go on forever." We don't have mountains, true, but we have hills, valleys, trees, critters, and pretty decent roads. Hell, the Platte River runs alongside I-80 for 200 miles, a nice place to rest your eyes and get some shade. Do a little research!

Gordon "Flash" Strickland
Cozad, Neb.

Reply to Sinbad

☐ Sinbad (April '90 issue) did more than piss me the fuck off. What he said about the Nov. '89 Dave Mann centerspread was a crock of shit. I think it's one of his best pieces ever. Maybe if he was reminded of death more often, he'd have been more careful and wouldn't have gone through a cage window to get a chainsaw-looking neck.

The Saint

Ft. Leavenworth, Kan.

Looking For Decals

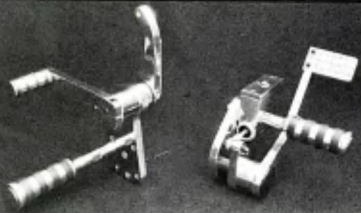
☐ I've been searching high and low for a pair of tank decals for an '81 Sturgis and keep coming up empty. Maybe someone out there can help me (a paint job is being held up).

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The H-D part number is 1-61159-80, not to be confused with 1-61159-80 A. The first number is a black and orange bar and shield with AMF over the top of it. The second number is the new decal without AMF.

If anyone has an old box full of decals that they're willing to look through, I'd appreciate it. Having the AMF above the bar and shield is such a small detail, but if you're going to do it right, then do it right!

Matt
Box 8516
Westerville, OH 43081

Words of Praise

I have three words to say about the April '90 cover girl: Nice fuckin' titties! Course we're not just talkin' big, shapely breasts, we're talkin' thoroughbred boobs. Betcha if those major league yabos were detachable, she'd win the Kentucky Derby with 'em!

My Bro Milo
Enfield, Conn.

Responses to The Hound

Yes! to The Hound in the April '90 issue. What's next? A Harley-Davidson line of Estee Lauder cosmetics?

Marcia
Largo, Fla.

All right, Hound! A slice of pie is in order!

Shorthair
Minneapolis, Minn.

"Right on" to The Hound. It ain't like it used to be, money has taken over the mind.

L'il Bear
Hutch., Kan.

They're good for biker health nuts. You put 'em on, jog down to the garage, change into your Nasty Feet, hide your \$85 sneakers in a safe place where the dogs can't get 'em or your friends can't see 'em, then you ride off on your Harley. Picture this: Gary Busey in a day-glo, full-cover

helmet with tight jogging pants and a pair of these boss sneakers. Makes you hot, right? They put wings on the bottom so you look good when you're lying on your side in a gutter somewhere.

Doggy Daddy
Boston, Mass.

Needs Help

I'm resurrecting a 1966 FLH to stock specs and am having trouble locating the stock carb which is a Linkert sidedraft or sideflat. Also, the title says the bike is an FLHFB. Did the DMV fuck up or is there an FLHFB? Please help!

K. Burns
Groton, Conn.

The DMV did it.

Boa Constrictor Died

Do hope you can help. Our boa constrictor died last week, and we were hoping that the bro and sisters who took his picture at Sturgis '89 would allow us copies of their flicks and videos or what-have-you. We guarantee safe return of all originals, including videos, or will reimburse for copies.

Pitch in, we miss our snake, and if the response is good, we'll see you in '90 with another.

Merlin Rosen
536 Sheldon Dr.
Ft. Collins, CO 80521

Setting Us Straight

Loved the beautiful '51 Indian Chief in the April issue. But what is this shit about Indians having telescopic front forks years before Harley did? To my knowledge, Harley had theirs in 1949, and 1951 was the first year that Indian had theirs.

At least that's the way I've always heard it! Just trying to keep you straight.

Knucklehead Duane
DeRuyter, N.Y.

We goofed. Both Harley and Indian released telescopic front ends in 1949. But Indian had

rearsuspension as early as 1940, whereas Harley didn't initiate swingarm frames for Big Twins until 1958.

Small Boots

I share V. Brubaker's gripe in the April '90 issue about boots not being made to fit women. After being frustrated for three years I discovered that boys' cowboy boots were the solution for me. If you can't find a western wear store in Indiana, try Cowtown Boots or Western Wearhouse, both on Academy Boulevard in Colorado Springs, Colorado.

Spike
Larkspur, Colo.

For a dollar or two you can get a large catalog of new and used leather boots, jackets, halters, etc. It's called Larsen Leathers and sells stuff from just about every company. The address is Box 33, Riner, VA 24149.

Ilene "Eye" Brockett
Somewhere Near
Seattle, Wash.

Contact the following company: White's Handmade Boots, N. 6116 Freya, Spokane, WA 99207 (1-800-541-3786 out of state or 1-800-527-5430 in Washington). They will send you a catalog and directions on how to send your foot measurement. There are several styles and five heights of uppers to choose from. They aren't cheap, but they make a damn good product that can be rebuilt after several years of wear and tear.

Chris Hutt
Houma, La.

Try Grundman's Shoe Store, 906 N. 7th, Vincennes, IN 47591. B.S. Robinson, Ill.

Performance Plus Bike

I want to know how the hell a man can spend eight fuckin' years building a scooter that's only four years old? ("Performance

HOG T



H
a T-shirt

O
that says

G
it all.

Send \$11.95 plus \$3 P&H
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Plus" bike in the April '90 issue.) I know the bro is proud of his work. I would be, too. The bike is a prime machine. But none of the components are older than 1986. Did it take him four years to lace up the fancy leather road guard covers?

You do a good job (most of the time), though.

Gypsy
Greensburg, Pa.

☐ The bike looks great, but have I been asleep for four years? It's only 1990 as far as I can tell, and 1986 wasn't eight fuckin' years ago—unless you guys got some magic calendar.

Just curious.
Kook
Narragansett, R.I.

☐ Could this be an error?
Big Ted
Glendale, Ariz.

■ Planning.

Sturgis Bars

☐ Two things: First, the city of Deadwood has recently legalized gambling: slots, blackjack, and poker. Second (and most important), there are two cess-pools in Deadwood you need to avoid. The first one is the "Dog Style" (the "Old Style" to you oldtimers), and the other one is a new one called "Wild Bill's."

The bleeding hemorrhoids who own these two outhouses have determined that anyone wearing colors or even a black leather jacket is not welcome. So let's stand together and not spend one thin dime of our hard-earned money at these shitholes.

The only places to go in Deadwood are "Bella Union" and the "Buffalo Bar." They both support and welcome bikers.

Mike
Rapid City, S.D.

Thanks

☐ This is to thank all the brothers and sisters out there who responded to my call for help on my '75 SX250 for my ol' lady. The response was the best a person could ask for. I'll respond to as many as I can, but for now, please print this thank you to a great bunch of Harley people.

Gene
Fort Dodge, Iowa

Malcolm Forbes

☐ A while back some bros, my wife, and I putted our Hogs out to a Harley charity event held in the mountains. After we arrived and were kicking back, I noticed this guy just kind of wandering around being regular. Someone

said it was Malcolm Forbes. I (dressed in a manner which causes mothers to hide their daughters) introduced myself and said I had always admired his style because "he did what he wanted to do."

I read men well and can tell you his handshake was real, his smile honest, and our conversation was on the level of just one biker to another.

"Hey, Malcolm, ride free up there, bro!"

Jim "Doc" Edge
Laguna Niguel, Calif.

Now you'll be forever in the wind. So we bid you a fond farewell as you take that final putt to Harley Heaven.

Kathy Pendleton
Rincon, Ga.

American Heart

☐ This is in response to all of those who ragged on Jimmy the Spider in the March issue.

You guys point out that although you may not ride American, you're still in the wind. Well, I suppose we all must agree, 'cause it doesn't matter where your ride is made or how small the engine is. So as long as engine size doesn't count, I suppose we can include mopeds in the wind. What the hell, why is an engine necessary? Some o' those bicycles go faster than mopeds, so let's include them, too! Hey, why not skateboarders, joggers and ...

Now wake up and smell the coffee, assholes! The point here is that although some H-D riders may have a couple of foreign chrome doo-dads on their machines, the heart of the bike will always be American. How many American parts do you have on your Jap crap?

So keep ridin', Jimmy, and a slice of raisin pie to you. See ya in the wind. You rice-burnin' muthafuckers can get lost! Go read *Cycle* and quit fuckin' up my one and only rag!

Redeyed Pete
Kerman, Calif.

Great Videos

☐ Thanks for your great videos. I have them all and to those of you who don't, you don't know what you're missing. It's the best thing to get you through the cabin fever blues.

"Thach-2"
Bronson, Mich.

He's Pissed

☐ Re: "Reader's Ride," April '90: Did you cheap fucks run out of film or something? Or don't you know a gorgeous hunk of ma-

chinery when you see it? A lousy three fuckin' pictures of Ron Arbaney's 1951 Indian Chief? What's the matter with you?

Ventura Frank
Ventura, Calif.

P.S. At least you didn't drape some broad on it and cover that beauty up! You get one point for that and a minus 50 points for not doing a full shoot.

Looking For Sweet Things

☐ Just got through reading "Jordan's Angels" in the March issue. Thanks for telling the world about what we photogs have to go through for the sake of bikes, broads, and art!

I do some pics for local bros and their bikes, and, like John Jordan, I am always looking for new talent. If there are any sweet hardbellies in the Connecticut area who would like to strut their stuff on a Hog, drop me a line.

J.J. Price
66 Raymond St.
Darien, CT 06820

Here, Here!

☐ On December 10 I had the pleasure of attending and participating in our local annual toy run held here in Farmington, New Mexico. Despite the chilly weather and frigid winter conditions, we had a splendid turnout, and every biker around here had a real good time. Of course, the toys went for a worthy cause and should once again exemplify the spirit and benevolence of all of us who ride Harleys.

What struck some of us in the face more chilling than the Dec. wind was the wind being generated by a bunch of assholes in our government offices attempting to pass a federal helmet law!

If any of us have a choice, we will seek to establish a form of government that can guarantee our constitutional rights without encumbrances and officious interferences.

Our forefathers took a giant leap for an egalitarian society and freedoms from tyranny. As it appears today, we are steadily losing those principles and our freedoms to bureaucrats with autocratic mentalities. This circumvention of our constitutional freedoms is called communism in other countries!

When a free society has to succumb to dictatorship about matters that all of us should have a say in, our land falls into a deep shadow of monarchy and like Chinese men and women, maybe a few of us will eventually have the courage to stand alone in defiance like the lone Chinese citizen in front of a fleet of tanks.

Nothing is more destructive of respect for authority or a government than the passing of frivolous and unenforceable laws; the increase of crime in this country is closely connected to this principle.

Helmet laws, seat belt laws, gun control laws, or any other law that our captious tax-paid bureaucrats think we should become subservient to, belong in countries where people are herded into gas chambers like sheep going to slaughter or separated by walls of stone . . . not here in America!

Well, we do have a choice and that choice is ours to make provided we don't let our complacency allow the pernicious influence to blanket all of us into acquiescence. Through voice or influence each one of us should immediately redress the wrongs as we perceive them to be. Subsequently, I hope this letter serves to motivate any freedom-minded individual whether you ride a Harley or a Jap bike to speak your mind and, better yet, to do something positive about it.

I love my country, I love the feel of the wind and of the freedom I experience riding down a beautiful landscape with the feel of my powerful V-twin Harley under my control, and I'll be damned if some asshole bureaucrat has the right to tell me how I have to do it—as long as I am not infringing upon anyone else's rights.

I urgently hope this letter touches all the consciences of those of us who believe in our freedoms as our Constitution was meant to be and not as a few idiots think it should be.

Leonard Gallegos
Aztec, N.M.

Looking For Owner

■ Found: At the 2nd Annual Easyriders Bike Show in Malibu, a very old three-fold small leather photo case with three very old photos. Call Cathy Chaffin at (818) 889-8740 with a description of photos if it belongs to you.

We also found a set of orthodontic retainers and a camera.

■ 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.

*"What happened
when he ate the worm,
he won't tell.
But days later,
they say, he was still smiling.
Calling for greater truths,
more Monte Alban Mezcal, and
the fawn-eyed
beauty
Rosalita."*



*Everything you've heard is
true. Monte Alban Mezcal.
The real Mezcal from Mexico.
With the real agave worm
at the bottom. Do the worm,
then join the Golden Worm
Club. And tell some stories
of your own. Write:
Golden Worm Club
P.O. Box 3994 ER-1
Chicago IL 60690*

A

W E S O M E N

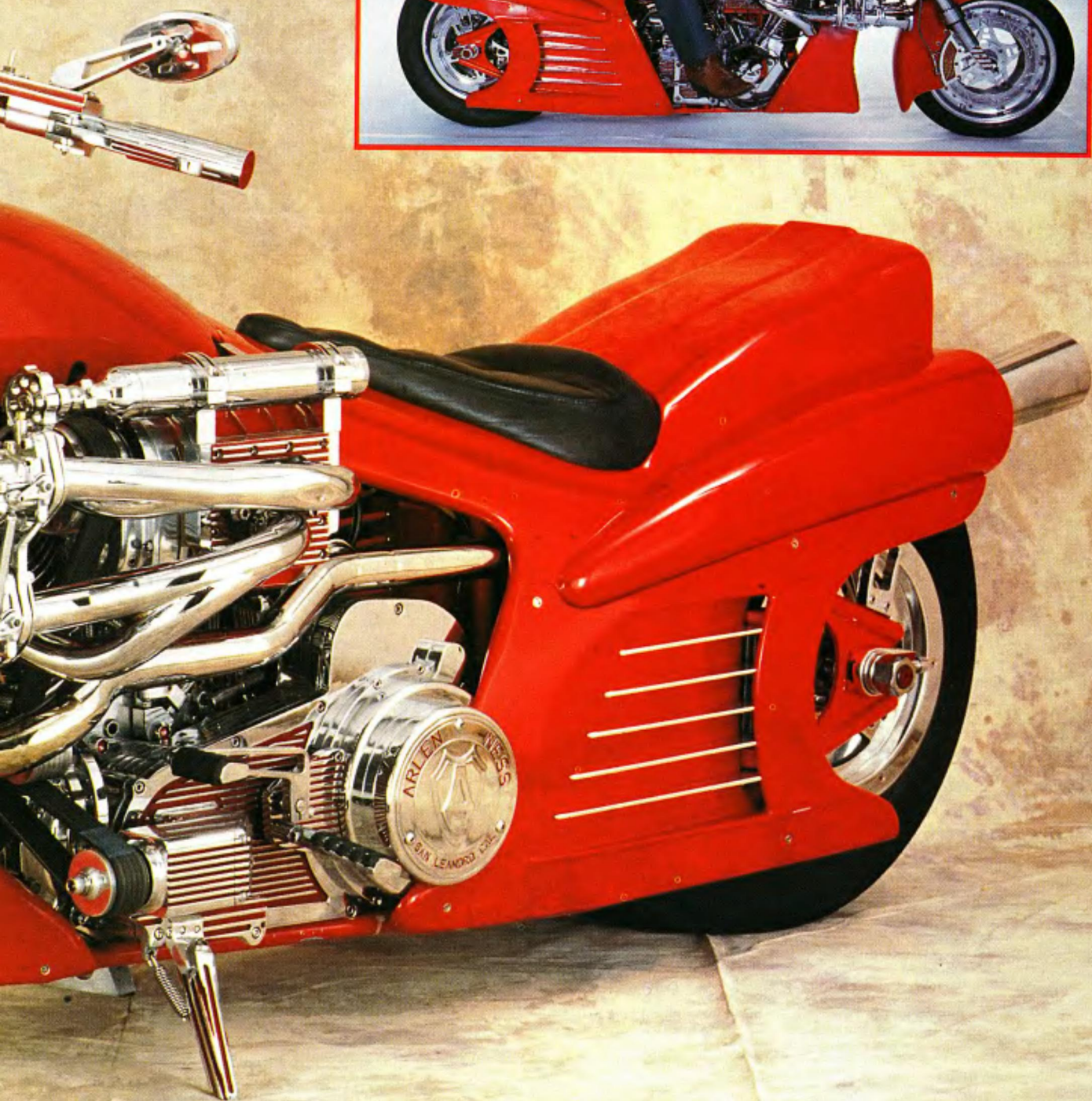
***All-American And
Not a Harley***

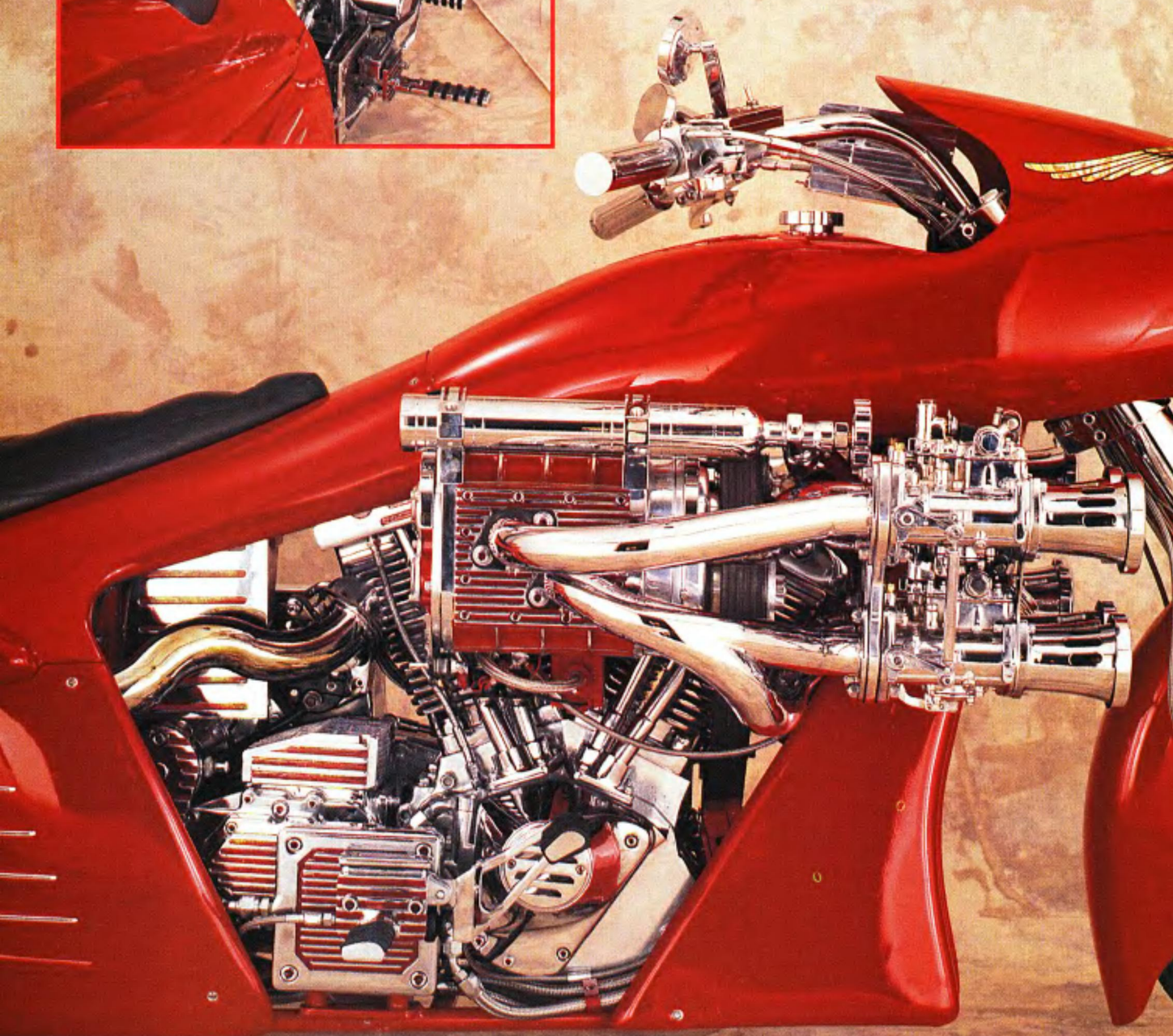
Here it is in all its awesomeness . . . Arlen Ness' latest creation. Although it's been on the road for over a year, in various stages and at various events, the final version is here for you to loosen your eye sockets on for the first time.

But first, let's set the record straight. This ain't no street machine. In fact, recently Arlen was called by some straight biker mag, you know the type, *Cycle Galaxy* or *Riders' Weekly*. They asked if Arlen would bring his bike down for a test ride—they wanted to take it camping. Arlen told them, gently, that his bike was rideable, a tad awkward, but not for touring. To Arlen's credit, he rode it 600 miles, round trip, to the Redwood Run last year, then took it to Sturgis in August, and rode it around the Spearfish, Mt. Rushmore/Black Hills



ESS

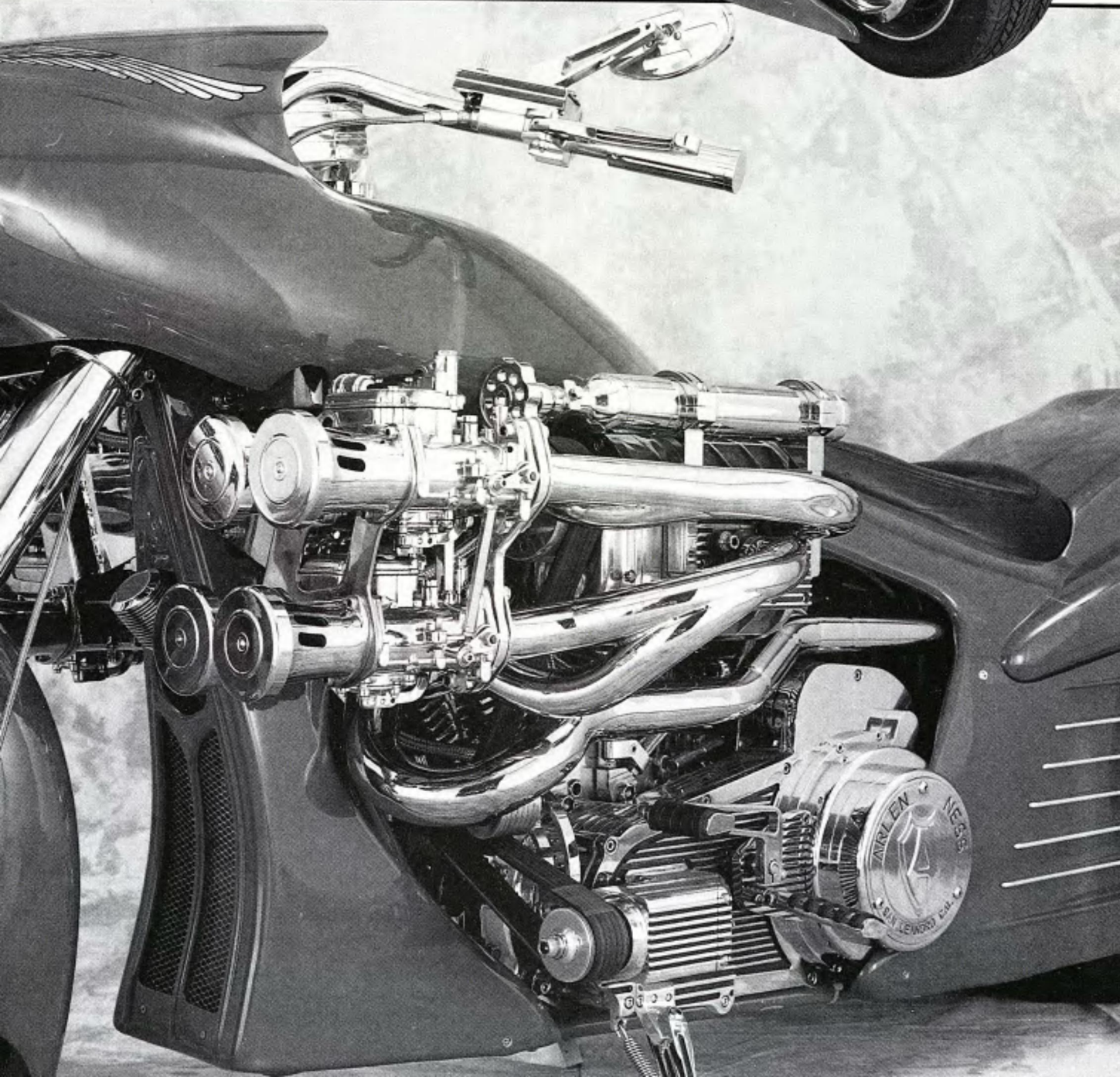
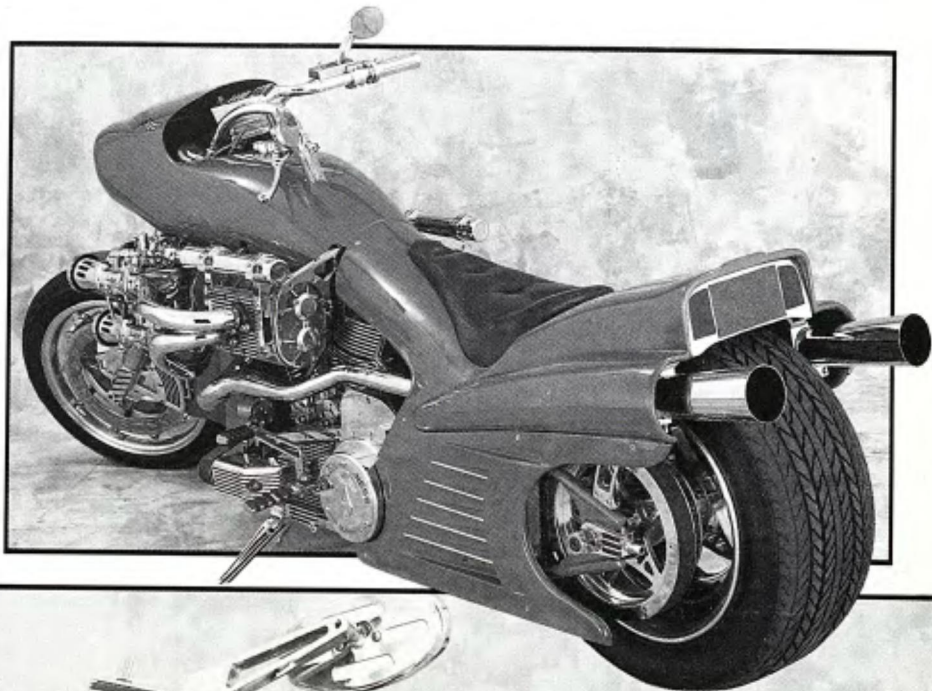




area before the final detailing and painting was laid on. This year, at Daytona's Bike Week, he was the Grand Marshal and putted his 128-inch, dual blower, nitrous monster around Daytona without a hitch. So, yeah, with the proper background and mindset, this bike's ridden often.

The project began in Arlen's creative den almost three years ago. He figures that during those three years, he invested 10 months of hard labor in the planning, figuring, and actual building of the bike. Arlen knew exactly what he wanted, but before he could start, he had to turn up the appropriate talent and work out all the design kinks.

First, he worked with several





mechanical geniuses to put the powerhouse together. Harmon built the cases, S&S supplied the 4.25-inch stroke wheels and rods, and Hannan built the heads with massive valves and dual plugs, emitting enough spark to light a forest fire.

Then came the trans. The ratchet top was billet-machined, and, interestingly, a new company was formed (by Arlen and Lee Clemens, of Departure Bike Works in Richmond, Virginia) around the building of the custom hydraulic clutch and tranny front. The new company is called Diversified Product Development.

Perry, at Performance Machine,

built the clutch and brake master cylinders. Once the drive line and rudimentary wheels were in place, the late Jim Davis put his talent into the frame. With the upside-down, Simons front end installed, the wheels on, and the drive line hooked up, the rolling chassis was complete.

Then the blowers were fitted up, the intake manifolds manufactured, and the nitrous bottles installed.

Not being a consummate illustrator, Arlen employed the talents of a technical artist, Thom Taylor. They sketched and erased until they finally came up with the lines Arlen had formed in his innovative mind.

From the illustrations, and with the rolling stock in place, the project went to Boyd Coddington's shop where Craig Naff, their metal worker/fabricator/master with sheet metal, began by cutting large pieces of cardboard and assembling a body.

Ultimately, the cards begat the aluminum body you see here. It was then assembled and the brakes were manufactured and installed while the wheels were being handmachined, with Arlen's logo incorporated. Steve, at Pacific Broach, machined the jackshaft to connect the belts to both sides of the rear wheel and Steve also machined the belt pulleys.

Owner(s): Arlen Ness		City: San Leandro, California	
General		Frame	
Fabrication by: owner		Year: 1990	
Year and make: 1990 Ness		Builder: Jim Davis	
Model: awesome		Type: Ness	
Value: a large bag of gold		Rake: 35 degrees	
Assembly by: owner		Stretch: 5 inches	
Time: three years		Other alterations: massive	
Chroming by: Hi-Lustre in Hayward		Accessories	
Engine		Bars: handmade, billet grips	
Year: 1990		Risers: none	
Model: Nessty		Fender(s): Craig Naff	
Rebuilder: owner		Headlight: rectangular	
Ignition: keypad, Accel		Taillight: handmade	
Displacement: 128 cubic inches		Speedo: digital tach & speedo	
Lower end: 4 1/4-inch stroke S&S		Front pegs: Isolated Ness	
Balancing: owner		Rear pegs: none	
Pistons: 4 1/4-inch stroke		Electrics: Jeff Border	
Cases: Harmon		Gas tank: 3-gallon Bob Munroe	
Heads: dual plugs, oversized valves		Oil tank: 7-quart, 2 oil coolers	
Cam: Crane, 550 lift		Oil system: Rick at Russell's	
Lifters: Sifton, Crane pushrods		Primary cover: Darrel Hayes	
Carb(s): 4 dual 40mm Dell 'Ortos		Seat: Danny Gray	
Air cleaner: handmade velocity stacks		Sissybar: none	
Pipes: Bob Munroe		Height: n/a	
Muffler(s): BUB megaphones		Material: n/a	
Transmission		Forks	
Modifications: hydraulic clutch		Type: upside down Simons	
Year: 1990 Ness		Extension: none	
Shifting: Barnett clutch, billet top		Builder: owner	
Engine sprocket: Primo 11mm belt		Special features: aluminum top tubes	
Trans sprocket: chain to jackshaft		Wheels	
Wheel sprocket: twin belts		Front	Rear
Painting		Size: 18-inch	Size: 14-inch
Molding: owner		Hub: Hayes	Hub: Hayes
Painter: owner & Dardenelli		Rim width: 3-inch	Rim width: 12-inch
Color: Loch Ness Red		Tire: Metzeler	Tire: P-7
Type: House of Kolor, urethane		Brake: handmade	Brake: dual inset P.M.
Special paint: Dennis Dardenelli			
Other special modifications: machining by Darrel Hayes and Dave Smith. Supercharger set-up by Darrel Hayes and Bob Munroe. Grips by Mark Spansel, heads by Hannan's, Diversified Product Development, hydraulic clutch.			

Darrel Hayes finished the blower drive and the nitrous installation. The bike was rapidly becoming 128 inches of blazing, bellowing, bulletproof American ingenuity.

Then it hit the road for the Redwood Run and Sturgis '89, eventually totalling over 2000 miles. After the acid test, the dismantling, chroming, polishing, and painting began.

Detailing is everything to a bike like this. Hi-Lustre in the Bay Area was responsible for the plating and polishing. Rivera dialed in four of their dual-throat, 40mm, Dell 'Orto carburetors, and built the primary drive.

Finally, John Kosmoski, of House of

Kolor in Minneapolis, agreed to personally mix the color for the bike. John sent to Germany to acquire the materials needed to create the brilliant red pigment you see here. Each hue in John's extensive line of colors is created by a mineral pigment. No color will be available forever. The pigments are created from a given mineral, until that supply is depleted. When that happens, they've got to start over with a new mineral, or one scored from a different location, and the mixing starts again. Once one formula is altered, it will never be exactly the same.

The paint was laid on by Arlen

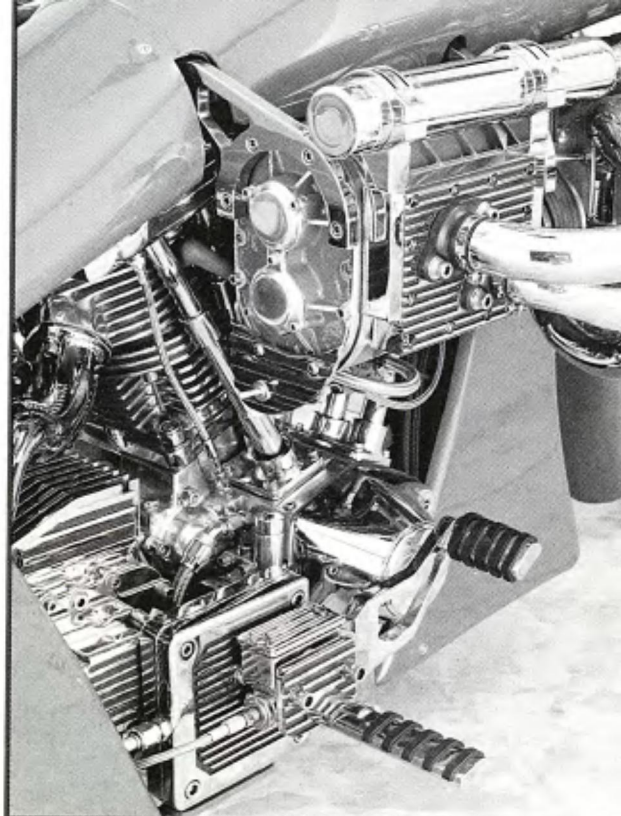
himself (initially) and shot again by Dennis Dardenelli, who placed the Ness, gold leaf logo above the dash.

For the plumbing, Arlen took it to Russell's Performance Products where Rick, their master plumber, fitted all the oil and fuel lines.

And so it is. Probably the most unique, heavily engineered motorcycle ever built. Arlen was the man to do it. He deserves not only the design credit, but a Hamster yell for his ability to work with people and communicate with other talented individuals in the industry.

The big question: What's next?

—Bandit



Photos by Mike Lichter and Barry Chall



DRAGONSLAYER

An Ice-Cuttin' Monster

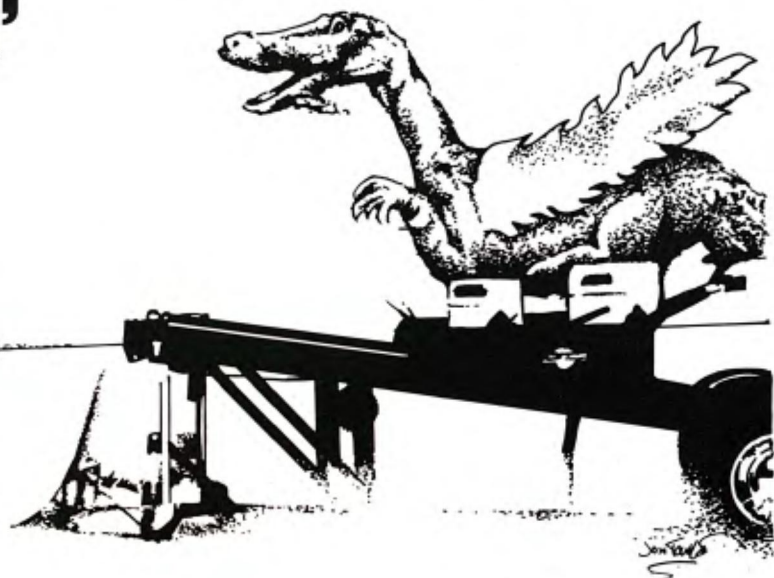


Illustration by Jon Towle

An' so," ya may have pondered, "just what does a truck-drivin', Harley-ridin' family man, residin' in a small Iowa town do in whatever spare time he can squeeze out?" 'Course, then again, ya may not o' spent any time ruminatin' on such matters. But if ya had, chances are ya wouldn't guess nothin' like what Kevin and Shari Johnson are into.

What yer gawkin' at is one of the country's top-money sled pullers, and the world's first sled puller on ice. Beef is supplied courtesy of *H-D*, in the form of a nasty 93-inch shovelhead, built to be bad a la Kevin. He spent three months inventin' an' perfectin' the dual-rear drive, striving for improved control and power transfer, and putting up with all the scoffin' an' head shakin' from all the other sled pullers. He teamed up with race promoter Staton Lorenze, who promptly named Kev's creation "Dragonslayer," thanks to the custom molding and paint job by Shari an' their 11-year-old daughter.

Dragonslayer soon silenced all



Photo by Flat Trak Fotos

the snickerin' doubters, becoming one of the top five competitors in the dirt and winning the Grand Nationals at the 1987 *Easyriders* Rodeo in Ventura, Calif. Summers mean serious meets on the pro-dirt circuit for this ridin' family (Kevin an' Shari both ride in the 850-, 950-, and 1050-pound classes), but winters are for fun an' games—puttin' on exhibitions at Lorenze's ice races.

With ice spraying over belching flame, the big wedge-head-powered hybrid rears up on its back wheels like a chariot gearing up for battle with a mythical fire-snortin' beast... its own dragon-shaped sled.

It's all pretty impressive an' the crowd eats it up. Kevin gave 'em more than they bargained for in Muskegon, Michigan, though. He'd only just started doin' the ice shows, an' hadn't quite worked all the bugs outta his invention. He'd just let the reins out, an' sure 'nuff, one of them bugs showed itself. Dragonslayer went through the barrier wall, pedal-to-the-metal. No one got hurt though, an' Kev even got a write-up in an ice-sports rag over it.

Time jus' keeps cruisin', an' another generation o' H-D riders gets ready for their turn. No doubt, Kev an' Shari's climber is nurturin' ambitions of her own. This is one busy family. But hell, ya gotta do somethin' in yer spare time, right?

—Glider



Something Big Is Coming
And It's A

Party!

Yep, that's right. 1990 is the twentieth year for *Easyriders* and the fiftieth year for Sturgis—and if that ain't an excuse for one helluva celebration, I don't know what would be.

But then when did bikers ever need an excuse to party anyway?

Well, we're gonna do it. With two decades of havin' too much fun under our belts, we're ready to kick off the next one with a blast—and you're invited!

(Turn the page for details.)

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Win this one-of-a-kind 1990 all black Fat Boy with the 20 - 50 logo!



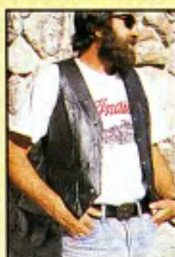
Or this one-of-a-kind special Hugger with the 20 - 50 logo!



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ARROW
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Easyriders was incorporated on November 1, 1970, and the first issue hit the stands in April of 1971 (June cover date). The June 1991 issue (on sale April 1991) will be our twentieth anniversary.

Contest Rules

1. A chance at the drawing is open to anyone, age 18 and over with a valid motorcycle license, and must have use of a Harley-Davidson or Indian motorcycle, except employees of Paisano Publications and their families. Its affiliated companies and advertising promotion agencies. Void in Fla. and N.Y. and where prohibited by law.
2. NO PURCHASE NECESSARY. Print your name, address, zip code and telephone number on a 3" x 5" piece of paper and mail to: *Easyriders* Birthday Party, P.O. Box 1075, Agoura Hills, CA 91301. All entries must be received by July 10, 1990. Enter as often as you wish, but mail each entry separately.



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issue and will feature a four-page gatefold photo taken from the concert stage—be there and become a part of American biker history!

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3. 1,200 winners will win a chance to compete in rodeo games (Slow Race, Wienie Bite, Potato Hay Stack, and Keg Roll) and will be selected by random drawing from all entries received by the Davis Professional Corp., whose decisions will be final. Winners will be notified and receive rules of the rodeo contest by mail. Unclaimed prizes will not be awarded. Prizes non-transferable.

4. Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Paisano Publications, Inc., and none will be returned. Winners grant Paisano Publications and its agencies the right to use their names and likenesses for advertising and promotional purposes.

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—also—

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Slow Race, Wienie Bite, Potato Hay Stack and Keg Roll:



Qualifications Sunday and Monday, August 5 and 6, 10 a.m. — 6 p.m. Eliminations Tuesday, August 7, 10 a.m. — 6 p.m. Finals on Wednesday, August 8, 1 p.m. Held at the Buffalo Chip Campgrounds.

WORLD'S FASTEST HARLEY-DAVIDSON!



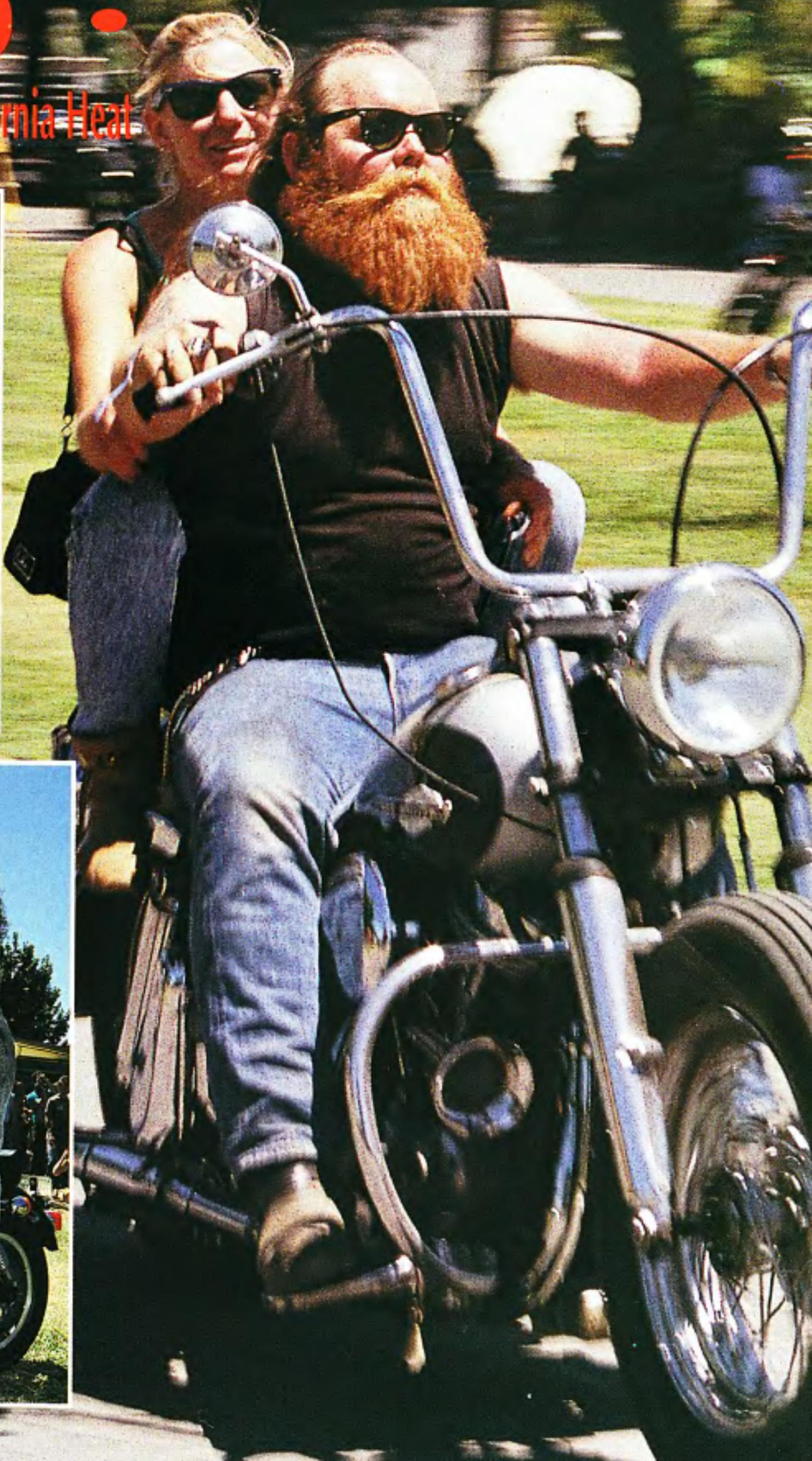
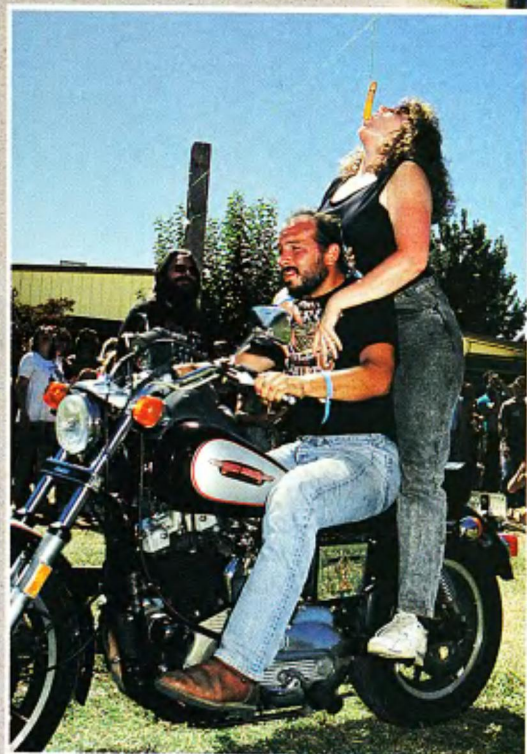
Easyriders and The American Bikers' Streamliner: The world's fastest Harley-Davidson will be on display Sunday through Wednesday at the Buffalo Chip Campgrounds. Meet **Dave Campos**, the world's fastest Harley rider, and Keith Ruxton, the 'Liner crew chief.



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BIKE FEST • '90 •

Hide 'N' Seek in the California Heat





Photos by Kim Peterson and Gregg Daniel



June's rumblin' down the road again, straight toward us, with pipes a-thunder and the heat of the engines engulfin' us in its furnace, makin' us feel like pizza in the oven.

Those who've been there, know what I'm talkin' about. We're hightailin' it, once again, to the Bike Fest, Central California's annual bikin' extravaganza, complete with some of the finest lookin' female nippleage vyin' for recognition, and a heat wave of tunes rippin' the thick, searin' night air to shreds.

To us West Coast tramps, Bike Fest has been a two-wheeler's mecca for the past four years, and so far it's always pulled its kickstand out in Hanford, a small burg just south of Fresno. There, the local fairgrounds provided ample opportunity to pitch yer tent, spread out yer bedroll, and sample some fine examples of scooter fashions, skin colors, and biker-style cuisine.

And for those who still didn't get enuff, bands like Billy Gordon and the Blue Rockers and the fryin' Fryd Brothers band cooked up a musical menu that could satisfy any melodious palate.

But times, they are a-changin'. The promoters of the ol' Fest think we've outgrown our stompin' grounds, so they're gonna stomp elsewhere to find us new territory. At press time, the whereabouts of those new Festin' fields were unknown. But it'll happen, from June 22 through 24, and for those of you needin' to know more about where to go for this hellraiser, we've got the following number: 900-234-BIKE (2453) for further Bike Fest information.

So give us a call before ya bring on yer bikes, yer broads, and yer bedrolls, and boogie on down fer the most bone-chillin', spine-tinclin', and music-spillin' blast Central California has to offer. There'll be eye-poppin' dames, dust-hurlin' games, food in mounds, and bad-assed sounds. You bet yer ass they'll be hearin' us all the way to fuckin' Hanford!



—Horn Dog

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

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

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

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

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

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

Shovelhead, Panhead and Iron Sportsters are covered.

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

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



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Helmet News From Washington to South Carolina

There's good news, and there's bad news. Let's get the bad news over with first: The state of Washington passed a mandatory helmet law, effective June 6.

Despite having successfully defeated the helmet bill for several years, Washington riders now face dictatorial laws concerning their freedom of choice and their lives. Not surprisingly, Washington is also home state to the infamous *Harborview Study*, which advocates a national helmet law, and whose authors we feature in this issue's *Shack O' Shame* (pg. 31).

Maryland and Utah, on the other hand, recently joined the state of South Carolina in a slaughter of helmet bills. One bill was killed in Utah, while Maryland annihilated four separate bills in one fell swoop.

Meanwhile, in South Carolina, which will celebrate 10 years of lidless ridin' in June, ABATE and other bikers' rights groups rallied successfully to uphold their own version of the helmet bill. This bill requires helmets for those 21 and younger but leaves the rest of the riders with free choice. Simply put, they just beat their opposition's bill requiring mandatory helmet use for everyone.

Rep. Wes Hayes, the author of this bill, unsuccessfully urged the House to support his brainchild, which, he claimed, would help save some of the 60 lives lost annually in S.C. due to motorcycle accidents.

"Your voting on this issue will be a vote for the one (rider) every week that may die because he didn't have a helmet on," his cohort, Rep. Linwood Altman, stated.

The committee reps knew better, though. Representative David Beasley, who sometimes rides without helmet and told the committee he had helped engineer the helmet(less) law 10 years earlier, said, "If we really want to save every life, why don't we stop motorcycles?"

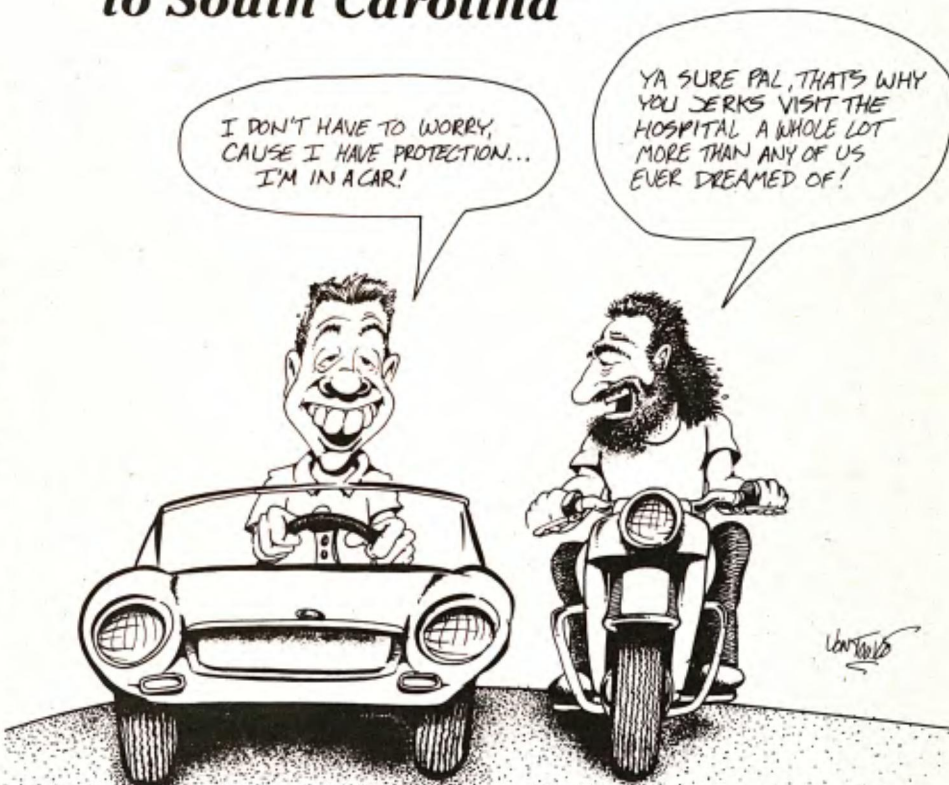
Why not cars? Where would it stop? Of the 18 committee members, none was heard voting in favor of the legislation.

ABATE and other bikers' rights groups in S.C., however, have initiated an amendment to their existing law: state funding of educational programs, without mandatory helmet use. The bill was written by State Senator Isodore Lourie, with some help from his friends in ABATE. So far, however, the bill hasn't fared well, and at press

time it wasn't clear if the opposition had been able to kill it.

If that were the case, things in South Carolina would again be at a standstill—but not dead. Jesse McDugald, state coordinator for ABATE of S.C. (we featured him in *Hall O' Fame* last March), said some legislators, such as Lourie and Beasley are very interested in working with motorcycle groups to come up with rider-friendly legislation and educational programs.

—Red Baron



Streamliner Gets Ready to Kill-A-Kaw



We're gettin' ready to make this July Fourth an American holiday worth remembering. Our Streamliner is going up to Bonneville again, at the end of June, for its second attempt to break the land speed record, currently held by Kawasaki. Get ready for the fireworks, 'cause all hell's gonna break loose.

The Liner and its crew will be on the Salt Flats for close to a week, from June 29 to July 5.

We've got new treads, front and rear; the engines are tried and tuned; and the driveline is as strong as ever.

Those of you who sponsored our LSR attempt last year are cordially invited to do so again. Your names will remain on the Liner's body automatically, but we'll have new T-shirts and memorabilia for you to add to your collection.

And while we're doin' our

wrenchin' and tunin', the bikin' public will have the track available for some racin' of its own. Race one, race all. If that don't get your blood boilin', the hot bikes, steamin' babes, and scorchin' sun should do it.

For those of you who plan on roughin' it, campsites will be available aplenty. For others, makin' hotel reservations in nearby Wendover will be a good idea. Last year, thousands

of you showed up from all over the country. This year...? Hey, who knows? It's kinda on the way to Sturgis—if you've got a month to kill.

Looks like we'll be starting the summer off right: We're gonna kill a Kaw.

For information about sponsorship, call (800) 247-6246.

—Headhunter

Maryland Kills Catastrophic Health Insurance Bill For Bikers

Motorcyclists' rights groups in Maryland could be setting a precedent for beating mandatory catastrophic health insurance bills for motorcyclists. Recently, the bill came up to be voted on there, and they killed the sucker!

House Bill 1193, proposed by the Maryland Department of Health and Mental Hygiene, was dropped like a hot tater when the House Economic Matters Committee voted 21 to 1 against the bill following a public hearing in Annapolis, Maryland.

Jim Bensberg of the American Motorcycle Association (AMA), feels that this bill would cause insurance rates to skyrocket. Moreover, if it passed, only the wealthy would be able to afford a motorcycle.

According to Bensberg, the premium on a policy worth

\$500,000 would jump as high as \$1000 annually. But the overwhelming objection of the various groups involved—the Motorcycle Riders Foundation, BMW Bikers of Metropolitan Washington, Gold Wing Riders Association, the Motorcycle Industry Council, dealers and other concerned riders—was the discriminatory tone the bill set against motorcyclists. The state's attempt to reduce health care costs would have singled out them *only*, while on a national scale, there are some 39 million Americans without adequate health insurance.

"This is a tremendous victory for motorcyclists," Bensberg said. "When the committee realized how discriminatory the bill was, and saw the high cost of this kind of insurance, HB-1193 was doomed."

ARROWNEWS

Since its inception three years ago, ARROW (Associated Rodeo Riders On Wheels) has taken the sport of motorcycle rodeo to new heights of popularity and respectability.

The motorcycle rodeo circuit has given skilled riders an arena to display their puttin' prowess, with events that challenge the senses, the elements, and the machines. Each year the competition intensifies, as more riders join the ranks to vie for cash prizes, trophies, and contingency awards, and more thrill-seeking fans fill the stands.

ARROW will kick off its 1990 season in Pasadena, Texas, June 8, 9, and 10. This the first of six rodeos in ARROW's national tour, which culminates with the Grand Nationals in October (see schedule on back cover). Be prepared for some dirt-churning, dust-kicking, engine-roaring action.

For more information about becoming either a riding or supporting member of ARROW, call (818) 889-8740, ext. 226.

—Cathy Chaffin

Short Strokes



It's All Happenin'

It's a legislative obstacle known as the fiscal note, and it can often kill a bill. Recently, Freedom of the Road Riders (FORR) in Missouri had its motorcycle bill stopped by the dreaded fiscal note. But in this case, motorcyclists can remove that obstacle by an annual \$2 addition to their license fees. FORR-Missouri's proposed bill would eliminate the helmet law restriction for adults....I've got to mention, while I'm not doing much, that there are two newsletters out that really impress me. One is from the bros above and the other is produced by ABATE of California—informative reading....Did you know that one out of every six people who dies in California does so because of a disease or illness related to smoking? Where's the public burden theory?...FORR-Vermont and the New Hampshire Motorcyclists' Rights Organization had a first recently. Their March Bikers' Rights and Safety Legislative Seminar came to fruition. It was one of the largest gatherings of concerned, influential, freedom-minded individuals ever. It was educational, inspirational, and helped riders accomplish feats like when Rod Clarke of FORR and Vt. Governor Madeline Kunin worked together last year to declare May: Motorcycle Awareness Month....Now, get this, another public burden. In 1988, there were 364,587 babies born to teens, many of these girls were 14 years old or younger. It cost taxpayers almost \$20 billion. The average child born to a teenage mother in 1988 will end up costing taxpayers nearly \$16,500 by the year 2008. The cost to raise that child over 20 years will be around \$50,000. Where are the political cartoonists?...ABATE of Oregon and BikePAC of Oregon are desperately trying to get another petition going to fight the helmet law. If you're an Oregon rider, and I'm sure you're not enjoying the restrictions of the helmet law, get involved. Write ABATE of Oregon, Box 4504, Portland, OR 97208....I'm outta here.

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JULY 7 & 8 (tentative)

Laurel & Harley Cycle — 10th Annual Bike Show & Party at Stratford, CT

JULY 14 & 15

Drag Races at Epping, New Hampshire
Sponsored by New Hampshire Harley dealers. Proceeds to go to charity.
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JULY 20-22 (tentative)

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Looking for Howard Dykes, pipefitter from Joplin, Missouri, area. Mikel died in 1980. Hope you haven't. Contact sister. The cold winds have blown many times since I last saw you. L.M. c/o **Easyriders**, Box 3000, Agoura Hills, CA 91301.

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STURGIS RALLY: Full-service motel/welcomes bikers. Two bars, two restaurants. 170 miles east of Sturgis on Highways 14, 83 & 34. 220 S. Pierre, Pierre, SD 57501, (605) 224-5951.

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THE CAROLINA MOTORCYCLE NEWS: \$6 for 6 issues. Sample \$1.50. Box 566, Campobello, SC 29322.

Reproductions of H-D out-of-print literature from 1905. Send SASE for price list. **CLASSIC REPRODUCTIONS**, Box 42, Delafield, WI 53018.

Nonrecording AM/FM stereo players available. Free catalog. The Conard Company, #221 Dunfield Ct., Severn, MD 21144.

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.

Anyone knowing the whereabouts of Thomas R. Coombs, please contact Irene Coombs, Box 60, Ft. Recovery, OH 45849.

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

HEY CHUMLY-BEAR: Happy Birthday, 8/3/56. We still love ya—no matter what. Bug and Jo.

Adults only: Barroom graffiti booklet send \$5 to D.F.C., Box 261512, Tampa, FL 33685.

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

Like-new CDs, buy/sell, \$1-10. Free info/list. Mail order catalog, appliances, jewelry, giftware, \$3. M.O. payable to: Mike Davis, Box B-65734, Florence, AZ 85232.

UNIQUE m/c jumper cables. Pack in saddle/gearbags. \$19.95, cashier's checks or money orders only. M. Garipey, 1597 Marlesta Rd., Pinole, CA 94564.

STURGIS 1990: Campground on I-90 between Rapid City and Sturgis. (605) 343-4434, Box 1715, Rapid City, SD 57709.

How to pick and train a winning Pit Bull. Send \$5 (plus \$1 for S&H) to: B. Hollemart, 4924 E. 43rd, #C-1, Anchorage, AK 99508.

CONFIDENTIAL TYPING from correspondence to manuscripts on typewriter or computer. Write Bonnie c/o **Easyriders**, Box 3000, Agoura Hills, CA 91301. (818) 889-8740.

My first knucklehead is out there somewhere, case numbers 46 FL 6843. I'd sure like to find it. If you know anything write: M. C. Blair, 6417 San Fernando Rd., Glendale, CA 91201.

J.R.: I love you and miss you. Happy Birthday. Hang in there, baby. Love, your wife and babe, R.J.

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Miss you! Trust in God and your intuition. Much too quiet here since Christmas. Love and kisses, Mom and Daddo.

MAIL FORWARDING: Send \$1 each letter, addressed and stamped (return address supplied) to: LAHARA, Box 4052, Covina, CA 91723.

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Rags A: Wanting to wish you a HAPPY 40, 7/16/90. Also, want to extend a homecoming invitation. Are you ready yet? I am now! Finally settled on house, got scooter, and will be at Sturgis in 1990. Please call (817) 763-9369. Still love and want you! Do you? B.B. P.S. You have to come home for your B-day kicks!

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FOR SALE: 1951 Triumph Tiger, 1957 Thunderbird, 1971 Daytona. For pictures and info send two dollars and SASE to Larry, c/o **Easyriders**, Box 3000, Agoura Hills, CA 91301.

BUILD MY CHOPPER with my mostly stock parts. Send letter stating experience, equipment to: Potter, 6 Isadora Duncan, San Francisco, CA 94102 for details. Buying post-1980 parts. Send specs and prices.

Stoney: Where are you at brother? Need to talk ASAP. Write Crystal c/o **Easyriders**, Box 3000, Agoura Hills, CA 91301.

Pappy's Recipe for Moonshine and brandy. Highlighted by stills of the past. Frameable. SASE and \$10 to Jug Head, Box 660, Colbert, OK 74733.

Harley-Davidson beer, 2 full cans, from 1985 Daytona Beach. Best offer on one or both. Write: Ham, RFD #1, Box 660, Readfield, ME 04355.

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

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

FOR SALE: Easyriders, In The Wind, Iron Horse, Biker Lifestyle, Supercycle and Street Chopper. Send SASE for prices. Will be at Sturgis. J.T. Box 178, Newell, IA 50568.

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 and Wesco, sizes 10 to 13 only. ABSOLUTELY ANY CONDITION, deterioration, holes, rips, scuffs. Brands and height determines price. \$30 to \$80. Write with description and address or phone number to **VINTAGE CLOTHING**, Box 3298, Marion, IN 46953. Old biker jackets wanted also.

35 TATTOO FLASH SHEETS ON VELLUM AND BRISTOL, 175 DESIGNS: \$45. Warwood Graphics, 2521 Hazlett Ave., Warwood, WV 26003.

Happy Birthday to the boys back at the fort. From D Across The Sea.

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Bearing It All

By J.D. Chandler

Perhaps the single most critical, safety-related, mechanical assembly on your motorcycle is its steering head. If the steering head is loose, too tight, or the bearings are worn-out, you could get into a terminal high speed wobble—which is when the front end violently oscillates from lock to lock. Very loose bearings can cause wobbling at low speed if the bike hits a bump that happens to steer the front. It generally happens at over 75 mph and results in complete loss of control.

There are other possible causes of wobble like loose fork sliders, loose spokes, loose wheel bearings, and low tire pressure. But the most common cause is a poorly adjusted steering head bearing assembly.

Harley recommends steering bearings be lubricated and adjusted every 10,000 miles. My own experience is that you won't have to relube them that often. They should, however, have their adjustment checked every 5,000 or so.

I do two simple tests. Both require you to raise the front wheel off the ground, making sure that it is free to swing from side to side.

Squat down facing the front wheel. Grab the lower fork legs and try to move the whole front end fore and aft. If the bearings are loose, you'll hear a rattle or clicking as they move in their races. If there's no looseness, you're cool.

With the front wheel facing straight ahead and elevated several inches higher than the rear wheel, slowly push the wheel to one side. After it's moved about 2 inches, it should start to fall to the side. If it starts to fall off after the first inch, the bearings are too loose. If the wheel sticks at 3 inches, it's too tight and the bearings need to be loosened. When you adjust steering bearings, be sure that you recheck them after you've tightened the nut holding the top triple clamp and/or the fork tube caps.

If you notice the bearings seem to have both tight and loose spots (as you turn the wheel from side to side), then, most likely, they're dented or worn-out and need to be replaced.

You don't need (and shouldn't use) heavy wheel bearing grease in your steering head bearings. Light chassis grease is best. Heavy, long fiber grease will just get pushed away from the bearings and

they'll end-up running dry. The grease needs to be light and nearly liquid so that it will pull in behind the rollers as they turn. The right grease will stay in the bearings for a long time and will let you run longer before you have to take your front end apart to relube it.

It's easy to forget about steering bearings. After all, they mostly just sit there and turn a bit from time to time. They

aren't as obvious as a spinning wheel bearing or drive chain. But, if you ignore them long enough, they can jump up and bite you. Hard.

Another set of bearings that often get ignored are the fork sliders. Every little bump or crack in the road moves the front wheel and sliders up along the fork tubes. The quality of the oil between those parts will determine how much

Perhaps the single most critical, safety-related, mechanical assembly on your motorcycle is its steering head



they wear and how smooth the ride is.

Sliders do wear, that's a fact of life. The worn particles stay in the fork oil, get between the moving parts, and increase the wear rate. It is a good idea to drain and replace that oil about every 10,000 miles, just to keep it fairly clean.

Fork oil serves another purpose besides lubrication. It's also the working fluid for the damper valve built into the fork slider assemblies. A light oil will reduce the amount of damping, heavier oil will increase it. Oil that's too heavy will give a harsh ride on bumpy roads. Oil that's too light will make the front end feel uncertain and loose. Most pre-Evo forks work well with 10- to 30-weight oil. Evolution forks work better with 5- to 20-weight. If you find your fork gives a better ride with heavier oil than these, chances are it's worn-out and needs an overhaul.

The type of oil you use in your fork isn't too critical. It can be a commercial

fork oil or engine oil. However, there is one brand of fork oil that does have an advantage. Kal Gard's "Smooth Stroke" fork oils (5W through 30W) have Moly (molybdenum disulphide) in them and will reduce friction and wear between the sliders and tubes.

Fork oil volume is as important as weight. Too much oil will limit the fork's travel and can give a harsh ride. Too little, and the damping won't work properly and there may be accelerated wear. Consult your manual to find out how much yours takes. There are simply too many variations in required oil volumes for us to cover them all here.

Occasionally, forks develop oil leaks. There are two sources: the seals mounted in the sliders and the washers or O-rings at the top of the fork tubes. Seals sometimes simply wear out but, more often, they leak because they've been cut by something. Either a bit of dirt or a nick on

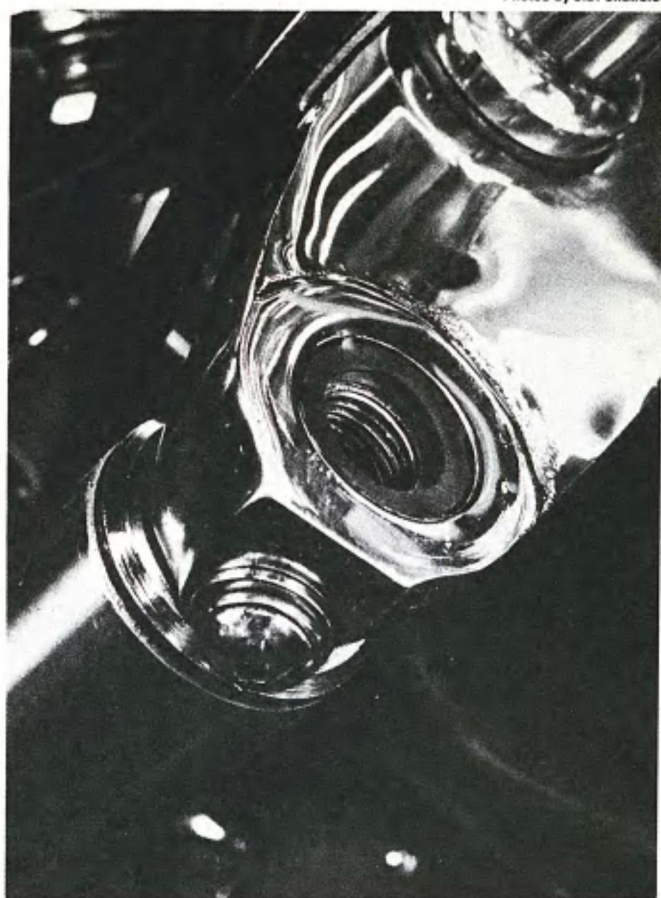
the fork tube will cut the seal lip. If your seals start to leak, you should take a close look at the tubes when you replace 'em. Small nicks in the tubes can be stoned out (or wrap 400 grit wet and dry around a hard, flat block of wood). If you don't do this, the new seal will soon start to leak. Also, keeping fork tubes wiped down will help to keep grit away from the seals.

Most late Harley forks have O-rings on the top fork bolt. They'll still sometimes leak. The smaller bolt that clamps the fork bolt to the top triple clamp, on the other hand, has no O-ring and is probably the most common source of fork leaks. Bandit has found an excellent way to seal this bolt. He uses a rubber or plastic washer from an ordinary garden hose under the top bolt. These washers fit just fine in the top triple clamp and have the right thickness to do the job. Besides, you can get all you want for less than a buck at any hardware store. ■

Photos by J.D. Chandler



This is the special nut used to adjust the neck bearings. Check adjustment again after the entire front end is assembled.



Common garden hose washers work perfectly to seal top-fork caps.

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LET THOSE WHO
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SHACK O' SHAME

**Dr. Frederick P. Rivara,
Dr. Abraham Bergman,
Harborview Medical Center
Seattle, Washington**

As co-authors of the now infamous *Harborview Study*, which has been cited in state legislatures across the country to "prove" lidless bikers are a burden to society, the good doctors lied, cheated, and stole their way into the hearts and minds of safety-conscious politicians everywhere. Most recently, they lobbied in favor of a mandatory helmet law in their home state of Washington. The measure passed, effective June 6, making Washington the fourth state in three years to enact a helmet law based primarily on the "Social Burden" theory that motorcyclists who don't wear helmets cost taxpayers too much money in uncompensated medical care.

They lied when they told legislators their study proved mandatory helmet laws would reduce the taxpayer burden. In fact, their research doesn't even indicate how many, if any, of the 110 motorcycle accident victims studied, were riding without a helmet. So, how could they possibly conclude that injuries from helmetless riding cost more to treat?

The Harborview Study itself states that, "This brief preliminary study does not cover comparative costs between helmeted and nonhelmeted trauma victims . . . therefore estimates on savings from a mandatory helmet law can only be extrapolated from data obtained in other studies."

They stole their "extrapolated data" from a study prepared for the Insurance Institute For Highway Safety, the most vehemently anti-motorcycle safety-Nazis the insurance industry could muster up.

They cheated when they supported a mandatory helmet law for bicyclists under age 16 (just to show lawmakers they weren't hypocrites), then turned around and opposed that bill after the motorcycle helmet law had passed.

The doctors told Washington legislators that educating the young bicyclists would be much more effective than requiring them to wear helmets.

Where have we heard that before?

—Bill Bish (BAM)

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PASSIN' GAS

Face it — everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two — and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay \$25 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to Jokes, Box 3000, Agoura Hills, CA 91301.



"I hate it when you fake orgasms!"

A biker walked into the crowded doctor's office. As he approached the desk, the receptionist asked, "Yes sir, and how may we help you?"

"Something's really wrong with my dick," the biker replied loudly, much to the aggravation of the receptionist, who heatedly snapped, "You shouldn't come into a crowded office and say things like that, young man."

"Jeez, why not, lady?" said the ailing scooter tramp. "You asked me what was wrong, and I told ya."

"We don't allow language like that in this office," she said. "Please go outside and come back in, and just say that there's something wrong with, for example, your ear or whatever."

The bro obligingly walked out, waited several minutes, and slowly re-entered the doctor's office and approached the desk. The receptionist, smiling smugly, asked, "Yes? How may we help you, sir?"

"There's something wrong with my ear," he stated.

The receptionist nodded approvingly. "And just what is wrong with your ear, sir?"

"I can't piss out of it," said the biker.

—Michelle Hobbs
A.P.O.S.F.

The 90-year-old biker finally broke down and was led to the altar by a foxy 23-year-old hardbelly. Every night, two of his sons would lift up the old saddle tramp, carry his skinny ass into the bedroom, and place him on top of his bride. And every morning, four of his sons would come in and lift him off.

Hearing about this routine, one of the graybeard's longtime riding buddies grew curious and asked him one afternoon, "Hey, old bro, I gotta know—why does it take four of yer sons to lift you off the bitch every day, but only two to put you on at night?"

"Simple," replied the crusty old leatherass. "I fight 'em in the morning."

—Lee
Rainsalot, Pa.

Mad Mike came stumbling up the front stairs late one night, and no sooner had he let himself in the door, than his ol' lady started raggin' his ass. "What the hell do you mean, coming home half-drunk, you worthless shithead?" she railed.

"Sorry, babe," said Mad Mike. "I ran outta money."

—The Bull
Graham, N.C.



"Nothing to worry about, Mr. Johnson—a vasectomy is a very simple operation . . . whoops!"

Why does a man snore when he sleeps on his back?

His balls fall over his asshole, and he vapor-locks.

—Griz
Longmont, Colo.

Didja hear about the new self-stick sanitary pad Kotex came out with? It's got Velcro on one side.

—Bones
Los Lunas, N.M.

Do ya know why pussy's so damned expensive?

It's center cut.

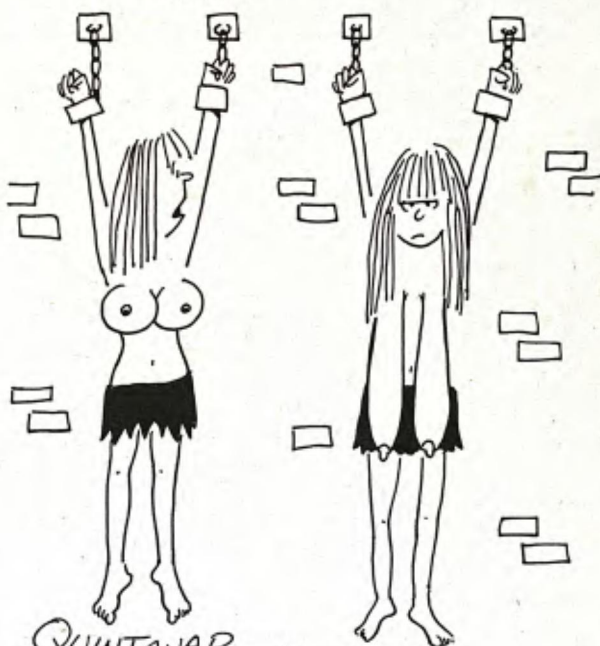
—Wolf
Cheeseland

The biker, drawing up his last will and testament, instructed his lawyer, "I wanna leave all my worldly goods, property, and money to my ol' lady." After pausing a sec, he added, "But only on the condition that the whore remarries within a year after I croak."

Puzzled, the attorney asked the bro, "Whatever you say, but why the unusual condition?"

The biker grinned and said, "Because, dickhead, I wanna make sure somebody'll be sorry that I died."

—Ruben Sanchez
Crescent City, Calif.



"Been here long?"

How much are the cucumbers?" Foxy Roxy asked the grocer.

"Thirty cents each," he replied, "but I can let you have two of them for 50 cents."

Foxy Roxy considered a moment and said, "Okay—I guess I can always eat the other one."

—Bill Cross
Springfield, Ore.

How do you double the value of a Jap bike?

Fill it up with gas.

—Bret Mannon
Los Gatos, Calif.

Payin' alimony is like pumpin' gas into another man's car.

—JayDee
Down South

Didja hear about the steel mill president who sponsored a charity football game between his union workers and the Dallas Cowboys? They played all afternoon, without any scoring on either side. Then at 5 p.m. the factory whistle blew, and the union team immediately walked off the field.

Three plays later, the Cowboys scored a touchdown.

—Lee
Lockemup, Pa.

What's the most popular bra size in the retirement communities in St. Petersburg, Florida?

Thirty-eight long.

—Wolf
Oshkosh, Wis.



"Did you see that woman in the waiting room? The way she's sitting, you can almost see her crotch!"

The bro was up before the judge on a charge of killing an almost-extinct California condor.

The bro pleaded guilty, and as the judge deliberated on his sentence, he said to the biker, "This crime is insufferable, young man. Do you realize that there are now only 20 California condors left in the entire world? The maximum sentence for your crime is 50 years in the state penitentiary and a fine of \$500,000. Do you have anything to say before I pass sentence?"

"Just one thing, Your Honor—I've got four kids and no job, and my whole family was starving. That's why I shot the bird, sir. It was our dinner."

Softened by the bro's predicament and the fact that he had been, after all, only trying to provide for his family, the judge suspended both the sentence and the fine, provided the biker swore to never again kill another condor. As the relieved bro turned to leave the courtroom, the judge couldn't help asking, "By the way, what does a California condor taste like?"

"Not too bad, Your Honor," said the biker. "It's kinda somewhere between a baby seal and a bald eagle."

—Charlie Barnett
Dexter, Ky.

For their golden anniversary, Jed and Martha decided to relive their honeymoon. Martha was aglow as her ol' man told her he'd reserved the same room in the same hotel where they'd spent their first night together as man and wife 50 years ago.

In turn, Martha coyly told Jed she'd spent \$200 on a sexy new negligee just for the occasion, and despite his pleas, she wouldn't let him peek at it until their anniversary night.

Finally the big day arrived, and after returning from a romantic, candlelight dinner at a fancy French restaurant, they checked into the hotel's honeymoon suite.

Once in the room, Jed hopped anxiously into bed as Martha stepped into the bathroom to freshen up and slip into her new negligee. But after she'd stripped, Martha realized she'd left her negligee in her suitcase.

As she sneaked back into the dimly lit bedroom to retrieve it, Jed bolted upright in bed and exclaimed, "Wow, honey! That sure is a sexy outfit—but for \$200, you'd think they'd have at least ironed it for ya."

—J.D.
McKeesport, Pa.

LOANS



"What's the disaster loan for?"

I never wear panties anymore," Susie confided to her best friend Mary. "This winter I had a pair tattooed on for only \$15."

"Jeez, didn't it hurt?" Mary asked.

"Hell, yeah," Susie admitted, "but hey, it was worth it to never have to wash out my undies in the sink again, and besides, it drives my ol' man wild—all he ever talks about now is tryin' to screw the pants off me. Here, I'll give ya the guy's address, if you wanna check it out."

The next day Mary walked into the tattoo parlor and told the artist, "I was thinking about something like a tattoo of a skimpy bra—maybe something lacy in aqua blue. Can ya handle it?"

"No problem," the cat said. "It'll run ya 25 bucks, sister."

"Twenty-five? But you did my friend Susie's tattoo for \$15!"

"Well, yeah," said the dude, "but I hadda go in the hole on that one."

—Mark Shelton
Madison, Ga.

The instructor in an eighth-grade health class told her students, "You should take a cold shower every morning—it makes you feel rosy all over. Now, are there any questions?"

"Yeah, teach," piped up the biker's rugrat. "Tell us more about Rosie!"

—Herm Albright
Indy

Classified ad seen in the daily paper: *Complete set of encyclopedias for sale. Never been used—ol' lady knows everything.*

—Jeff Davis
San Antonio, Tex.

Why did the Siamese twins fly to England every other year?

So the other brother could drive once in a while.

—Knockers
West Coast



"Gathering on the icy waters of the St. Lawrence River... the harlequin ducks will soon be departing for their southerly migration..."

Biker's Bulletin Board

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Primo Belt Drives Inc., 6416 S. Western Ave., Whittier, CA 90606, (213) 692-8944. Catalog \$2 (refundable).

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Rivers Engineering, Inc., SU Eliminator and Dell'Orto Carburetors, 6416 S. Western Ave., Whittier, CA 90606, (213) 692-8944. Catalog \$5 (refundable).

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Fine-Line Prod., Inc., 2461 W. Center St., Milwaukee, WI 53206. All types of leather, jewelry, T-shirts, tobacco, and gift accessories. Call/write (414) 263-3000, FAX: 414-263 2001. Wholesale only.

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Charleston Custom Cycle, 211 Washington, Charleston, IL 61920, (217) 345-2572 1/2 million parts in stock.

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

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Hog Heads, free info and discount price sheet for valve jobs and cylinder boring. Call (209) 533-0290 or (800) 553-8992 outside of CA or mail request to: 20584 N. Sunshine Rd., Sonoma, CA 95370.

JEWELRY

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

Suffolk Casting Co., largest & finest selection of biker, solid sterling jewelry—new designs. Money-back guarantee. \$3 catalog/refundable. 14 Larkfield Rd., E. Northport, NY 11731, 516-754-7604.

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Hiway Leather Co., finest custom-made chaps. Write or call for free info. 1001 E. Hwy. 246, Lampoc, CA 93438, (805) 735-2258.

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

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

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

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Miller's Custom Parts, S-XL: \$12.95, XXL-XXXXL: \$15.95, 1863 S. Ridgewood Ave., So. Daytona, FL 32019, (904) 761-0858.

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

Harley-Davidson of Hempstead Inc., \$12 ea., includes P&H. U.S. funds only. State size. 4 Laurel Ave., Hempstead, NY 11550, (516) 481-7100.

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

Stubbs Cycles Harley-Davidson, S-XL, \$13; XX-XXXXL, \$16. 4436 Telephone Rd., Houston, TX 77087, (713) 644-7535.

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Prisoners of War Freedom Foundation. Run For The Wall, S-XXXL, long sleeve—\$16, short sleeve—\$11. RFTW and Jane Fonda, American Traitor-BITCH patch \$5 ea. Box 65, MCRD San Diego, CA 92140.

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Hacienda Harley-Davidson, 918 Thatcher Blvd., Safford, AZ 85546, (602) 428-4700, (800)-BIKE4U2. Cash for used Harleys. We trade for anything. We crate & ship overseas.

Barnett Harley-Davidson, 9501 Montana, El Paso, TX 79925, (800) 736-8173 or FAX: 915-591-8889. \$\$ for used H-Ds. We pick up nationwide, crate & ship overseas. We trade for anything.

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The Head Masters, Box 3458, Mission, B.C., Canada V2V 5M2.

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Tell 'em you saw their name here!

THE FOURTH OF JULY

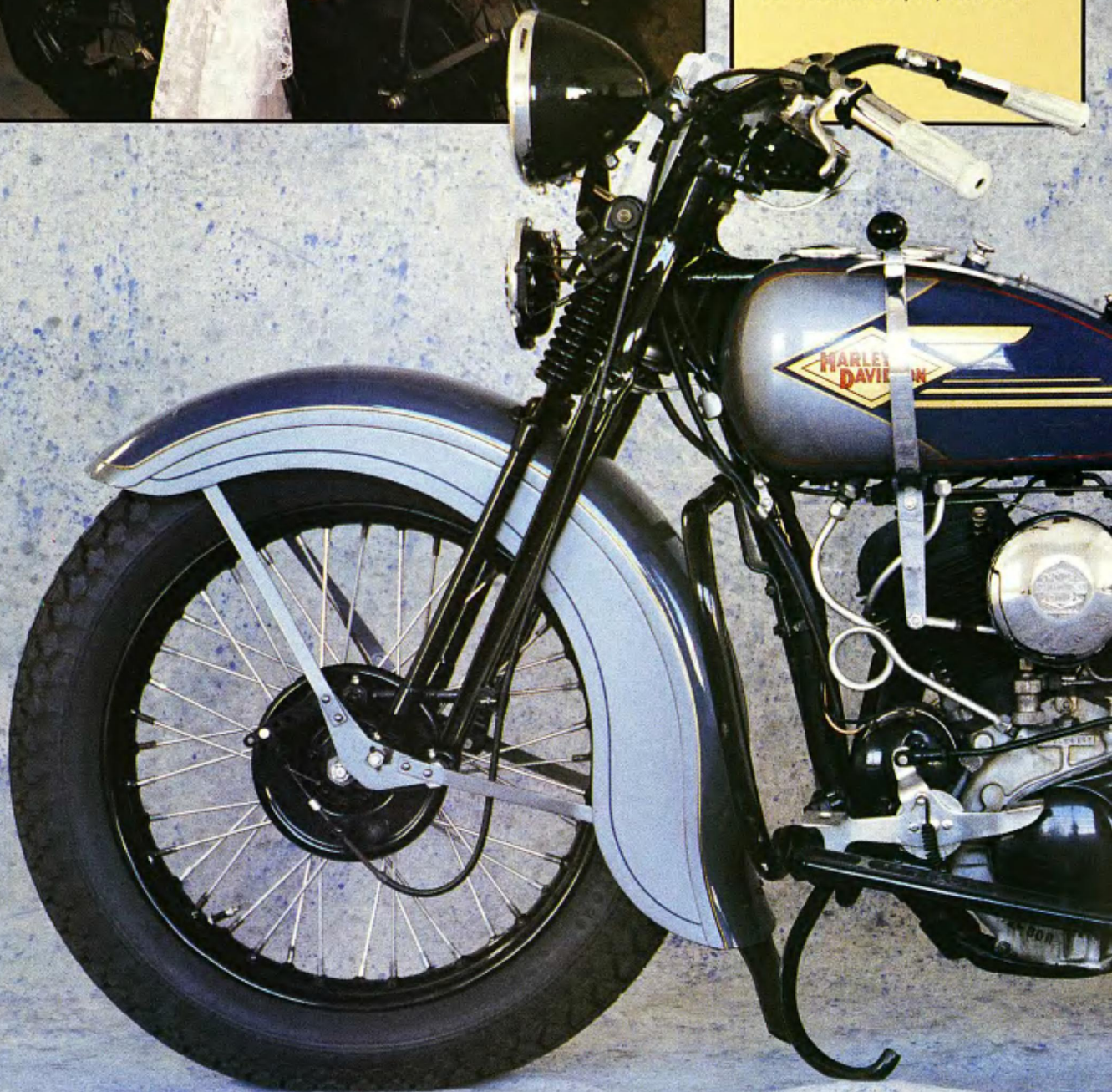


A man of meticulous detail



The man who owned this bike for nearly 20 years was a man with a penchant for perfection. Working for Disney must require a masters degree in perfectionism, because when Richard Brown, of Southern California, began this restoration, his dedication to detail took control.

In the near future we will begin a series of tech features designed to assist the backyard beginner with his or her restoration project. Mike

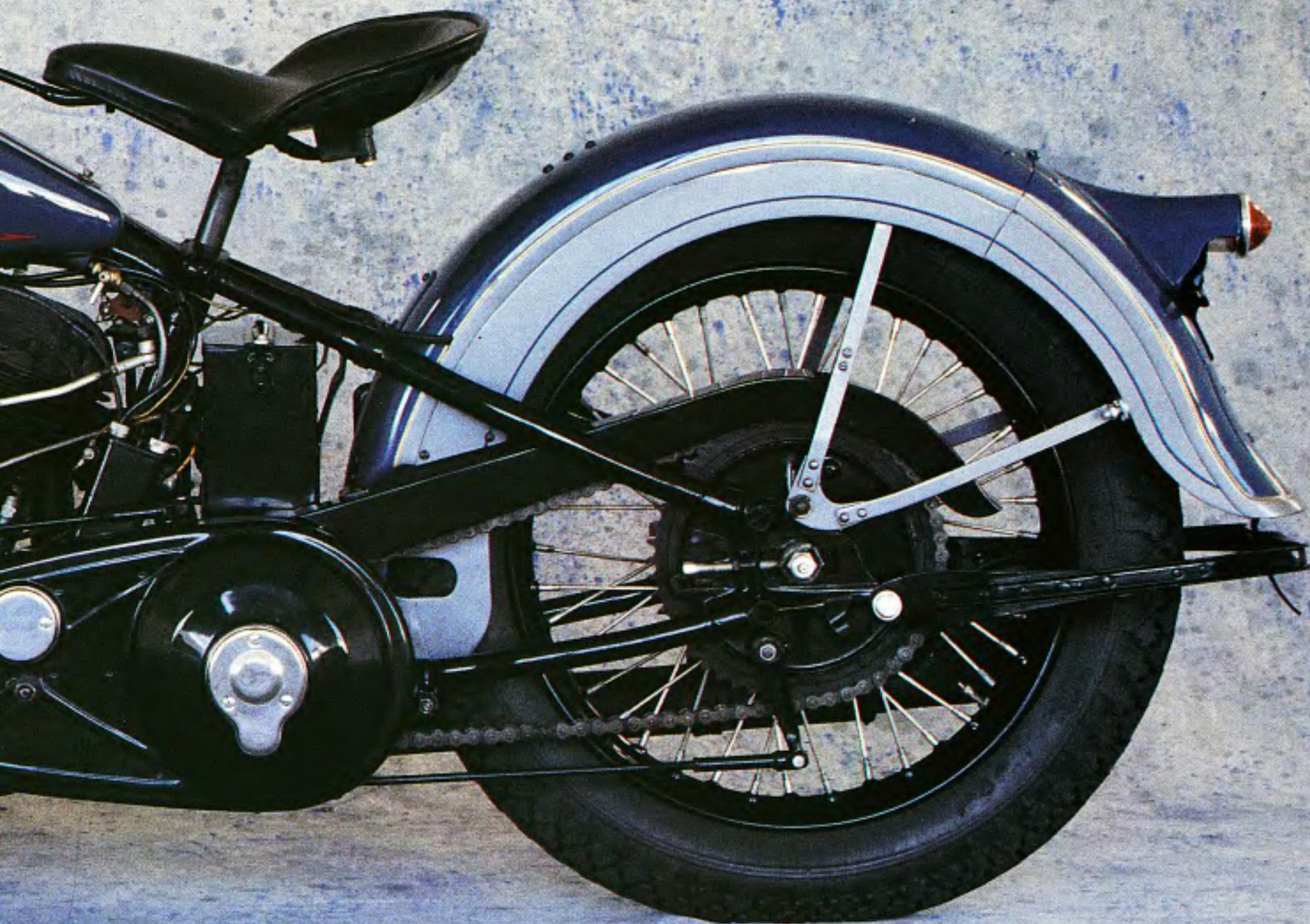




Egan of Santa Paula, California, will be the expert wrench on those articles. But Richard took his project a step further. He insisted on using only new, stock parts. Can you imagine the effort he must have asserted in his quest to find these parts? They had to be new *and* in the original box before Rich would consider putting his greenbacks on the counter.

First, he must have paid premium prices for each precious component. Second, he had to have racked up more miles on his road bike than Harley has spoke nipples, in order to find parts still sealed in boxes. Well, it took 14 years, but he managed to piece together a new VL. Even the paint is original and came from the founding manufacturer.

Your guess is as good as mine as to why he'd want to give it up after all those frustrating years and miles to procure the parts. But he did. I couldn't connect with Richard. He was in the hills of Thailand on vacation. But Mil Blair, of Jammer Cycle, now owns this prize, and, to the chagrin of many collectors, rides it to antique meets. Mil is another fanatic when it comes to performance. He put a few





Photos by Peter Dokus

Owner(s): M.C. Blair	City: Glendale, California
General	Frame
Fabrication by: H-D, Richard Brown	Year: 1935
Year and make: 1935 H-D	Builder: H-D
Model: VLD	Type: single downtube
Value: \$15,000	Rake: 30 degrees
Assembly by: Richard Brown	Stretch: none
Time: 14 years	Other alterations: bone stock
Chroming by: factory	

Engine	Accessories
Year: 1935	Bars: internal cables
Model: VLD	Risers: none
Rebuilder: Richard Brown	Fender(s): steel
Ignition: points	Headlight: dim
Displacement: 74 cubic inches	Taillight: bullet
Lower end: stock	Speedo: stock, not on it
Balancing: none	Front pegs: footboards
Pistons: factory	Rear pegs: none
Cases: steamed	Electrics: 6-volt
Heads: cast iron	Gas tank: one side, 2.5 gallon
Cam: VL	Oil tank: other side, 2-quart
Lifters: solids	Oil system: total loss
Carb(s): M35 Linkert, Y-manifold	Primary cover: tin
Air cleaner: copper mesh	Seat: leather
Pipes: factory	Sissybar: none
Muffler(s): stock	Height: n/a
	Material: n/a

Transmission	Forks
Modifications: none	Type: VL springer
Year: 1935	Extension: none
Shifting: hand	Builder: H-D
Engine sprocket: 23-tooth	Special features: stock, stock, stock

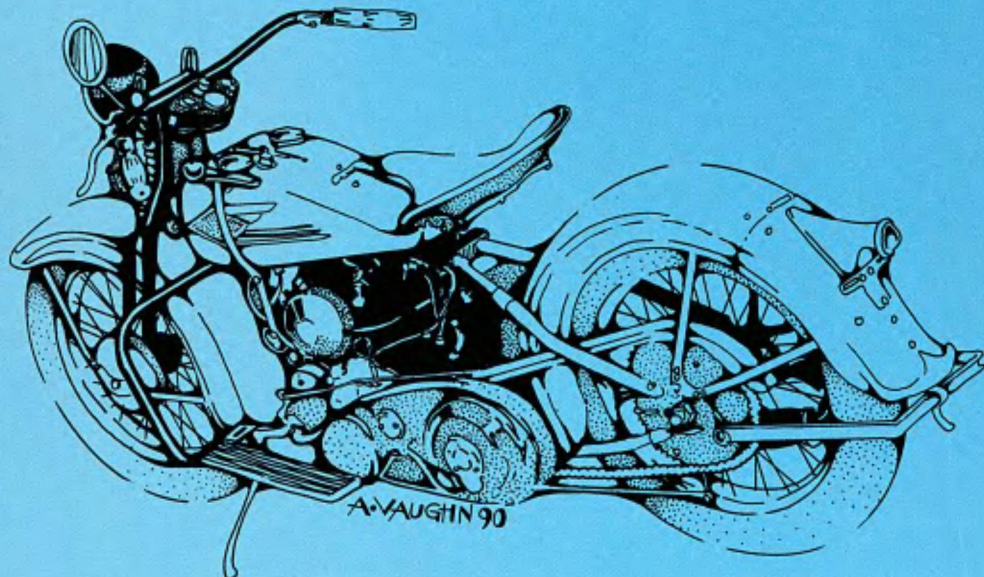
	Wheels	
Trans sprocket: 15-tooth	Front	Rear
Wheel sprocket: 51-tooth	Size: 19-inch	Size: 19-inch
	Hub: H-D	Hub: H-D
	Rim width: W2	Rim width: W2
	Tire: 400x19	Tire: 400x19
	Brake: drum	Brake: drum

Special paint: authentically reproduced

Other special modifications: The bike was completely rebuilt with old "new" H-D that's why it took fourteen years to build.

finishing touches to Richard's jewel, and keeps it running as well as it did almost 50 years ago. It's a tribute to our brothers' concern for rolling stock to see bikes like this on the streets.

—Wilburn Roach





THIS BUTTON STARTS THIS BIKE

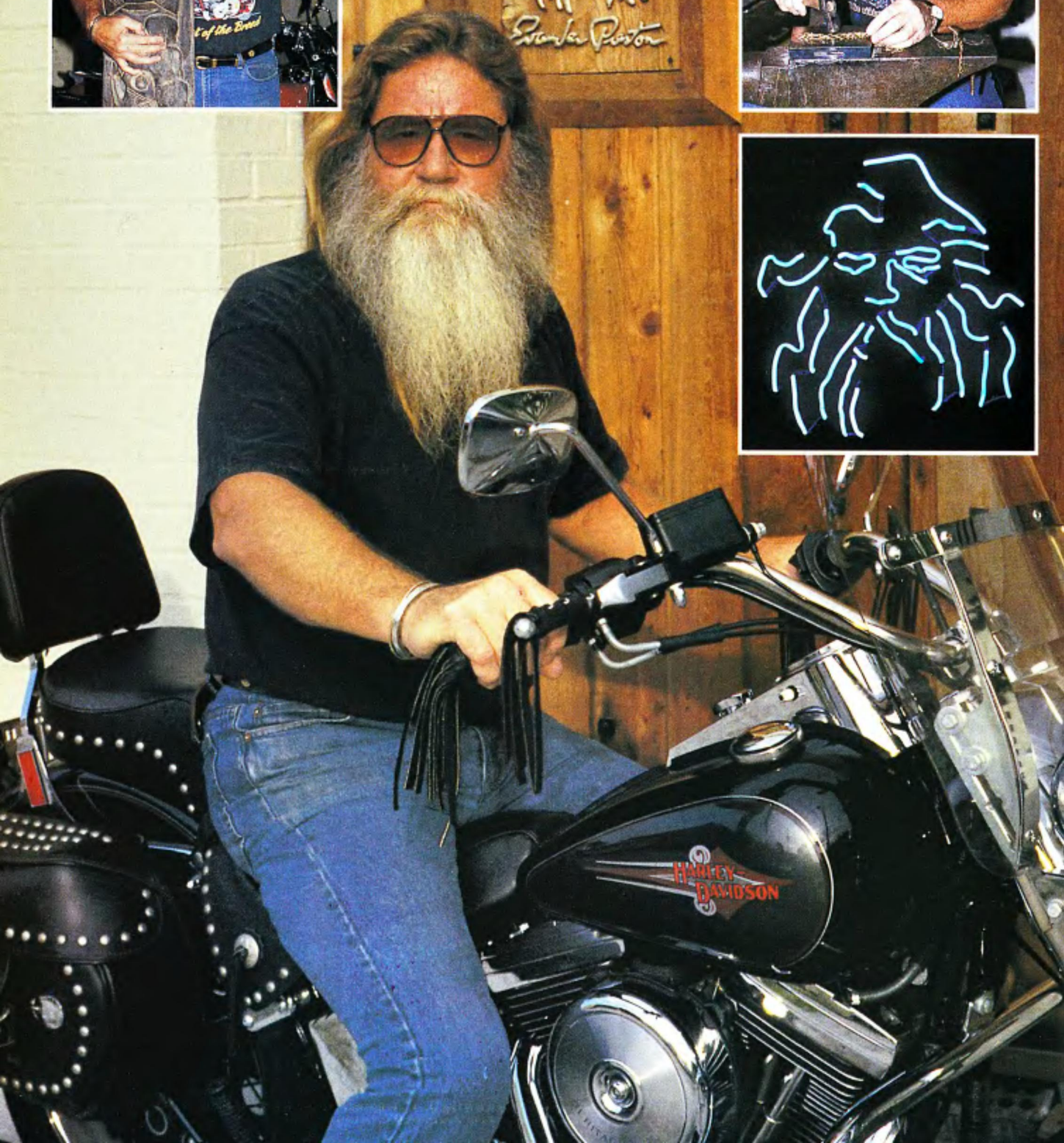
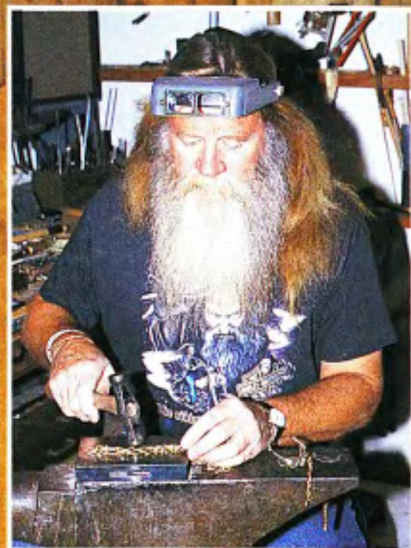
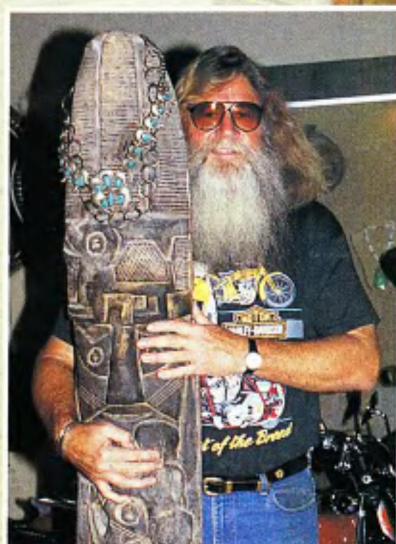
This bike is 'The One Boss Hog,' this button is where your Sturgis collection really starts. When (limited edition, individually into the heritage of annual bike rally rolled order you become eligible this freedom on the road; Hog is a 1990 Harley-Davidson® Ultra Classic™ Tour Glide® presented in full dress (Apols Harley-Davidson). attached order form now. . .

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Sorcerer ON A SOFTAIL

Photos By Pat Randle



The Magical World Of Evander Preston

Remember Gandolph, the ageless, wise, and benevolent sorcerer in Tolkien's *Trilogy Of the Ring*? He was plugged

into some cosmic power source, privy to higher information than the rest of us. He lived and did his work, fighting for the common good out of a tremendous wisdom, a wisdom that could only come with time and experience. If you partied through the '60s, and you're still here in the '90s to tell about it, chances are you got a considerable measure of that wisdom yourself.

But every once in a while, you come across something you didn't expect, something you had no way of expecting. something like the extraordinary world of Evander Preston.

He was born 55 years ago to musician parents who taught him to play jazz piano. They had a

music store in the family estate, the same rambling, historic landmark he still lives in. It sits on a peninsula

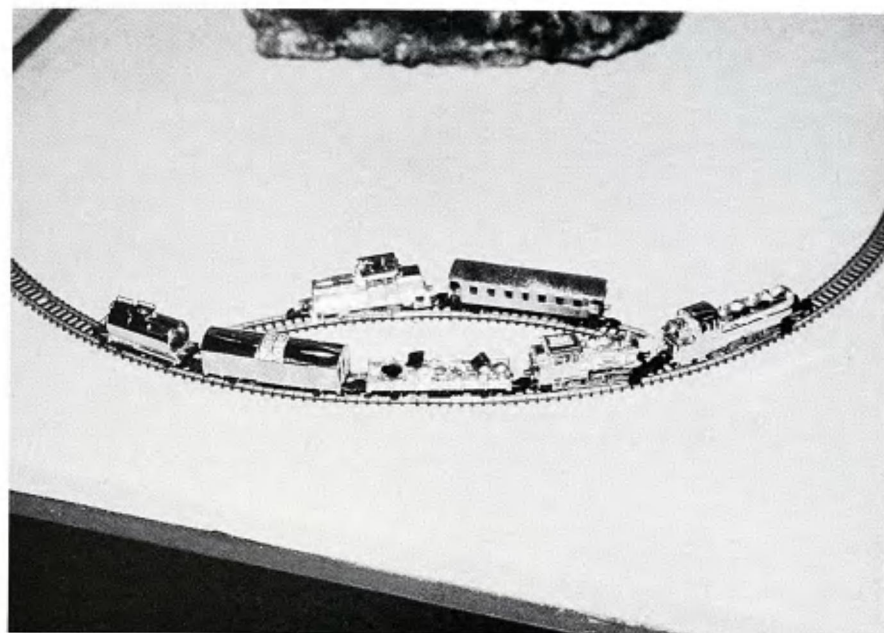
in St. Petersburg, Florida, and overlooks the Gulf of Mexico. He graduated from the Naval Academy, went to welding school, and fooled around with his first ride, a Triumph. He studied jewelry making in Mexico and Italy, and, somewhere in there, he went to New York and France, where he learned how to cook from master chefs. His Cajun, French, Oriental and Indian dishes are world famous, and good enough to make your toes curl.

He's been described as looking like a cross between Eric the Red and Daniel Boone. His friends add Moses to the list. I agree.

His home is a veritable art museum, containing an African Gallery, works by world-class artists such

as Peter Max and John Rosenquist, and a 3500-square-foot showroom for his own creations. He designs and crafts exotic jewelry and curios out of gold and precious stones. He makes little birds, whose wings move; Greek coin pendants; rings and broaches; miniature, working kitchen utensils; polished wild boar tusks; "spider web" necklaces, worn down the back; and even gold mousetraps that come in five different sizes. His favorite item is an 18-karat gold electric train set (with a diamond headlight and a flatcar carrying sapphires, rubies, and emeralds) inspired by the one in the movie "Arthur."

People come from all over the world for his stuff, some to browse, others to buy. Billionaires, bikers, actors, and musicians alike all meet in his home and gallery on common ground, somewhat in awe of the man and his art. Carl Reiner, Lauren Bacall, Rip Torn, and Jimmy Buffet have bought pieces from him and giant corporations such as Faberge, Cuisinart, and Heinkel Knives have commissioned his work. His art sells, generally, from \$50 to \$50,000. He



won't get off the train set for under 80 grand, though.

He has a primo restored 1946 Indian in his art gallery, and his ride is a 1990 Heritage Softail.

When his by-appointment clients fly into St. Petersburg, they are picked up from the airport in a re-

stored old London taxi by his chauffeur, chef, and charge d'affaires, Edward St. Claire, or maybe in the stretch Lincoln with a bottle of Taittinger on ice. If he's free, sometimes Evander goes himself, on the Softail. When they get back, Eddie kicks ass in the gourmet kitchen with

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One of the foremost repair manuals states that this filter should be inspected every 6 months, or every 2,500 miles.

The crankcase screen is so vital to the oil pressure flow of the system, that for the minimal cost of the screen, you may want to make these a standard replacement item when you change your oil.

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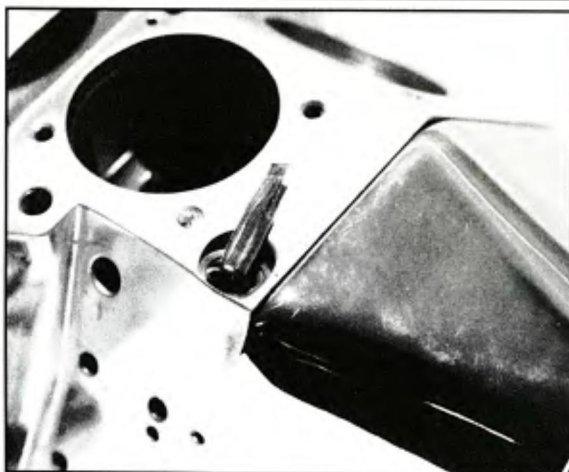
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little goodies like Rangoon egg rolls and plum sauce; shark fin, stir-fried with lamb marrow; beef filet with oyster sauce; or scallops flamed in sambuca. On top of all this, Evander's own legendary golden sangria, bottled under his own label, is not of this Earth.

If they can still move, Evander gives his guests the grand tour, which includes, among others, his aviary (full of cockatoos and other exotics), wine cellar, and greenhouse.

He also owns two Russian wolfhounds and a three-pound Chihuahua, by the name of PeeWee Preston, who wears dresses, hats, and necklaces. This dog has a bigger wardrobe than my first wife, and probably wears it better, too. Oh, and she has her own car. I shit you not, it's a miniature Model T.

Ya see, this guy has *fun*. Everything he does is geared to the good life. He has fun, his clients have fun, folks have fun reading about him, and, well, the man lives *well*. He stays in shape by walking 10 miles every morning, rain or shine, and then he's in his super-equipped shop

with his artisan staff until late. Actually, they go home and he keeps on working, way into the night.

Evander's a regular bro. Yeah, one with a butler and chef, but still a bro. He's having a ball, and he's into some unbelievable shit, but he's not impressed with himself or affected by

all the attention. He believes in "equal consideration for all, in proportion to what they've earned and deserve." He is, after all is said and done, a very humble man. And that, Gandolph, is the last necessary ingredient. That's wisdom, and that's Evander Preston.

—Glider



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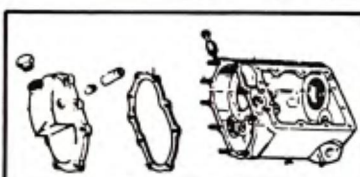


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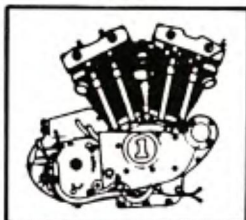
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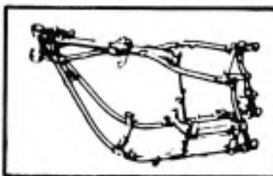
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Uwe Neumann, Kassel, West Germany 1948 Harley-Davidson flathead

To appreciate the work that has gone into this fine scooter, you have to know about the restrictions West German bikers have to deal with all the time. By law, everything has to be original. But let's just say that Uwe's Swedish frame fills that bill, as do the forks and the pipes. Understandably, Uwe (pronounced Oove) has had lotsa fun (?) gettin' his ride registered. A genuine pain in the butt.

"You just have to look for the right registration office," he said. But that's also very expensive, because with every alteration you have to go back for an inspection. "I have put more than \$25,000 into my bike, and I can document every single dime."

But makin' all those trips to the German DMV finally had its rewards: Uwe gets to ride his red jewel across such enticin' countries as Spain, Yugoslavia, France, and Italy. And every summer he just keeps addin' more accessories, doin' it all in a perfectly legal manner. What more could a German biker want?

—Red Baron

YEAR: 1948 H-D

MODEL: flathead

ENGINE: 1400cc flathead, rebuilt by Haunzi, Drag Specialties ignition, 38mm Dell 'Orto carb, Eagle Spirit air cleaner

TOP END: aluminum heads, rebuilt by Haunzi

LOWER END: H-D, rebuilt to stock

TRANSMISSION: 1948, original handshifter

FINISH: red paint by Fred Kodlin

FORKS: 10-inches over with a 12 degree rake, built by Fred Kodlin

WHEELS: front: 21-inch; rear: 16-inch; drum brakes

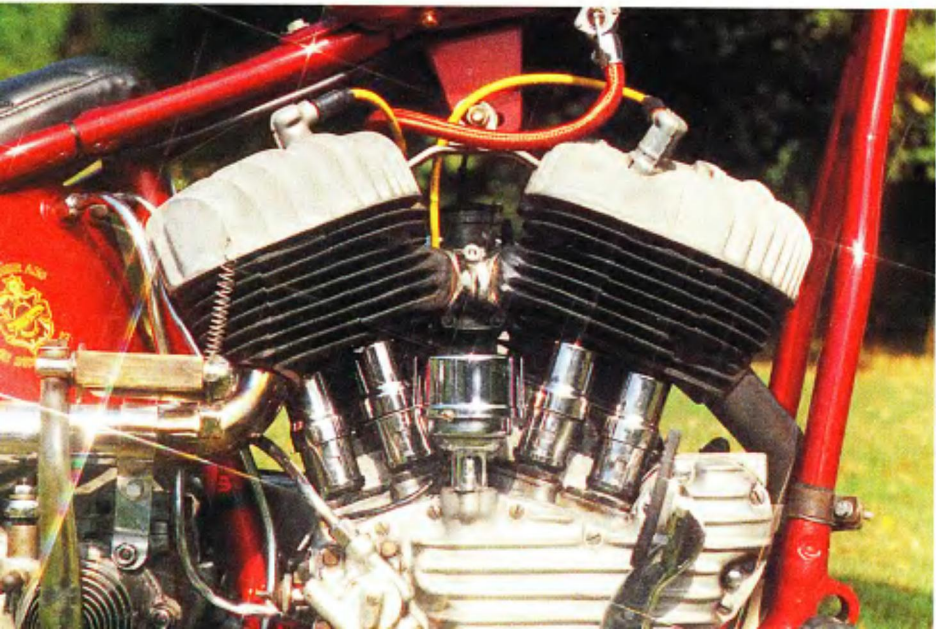
FRAME: 1948 wishbone rigid, 2-inch stretch

ACCESSORIES: chrome front fender, rear by owner, original horseshoe oil bag, seat by owner, fishtail upsweep pipes, Mustang gas tank, 12-volt electrics

CREDITS: Thanks to Fred Kodlin in Jersberg and Haunzi in Marburg.



Photos by Uwe Neumann





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Some people will do just about anything to get their hands on a Harley-Davidson®. Other people aren't willing to do what it takes. Still others are somewhere in the middle. Maybe they've always wanted a new Harley®, but for some reason or another, they've held off. If you've been sitting on the fence, take a look at the Sportster® 883.

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*\$4250 Sportster® 883 available in vinyl black only. Other colors and California models slightly higher. Price listed is Manufacturer's Suggested Retail Price, excluding taxes, title and registration fees, destination charges and dealer prep (if any), and is subject to change without notice.



essentials, thanks. And it's all driven home the moment you put thumb to starter button. The V² Evolution[®] engine comes to life and fills the air with Milwaukee's music.

Take a ride, but don't think for a minute you're going to get through town unnoticed. People pay attention. Welcome to Harley-Davidson. So this is it. If you're willing to take the step, the Sportster 883 can make everything

different. But this is as easy as we can make it for you. In other words, if you really want to be a Harley owner, you're probably out of excuses. Time to decide. Are you in?



Things Are Different On A Harley.

©1989 Harley-Davidson, Inc. We support the AMA and recommend you wear a helmet and protective gear, always ride with your lights on, and watch out for the other person while riding.

S W I M M I N G W I T H



By Mark Petterson

The dude in the pastel-colored polo shirt was a wise guy. He had capped teeth, a \$75 haircut, and two bodyguards packing unlicensed heat under their Brooks Brothers suits.

The slouching, pouch-eyed clown in the purple shirt and green tie was a plainclothes cop. His dentures were stained from nicotine, his socks sagged around his loafers, and his breath stank of garlic. He had a Colt Detective .38 Special in a leather belly holster.

Neither man liked the other but tonight they had business together.

Cody sat between them in the circular booth nursing a vodka tonic. The cop and the mobster were arguing. Low tones. Minimum gestures. Like two guys arguing baseball stats. Except the subject was Cody's life. And how soon it might be over.

SHARKS

The wise guy was being dramatic. He'd mention the river. Fifty-five gallon drums. Ice picks. Blow torches. How fast Quikrete set. Tiny fish nibbling at sensitive body parts.

But the cop was having none of it. He was playing Mr. Sympathy. He was playing Cody's friend. He was saying that first they had to decide on *if*. The how could take care of itself. But first there was the *if*.

Somehow Cody was missing the finer points. He figured the *if* was more of a when. And the when was just a matter of time. And since he couldn't think of anything better to do he raised his hand to signal for another drink.

The mob guy turned to the cop. "His birthday or what? Guy rips me off for 100 grand and I'm gonna buy him a drink?"

The cop rolled his pouched eyes at Cody. *I'm on your side*, he was saying.

The cop's name was Linwood Propper. He looked like somebody's uncle. He was probably somebody's very nice uncle. But he wasn't Cody's uncle. Some of the 100 grand belonged to the cop, and uncle or not, he wanted it back. The cop shrugged. Then he said, "Let's start out nice."

"Fuck that," the wise guy said. He wore a fat diamond pinkie ring worth more than the cop grossed in a year. The fat diamond glittered and glinted under the bar lights as the wise guy picked his nose. "The way we start, see, is on his nonvital organs. That don't work, then we proceed to the vital ones."

The cop sighed. He turned a compassionate face to Cody. He made what-can-I-do? motions with his hands. Then he said, "I'm trying to help you, Cody. Why don't you try and help me?"

Cody held up his glass. "What do I have to do for another drink here?"

The wise guy, whose name was Clarence Williams, made a noise like a fart in a bathtub. "Why you . . ."

"Watch the old blood pressure, Clarence," Detective Third Grade Linwood Propper said. Then he signalled the waitress. "We'll start out nice. The night is still young. We can always get less nice later."

Cody figured it all came down to a choice between true love and a new Harley. Or more specifically, what to do with the small inheritance he'd received from a recently deceased spinster aunt.

Cody figured the money, plus the trade-in value on his '72 Sporty, would

equal a down payment on a brand new Sport Glide.

But Irene wanted acting lessons. She wanted to move to the West Coast and go to some sort of school out there. the type of lessons she wanted didn't come cheap. For years she had been acting in summer stock and local theaters. And finally someone noticed her.

"Don't you understand?" she had said. "Not just anyone gets accepted at the Academy. They think I've got potential, Cody."

So what could he say? He loved Irene. But then again, he loved to ride. It was really the hope that maybe he could do both that got him into

trouble. Or nearly got him into trouble. Or actually, got him into worse trouble than if he had just told Walter Wilcox to shut the hell up and be done with it.

That was the way to figure it. Because blaming it on Irene was wrong. And blaming it on wanting a brand new putt was wrong. Walter Wilcox was the was the one to blame.

Walter Wilcox was the manager of The Satin Frog, the club where Irene danced. Walter was short and fat, with greased down hair and thick black glasses. When he spoke he used a lot of three-and-four-

syllable words, coming across like some sort of educated mole. The guy had really seemed harmless enough; until he'd figured up this crazy scheme that Cody should've known would fuck up somehow.

Fuck up all over Cody, for instance.

"Let me elucidate," Walter had said. They were sitting around The Satin Frog after closing, Irene wearing a pink chenille robe over her pasties, Cody still in his blue gas jockey uniform, while Walter bobbed his head around excitedly.

"I want you to ponder six figures," Walter went on. "And I want you to ponder the lucrative potential of your cut of those figures."

Cody pondered a moment. He pondered the heavy metal thunder of a new sled. He pondered Irene quitting her crummy job and following her dreams. He pondered how nice life

could be with lots of money. Then he pondered some problems.

"First off," he said. "How do you know this guy will be carrying that much money?"

"Mathematical facts," Walter said. "Fact one, there are eight books on his pickup route. Fact two, each book is doing 10 to 15 a night. Fact three, eight books times 15 grand resides in the neighborhood of six healthy figures."

"And you think he'll just hand over the bread."

"Why not? I'll have this . . ." Walter dropped a gold detective's shield on the table.

Irene picked it up and hefted it. "Is this thing real?"

"As real as the drunk Lieutenant I rolled last night."

"You'll need more than a badge," Cody said.

Walter pulled a briefcase from under the table and flipped the latches. "Did I neglect to mention this?" Inside was a rust-pocked, sawed-off shotgun.

"Walter," Cody said. "This guy's connected."

"So? They'll never find out."

"You hope. So where do I come in?"

"By providing a superior mode of transportation."

"A what?"

"Your two-wheeled conveyance, Cody. I'll consecrate my escape on the back of your Harley."

Cody pushed his chair back from the table. "I got one word for you, Walter. The word is *hinkey*."

"Hinkey? That's not a real word. Are you calling my plan *hinkey*?"

"Don't you understand? You're swimming with sharks."

"You got no vision, Cody."

"I got a vision of staying alive."

"Fine. Stay poor the rest of your life. I'm just trying to mitigate your penury."

"Hands off my penury," Cody said. Irene laughed.

She was a beautiful woman, more so now that most of her stage makeup was gone. Her soft blonde hair kinked airily down past her shoulders. She flicked out a deliciously pointed tongue, caressing her lips, teasing Cody with her sea-green eyes. And suddenly, Cody had better things to do than sit around The Satin Frog.

"He makes his last pickup in an hour," Walter called after them.

But Cody wasn't really listening. Not with Irene's playful tongue all hot and wet in his ear.

* * *
"Enjoy your drink," the wise guy said. "Want a last cigarette?"

"Smoking's disgusting," Cody said.

S W I M M I N G W I T H SHARKS

"Kinda like picking your nose in public."

The wise guy turned to the cop. "I'm thinking woodworking tools. Hammer. Nails. Drill. Turn him into a piece of furniture."

Propper glanced at his watch. "I got next shift, Cody. It's time to get serious."

Cody swirled the ice in his glass. "How can anyone be serious in a joint that waters its drinks. Cheap way to do business."

"Forget cheap, Cody. Think in terms of 100 grand. Think in terms of telling me where it's stashed."

"Linwood, you're making me sound like a broken record. I just don't know from 100 grand."

The cop smiled. "So what do you know from motorcycles, then?"

"A little."

"I hear you ride a Harley."

"That's right."

"Harley's a big bike. Been riding yours lately?"

"Not lately. I'm due for an oil change."

"An oil change, huh. That your bike out there?"

"No."

"The one you were sitting on?"

"Wasn't my bike."

"The one you had the key for?"

"I told you, it wasn't my bike."

"Okay, whose bike was it?"

"I don't know," Cody said.

"But you were starting it up. Why were you starting it up, if it wasn't your bike?"

"I was stealing it, Linwood. I saw it parked there, with the key still in it, and I figured on stealing it."

"So all you were doing was stealing this bike."

Cody nodded. "I needed to make a few bucks."

"So you were just stealing this bike to make a few bucks."

"That's right."

"Guy like you, rides a Harley, biggest fucking motorcycle on the block. Guy like you goes out to steal a bike, what do you pick?"

Cody was silent.

"You pick a *riceburner*, isn't that what you guys call it? You pick a little bitty ol' Japanese *ring-ding* and you're gonna steal it. That what you're

saying?"

Cody studied his drink.

"Big market for scooters like that? High school kids? Pizza delivery boys? Violin students, maybe?"

Cody was thinking, *Walter, you moron...*

"Reason I'm asking, guy that ripped us off was riding a little bitty ol' bike like that."

Walter... if I ever get outta here...

"Same color, same license, same everything."

Walter... you're gonna wish you were...

"WOULDA

BLOWN HIS

HEAD OFF IF I

HADN'TA

DROPPED THE

SHOTGUN..."

"You know Marlon Brando went there," she said.

"Yeah," Cody replied.

"Meryl Streep. A lot of others I could name. Producers take you seriously if you've gone to the Academy."

"You really want to go there don't you?"

She sighed.

"It would be your big break, wouldn't it?"

"It might," she said.

"All it takes is money," he said.

"Yeah," Irene sighed. "All it takes is money."

After a long moment he kicked the sheets back.

"Where are you going?"

"To find Walter."

"What?"

"I've been thinking. Straighten out a few things with his plan—damn thing could work."

"Are you serious?"

"I'm serious about you, Irene."

Maybe this way we can have our dreams before we're too old to enjoy them."

"You'd jump in with the sharks for me?" She reached out suddenly and grabbed him around the neck. "We're already rich, Cody."

He took her in his arms.

Then suddenly someone pounded on the door.

"Irene! Cody! Open up, for Crissakes. Open up!"

Cody shook his head in disgust. He slipped into his jeans and padded through the apartment. He flipped the front latch and then he said, "Oh, shit."

Walter rushed in, clutching something to his chest. *Close the door* he almost shrieked.

"What the hell?" Irene said, coming into the living room.

"I'll show you what the hell," Walter said, throwing a briefcase at her feet. His hands were shaking.

Irene stared at the briefcase on the floor. Cody found a bottle of whiskey and poured a glass. "Drink this," he said.

Walter grabbed the tumbler and swallowed it all in three fast gulps.

"The bastard had a gun."

"What bastard?" Irene asked.

"The bastard shooting at me!"

"Oh, no," Irene said.

"Oh, yes," Cody said. Walter actually *did* it."

"Woulda blown his head off if I hadn'ta dropped the shotgun. Can't work the clutch and shift the gears and hold everything at once."

"You're crazy," Irene said.

"You're lucky," Cody said. "Lucky he didn't hit you."

"How's he gonna hit me? Guy screamin' into a walkie-talkie can't shoot straight." Suddenly, Walter was giggling hysterically. "Can't aim either, too busy talking!"

"He had a walkie-talkie?"

"Musta been calling out the cavalry," Cody said.

"You shoulda seen me on that bike. I was makin' like Easy Rider."

"Where'd you get a bike?"

"Kid down the street. Conveniently left me the key."

"I'll bet. So where'd you stash it?"

"Stash what?"

"The bike, Walter."

"That's what I came here for."

"Came here for what?"

"For advice on where to stash the thing."

"Walter," Cody said slowly. "Where is the bike?"

"I left it outside. See, I figured you could—"

"You left it outside?!"

"Don't yell at me, Cody. All you gotta do is . . ."

"Jesus Christ, Walter!" Cody threw on his shirt and shoved his feet into his boots. "Why don't you send up flares?"

Propper frowned, shaking his head. Then he said, "I don't wanna be party to murder. I don't care what you do, just don't say it in front of me."

Clarence made a face. "Like I don't say it, maybe you won't be involved."

"I'm looking at this from the legal standpoint. What you say after I leave is beyond my control."

"Cops," Clarence said. Then he turned toward Cody. "You got two choices. Choice one is a clean bullet backa da head. I won't kid around, what you did, you gotta pay for."

"Damn it," Propper said. "I can't be hearing this."

"Choice two," Clarence said.

"Choice two takes three, maybe four days. I got guys who specialize in this. You understand what I'm sayin'?"

"Are you listening?" Propper said. "I can't be a party to this. I refuse to be a party to . . ."

"Party to what?"

The three men looked up, first at the shiny gold badge, then at the woman holding it.

"Who the fuck are you?" Clarence said.

"A bad dream come true. A bitch with a badge," she said.

"Great," Clarence said. "A bitch with



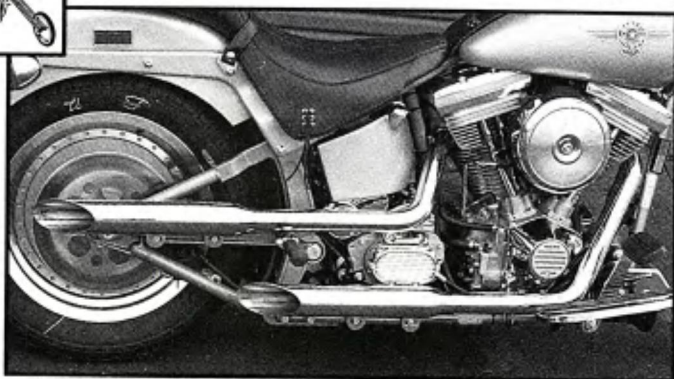
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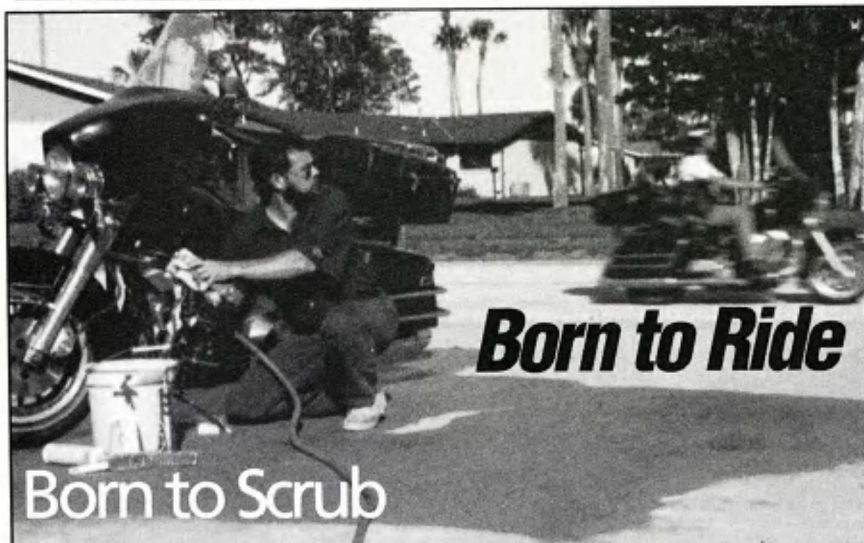


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S W I M M I N G

a badge. Propper, what the hell am I paying you for?"

Propper scowled. "Do I know you?" he asked her.

"Maybe from your rearview mirror."

"Don't get smart. What's your precinct?"

"I don't need a precinct."

"What kinda cop don't need a precinct?" Clarence asked.

"Only one kind," Propper said. "The worst kind."

"What's going on?" Clarence asked.

"Internal Affairs," Propper said.

"She's probably wired."

"Do I call my lawyer or what?" Clarence asked.

"Thinks we're stupid," Propper said.

The woman sat down. "Maybe stupid. Maybe greedy." She was staring at Propper. "Maybe both."

"You wanna get to the point?"

Clarence said.

"Sure. Let's talk about money."

"What about money?"

"Stuff that makes the world go 'round."

"I know what it is."

"Why isn't it getting around to us?"

Clarence spoke to Propper. "Says it's not getting around."

"Every week I make the split. You know me."

"Been almost a month," she said.

Propper's eyes bulged. "Why you lying piece a—"

"Shut up," Clarence said. Then, "Go on."

"Maybe you got our message."

For a moment there was silence. Then Clarence said, "You took down my bank."

The woman shrugged. "A safe deposit box is a terrible thing to waste," she said.

Propper was shaking his head.



"Would you mind if I referred you to another doctor? You terminal cases depress the hell out of me."

"She's lying, Clarence. Every week I deliver the grease. Don't ask me why she's lying."

"I'm not asking you anything."

"But she's *lying*." Then, to the woman, "Why are you doing this?"

She held up her thumb and finger. "Picture a file this thick. Picture a future that's very limited."

Propper knotted his hands. "I'm not the one been ripping you off."

The woman just sat there, staring back at him.

After a while the wise guy said, "Why don't you take a walk, Linwood. Me and the lady can talk."

"But she's setting me up," Propper whispered.

"Don't worry," Clarence said, then signalled to his guys. "He wants to take a walk." When they were gone he said, "You shouldn'ta hit my bank."

"So call the cops," she said.

Clarence laughed. "I could see that coming."

Cody twisted the wick and the big Harley roared out onto the interstate. Irene locked her hands around his waist and buried her cheek in his back. "So what about Walter?" he yelled back at Irene.

"I told him he got you into this mess, he'd better get you out."

"All he had to do was return the money."

"He was scared. Scared of swimming with the sharks."

"So he left the briefcase with you?"

"That and the shiny gold badge."

Cody laughed. "Kid, you're gonna knock Hollywood dead."

"You think so, Cody?"

But instead of replying he goosed the throttle and surged ahead, letting the wind peel back his face into a wide, happy grin. While behind them the first long needles of dawn were painting the sky a rich, velvet rose. ■



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IN THE WIND



—Wolfgang Freithof, New York City, N.Y.

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.

—Ethan Allen Roberts, Billings, Mont.



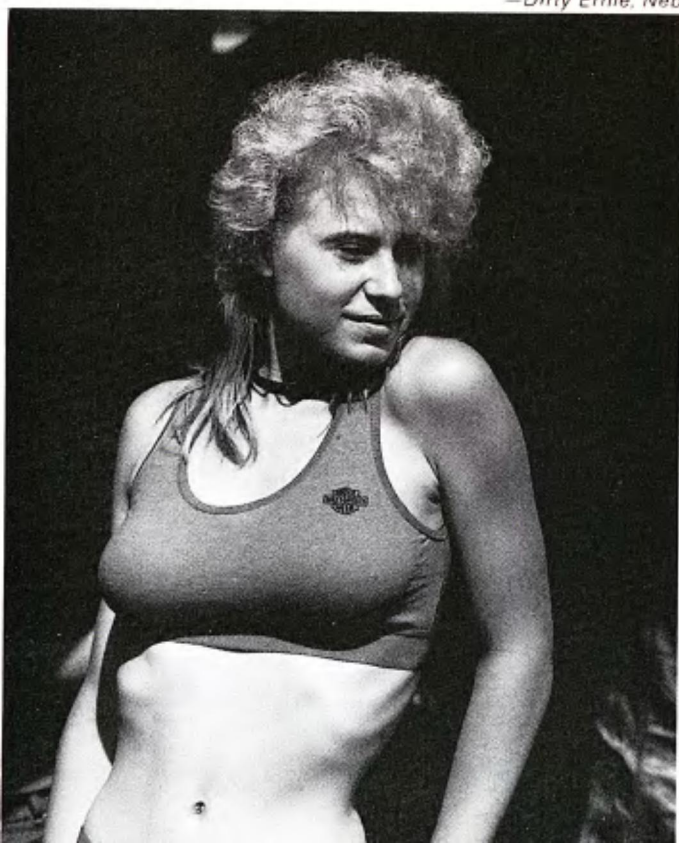
—Jeff Barrett, Spokane, Wash.





—John Lewis, Flint, Mich.

—Dirty Ernie, Neb.

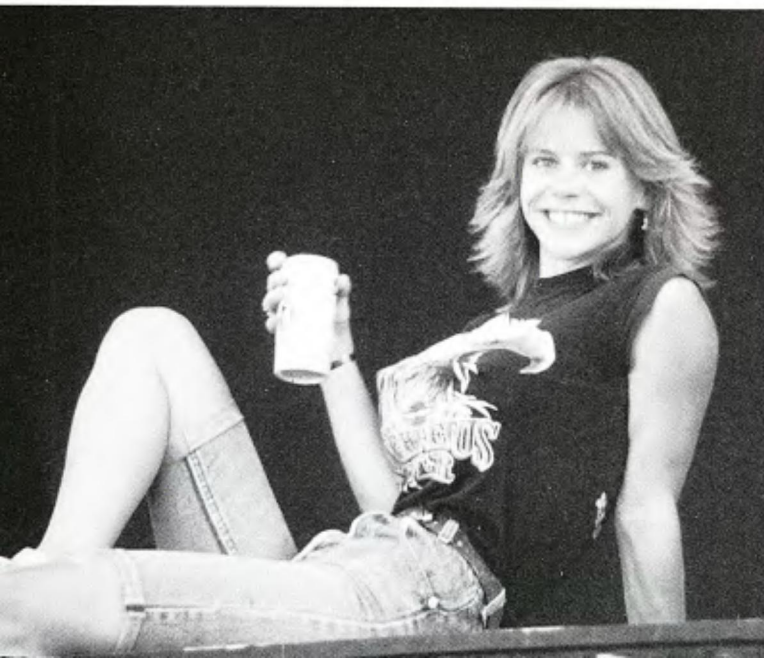


—Todd Rackleff, Pryor, Okla.





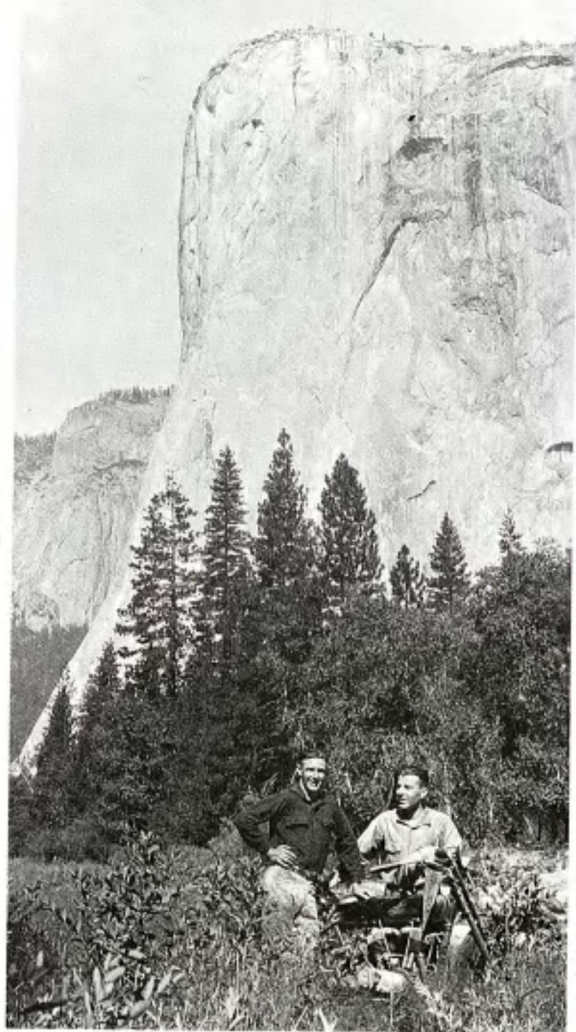
—Chip and Kathy Beckwith, Pownal, Vt.



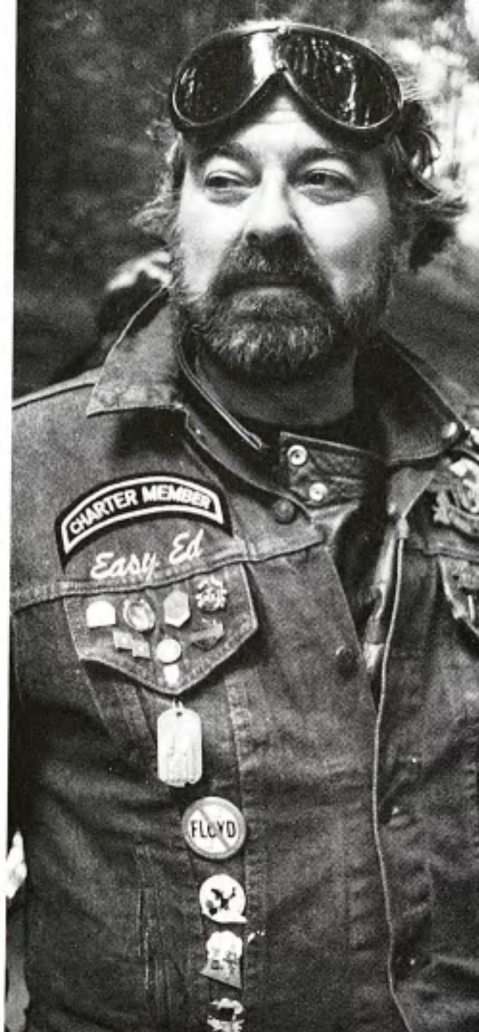
—ZZ Tom, San Luis Obispo, Calif.



—Rodeo action



—Daniel and Barbara Nichols, S Lake Tahoe, Calif.



—Easy Ed, San Francisco, Calif.

—Erika Bricker, 10th Sarge Ellis Toy Run





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FOX HUNT

FEBRUARY
WINNER



Can't understand how this sweet country girl got a handle like "Attitude," but ours is not to wonder, merely to enjoy. Her ol' man, Outlaw, would be the one to ask. She sure wasn't sportin' a 'tude when she blew into the Windy City on her first airplane trip, though it woulda been understandable after gettin' lost in O'Hare airport.

This seamstress from Ferguson, Kentucky, likes sex, rock 'n' roll, sex, scoots, an' sex (with her ol' man). Her outlook on life is, "you live yours, and let me live mine." With her fantasy fulfilled, Attitude can get back to star gazin' with her baby.

—Loudmouth



Cruisin' down the road topless really turns me on. Riding double on a solo seat is a hot experience.

Donna G., Florida — Ext. #401



I love the feeling of the wind in my hair, with no cares. It's a real turn on.

Donna L., California — Ext. #402



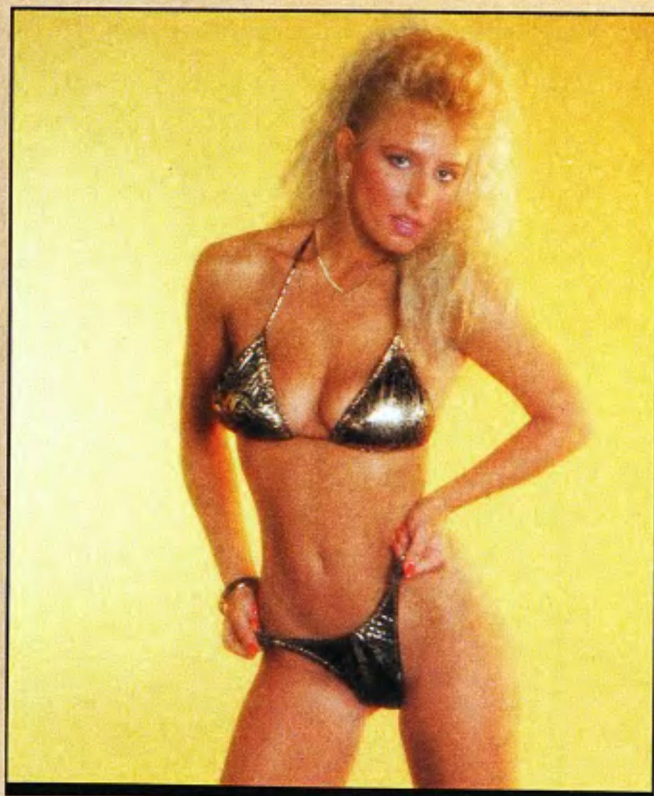
I'll only ride a Harley, and everything about it's great
(except repairs).

Christina, Maine — Ext. #403



There's nothing like the "feel" of a Harley.

Kelley, Colorado — Ext. #404



Riding a bike with my ol' man is like being set free.

Anna, Tennessee — Ext. #405



Peek-a-boo! One tit for now, but let's play. Pick me and
check it all out later!

Mary, Illinois — Ext. #406

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

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

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received over the phone by calling 1-900-234-BIKE and punching in the Fox's extension number adjacent to her photo (if a brother can't get through on the phone, he can still send his vote by mail).

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

All entrants must be 18 years of age or older, and the model release form on this page must be completely filled out, signed in front of a notary, and 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 June 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 third monthly winner in our 12th Annual Fox Hunt—Sherrie, #405 from Yuma, Arizona. 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 #205 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

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

We'll print the winner in the November 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.

205

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.

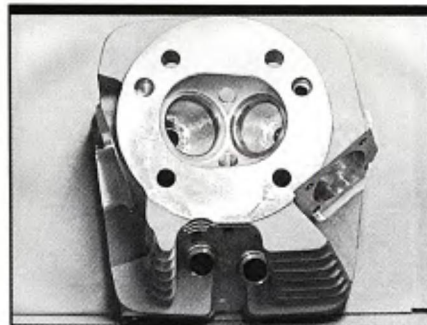
PARTS BOX

Tell 'em Snake sent ya



Avon Tire

For decades, the only front tire to use was an Avon. Now they're producing Avon Roadrangers, an all-new, high-load capacity touring tire. Supposedly, they are the first motorcycle tire guaranteed for 20,000 miles, or 24 months, on H-Ds from 1980 to the present. These high-performance touring tires also come with a road hazard policy, another industry first. For more information see your local Avon dealer or call their customer service connection at (206) 771-2257.



Improved Evo Heads

If you're not satisfied with the performance of yer stock heads (or you're into finding a few more horsepower wherever you can), start with your cam, carb, pipes, and ignition. Then, when you're ready to get serious, or shave the heads for higher compression, take a look at STD's new heads. They testify that these 356 T6 aluminum castings improve ports for better flow, raise the intake port, are ready for dual plugs, have seats for unleaded gas, come with bathtub chambers, are reinforced in the head gasket area, are available with larger valves, and more. For more precise info, call STD at (818) 998-8226.



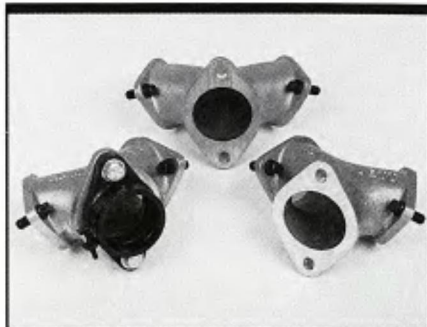
Annie Sprinkle's Newest

This chick is something else. My favorite porn flick for years was... well, we won't go into that. But now this big-busted, tattooed, biker lady has gone beyond my wildest imagination and made a movie about a girl who becomes a guy. Natch, his (or her) name is Les Nichols. Hell, I don't know why she sent me this flick. I suppose Annie knew my soft spot for her unbelievable jugs. One of these days I may get the opportunity to... Anyway, to get the sickest, most bizarre porn movie I've ever heard about, write: Linda/Les and Annie, Dept ER, 132 West 24th St., N.Y., NY 10011.



Our Duo-Lift

Holy shit, did I get my ass chewed-out for leaving our own Easy-Lift and Duo-Lift, out of the recent article we ran on lifts. Since I felt our lifts didn't pick a bike up higher than the height of a milk crate, I didn't throw them into the major lift category. I got my ass in a sling. These lifts are considerably cheaper, around 100 clams, lightweight, and, for the guy who doesn't plan major rebuilds (although I've built many a ride with one of these or a milk crate), it does the trick. For more information, check an *Easyriders* catalog or call (800) 247-6246.



Ram Jett Manifolds

Mighty lot of controversy over the solid manifolds versus the new compliance fittings. Some say the stock compliance fittings blow out from time to time and the only way to avoid it is with a solid manifold. Some say the solid jobs won't last, 'cause the heads and barrels gotta expand. Well, I got so nervous about the compliance fittings that I put one of these on my scoot—no problem. But Bandido Jay outta San Antonio, Texas, made a serious suggestion—don't mount a carb solidly to the Ram Jett. In the event that you take a slide and bump the carb, you wouldn't want to tear the manifold or damage the heads. Good advice. Your local dealer should be carrying these.



Gary's Cam Kit

Gary Bang, in all his research wizardry, has come up with a cam kit, with all the right components to make yer Evo hum. If you're interested in unleashing the real potential in your blockhead, pursue this kit and don't forget to ask the boys behind the counter which ignition, carb, and exhaust systems will add the final touches to yer monster. You'll be surprised, when you're finished. For more info, check with your local dealer for the Gary Bang cam kit. Don't accept cheap imitations. ■

20% DISCOUNT IF YOU ORDER NOW

JOIN OUR DISCOUNT CLUB BY PHONE OR MAIL!

OVER 7000 PARTS FOR YOUR HARLEY—CALL US FOR FAST RELIABLE SERVICE

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

COMPLETE FRONT-END ASSEMBLIES

 ECONO-GLIDE dual disc CHOICE OF TRIPLE TREES 20% OFF APPLIED ECONO-GLIDE 45512-86, cust trees \$400.00 45510-86, black stk trees \$418.00 45511-86 chrome stk trees \$440.00	 ADJUST-A-GLIDE 20% OFF APPLIED ADJUST-A-GLIDE 45509-85 w/stock trees \$520.00 stock legs	 BIG GLIDE 20% OFF APPLIED BIG GLIDE 45505-83 w/stock trees \$460.00 stock legs 45506-83 w/custom trees \$420.00 stock legs	 OLD GLIDE 20% OFF APPLIED OLD GLIDE 45507-84 w/stock trees \$420.00 stock legs	 NEW GLIDE Front-ends come complete w/all internals & choice of lower fork legs. 20% OFF APPLIED NEW GLIDE 45508-85 w/stock trees \$548.00 stock legs	 CUSTOM GLIDE 20% OFF APPLIED CUSTOM GLIDE 45507-83 w/custom trees \$420.00 custom legs
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 TUNERS KIT FOR KEIHIN CARB. 24-224 Tuner kit w/ instructn 89-91 XL, FL, FX \$63.96 MAXIMUM POWER FOR KEIHIN CARB 20% APPLIED	 SUPER COIL 140405...\$41.16 20% APPLIED AMERICAN MADE	 TRIPLE TREES 20% APPLIED 45701-80 Chr/49- FL \$151.96 T2513 Custom \$132.00 45666-80 Chr... FXWG \$140.00	 FLH TYPE TREES 20% APPLIED 45701-80 Chr/49- FL \$151.96 T2513 Custom \$132.00 45666-80 Chr... FXWG \$140.00	 "NEW" FOR SOFTAILS 20% APPLIED 45701-80 Chr/49- FL \$151.96 T2513 Custom \$132.00 45666-80 Chr... FXWG \$140.00	 FORK LEG ASSEMBLIES Fits all Big Glide Triple Trees 1 1/2" Update your present front-end. 45498-77 (2)... \$300.00 stk... 80- FXWG \$300.00 45499-77 (2) 2" over... 80- FXWG \$300.00 45500-77 (2) stk 73- FLH \$300.00
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NO FURTHER DISCOUNT

WITH STAINLESS FASTENERS

LOWERED EXTENDED FOOTPEG SUPPORTS FOR SOFTAIL & FX
49217-89 Footpeg supports (2) polished \$44.95

20% APPLIED

BILLET ALUMINUM HAND GRIPS
12-936 Billet Alum. Hand Grips... \$51.96

ASK ABOUT DISCOUNT

8 MM CLOSED PRIMARY — ELECTRIC START
P-41-61 65-78 Spline Shaft, 1 1/2" belt \$277.95
P-41-61A 79-84 Spline Shaft, 1 1/2" belt \$277.95

8 MM OPEN PRIMARY — KICK START O
P-47-76-C 1937-54 Taper Shaft, 2" belt \$297.50
P-47-76-F 1955-84 Spline Shaft, 3" belt \$374.50

8 MM OPEN PRIMARY — 74 & 80 KICK START
P-47-76-E 1937-54 Taper Shaft, 3" belt \$374.50

11MM BELT DRIVES
P-31-47-1 37-54 Taper Shaft \$285.00
P-31-47-2 55-64 Spline Shaft \$285.00
P-31-47-3 65-84 Spline Shaft \$315.80
P-31-47-4 65-84 Spline Shaft \$358.15
P-31-47-5 78-84 Spline Shaft \$368.20
P-31-47-6 Spline Shaft \$368.20

REPLACEMENT BELTS
8MM CLOSED PRIMARY KICK OR ELECTRIC
30853-2-BE 1 1/2" Belt 37-84 \$54.55
OPEN PRIMARY ONLY
37144 1 1/2" Belt 37-84 \$58.25
37145 2" Belt 37-84 \$78.00
37146 3" Belt 37-84 \$113.50

11MM OPEN OR CLOSED KICK OR ELEC.
30884 1 1/2" Belt 29-44 pulley comb \$89.95
1185 1 1/2" Belt 31-47 pulley comb \$89.95
5S 11 1 1/2" Belt 31-47 pulley comb \$89.95

14MM OPEN OR CLOSED KICK OR ELEC.
38078-D 1 1/2" Belt 65-84, closed \$138.50
30931 1 1/2" Belt 79-84 closed/elec \$138.50

HEADBOLT COVERS FOR EVO. MODELS
RS-1 Chrome (4).....83-85 Evo. \$19.96
RS-3 Chrome (4).....86-87 Evo. \$19.96
9000-4 Cover (acorn).....86-87 Evo. \$11.96
9001-4 Cover (cap).....86-87 Evo. \$11.96

NEW FOR SOFTAILS
CROME PLATED SWING-ARM BOLT COVERS
8939-2 Bolt covers (2) chr. amber 84- FXST \$19.95
8940-2 Bolt covers (2) chr. red... 84- FXST \$19.95

20% APPLIED

Super Vee Video \$24.95
See and hear this all-new V-Twin action, plus a technical analysis of the Super Vee and information about Dealer & Distributor programs here at Nostalgia-Cycle.

20% APPLIED

FORK TUBES FOR BIG GLIDE 48-76 FLH 1200cc
\$75.00 (w/spacers)
T4032, stock chrome (2) \$75.00
T4033, 2" chrome (2) \$75.00
T4002, 4" chrome (2) \$75.00
T1018, 6" chrome (2) \$75.00
T1019, 8" chrome (2) \$75.00
T1020 10" chrome (2) \$75.00

20% APPLIED

ALL ANDREW PRODUCTS IN STOCK FOR IMMEDIATE DELIVERY

CAMS FOR EVOLUTION BIG TWIN
291130 EV-3.....84- \$112.00
ANDREWS PUSHRODS
292110 Evo. pushrods, aluminum (4) \$32.00

ROCKER BOX OIL FITTING
2021 Chr... 71-83 FL FX \$11.96
2022 Chr... 67-70 XL \$11.96
2023 Chr... 66-70 FL \$11.96

4 PIN VOLTAGE REGULATOR
74510-70 Volt. Reg. black 12V \$35.00

20% APPLIED

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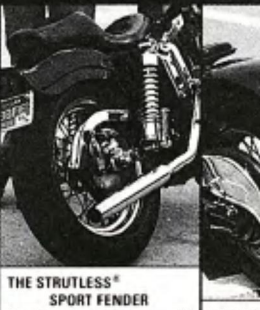
THE STRUTLESS® BIG-TWIN FENDER

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

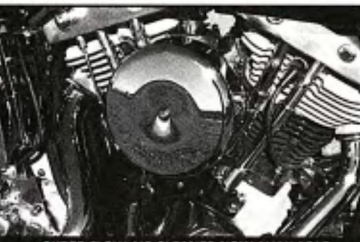
or send us yours and we'll shorten them

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	13.5"
'73+ later FX, FXE, FLH 4-speeds	11.1"
'58 to '72 FLH round swingarm	13.0"



SUPER FLOW AIR CLEANER NOW AVAILABLE FOR '83 & LATER SPORTS AND 1990 BIG TWINS THE SUPER FLOW AIR CLEANER NOW WITH CHROME COVER

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

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

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

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

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



BIKE LIFT

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

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	Lowest bike 1.5" chrome spring, looks like stock adjustable	#1111	\$159
13.5	Lowest 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	Lowest bike 1.5", chrome spring, looks like stock, adjustable	#2211	\$159
11.1	Lowest bike 1.5", full chrome covers looks like stock, adjustable	#2222	\$179

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

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



LATE SPORT & 5-SPEED SHOCKS SHOWN ABOVE

ALUMINUM OIL COOLERS



OIL COOLERS

Part #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	PRICE
8080	B 4 Fin Highlighted fins	\$59.00
8888	E 4 Fin Polished	\$79.00
1001	C 5 Fin Black	\$79.00
1002	A 5 Fin Highlighted Fins	\$79.00
1003	D 5 Fin Polished	\$109.00
1004	D Vertical Cooler black (shown)	\$79.00
1005	D Vertical Cooler Polished (not shown)	\$109.00
1006	D Vertical Cooler Highlighted (not shown)	\$79.00



NEW CLAMP ON COOLER ABOVE



LOWER PRICES

OIL GAUGE MOUNTS

All are original designs of Mike Bernsten. 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 shovel headed Sports & Big Twins Pat. #301703. '71 & later, part #0011. Price: \$12.95. '82 to '70 Shovels, part #0022. Price: \$12.95.

Middle Right: Gauge mount for Evolution Sportsters. All fittings & lines included. Pat. pending. Fits with stock Sportster tank part #0033. Price: \$24.95. Fits with wider than stock tank, part #0044. Price: \$24.95.

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

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

SKULL & DICE

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

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

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

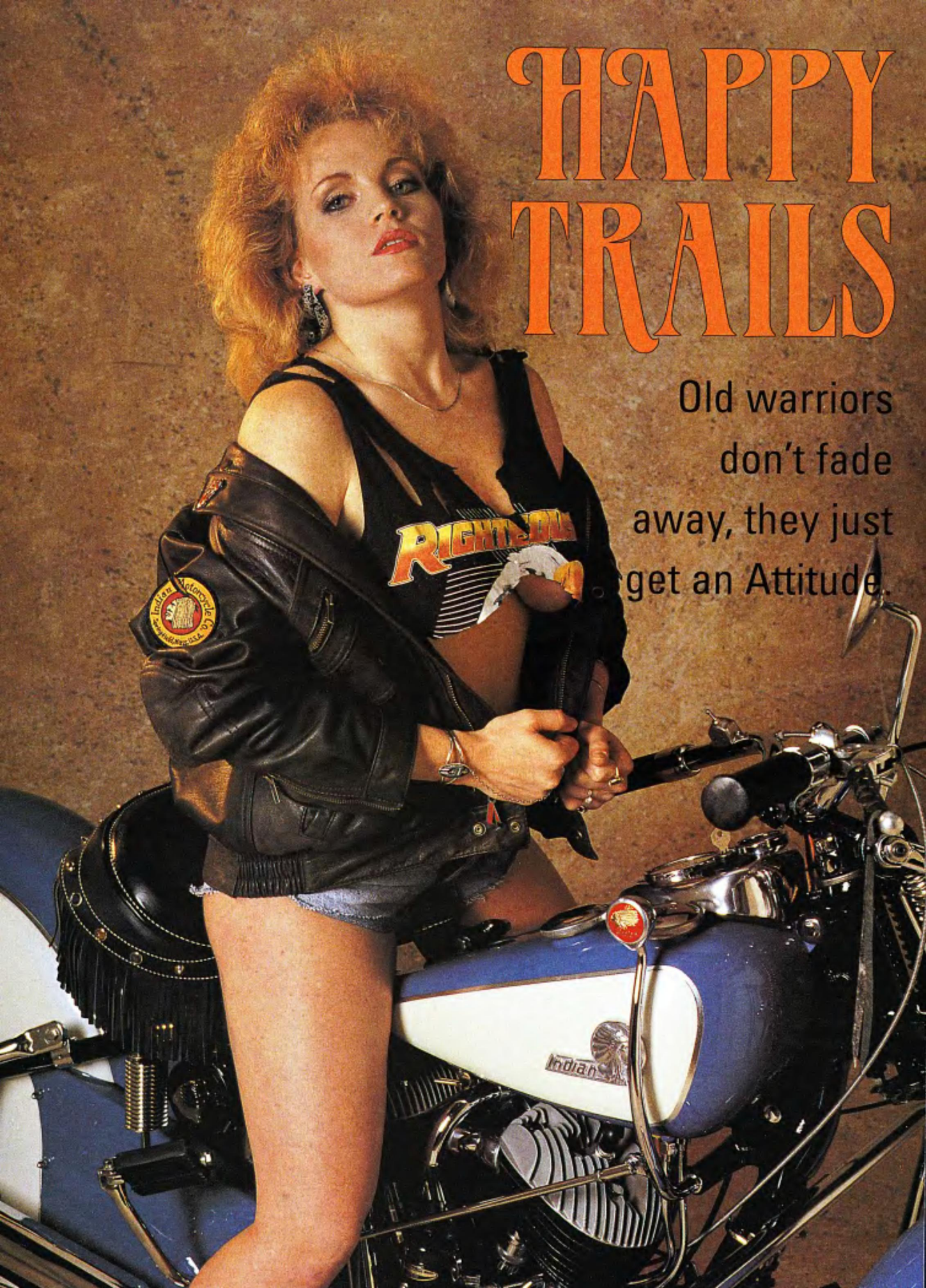
FLAME T-SHIRT

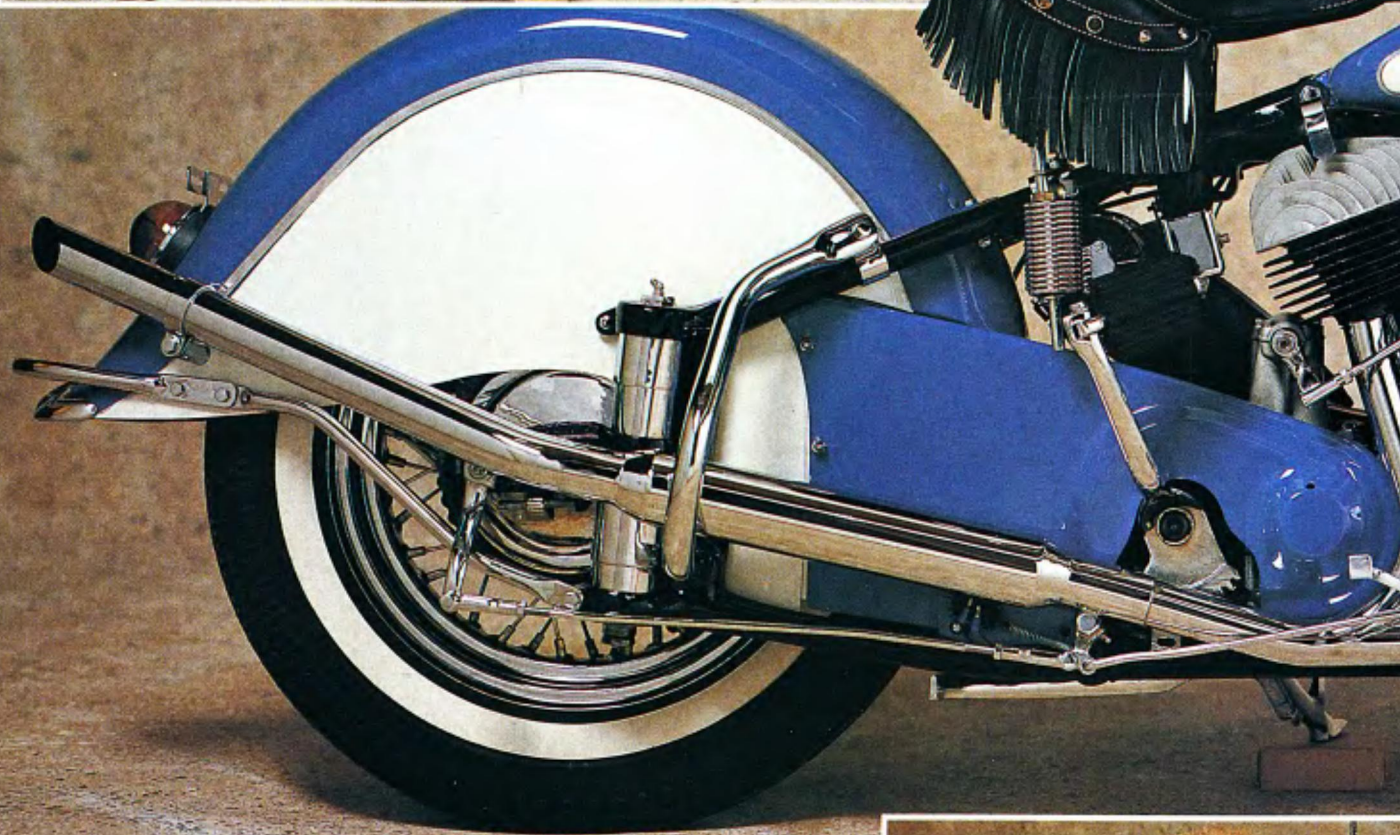


New from MB products Crazy J's flamed out T-shirts. This ad is black & white, but the flames are yellow outlined in red. The back is flamed out just like the front. Price \$14.95 each. Shipping \$2.50 if you order more than one shirt. Shipping is still only \$2.50.

HAPPY TRAILS

Old warriors
don't fade
away, they just
get an Attitude.





No one knows how many moons this ol' Chief was imprisoned in the store window of a Minnesota Harley camp, collectin' rust and dust, and dreamin' of better days. What is known, is that for at least six of those long, cooped-up years, Ken Dirkes kept goin' by this dealer, castin' longin' glances at the old warrior.

With rumpled feathers, his war paint all but gone, and his bones brittle with age, Sittin' Bull wasn't a pretty sight. But he was one of the heirs to a line of Indian models

made specifically for bellicose objectives. War, that is. And that's why the throttle is on the left side, the way it was planned for the soldier, so he could ride and shoot at the same time. Vice versa, the ignition advance still sits on the right. Back in 1946, an ad called this the "improved and modernized Indian Chief . . ."

By the time Ken came upon the Chief, he was anything but "improved." But Ken was determined to make the ol' warrior shine again, and finally, after he managed to





come up with the exorbitant ransom the dealer demanded, Ken was ready to take him out of his prison and give him his well-deserved freedom.

"When I went to pick him up," Ken said, "I was told he'd be running like new. Well, he couldn't even be started up. I had to leave him there for another month until they breathed some life into him."

But there was more. "The Indian was in such bad shape, that there was green stuff growin' inside the carburetor," Ken explains. "It looked

more like mold on an orange." Ken didn't get upset, though. Instead, he just bit the bullet and went to work. It was to become just the beginnin' of a wild and woolly adventure called "Restoration." If Sittin' Bull was to become a Runnin' Deer, he'd have to do a lot of investigatin' and investin'.

'Course, his experience as head mechanic for the fleet vehicles at a power plant helped, as did friends and acquaintances, from Minnesota to as far away as California.

So Ken got to grindin' and filin'

during one of those famous Minnesota winters to rebuild the Injun into his former strong road warrior self.

Now the ol' Chief, with fresh war paint and a few new parts in his arsenal, is ready to roam the prairies again. And although there's no war for him to fight, his rejuvenated body is ready once again to hit the trails toward adventure and saloons.

So what's next? Lotsa miles, partyin', and fun. But for right now the Chief's sportin' a well-deserved 'tude. "Attitude," that is, yer February Fox.



Attitude hails from the small town of Ferguson, Kentucky, where she got her moniker because she's "a bitch and proud of it."

The photo shoot marked her first trip to the Big City ("I've been to Little Rock, Arkansas, though!"), and it sure as hell was a memorable one. From the minute she got off the plane in

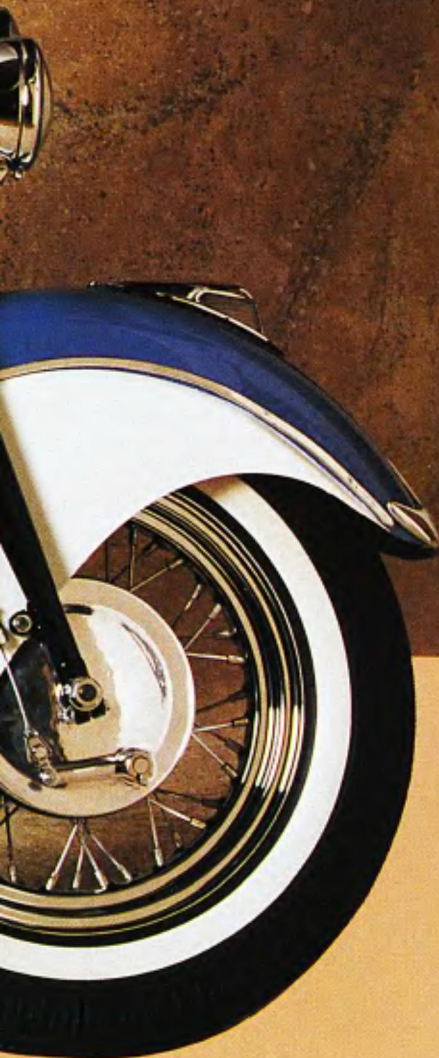
Chicago until she got back to the safety of Ferguson, she was constantly pursued by would-be Casanovas (at least they had taste).

But aside from keepin' herself

locked up in her hotel room and only comin' out for the shoot, Attitude says she just had "one helluva good time." Which only goes to show: all it takes to coax a bitchy fox outta her hole for some heavy-duty partyin' in the Big



Photos by Chuck Emery



City is just a little "Injunuity."
—Red Baron

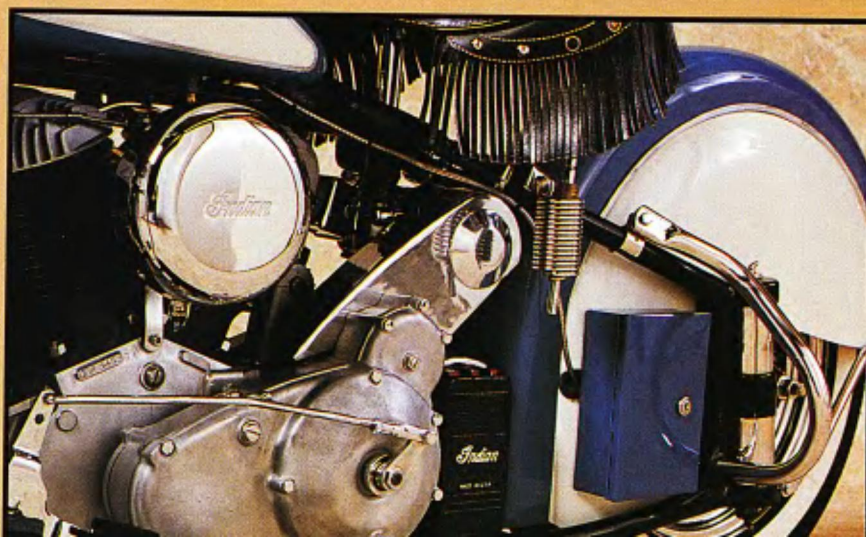
Owner(s): Ken Dirkes	City: St. Cloud, Minnesota
General	Frame
Fabrication by: Indian Motorcycle Company	Year: 1946
Year and make: 1946 Indian Chief	Builder: Indian
Model: Roadmaster	Type: plunger type
Value: \$15,000 and rising	Rake: original
Assembly by: owner	Stretch: as was
Time: 1 Minnesota winter	Other alterations: all stock
Chroming by: Rapids Plating	

Engine	Accessories
Year: 1946	Bars: wide
Model: 42 degree V-Twin, L-Head	Risers: none
Rebuilder: Rock Bottom Rebuilders	Fender(s): full skirts
Ignition: points	Headlight: bulb, 2 spots
Displacement: 74 cubic inches	Taillight: amber and red
Lower end: roller bearing type	Speedo: 160 mph
Balancing: perfect	Front pegs: footboards
Pistons: .040 over	Rear pegs: buddy attachment
Cases: unscratched	Electrics: 6-volt
Heads: standard aluminum, finned	Gas tank: 3 1/2-gallon
Cam: factory	Oil tank: 2.5 quarts
Lifters: solid tappet	Oil system: dry sump
Carb(s): 1 1/4-inch Linkert	Primary cover: stock
Air cleaner: rechromed original	Seat: tandem Indian design
Pipes: rechromed stock	Sissybar: none
Muffler(s): factory reproduction	Height: n/a
	Material: n/a

Transmission	Forks
Modifications: none	Type: girder/springer
Year: 1946	Extension: stock, 26 inches
Shifting: 3-speed handshift	Builder: owner
Engine sprocket: 23-tooth	Special features: stock
Trans sprocket: 23-tooth	

	Wheels	
Wheel sprocket: 43-tooth	Front	Rear
Painting	Size: 16-inch	Size: 16-inch
Molding: perfect	Hub: spoke	Hub: spoke
Painter: Doug Martini	Rim width: WM5	Rim width: WM5
Color: blue & blue pearl	Tire: Goodyear	Tire: Goodyear
Type: epoxy	Brake: drum	Brake: drum
Special paint: Ditzler frost blue pearl, pure silver leaf		

Other special modifications: Thanks to my wife Jane, Don R., Chris H., Terry, Paul H.



What's Happenin'

Here's your guide to what's happenin' in your area in June and July. To have your events listed, get the information to us at least three months in advance—or call the new "What's Happenin'" Hotline, 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.

Arkansas

5TH ANNUAL BIKE SHOW & SWAP MEET—July 7-8 in Tontown. Sponsored by ABATE of Arkansas, District IV. For info, call (501) 796-3761.

California

3RD ANNUAL ANTIQUE & CLASSIC MOTORCYCLE SHOW & EXCHANGE—June 24 in Ventura at Ventura Fairgrounds. Vendor space available. Admission \$4. Gates open at 9 a.m. Sponsored by The Shop. For info, write David Hansen at 6541 Ventura Blvd., Ventura, CA 93003, or call (805) 656-6777 days.

ABATE OF CALIFORNIA FREEDOM POKER RUN—July 1 in San Diego starting at San Clemente Canyon Park. Sign-in from 10 a.m. to 12 noon. Admission \$3 for members. Advance mail-in to ABATE of California, San Diego Chapter, Box 65 MCRO, San Diego, CA 92140, or call Joe at (619) 267-0649.

ALL-HARLEY DRAGS—July 8 in Carlsbad at Carlsbad Raceway. Classes for all gas Harleys. Gates open at 8 a.m. Top gas bikes, super modified class, street classes, everyone welcome. For info, call (619) 724-0087.

7th Annual Silver Eagles Overnighter—June 9-10 at Twin Lakes Resort formerly Portrero Lake on Rt. 94, 40 mile east of San Diego. Admission \$15 per person, \$25 a couple. Sponsored by Silver Eagles MC. For info, call (619) 443-0273, or (619) 266-9408.

Canada

TWIN CREEK BIKE RODEO—June 30/July 1-2 in Ontario an hour east of Detroit, an hour west of London, Ontario, off #79 Hwy. Bike events, music, free camping, ride-in bike show. Admission \$15. No minors or glass. For info, call (519) 695-5131.

UGLY'S 5TH ANNUAL POKER RUN—July 7 in Winona, Ontario, at Frankie's Place. All proceeds benefit Jimmy Lomax's "Operation Santa Claus." Camping available, food, door prizes, trophies, and more. For info, map, and poster, call Tracey at (416) 561-8965.

Georgia

4TH ANNUAL JULY JAM—July 13-14 in Commerce at KOA Campground, Exit 53 off I-85. Live music, wet T-shirt contest, field events, bike show, camping, showers, and more. Admission \$15 per person. Proceeds to benefit the POW/MIA awareness campaign. For info, write or call Vietnam Vets MC, Box 1212, Tucker, GA 30084, (404) 451-8276, or (404) 921-1029.

Idaho

4TH ANNUAL WEISEN MOTORCYCLE RODEO—June 23 in Weisen. DATE IS NOW THE 23RD, NOT THE 16TH AND 17TH! (See last issue.) For details, call (209) 376-1280.

Illinois

2ND ANNUAL BIKE SHOW—July 28 in Watska at the American Legion. Sponsored by Iroquois Chiefs MC. For info, write Box 313, Watska, IL 60970, or call (815) 432-5983.

Indian

BEAN BLOSSOM BOOGIE—July 20-21-22 in Bean Blossom. Sponsored by ABATE of Indiana.

Kentucky

2ND ANNUAL H-D RALLY & RACES—June 24 in Henderson. All day swap meet, bike show, field meet, parade, featuring AMA 1/2 mile Pro Am Flat Track races. Gates open at 9 a.m. Adults \$10. For information, call Bob Bagwell at (502) 444-7593.

Maine

MATTAWAMKEAG MC 3-DAY BASH—July 13-14-15. Live bands, barbecue, bike games, prizes, refreshments, rideside overnight camping. No glass containers. Gates open at noon. Vendors welcome. Admission \$15 per day. Sponsored by Mattawamkeag MC. For info, call (207) 736-3875, or (207) 746-9360.

Maryland

BARBARA FITCHIE MOTORCYCLE RACES—July 4 in Frederick at Frederick Fairgrounds. Dirt track racing. Starts at 11 a.m. For info, write Box 1733, Annapolis, MD 21404, or call (301) 845-8888.

Nevada

ABATE OF NORTHERN NEVADA RODEO—July 21-22 in Middlegate on Hwy. 50. Events, pig roast, camping with showers, and more. For information or advance tickets, write Box 497, Valmy, NV 89438, or call (702) 635-2817, or (702) 964-2658.

New Hampshire

LACONIA BIKE RACES—June 15-16-17 in Laconia. For info, call (603) 524-5531.

New Mexico

ALAMOGORDO MEMORIAL RUN—June 17. Sponsored by ABATE of New Mexico, Alamogordo Chapter. For info, write Star Route 2, Box 6067A, Tularosa, NM 88552.

New York

FREEDOM RALLY—July 21 in Saugerties at James Way Plaza on Rt. 212. Line-up at 11 a.m. Sponsored by ABATE of New York, Ulster County Chapter. For info, write Box 298, W. Hurley, NY 12491, or call (914) 331-6713, or (914) 246-3954.

HARLEY RENDEZVOUS—JUNE 23-24-25 in Schenectady. Sponsored by Harley Rendezvous Classic Inc. For info, write RD 1, Box 221, Patersonville, NY 12137, or call (518) 864-9559.

North Carolina

HORA'S 2ND ANNUAL THARHEEL NATIONALS—July 7-8 in Greensboro at Piedmont Motorsports Park. Saturday night qualifying. Sponsored by Harley Drag Racing Association. For info, write HDRA, Box 1429, Elon College, NC 27244, or call (919) 229-4877.

North Dakota

VALLEY CITY DAKOTA RIDERS HILLCLIMB—June 17. Sponsored by Valley City Dakota Riders MC. For info, write Greg at RR 3, Box 22, Valley City, ND 58072, or call (701) 845-1461.

FARGO H-D MDA RUN—June 23 in West Fargo at Fargo H-D, 600 W. Main St., W. Fargo, ND 58059. (701) 277-1000.

3RD ANNUAL LADIES RUN—July 20-21 in Peace Gardens/Lake Metigoshe, at International Peace Gardens. For info, write Kathy at Box 743, Mandan, ND 58554, or call (701) 664-3609.

Ohio

7TH ANNUAL I.B.A. IRON BUTT POKER RUN—June 23 starting in Cincinnati at Taylor's Tavern on Rt. 52. Run to Adena Music Park in Jackson. Live music and overnight camping. Sponsored by I.B.A., Cincinnati Chapter. For info, call (513) 271-0207, (513) 528-6481, (614) 733-3439, or (614) 862-8262.

HDRA & SCRA'S 2ND ANNUAL NATIONAL DRAGS—July 28-29 in Salem at Queker City Dragway. Sponsored by Western Penn. H-D Dealers Assoc. For info, write HDRA, Box 1429, Elon College, NC 27244, or call (919) 229-4877.

Oklahoma

1ST ANNUAL BEAVER BEND STATE PARK POKER RUN & MOTORCYCLE SHOW—June 9-10 in Broken Bow. Camping available. Write Oklahoma City Chapter H.O.G. at 2421 SW 29th St., Oklahoma City, OK 73119, or call (405) 631-8680.

Oregon

INDEPENDENCE DAY RUN—July 2-3 in Albany. Camping, bike games, people games, raffle, live music, fireworks, food and beverages. Sponsored by Association of Motorcyclists of Oregon. For info, write Box 1298, Albany, OR 97321, or call (503) 928-4932, or (503) 928-9939.

Pennsylvania

13TH ANNUAL STATE PARTY/HAZEN '90—June 15-16-17 in Hazen at Eagle's Nest. Featuring Burnt River and 69 Bands. Exit 14 off I-80, follow signs. Sponsored by ABATE of Pennsylvania. For info, write Box 15226, Harrisburg, PA 17105, or call (717) 761-6680, or (412) 981-7963.

Texas

2ND ANNUAL ABATE FOOD CHALLENGE RUN—June 24 starting in Arlington at the old Harley Location. Ride to Longhorn Ballroom in Dallas. Sponsored by ABATE of Texas, Arlington Chapter. For info, write Box 556, Kennedale, TX 76060, or call Ghost at (817) 265-1413.

Virginia

ABATE OF VIRGINIA STATE PARTY—June 22 in Rockfish Valley at Van Rippers Lake, Rt. 29 north of Lynchburg. Must be a motorcyclist's rights member 30 days prior. Admission \$10, under 15 free. Camping, showers, fishing, swimming, biking events, bands, food and beverages. Sponsored by ABATE of Virginia, Lynchburg Chapter. For info, write Rt. 1, Box 4, Shipman, VA 22971, or call (804) 352-0311, (804) 263-4206, or (702) 780-4948.

Washington

12TH ANNUAL STATE ABATE SPRING OPENER—June 14-15-16-17 in the Cle Elum area. Bike games, bike show, two bands, t-shirt contest, vendors, food available. Sponsored by ABATE of Washington. For info, write Box 25, Olympia, WA 98507, or call Moostache Man at (206) 491-3143, or (206) 772-1913.

3RD ANNUAL COWLITZ COUNTY ABATE COW CHIP BOOGIE—July 13-14-15 in Castle Rock. Good camping, live music, bike show, and games. For info, call (206) 423-8285.

West Virginia

SAFETY AWARENESS RUN—June 30. Sponsored by ABATE of West Virginia, New River Chapter. For info, write Box 5266, Princeton, WV 24740, or call Kris at (304) 425-0769.

Wisconsin

6TH ANNUAL SUMMER TWISTER—July 27-28-29 in Birmahood. Sponsored by Wisconsin chapters of the Vietnam Vets MC. For info, write VNV MC, Box 145, Glidden, WI 54527.

Wyoming

MDA BENEFIT RUN & PIG ROAST—June 16 leaving from H-D of Green River in Green River. Pig Roast and riding events. For info, write 193 Flaming Gorge Way, Green River, WY 82935, or call (800) 869-7317.

900 phone number state codes - alphabetically

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

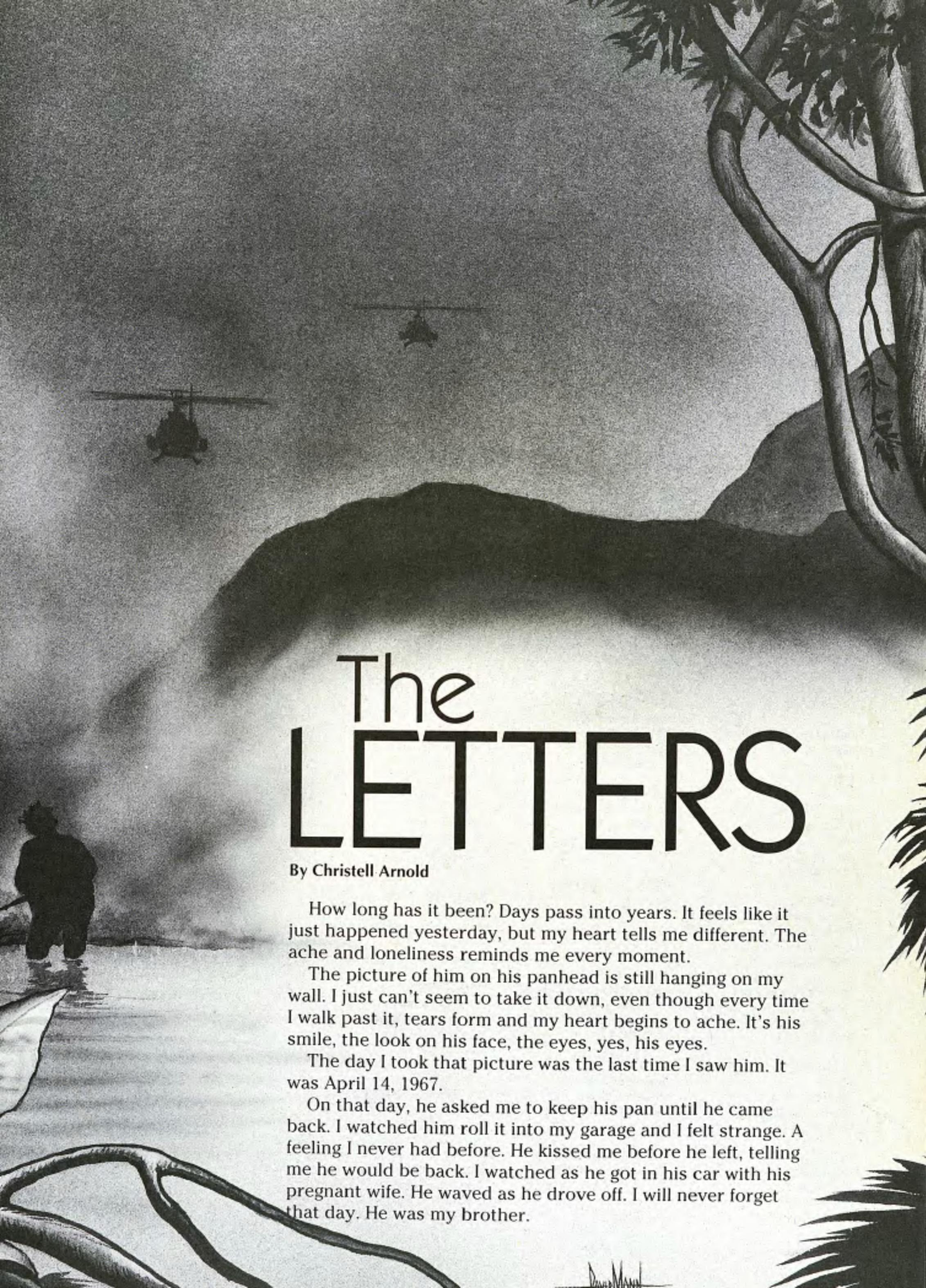
DEAR
IT
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Dear Sis,
I don't know how long I can go
like this. I never even got to see my
son's face. They are sending me to Cam-
bodia this week. I have saw so much
death already. Every time I pick
up soldiers they are shot up so bad
or dying. I keep thinking of my
son, if only I could have saved
him.

I know he is gone sis, but out here
there are other fathers son's who are
dying. Maybe I can save them.
Take care sis and know that I
love you.

Your Brother

Tree



The LETTERS

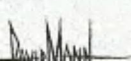
By Christell Arnold

How long has it been? Days pass into years. It feels like it just happened yesterday, but my heart tells me different. The ache and loneliness reminds me every moment.

The picture of him on his panhead is still hanging on my wall. I just can't seem to take it down, even though every time I walk past it, tears form and my heart begins to ache. It's his smile, the look on his face, the eyes, yes, his eyes.

The day I took that picture was the last time I saw him. It was April 14, 1967.

On that day, he asked me to keep his pan until he came back. I watched him roll it into my garage and I felt strange. A feeling I never had before. He kissed me before he left, telling me he would be back. I watched as he got in his car with his pregnant wife. He waved as he drove off. I will never forget that day. He was my brother.



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The LETTERS

He was drafted into the service and was leaving for his first tour in 'Nam. I knew they had trained him as a Medi-Vac pilot.

A few months later, his child was born. A beautiful baby he was, to have lived such a short life. You see, my sister-in-law and my brother's baby were killed in a car wreck.

I didn't hear from my brother for months. When I did receive his letter, it was over eight months old. With it was a letter from a friend of his.

I read the one from my brother first.

Dear Sis,

I don't know how long I can go on like this. I never even got to see my son's face. They are sending me to Cambodia this week, I have seen so much death already. Every time I pick up soldiers they are shot up so bad or dying. I keep thinking of my son, if only I could have saved him.

I know he's gone, Sis, but out here there are other father's sons who are dying. Maybe I can save them.

Take care, Sis, I love you.

Your brother

Tears formed in my eyes. You see, my brother was already declared missing or presumed dead two months before I got his letter.

It was the second letter, the one from his friend, that helped me to understand.

Dear Sis,

It's okay for me to call you Sis, I hope. I just wanted to let you know what happened. Your brother was a good man. All he ever talked about was his family and the panhead you're keeping for him.

I was his gunnermate and his best friend. After he lost his wife and kid, he changed. He was so determined after that, to pick up wounded where no other Medi-Vac would go. All he wanted to do was get those men out, no matter how dangerous. We nicknamed him Kami-kaze, because we thought he was crazy.

I went with him on a couple of hairy missions. We barely made it out of them. But he always came back with men who would have never gotten out any other way.

It was my third mission with him. There were men surrounded by enemy fire and many of them were wounded. He said we were going in. When we arrived, rapid fire was upon us. When

the craft blew, I fell into a rice paddy. Kamikaze went down with it. I don't know what happened next, all I know is that I woke up in a hospital bed. No one went back to look for your brother. Don't give up hope, though, he may still be alive.

With love, your newfound brother,
Parker

After reading his letter I understood what happened.

Years have passed, and I have ridden my brother's panhead on every Memorial Day in remembrance. I watched the demonstrations for peace and the end of the Vietnam War. But they still haven't found my brother.

In 1986, I joined some people who hired private investigators to find the missing POWs. There was a sighting, and pictures were taken of some of the men. One of the men in the pictures looked like my brother, but he was much thinner. But the eyes of that man burned a hole in my heart. They were the same eyes that stared at me from the picture on my wall. They were my brother's eyes, I knew they were.

I confronted the government with this and pleaded with them to go to that sighting. They told me there wasn't enough evidence for them to go.

It is now 1989, and still, they have not brought him home. I still have his panhead and it still waits for him to ride once more.

Come home brother, come home!

To the staff of Easyriders:

"The Letters" is based on a true occurrence, but placed in a fictitious form.

Kamikaze was a Medi-Vac pilot, who did lose his wife and child in a car wreck while he was in Cambodia. Because of this, he volunteered to take the most dangerous missions. But he did die in that mission with Parker. Only Parker survived.

Both were bikers and Parker still is. This was written for Parker, in honor of Kamikaze.

Thanks,
Christell Arnold
IRS



"Why can't I list my girlfriend as a dependent? She's more expensive than my wife."

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Suck It, Suck It Good

By Rip

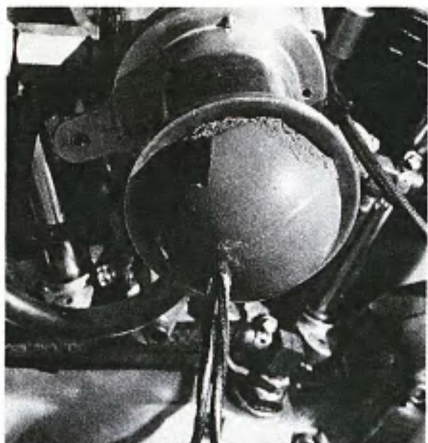


To me, these shots depict a humorous side of the drag racing fraternity. They were taken last October, at the finals of the 1989 HDRA drag racing season in Farmington, North Carolina.

As we all know, air cleaners are made to keep impurities out of the intake pas-

sages of our motorcycles. Natch, on drag bikes, the ideal setup is not having any restrictions whatsoever.

This group of riders and racers is devoted to the quickest means of blowing through an 1/8 or 1/4 mile, not filtering air. But, while in the pits, the velocity



Photos by Rip

stacks are blocked with creative contraptions (such as tennis balls) to keep shit from falling into them.

Here's an assortment of the wildest carb plugs in the pits—enjoy. And don't miss American motorcycle drags, they're getting wilder by the second. ■

FREE EASYRIDERS!

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

Alaska

House of Harley, 4334 Spenard Rd., Anchorage

Arizona

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

California

Cycle Mart, 542 S. Main, Milpitas
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D & G Cycle Parts, 15715 Amar Rd., La Puente
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Palm Springs Harley-Davidson, 19345 N. Indian Ave., N. Palm Springs
Moonshine Cycle, 1221 N. Main St., Unit 6, Porterville
Curtis Fine Cutlery, 10613 Michele Ave., Bakersfield
Dale's Modern Cycle, 225 E. Baseline, San Bernardino
Harley-Davidson of Santa Ana, 2131 E. 1st St., Santa Ana
RPM Cycle, 1727 National City Blvd., Nat. City
Triple T Chopper, 15606 Gale Ave., Suite D, Hacienda Heights
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Bartels' H-D, 8910 Washington Blvd., Culver City

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2 Wheeler's M/C Shop, 1433 W. 38th Ave., Denver
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High Country Custom Cycles, 302 Arvada, Colorado Springs
John's Harley-Davidson, Inc., 2135 Mulberry St., Ft. Collins
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Longriders Custom M/C, 417 Bridgeport Ave., Milford
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Florida

Fred's Custom Cycle, 3101 N. Harbor City Blvd., Melbourne
H-D of Miami, 7701 N.W. 7th Ave., Miami
Fletcher's Harley-Davidson, 1881 U.S. 19 South, Clearwater
L & K Cycle, Inc., 601 N.E. 44th St., Ft. Lauderdale
Miller's Custom Parts, 1863 S. Ridgewood, Ave., S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
H-D of Tampa, 7202 E. Hillsborough Ave., Tampa
Mike Denniston's H-D, Inc., 2211 E. Main St., Leesburg
Southside M/C Hog Dept., 5612 S. Orange Ave., Orlando
Cycle Lab, 1911 South State Rd., #7, Ft. Lauderdale
Treasure Coast Big Twin, 1915 Old Dixie Hwy., Ft. Pierce
Tampa V-Twin Inc., 16336 N. Florida Ave., Lutz
Brothers III, 2401 N.W. 16th Lane, Pompano Beach
Hog Heaven Cycle Acc., 7254 S. W. 40th St. Miami

Georgia

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

Hawaii

Maui HD & Kawasaki, 32 Lono Ave., Kahului

Illinois

Chicago H-D, Inc., 6868 N. Western, Chicago
Oak Lawn H-D Sales, 9030 S. Cicero Ave., Oak Lawn
Suburban H-D, Inc., 2200 Rand Rd., Palatine
Riverside Cycle Saloon, 1238 B River Rd., Mount Prospect
Indiana
Brandt's H-D, Inc., 1617 S. Wabash St., Wabash

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Kansas

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

Maine

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

Maryland

Crazy Carl's Custom Cycle, 8258 Rt. 3 Northbound Lane, Millersville
H-D of Washington, Inc., 9407 Livingston Rd. S.E., Ft. Washington

Massachusetts

Milwaukee Iron, 3508 Washington St., Jamaica Plain
Dave Franks Motorcycle Sales, 81 Bridge St., Salem

Michigan

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

Minnesota

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

Missouri

County M/C Parts, 7348 North Lindbergh, Hazelwood

Nebraska

Butterfields M/C Parts, 8025 Blondo, Omaha

Nevada

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

New Jersey

Tramontin H-D, P.O. Box 157, Hope
Kosco H-D, 8 E. Garden Place, Pompton Plains

New Mexico

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



New York

Brewster Harley-Davidson, Rt. 22 Sodom Rd., Brewster
Woodstock H-D, Inc., Rt. 212, Box 7320, Saugerties
H-D of Suffolk County, 360 Rt. 109, West Babylon
Zack's V-Twin Cycles, 511 Violet Ave., Hyde Park
Freebird Cycle Sales, 229 Lyell Ave., Rochester
H-D of Hempstead, 4 Laurel Ave., Hempstead
H-D of New York, 32-86 47th St., Queens
Al's Cycle Parts, 315 E. Dominick St. Rome

North Carolina

The Shop, Rt. 3 Box 108, Claremont
Durham Harley-Davidson, 819 N. Main Blvd., Durham
D&D Custom Cycles, Hwy 221 E. Abbeeden
Carolina H-D, 1940 W. Franklin Ave., Gastonia
Deal Harley-Davidson, 3618 Sycamore Dairy Rd., Fayetteville
J & E Harley-Davidson, 1008 Dickinson Ave., Greenville
Snake's Hawg Shop, Hwy. 55 West, Mt. Olive
Cyclone Cycle Parts, Box 9, 104 N. Central Ave., Landis
Iron Horse Motorcycles, 1905 Roosevelt Blvd., Monroe
Gene Lummus Harley-Davidson, 1000 U.S. 70 E., Asheville
Harley-Davidson of Metrolina, Inc., 2429 S. Tryon St., Charlotte

North Dakota

The Scooter Shak, 2424 Memorial Hwy., Mandan

Ohio

Don's Custom Cycle, 7021 Harrison Ave., Cincinnati
Johnston Street Cycle Repair, 643 Johnston St., Akron
Great Lakes H-D, 7429 Tyler Blvd., Mentor

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

Puerto Rico

Manos MC Dist. Inc. El Cinco, 1470 Ponce De Leon Sector, Rio Piedra

South Carolina

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

Texas

American Cycle, 116 W. Highway 190, Killeen
Stubbs H-D, 4436 Telephone Rd., Houston

Tennessee

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

Washington

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

Wisconsin

Mischler's Cycle Shop, Hwy. 33 N., Rt. 1, Beaver Dam
St. Croix Cycle Sales, Rt. 3, Box 127 B, New Richmond
Harley-Davidson Motorcycle of Appleton, Inc., 2144 W. Wisconsin, Appleton
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DOC'S (EST 1969)

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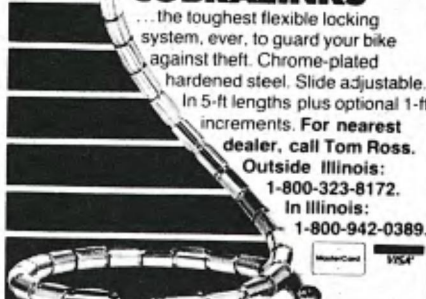
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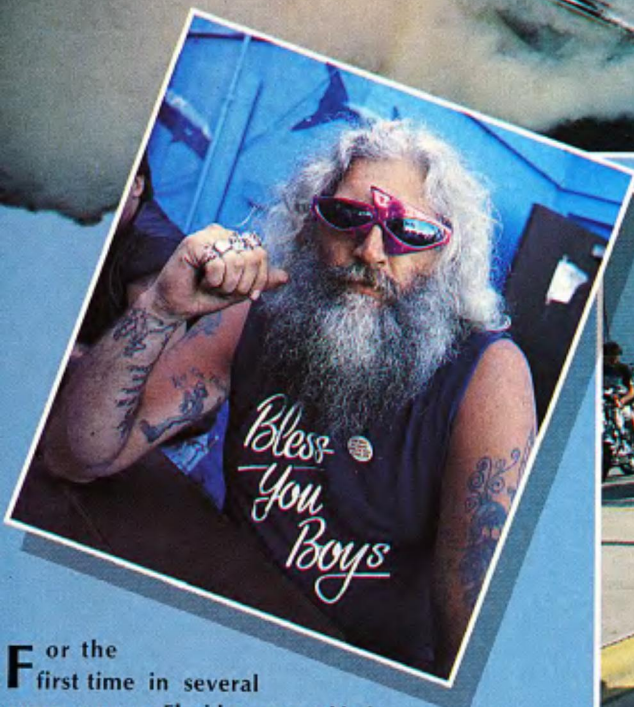
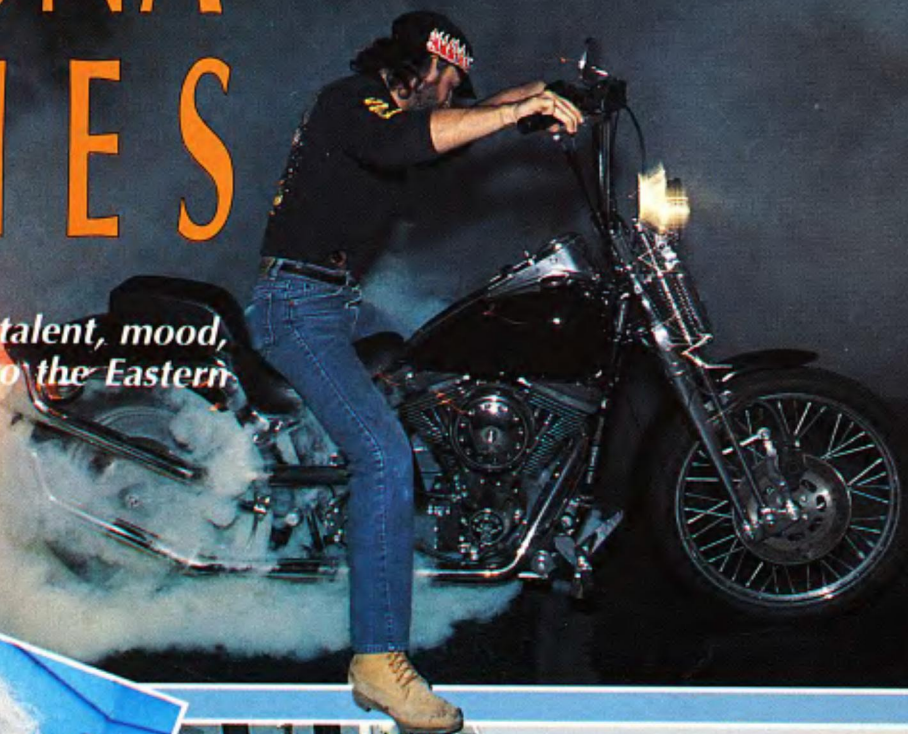
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DAYTONA SHINES

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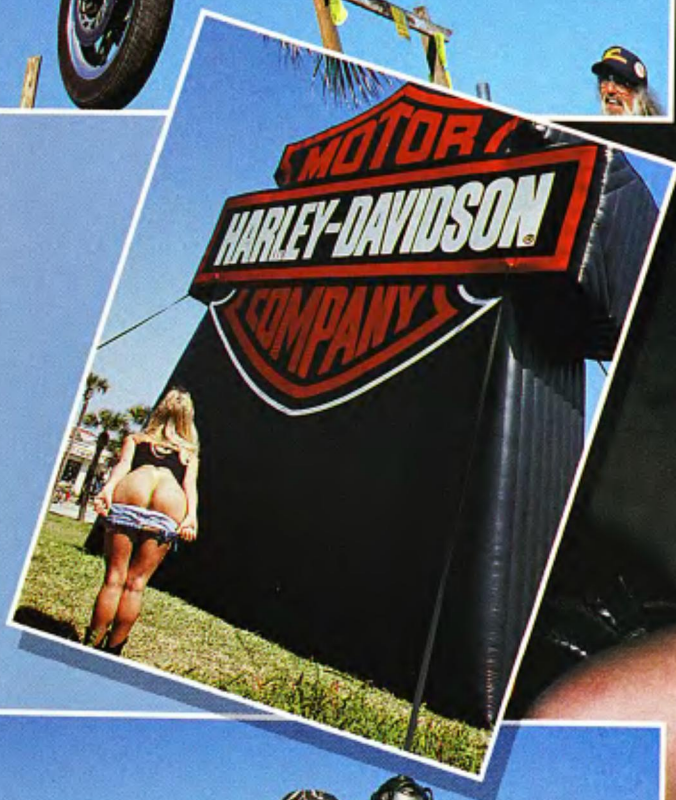


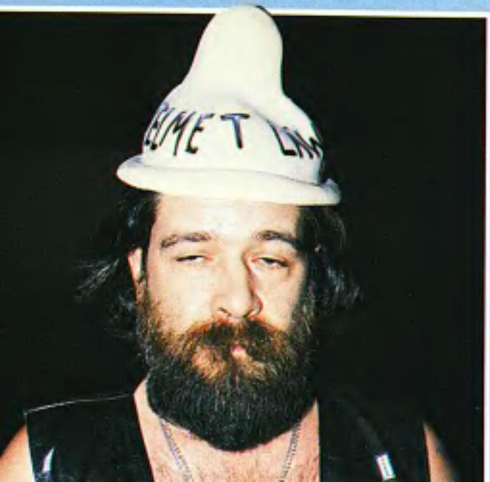
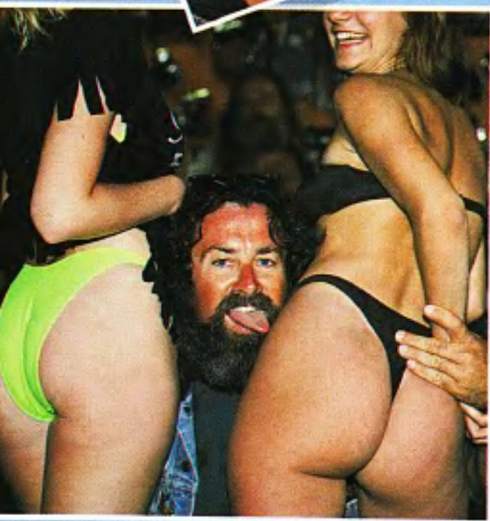
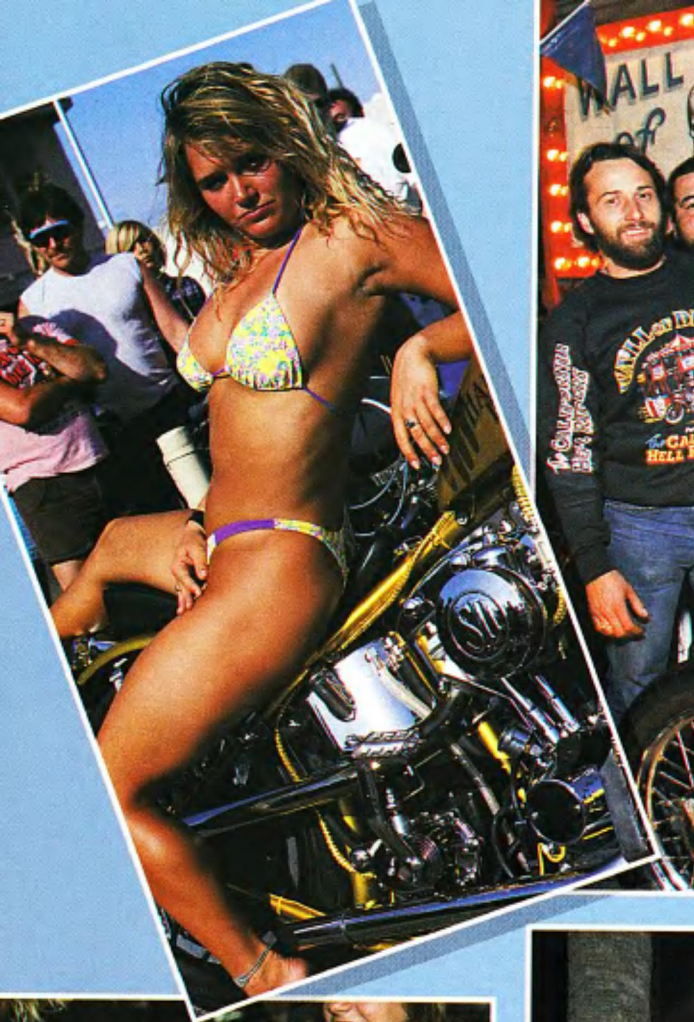
For the first time in several years, a warm Florida sun sparked brightly off the chrome that rolled into Daytona Beach for the 49th Annual Bike Week. The cloudless skies and tepid temps kept over 100,000 two-wheeled technicians, from all over the country, in the partyin' spirit.

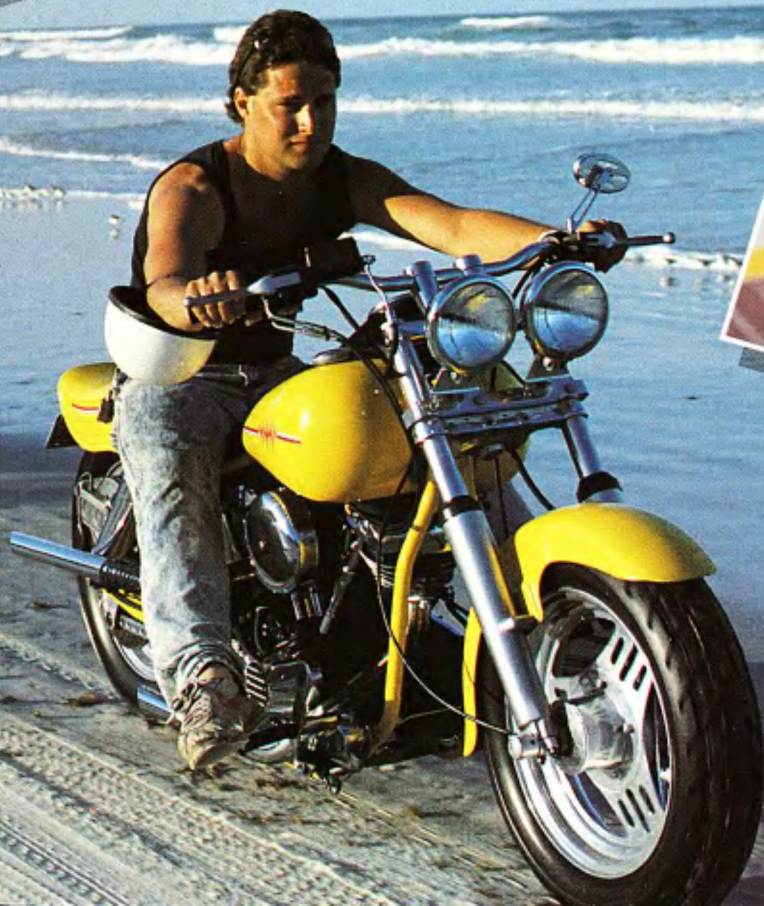
The following pages are a peek at the sun, sand, bikinis, bikes, and fun that have become synonymous with a strip of beach in Florida. And, since we feel a taste compelled to run a couple of bike features in this here issue, we've packed 32 sun-drenched pages—downtown Daytona, the Cabbage Patch, Pub 44, sand drags, the Harley display, girls, bikes, Harley Heaven, the beach, and more—into our September *In The Wind* book. That way, we had room to spread out the entire scene like an action-packed motion picture and give Bike Week the space it deserves.

—Snake







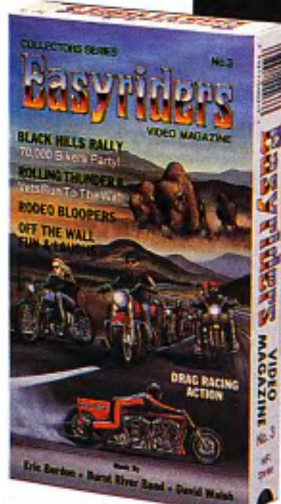
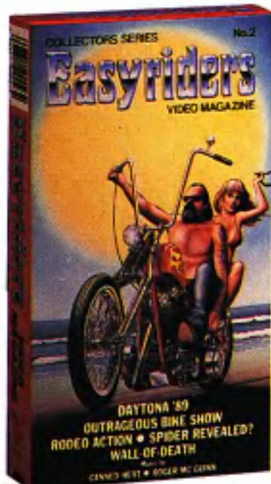
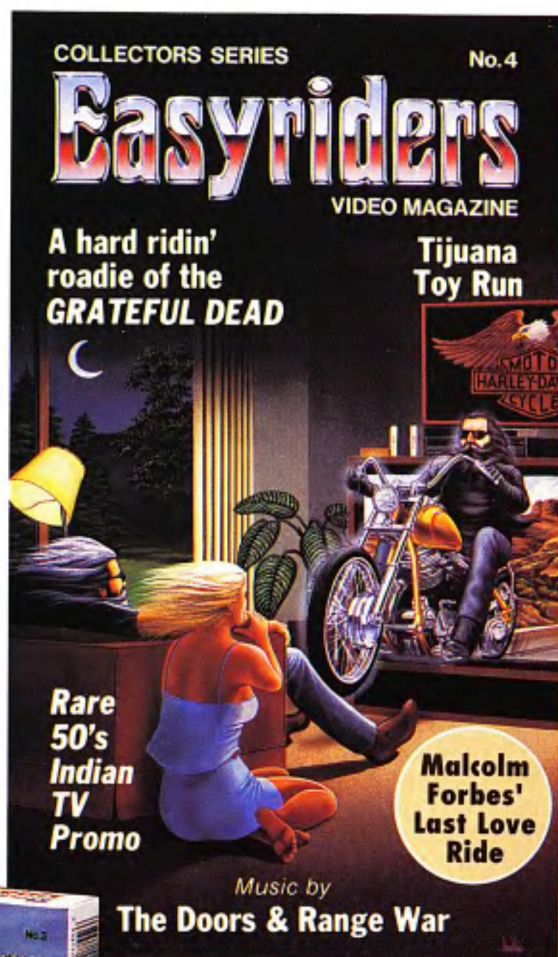


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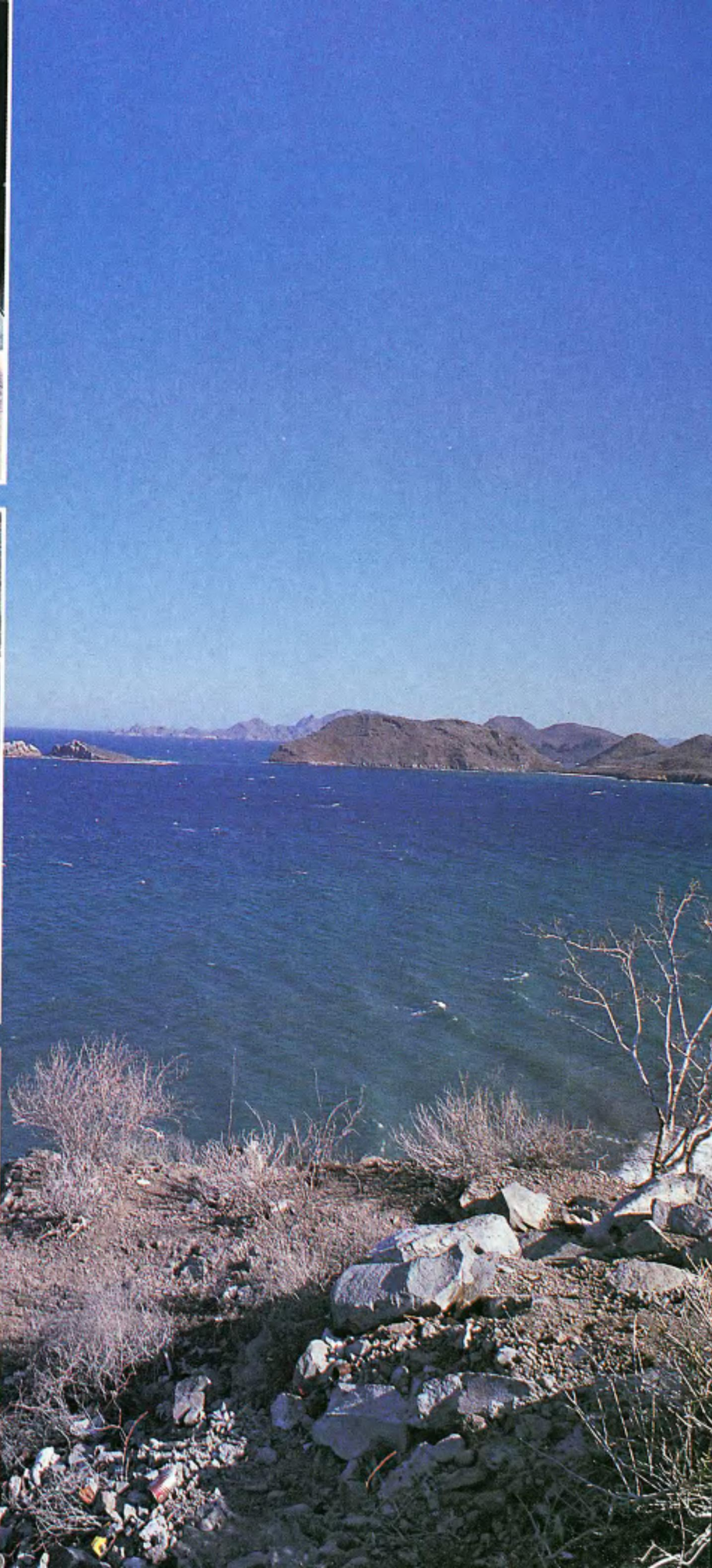
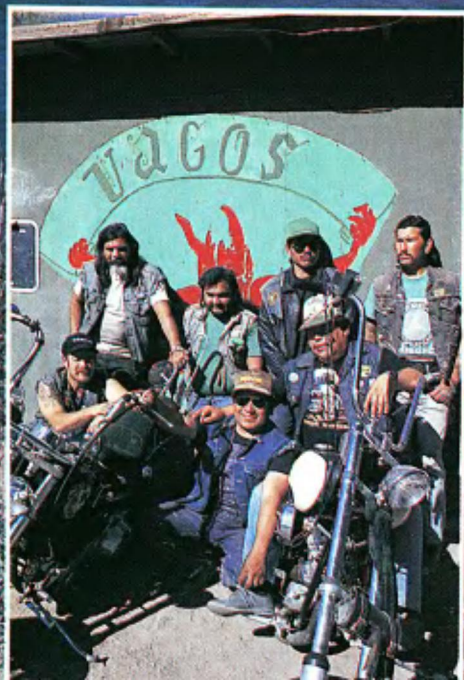
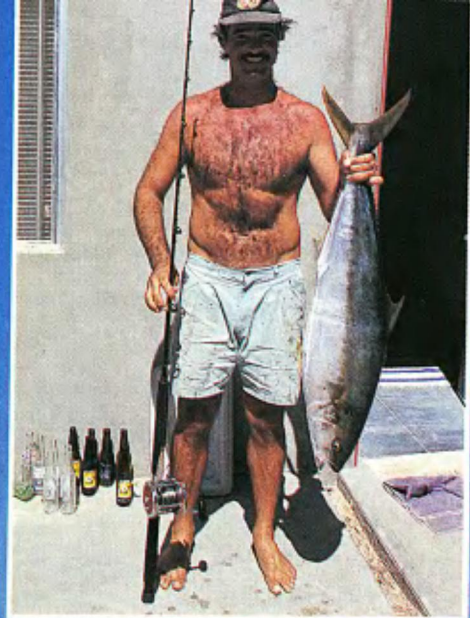
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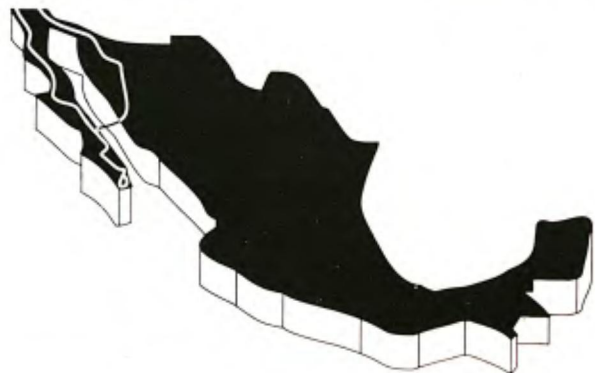
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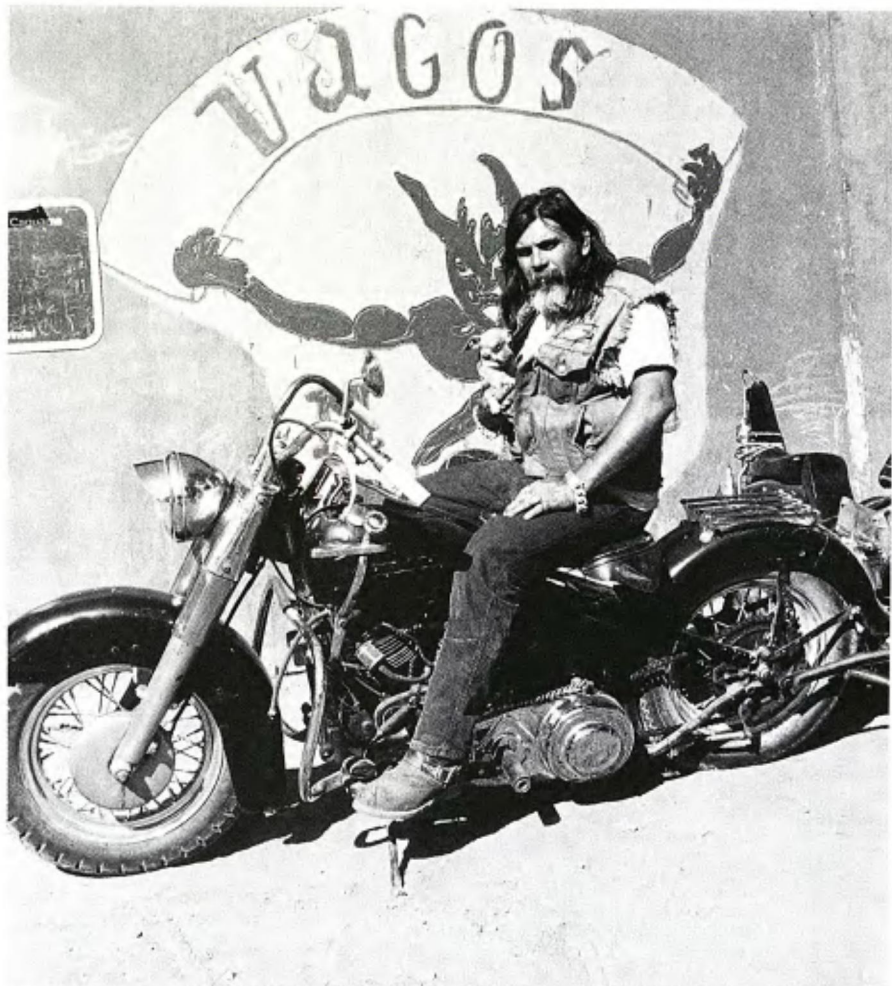
Hola. *¿Que paso, amigos?* In last month's issue I wrote about the wet and frigid ride Baby and I took up to Washington state. I also wrote about the ride back along the coastal route of Highway 101 and Highway 1. Baby is my candy brandywine FLHS.

This month I decided to ride in a warmer climate. Living so close to Baja, California, I thought I'd visit our Latino brothers and sisters (*hermanos y hermanas*) below the border.

A couple of months ago, you may remember that I wrote about a benefit a group of San Diego riders and I went to in Tijuana, Mexico. On that Toys for Tots run I met some patchholders called Los Solo Angeles who ride out of T.J. Their president, Hector, lives in the San Fernando Valley of Los Angeles, Calif. He put me in touch with P.C., the president of the Vagos MC from Mexicali, Mexico. P.C., the boss (head *chingon*) invited me south to visit him and his bros.

Taking him up on his offer, I left San Bernardino on a Friday morning. I was a bit nervous 'cause I've never been further south than Ensenada and didn't know what to expect. I've heard horror stories that had made me very apprehensive. I needn't have been, 'cause for the most part, the Mexican people I came in contact with treated me swell.

They are a happy lot with the sound of music coming from radios heard all



P.C. Vagos prez, Mexicali, Mexico.



Chula Vista H-D crew, 345 "E" Street.

over the place. I never saw one riding a burro, or wearing a big sombrero as depicted in postcards and movies. I guess that shit went out the window years ago. They are very hard workers and have to do without many things we, as Americans, take for granted.

Getting back to the border town of Mexicali. This *gringo* crossed the international line (La Linya) early Saturday morning and got my visa and traveling papers for Baby. That didn't

prove to be a problem: all I needed were my birth certificate and current registration.

It didn't cost anything, although when the dude was applying the tourist sticker on Baby's windshield, he did ask for a couple of bucks for beers. Over there they call it "the bite" (*la moldida*). Graft, is common. "No comprende, no hablo español, no se" works sometimes.

Baja just recently had their elec-

tions. I don't know (*yo no se*) who's in power now, but I'm pretty sure it ain't the commies. There were leftover posters and signs with the hammer and sickle on them. That's too close to home for my liking. As far as that goes, Castro's Cuba is also way too close

Okay, okay, so much for politics. I hung around with the Mexicali Vagos that weekend, we partied around the clubhouse P.C. had built, and we also hit some bars in that area. The Tip-Top was one I remember. They had live entertainment. A dude wearing a tux belted out the favorite tunes of the area. One tune he sang was about how pretty their country was, of the mountains and the Gulf of California.

The Tip-Top also featured a lady singer who did a fine job. She sang with great feeling and style. Then we went to a topless bar and got crazier.

Oh yeah, earlier that afternoon a group of us rode east to an area called Number 73. The club was sponsoring a bike rodeo later that month and they wanted some of the locals to sell tickets for them. This was gonna be a



Just before crossing La Linya.

Beautiful señorita.

benefit for the municipality of Mexicali. The Vagos do benefits for the community. For doing community service they get to ride lidless. Just before we left area 73 a water truck had wet the dirt streets down. It was hairy riding, slipping and sliding until we reached the main blacktop that led us back to Mexicali.

The next day, Sunday, P.C. rode with me out to Mexican Highway 2 in San Luis. He is quite a character, he likes to pack his Chihuahua dog, Suicide Killer, inside his leather jacket everywhere he goes. We shook hands and told each other we'd keep in touch.

Highway 2 runs parallel with the international border for a few hundred miles, then heads south below Nogales, Arizona. It merges with Highway 15 at Magdalena, and then goes south to Hermosillo and Guaymas.

The first night out of Mexicali, I stopped at a motel in Santa Ana. It cost about 30 bucks. I ate in a nearby restaurant before calling it a night. The motel had a dish antenna with four stations, two in English, two in Spanish.

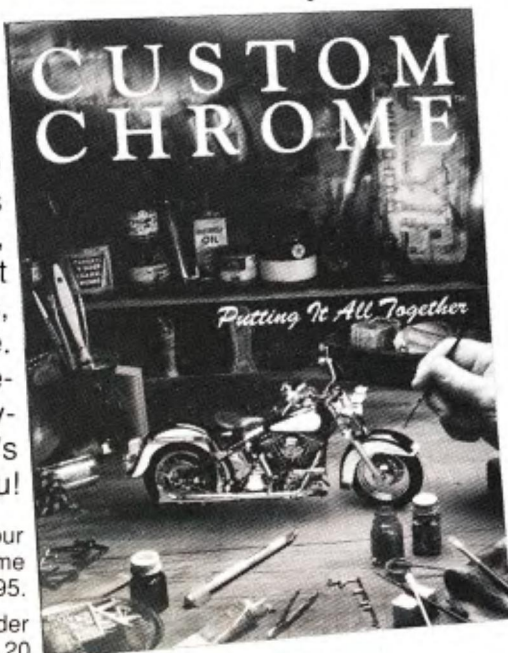
My next stop was in Guaymas in the state of Sonora. I spent that night at Ruby's Hotel, the room cost \$17 a night. They let me ride Baby into the lobby, the desk clerk watched her for me. *No problema.*

The next morning, Tuesday, we boarded a ferryboat, crossing the Gulf of California in six hours. It cost me 24 bucks for myself and Baby. I'm glad they let me on board, otherwise I would have had to wait a couple of days. Upon advice from other riders, I put my sleeping bag and gear in an American friend's camper. Sure enough, someone had tried to get into Baby's trunk. After leaving the boat Tuesday evening, Baby and I rode



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Line 'em up, move 'em out.



Nice knuck, nice-looking couple.

south in a light drizzle to Mulege, pronounced Moo-la-hay.

Heading south the next morning, Wednesday, I saw many beautiful fishing villages. The water was a crystal clear emerald green, and I could see the fish swimming around. I also saw many small and not-so-small roadside shrines marking where people have died in auto accidents. Most of the shrines have brightly colored linen flowers decorating them.

Both northern (*norte*) and southern (*sur*) Baja, California, have some beautiful, white sandy beaches. On the eastern side, you can see the mountains of Sonora in Mexico, it's breathtaking, pretty good fishing, too.

From Mulege, Baby and I made it to San Jose del Cabo that night. *Cabo* means cape in Español. I had gone down to visit with Eric Briction, who's an old chum of Kim Peterson's (our hard-working associate editor). When I pulled into his sandy driveway that night, I dropped Baby, crushing my left foot. My left foot was trapped between the shifter and footboard. The weight of the bike, my pack, and my fat ass totaled somewhere near 1,000 pounds. I sure was having fun now. I was glad that Kim and Eric were there to pick Baby off me.

Eric's got a nice pad which he built with some help from his fisherman buddy and neighbor, Marcello. He lives in a section of town called the Playa, or Playita (beach or little beach). I enjoyed my stay with him, although it would have been a lot more fun if I could have walked around without mucho pain.

It couldn't have happened in a better place, though. I mean, with all the miles I pile on each year, it was bound to happen sooner or later. To

make matters worse, while trying to bake out the cold I caught last month in Washington, I gave myself third-degree burns on my legs and chest the next day. If it wasn't for bad luck I wouldn't have no luck at all.

The skin on my legs was the color of a lobster. Raw red meat. I had to try to keep moving, 'cause when I stopped the skin shrank or tightened up and it was hell to get moving again. I really felt like a dumb *gringo*.

My foot was swollen from ankle to toes, it was all purple, red, black, and blue. Not pretty, not pretty at all. I could hardly walk for three days.

Whatdafuck, it may sound like I'm bitchin', but I knew that I was gonna live. This wasn't gonna be the last showdown. It wasn't the first time I fried myself like a crispy critter and it probably wouldn't be the last. I'm putting this on paper 'cause summer is getting closer for you snowbirds. Take heed: Cover up or peel.



Solo Angeles ladies.

Both Cabo San Lucas and San Jose Del Cabo are tourist towns with lots of Canadians visiting these areas. The price of food and drink are comparable with the states. You may find a deal with locally-made products. The fishing is excellent. Blue marlin, wahoo, dorado, yellowtail, and yellowfin tuna abound in these waters.

Along with bein' a standup bro, Eric is a fine fisherman and guide, and he can certainly cook what he catches. I mean, the yellowtail in the color photo was every bit of 30 pounds, and when he cooked it for us, it didn't taste fishy. Thanks Brick, thanks for everything.

Leaving the Playita the next Tuesday in the a.m. was tricky. My feet and legs weren't working all that well, I had things to do, people to see, and didn't want to leave it for the last minute. Baby and I spent that evening in the same motel in Mulege as we did going south. From there it took me a couple of days to get back to the border.

That Saturday I met a group of H.O.G. riders at Chula Vista H.D. They were crossing into Mexico for the carnival in Ensenada. Each year three chapters from San Diego go down to celebrate Mardi Gras, Mexico-style. Baby and I rode down as far as Puerto Nuevo (Newport) to have lunch with them before they rode into Ensenada. Incidentally, any H.O.G. member is invited to come along. I had to get back for our 2nd Annual *Easyrider's* Bike Show, which was great fun also.

To surmise this trip, I'd like to say that it would have been more fun, and a lot safer, with at least one more rider. I can't recommend that a rider do it solo. There are too many things that could go wrong. Accidents, flat tires, mechanical problems, bandits, but most of all, road hazards.

Highway 1 would be relatively safe at the posted limit of around 48 mph, but no one does it. It is narrow with hardly any shoulder. Big diesel trucks hog their lane and part of yours. Most villages have dirt or gravel roads, and they are sandy by the ocean.

The worst drivers are behind the wheels of buses. They seem to have little or no regard for human life.

Several times a year you hear of two buses crashing head on, killing many people. The carnage is horrifying. Like Eric Burdon sings in *Easyriders* Video No. 3, "The road, the road is a killer." It certainly applies to these Mexican roads. Cows, burros, coyotes, dogs, horses, and goats all feed roadside. It's open range land, so the animals aren't restricted and often wander out into traffic. All told, on this 2,500-mile trip I saw three burned-out buses alongside the road and about 12 cows and horses toes-up and left for scavengers.

They also have large birds. I smashed one against the windshield coming out of Mexicali, it bent the metal frame and a big piece got wedged between the windshield and the panel that slides up and down. I finally removed the feathers when they didn't come off on their own.

This trip wasn't one of my better ones, but they can't all be. If you go to



Photos by Rip

Damn good-looking pair.

Mexico, take at least one person with you and for crissakes give those bus drivers plenty of room. Most likely they are gonna take it anyway.

Now that the weather is warming up, I'll be heading back East. I would appreciate it if you folks wrote me. I would like to know what's going on in your neck of the woods. Runs, parties, swap meets, bike shops, biker bars, just anything you think is neat. Places



Bart Perry, Chula Vista H.O.G. boss.

for me to visit and take pictures.

So how about it?

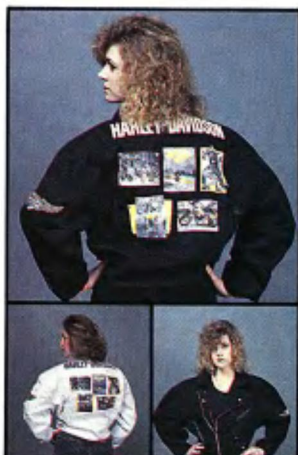
For you kids who are reading this—stay in school, hang in there. With the right education, you can do whatever ya want to. Think about having a shitty job for the rest of your life versus doing the things you really want to do and being the person you really want to be. Write to Rip's Run, Box 3000, Agoura Hills, CA 91301. ■

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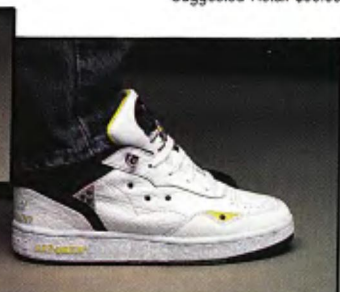


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La Vale, Maryland is a pretty East Coast town of some 15,000 people, a town where ya might expect to find a corner drug store with a soda counter, one traffic light, an' cute little houses with white picket fences an' front porch swings. Well, ya got all that, an' more. You'll also discover a little shop callin' itself Ernie's Custom Cycles. Kind of a simple, no frills name, considerin' the class acts comin' out of it.

Ernie Wilson started his bike-buildin' biz about 15 years back, caterin' to locals an' just-passin'-thru folks, who needed parts or fixin'. Since then, he's put together some real nice street rides— for himself as well, as ya can see by the great-lookin' bike on these pages. In the local way of puttin' things, Ernie's work is "mighty fine, yep, mighty fine."

He bought this sassy-lookin' shovel back in '78, keepin' it original 'til 1987. Then, under pressure from the upcoming Sturgis run an' a wild hair or two, he tore into it.

Three months later, he rolled it outta the shop. Actually, it was the first day of the run, an' he virgin-kicked it that night. It fired right off, of course. No problem. No, it was savin' those fer later— yer typical cantankerous wedgehead. Ernie an' his bros hit the highway to South Dakota, the fresh bike runnin' fine an' gettin' plenty of those admirin' looks.

Then the bullshit started. Nothin' too major, jus' the usual problems of a rebuild.

Like, just short of Sturgis, the oil plug took a powder, leavin' Ernie sittin' fer hours, waitin' fer his bro to get back with another. This must of shaken him up some, 'cause then he was fiddlin' with a misbehavin' shock an' got half his thumb bit off. But bein' your average party-when-it's-time biker, he still managed to enjoy himself at the year's biggest bash. Way to go, Ernie.

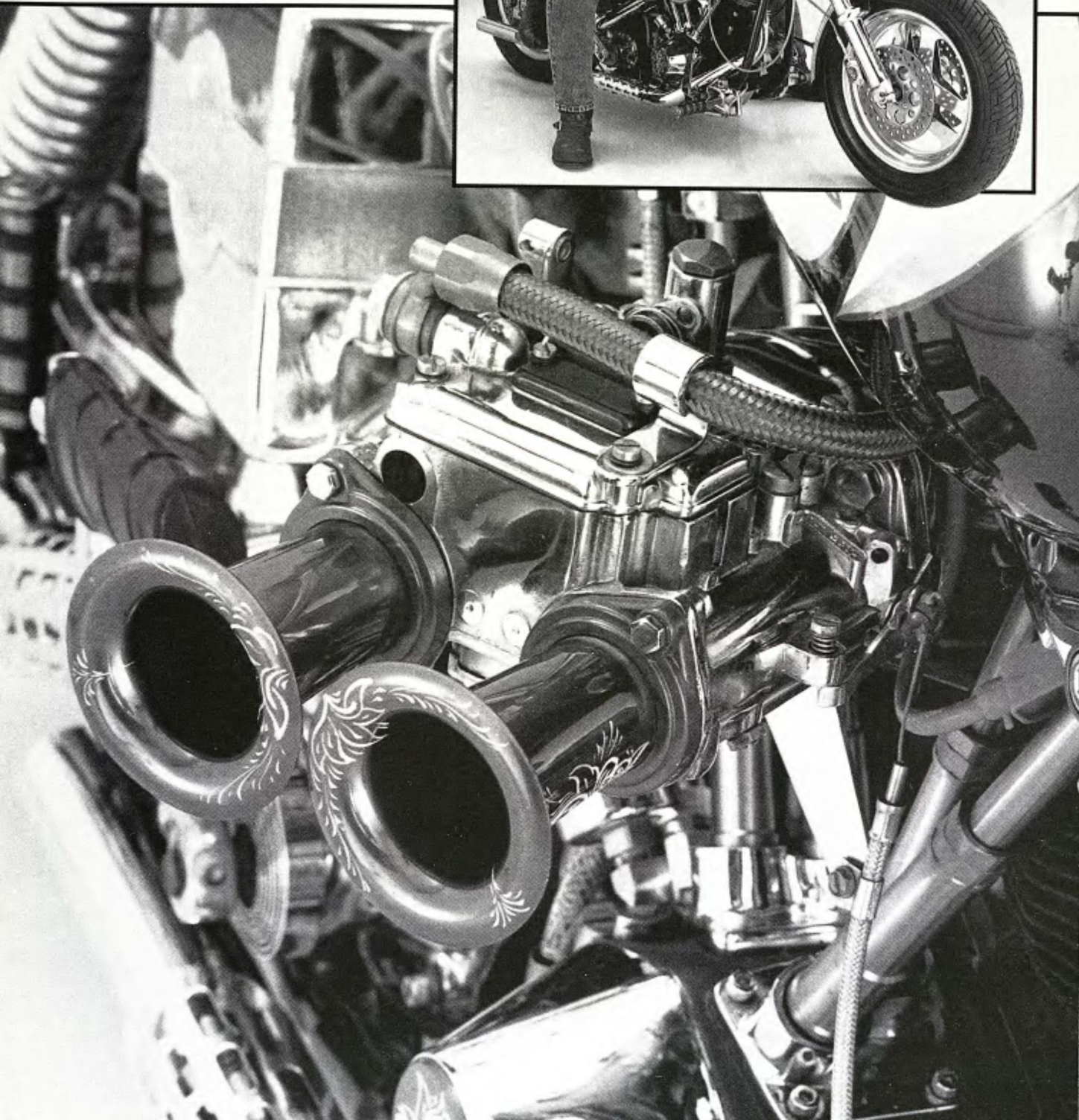
This year, he's buildin' up a 1945 flathead 80 for the meet, an' tryin' to get it done a little ahead of time.

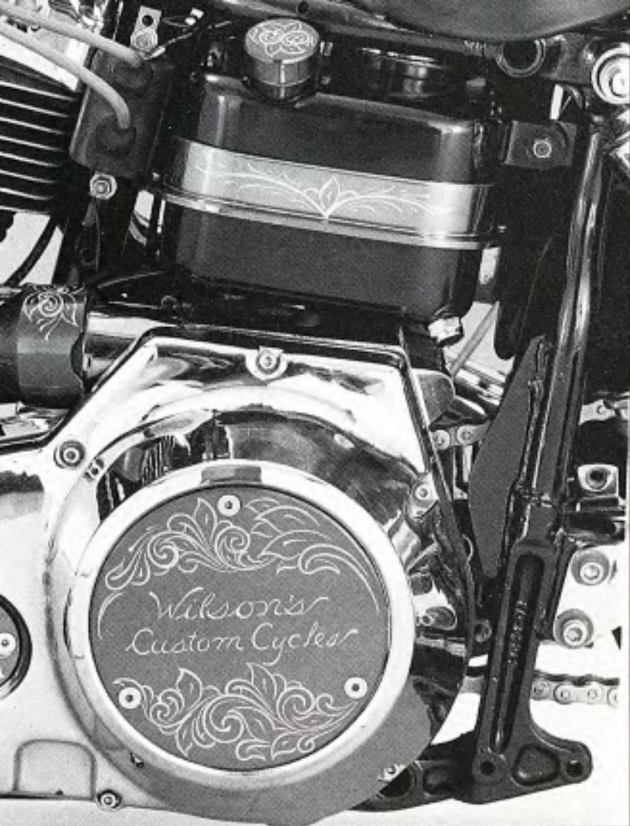
The shovel's only seen 420 miles since



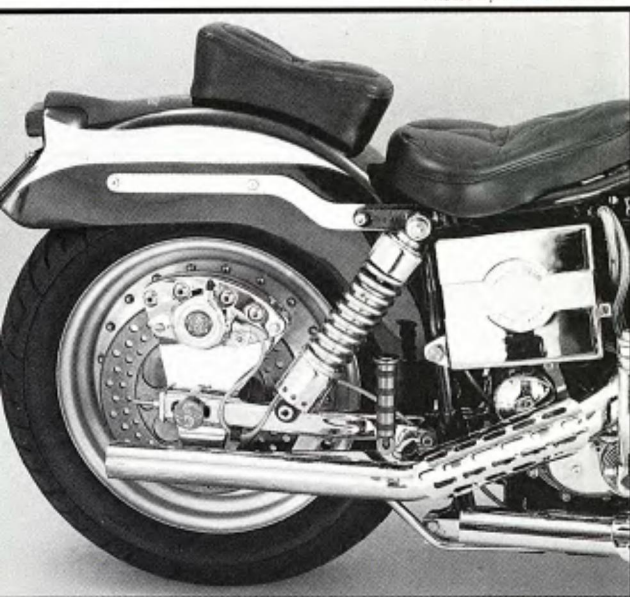
he hatched it, an' it sits on his showroom floor so's folks can see his work. I'd ride the shit outta it. 'Course, that's probably why mine looks the way it does, and I don't have five others to choose from, neither.

When Ernie decided to make an honest woman of Sabrina, who he'd lived with for some 10 years, they went on a full-dress '88 FLHT. Durin' last year's Black Hills Classic, they were honeymoonin' in Key West, Florida. And for his bachelor party, he cruised the California coast on an '83 FXRS (with Sabrina's brother ridin' along to watch out for sis'





Photos by Michael Lichter



Owner(s): Ernie Wilson		City: La Vale, Maryland	
General		Frame	
Fabrication by: owner		Year: 1977	
Year and make: 1977 H-D		Builder: H-D	
Model: FX		Type: swingarm	
Value: \$20,000		Rake: stock	
Assembly by: owner		Stretch: factory	
Time: three months		Other alterations: nah	
Chroming by: Brown's		Accessories	
Engine		Bars: CCI	
Year: 1977		Risers: stock	
Model: shovel		Fender(s): reworked rear	
Rebuilder: owner		Headlight: FLH	
Ignition: Dyna		Taillight: custom	
Displacement: not sayin'		Speedo: CCI	
Lower end: Truett & Osborne		Front pegs: Sumax	
Balancing: mebbe		Rear pegs: ditto	
Pistons: .040 over		Electrics: Dyna system	
Cases: original		Gas tank: 3 1/2 gallon fatbobs	
Heads: dual plugs		Oil tank: H-D	
Cam: Andrews		Oil system: stock	
Lifters: S & S		Primary cover: chromed	
Carb(s): Dell 'Orto		Seat: Ness	
Air cleaner: no way		Sissybar: nope	
Pipes: Charlie drag, 2-inch		Height: n/a	
Muffler(s): nope		Material: n/a	
Transmission		Forks	
Modifications: beefed		Type: wide glide	
Year: 1977		Extension: lowered 2 inches	
Shifting: CCI		Builder: owner	
Engine sprocket: 21-tooth		Special features: adjustable trees	
Trans sprocket: 25-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: owner		Hub: Mitchell	Hub: H-D solid
Painter: owner		Rim width: WM5	Rim width: WM5
Color: oriental blue		Tire: Metzeler	Tire: Metzeler
Type: House of Kolor		Brake: dual disc	Brake: H-D disc
Special paint: pastels mixed a la Ernie			
Other special modifications: Lots, an' special thanks to Joe Shober & Beaner			

interests). Neither of 'em'll divulge any details 'bout that trip, though. 'Nuff said.

But small-town folks are pretty close-mouthed anyway. They don't give up much information unless they figure it's something worth talkin' about.

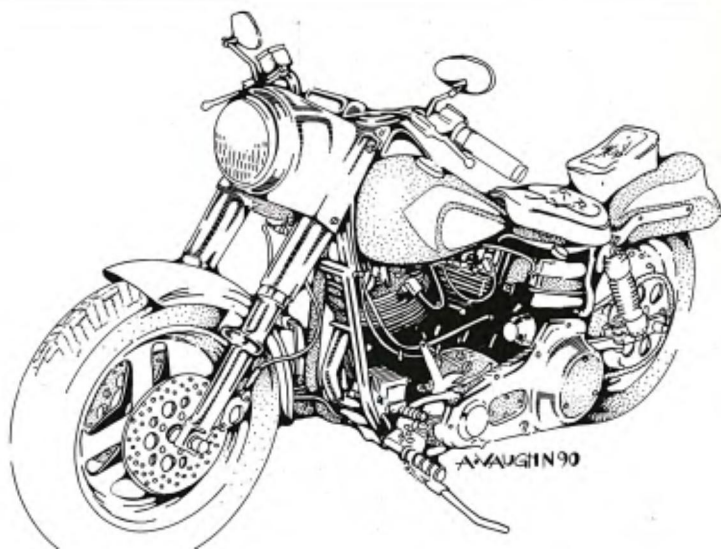
Ernie wouldn't even tell me his engine displacement or if it'd been special balanced. "Always keep 'em guessin'," he said.

Then again, some of his silence may have to do with all the razzin' he's been takin' from his bros. Seems he almost tore his foot clean off while ridin' his daughter's 80cc ricegrinder.

Maybe you should get her a real motorcycle, Ernie—like the 1950 45-inch flattie yer buildin' for your son.

See ya at Sturgis, folks.

—Glider



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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.

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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.

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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.

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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.



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U.S. Patent #4191157



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Last summer saw a variation on the craze when The Red Onion, a popular Mexican food/bar franchise, encouraged



ART



Photos by Kim Peterson, Steve Kallen

us two-wheeled-types to roll in for a night of fun, dancin' girls, bike videos, and bargain beverages. As a wrinkle, the promotion was combined with Ferraris. Maybe just because it rhymes, but what the hell.

Easyriders and eight Red Onion establishments sponsored six weeks of off-the-wall happenings during the summer. Geared toward selling sex, racy vehicles, and, naturally, margaritas and cervezas, Harley-Ferrari Night featured a legwettin' Scooter Fox dance contest, where some of L.A.'s wildest women played out lewd Lambada fantasies with a local rider's putt. What yer seein' here are the finals, held in West Covina.

The Red Onion has another promotion comin' up that could get you to Sturgis for our big birthday doin's. They're givin' away a Harley (donated by Barger H-D in Canoga Park) and four trips, includin' campin' spots, in contests and a \$10 raffle that begins April 7 (for the bike). There will be three contests for: Oldest Bike (April 24), Best Paint (May 29), and Best Custom (June 26). The raffle drawing for the 1990 Hog is July 10. For more information write or call:

The Red Onion, 6424 Canoga Ave., Woodland Hills, CA 91367.
(818) 340-5653, ask for Amber.

—Clean Dean and Buster

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"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?'"

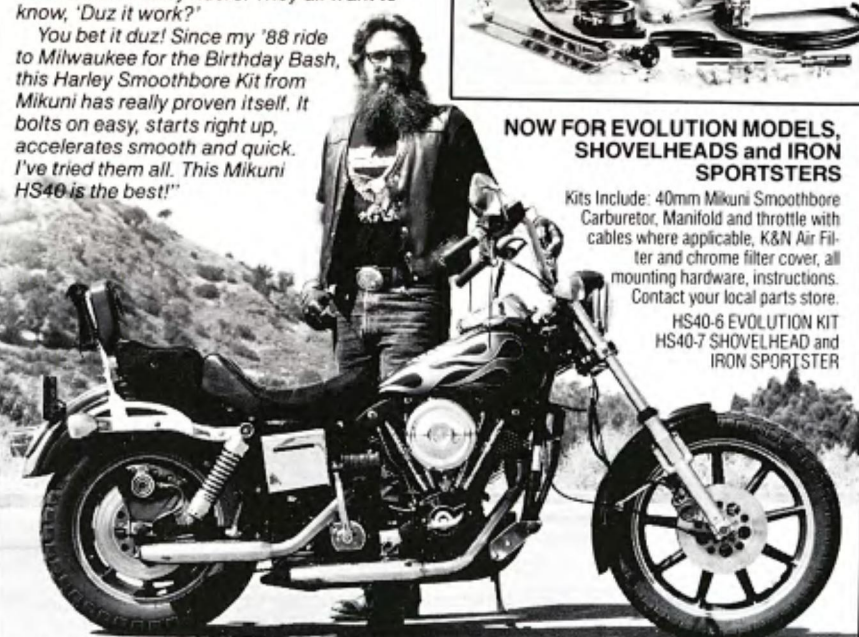
You bet it duz! Since my '88 ride to Milwaukee for the Birthday Bash, this Harley Smoothbore Kit from Mikuni has really proven itself. It bolts on easy, starts right up, accelerates smooth and quick. I've tried them all. This Mikuni HS40 is the best!"



NOW FOR EVOLUTION MODELS, SHOVELHEADS and IRON SPORTSTERS

Kits Include: 40mm Mikuni Smoothbore Carburetor, Manifold and throttle with cables where applicable, K&N Air Filter and chrome filter cover, all mounting hardware, instructions. Contact your local parts store.

HS40-6 EVOLUTION KIT
HS40-7 SHOVELHEAD and IRON SPORTSTER



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T-54 Over 30 And Going Strong

T-28
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T-61 Shit Happens

T-21
T-21 Helmet Law Sucks

T-12
T-12 If God Made

T-29
T-29 Ride Some Class, I-14 Fuck Housework

L12
L12 Ladies Sizes: 36 thru 46 ... \$49.95
L12 Size 48 thru 52 ... \$54.95
L12 Size 54 thru 60 ... \$59.95
L12L Ladies Sizes: 6-18 ... \$44.95

L31
L31 Men's and Ladies Fringe Leather Jackets
L1 Ladies Sizes: 6 thru 18 ... \$139.95
L1 Men's Sizes: 36 thru 46 ... \$149.95
L1 Men's Sizes: 48 thru 52 ... \$169.95
Available in Suede
L-15 Ladies Sizes: 6 thru 18 ... \$99.95
L-15 Men's Sizes: 36 thru 46 ... \$109.95
L-15 Men's Sizes: 48 thru 52 ... \$129.95

L2
L2 Men's and Ladies Fringe Leather Jackets
L1 Ladies Sizes: 6 thru 18 ... \$139.95
L1 Men's Sizes: 36 thru 46 ... \$149.95
L1 Men's Sizes: 48 thru 52 ... \$169.95
Available in Suede
L-15 Ladies Sizes: 6 thru 18 ... \$99.95
L-15 Men's Sizes: 36 thru 46 ... \$109.95
L-15 Men's Sizes: 48 thru 52 ... \$129.95

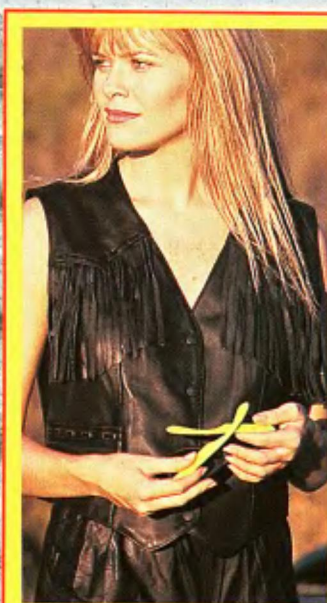
Panties \$4.95 each
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