World Record Issue

NOVEMBER 1990
ADULTS ONLY

World's Largest-Selling Motorcycle Magazine

Easyriders

209

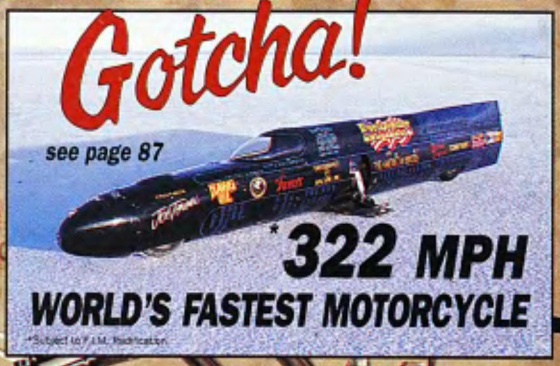
Unbelievable Tattoos —On A Woman

Restoration Guide

Sportster Covered With Leather

Dual Sidecars

Suicide Evolution



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NUMBER 209 ENTERTAINMENT FOR ADULT BIKERS NOVEMBER 1990

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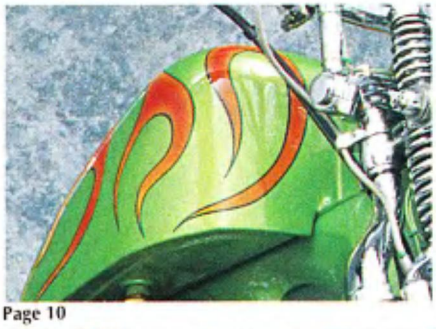

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The Audit Bureau

Printed in the USA

Cover, gatefold, and feature photography of Nancy Davidson, on Lee Clemens' Departure Bike Works shovel, was by Michael Lichter.
The *Easyriders* Streamliner, now the world's fastest motorcycle,at 322.150 mph, was shot by Michael Lichter.
Outside gatefold photo of Streamliner by Anthony "Smokey" Stabile.

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A two-gun crook held up a convenience store. Instead of freaking, the cashier told the crook that he didn't need two guns, why didn't he sell him one. The crook thought it over and said he wanted $100. So the clerk gave him $100 and the crook handed him the gun. When the cashier knelt down to put the gun under the counter, he flipped the switch that automatically locked the front door. The crook now has one gun left and the cashier said he'd like to buy that one too. After haggling over the amount, the crook agreed to sell it so he grabbed the money from the cash register and headed for the door but it was locked so he turned around and asked the cashier what the hell was going on. The cashier told him to bring the money back, put it on the counter, and he could leave which the bright crook did. He's still missing and the cashier has two guns to use on the next crook. Talk about an elevator not going to the top floor!

I get a lot of crap in here every month. I usually snicker and reprint some of the items, but the latest news item really pissed me off. How can anyone in his right mind do anything harmful to the best part of a woman? It seems that this weirdo fabricates a dart with a pin and a wooden match all tied up with thread--small enough to blow through a straw. So what does he aim it at? Women's asses! Women with plump asses are like ripe peaches. I've always been an ass (or leg) man so it really pisses me off to see anyone even slap a woman's ass. I'm not against tweaking or patting. Shit! Even in the heat of passion I've been known to nibble a good ass so all you ass men, try to find this creep.

Maybe her boyfriend bought this. Who knows? A female medical student claimed she had been raped by an anatomically correct robot. She didn't say how good the robot was but did claim that he held his erection for an unreal amount of time. Now she wasn't complaining. She probably just wanted to explain the loss of her cherry. (She said she even tried turning the activating switch to the ''off'' position but that didn't stop it.) I say ha!

Have you paid your taxes lately? Well, we just found out that the greedy defense suppliers have charged the Pentagon the following prices: Toilet seat, $640; pliers, $999; soap dish cover, $117; toilet seat cover, $1,868.15; Dixie Cup dispenser, $120.40.

Little old ladies in tennis shoes quiver and wet their pants every time they see a motorcyclist without a helmet on. Little old ladies and do-gooders scream that we need helmets if we plan to ride, but the government just released the following facts. They have found that horseback riding is more dangerous than motorcycling or auto racing. Serious injuries occur at a rate of 1 per 350 hours of horseback riding compared with 1 per 7,000 hours of motorcycling. So why don't they scream and pee their pants and demand that horseback riders wear helmets?

A recent survey showed that young men think of sex about every five minutes and that men as old as 50 think of having sex at least three times an hour. And here I thought I was weird because I think about having sex six times an hour.

You think you have problems! This police department's drug-sniffing dog has a real problem. He very willingly follows instructions and sniffs in every crook and cranny, but when he finds dope of any amount, he starts barfing instead of barking. The police wondered what was going on so they had a vet check him out. It seems there was something wrong with his stomach so they couldn't break him of the habit of barfing and had to retire the poor bastard.

This mother came up with the novel idea of keeping her children out from under her feet. She sewed Velcro strips on her boy's overalls and on the back of her daughter's jumpsuit and then nailed a Velcro strip on the wall. She hung both the children on the wall where they stayed until she finished cleaning the house. But surprise, surprise! The kids actually liked being hung on the wall. Great invention!

TAKING IT EASY

By Spider

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WORDMONGER

Thanks

☐ I want to thank you very much for helping me find my bro. You ran my ad in "Choppershopper," and I heard from him in just a couple of weeks. We had lost contact, and I was beginning to think I'd never find him again. You were my last hope!

One Happy Lady
Anonymous city and state

Service Manual Needed

☐ I bought a basket case 1973 Z90 H-D with only 111 miles on it and need help locating a service manual (if one was printed). I'll gladly pay for it plus the price of a six-pack. Could also use any additional info.

I want to restore the bike and give it to the son I haven't seen in five years. Who better to get your first H-D from at age seven than dad?

Wrench
3704 Newton
Pasadena, TX 77503

Pin Info Wanted

☐ My friend's parents found an old Gypsy Tour 1954 run pin. I would like any info on its background: the history of the Gypsy Tour 1954, what and where the tour was, the value of the pin, etc. Any info would be great.

Cope Willis
515 Columbia Ave.
Merced, CA 95340

Likes Rag

☐ Just thought I'd fly ya a kite to let you know how much I like your rag.

I don't own a scoot but will someday. Your rag shows me all the great bikes in the world, "Passin' Gas" keeps me rolling in laughs, and "Fox Hunt" lets me sample some of the finest and not-so-fine hooters of the world. What more can a man ask for than fine scoots and fine hoots?

Keep up the good work and have a large piece of raisin pie.

Walter R. Scott
Toledo, Ohio

A Reply

☐ This letter is a reply to Don Tracy Jr. in the August '90 issue.

As one veteran to another, welcome home. As a member of VNV MC, I will clarify one important fact: We are not a veterans organization. Your military service and your Honda qualify you to join any VFW, and I'm sure the American Legion would be glad to have you. However, they're not motorcycle clubs. If you meet certain qualifications, you may be selected to prospect for a motorcycle club. It sounds to me like you'd make a perfect candidate for the "Wingers." They all ride Hondas—proudly.

As a motorcycle club, the Vietnam Vets reserve the right to set the standards for membership. Being a Vietnam vet is only the beginning. Most important is that you be a standup brother, not a sniveling crybaby which seems to be your best quality. It also appears that your friend lacks the balls to speak up for himself. The crap you have written is secondhand information. Since I'm the person to whom your friend spoke, I know the context of the conversation. You do not so you should keep your fucking mouth shut.

As Americans, we the membership of the VNV MC have nothing but respect for all our veterans. But we also realize that many of those who went to Vietnam were assholes when they left, and they were assholes when they returned. If the shoe fits, wear it.

We are proud to be Americans and we ride American.

Izzle
State President
VNV MC
Saxtons River, Vt.

Congratulations

☐ I knew after my eight days in Bonneville with the crew and support people, it was only a matter of time until the record was realized.

The dedication and commitment shown by everyone involved in repairing the Streamliner after the second high-speed crash would be an inspiration to anyone who has suffered a major setback. The conditions were not exactly conducive to sitting by the pool sipping rum and coke, but it was the best damn vacation I ever had! The sound of the 'liner starting another run will be with me longer than any silly pictures stuffed away in an envelope.

In the future, if you decide to do "bigger, better, or faster" things, I'll be hoping for a phone call to help in any way you may need. No matter how small.

Chris Svanberg
Christech Engineering
and Machining Service
Canoga Park, Calif.

☐ Our recent successful trip to the Bonneville Salt Flats made me proud to be an *Easyriders* 1990 Land Speed Record attempt official sponsor. I stand prepared to rally around the Streamliner crew should this record fall into other hands.

William Van Dyke
Tampa, Fla.

False Advertising

☐ In response to Chris Steele in the August '90 issue and also an ad in "Choppershopper," there ain't no way the U.S. government is gonna pay you for being in prison. How can you think cons are that stupid?

I got the info somewhere else and yes, I wrote to the Halls of Congress (no such place) and the Social Security Administration. They do not, will not, and never have paid ex-cons for every month they were incarcerated.

I sincerely hope you good folks can find time and space in your great rag to put an end to this kind of false advertising once and for all.

As a downed bro myself, I kinda got my hopes up, too. But I've learned the hard way not to trust anyone. And this kind of stuff really pisses me off.

"Mad Mike" Cadiz
Dillwyn, Va.

Pissed Off

☐ I've been buying your rag since 1974 so it hurts when I feel like you've been ripping me off.

Your July issue had a lousy three color shots in the "In The Wind" section. What kind of cheap ripoff is that? Fuck you! There are only six tit shots in the entire magazine, and they're all in the "Fox Hunt" section. There are only four photos of your gatefold "Fox Hunt" winner, and they show next to nothing. When did you stop liking women?

Is your new look to emphasize super-neato cool bikes like the useless waste of shit by Arlen Ness? I wouldn't bitch, but this is an on-going trend and I hate it.

If you're trying to sanitize your rag to appeal to a wider audience, just go ahead. Forget about the folks who made you number one.

Chuck B. Decker
Ocala, Fla.

Pat Kennedy's Sled

☐ Whatdafuck? Pat Kennedy's sled (August '90 issue) is an awesome machine. But he's sure a California dreamer. Why don't you show his bike a couple of months after he's gotten a few fix-it tickets? Where are the turn signals, speedo, tach, mufflers, baffles, horn, blue tag on frame?

My best offer is five grand. Who needs that kinda hassle.

Kraut
La Mesa, Calif.

Looking For Jacket

☐ I need some help. I lost an old Levi "cut-off" jacket at the 1990 Redwood Run. It has pins and patches that are important only to me. The wings on the back are hand embroidered and signed "Bronda." I've had this jacket for over 20 years and would like to have it back. If someone found it, I'll be glad to pay for any shipping charges.

Bill Atwood
6414 Greeley Hill Rd.
Coulterville, CA 95311

Problem Solved

☐ Bill D. (August '90 issue) says he can't adjust his pushrods. All he has to do is hacksaw them in half and they fall out. Then put adjustable ones in—they'll be like the dinosaurs he likes to ride.

As for pulling the motor out to change the base gaskets, whatdafuck did this guy do, just fall off the turnip truck? In the book, the only models recommended for this are rubber-mounted dresser motors. Even Harley-Davidson is wrong about this

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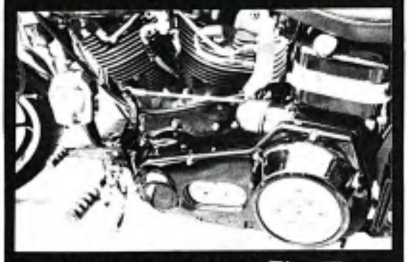

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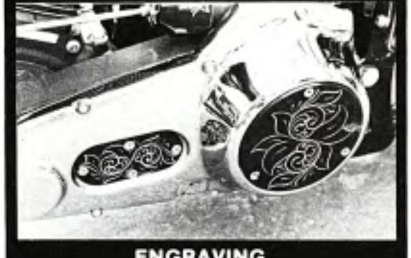

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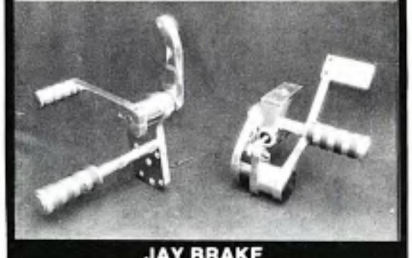

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because you just take the front motor mount out and drop the motor down.

Redbeard
Ariz

P.S. I have a dozen old dinosaur motors lying around. I'll trade one of these for the Evo that he doesn't understand.

Seein' Shoes

☐ After reviewing the letter from Shoe in the March '90 issue, we are concerned not only with the inaccurate and distorted nature of it, but also with the reckless disregard you showed in publishing his diatribe without any attempt to verify its accuracy.

We have indeed experienced some difficulties with the application of our RAIN-X product on certain Harley-Davidson windshields—and we did locate some correspondence with a John T. Schuman of Westbury, N.Y., that we presume to be the "Shoe" referenced in the column.

In our opinion, you have done a disservice to our firm and to the thousands of motorcyclists who have benefited from improved visibility, safety, and cycling comfort when applying RAIN-X to properly manufactured and labeled windshields.

H.G. Ohlhausen
President
Unelko Corporation
Scottsdale, Ariz.

Our Flag

☐ While attending a public display of some Vietnam veterans' personal photos from the war, I came across this little notice and thought I'd pass it along.

"The Supreme Court has ruled that you have the right to express your freedom of speech by burning the flag of our country.

"If you're considering this action, please follow the established guidelines for this procedure.

"Step 1: Completely saturate the flag with gasoline. (Please be sure to use a quality grade of unleaded, as it burns cleaner and causes less pollution.)

"Step 2: Wrap the saturated flag completely around your body, making sure all vital organs are covered and there is no flesh exposed.

"Step 3: Ask me or any other veteran or red-blooded patriotic American citizen for a *light*."

Gary Thornton
Gaylord, Mich.

A Bitch

☐ It gets old opening a rag and reading about some bitch-type punk who rides maybe four or five times a year tell me what I can or can't ride.

First off, muthafuckers, I ride what I ride to impress me, not you. Your opinion means flyshit to me. Only one person can live under this skin, not two. That flag we live under stands for freedom—freedom to choose. That means if I want to ride a Harley, I'll do it. It also means that if I want to ride Jap, I'll do that too for the same reason a dog licks his nuts—because he can and he likes it!

The Road Dog
Hagerstown, Md.

More Flames!

☐ Flames are number one and always will be! We all know Arlen Ness is king when it comes to customs, but if I see one more rocketship sled, I'm gonna puke!

These days, it seems like everything has fairings, scoops, wings, and now rocket bodies. Whatever happened to the basic, hardcore, kickass, street legal diggers he once made famous. I can't remember the last time I've seen a Ness bike with flames.

Maybe I'm just bitching because I don't have 30 grand to spend on a scoot, but if I did, it wouldn't look like a fuckin' moon buggy!

Flame Freak
Lancaster, Calif.

■ Watch for his next ride—highbars and flames.

Green

☐ I was sitting around having a few beers with a riding buddy of mine one weekend. The conversation got around to how I was going to build my own scoot someday. I talked about rigid frames, Evos, spoked wheels, and paint jobs. I said my paint was going to be emerald green with sand brown trim. The guy damn near shit a brick when I said "green" paint. "Are you fuckin' crazy? You can't do that. It's bad luck to ride a green Harley"

I said I'd never heard that shit before so he started telling me about this racer who had a string of green Harleys. Seems this racer lost or crashed almost every race, and ever since he quit racing, it's been bad luck to ride anything green that says Harley on it.

I spent some time thinking this over because this bro isn't above jerking my chain once in a while. Some time later, I was at my local Harley dealer looking at the new line of scoots and there it was! A whole bunch of fucking green Harleys. So do people who ride green Harleys ride alone or what? Who was the dude who raced green Harleys and what was his won/loss record? Is there any truth to all this bullshit? And last of all, can I paint my fuckin' ride green?

Maddog
Hudson, N.H.

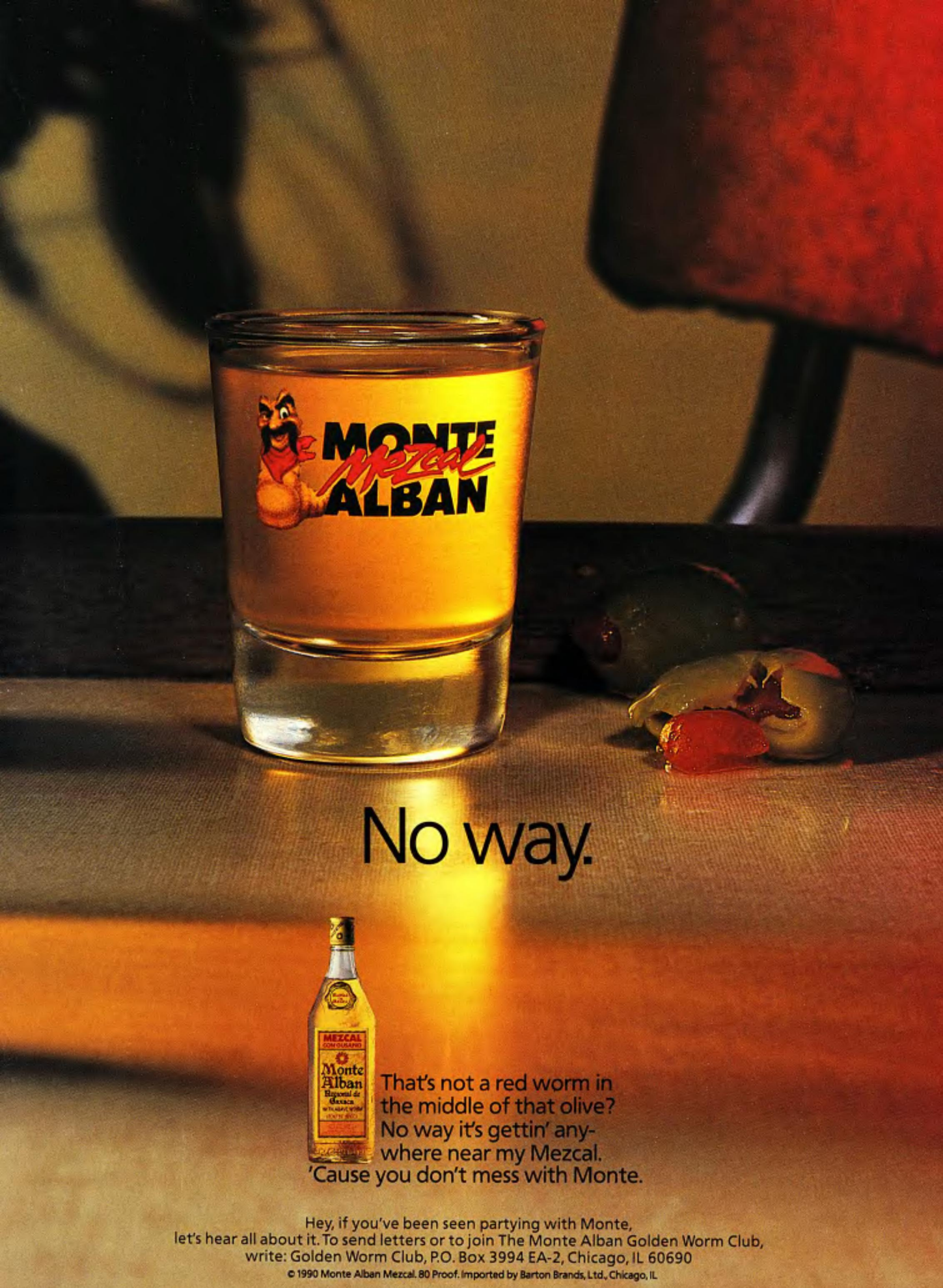
■ Yep.

Solari's Heart

☐ J.J. Solari's heart is in the right place, but his head's up his ass. I'm referring to "How To Write Your Congressman," Sept. #207. He was absolutely wrong in stating, "Say anything you have the courage to sign your name and address to." A threatening or obscene letter to the wrong person can undo years of hard work and lobbying efforts. We emphasize being polite and reasonable.

Bill Bish
Bikers Against
Manslaughter

■ ***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. Don't wanna take the time to write? Call 900-234-BIKE and leave your message on the Raisin Pie Line. Be sure to specify which letter you're commenting on. The call costs 89 cents per minute.***



No way.

That's not a red worm in the middle of that olive? No way it's gettin' anywhere near my Mezcal. 'Cause you don't mess with Monte.

Hey, if you've been seen partying with Monte, let's hear all about it. To send letters or to join The Monte Alban Golden Worm Club, write: Golden Worm Club, P.O. Box 3994 EA-2, Chicago, IL 60690

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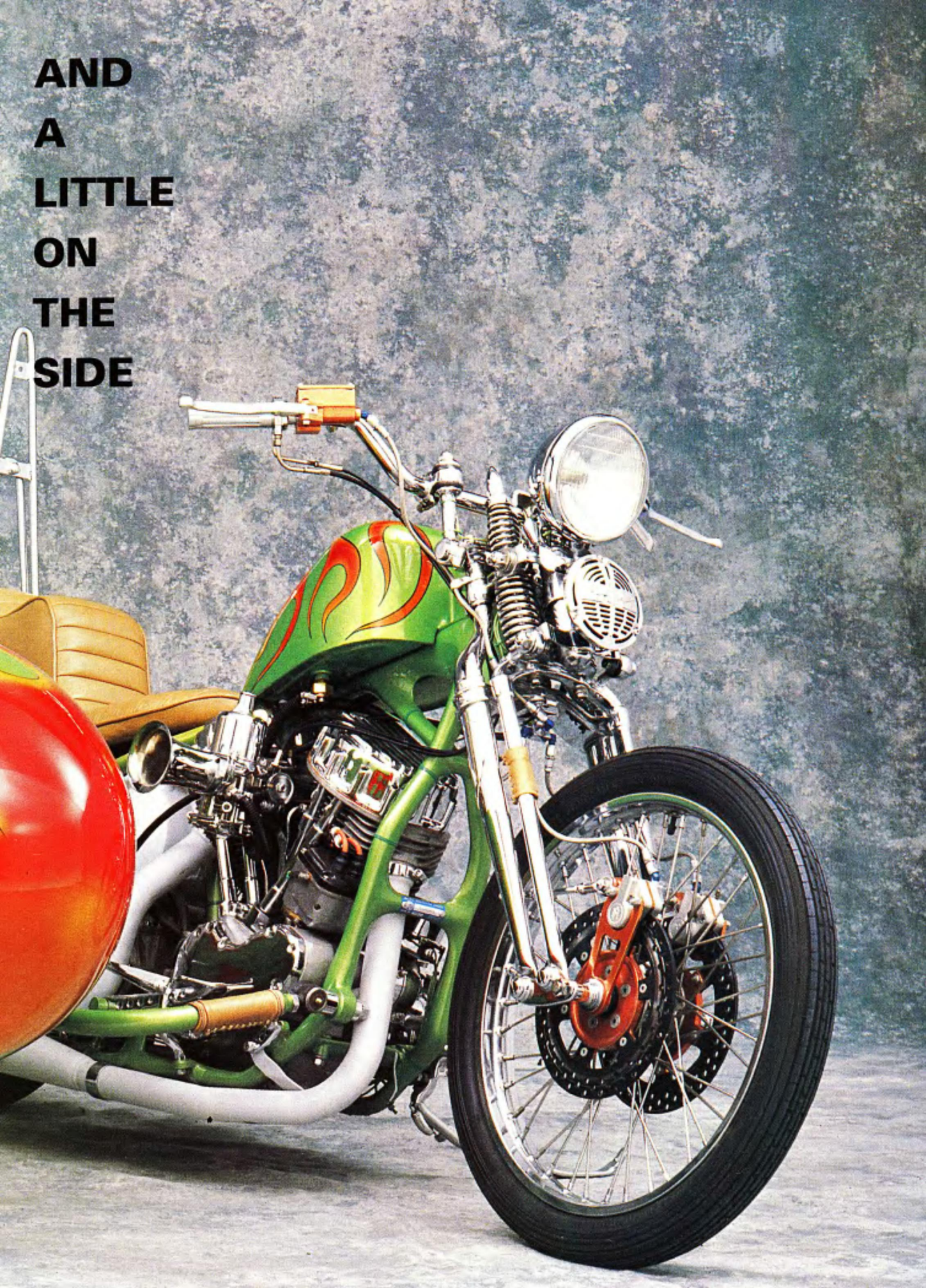
PAN DEMONIOUS PAN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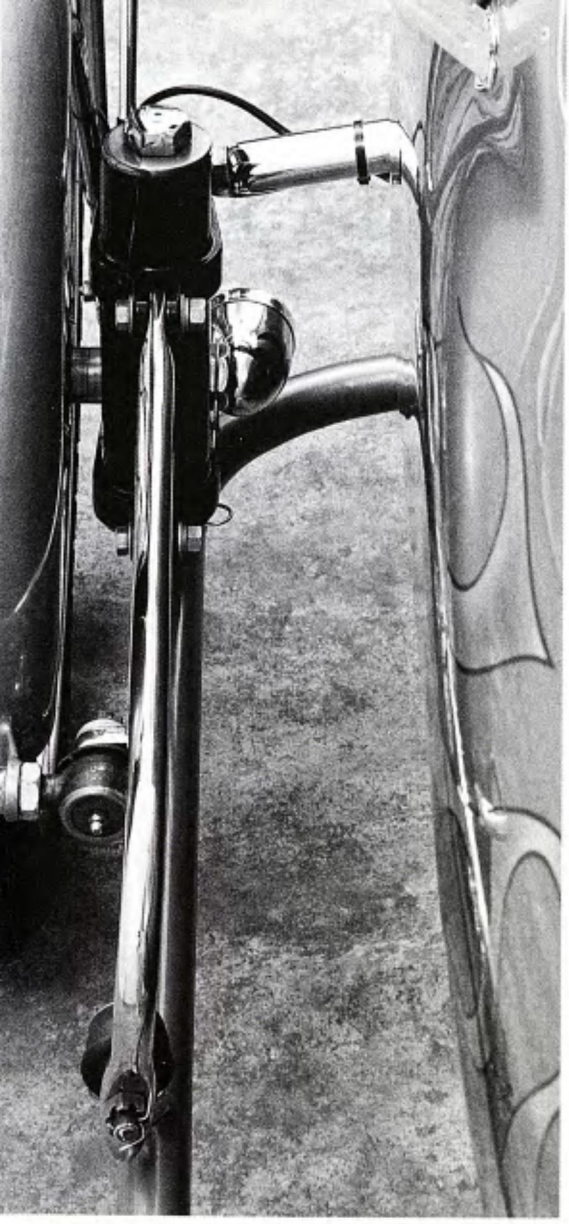
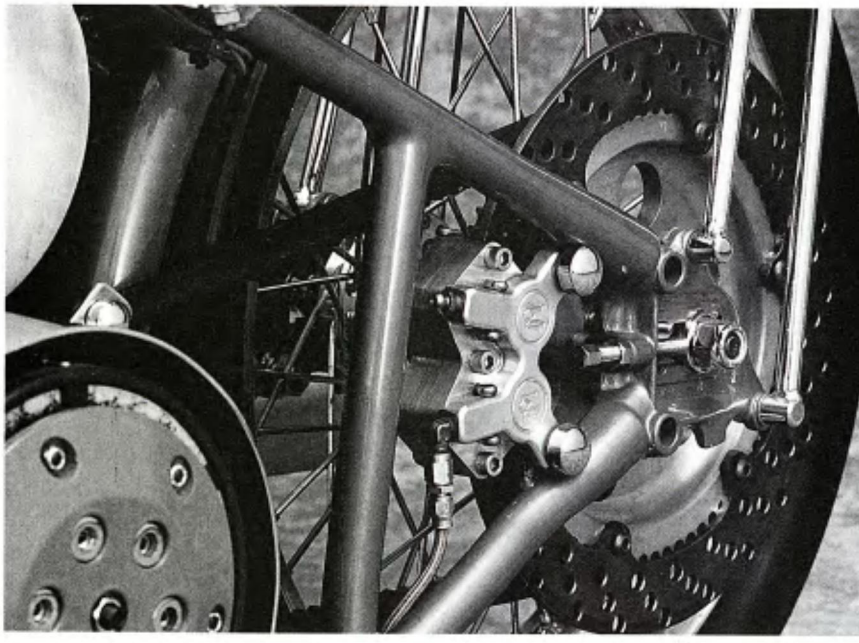




Okay, class, Perfessor Glider here, about t' enlighten ya with the word o' da diety an' Harley-Davidson, brought to you courtesy of legendary master wrench, Randy Smith.

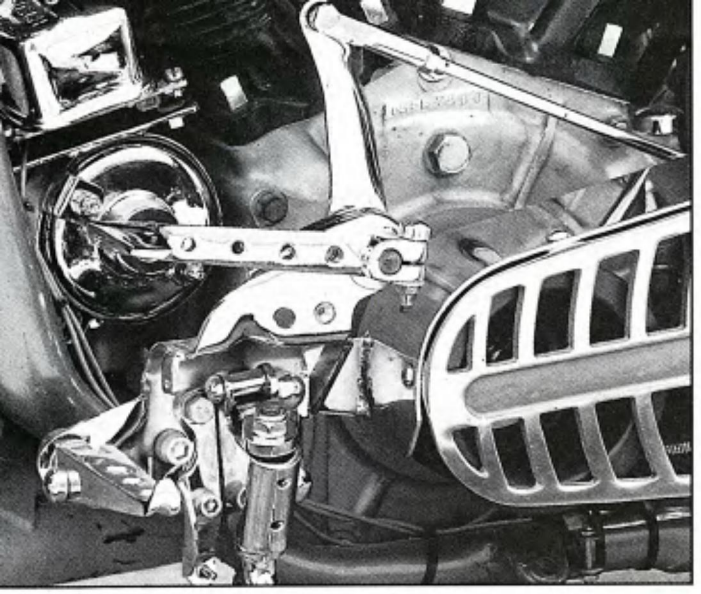
Randy and his better half, Lisha, hole up in Huntington Beach, California, where, for nigh on 20 years, they've owned mucho-respected Custom Cycle Engineering (CCE). They've developed so much custom stuff and built so many fine rides, it'd take a coupla whole books t' tell ya 'bout it all, so I'll just tell ya 'bout this trippy ride, fer now. But first, lemme clue ya in on some of their background.

Randy started designin', wrenchin', an' racin' way back in the fog-shrouded early days o' scooter lore. Before computerized inventory control, even. Long 'bout then, a few other mythical names were breakin' new ground as well—Arlen Ness, Gary Bang, Ron Finch, Mel Magnet, and Carl Morrow. Get the drift? They worked together on each other's stuff, innovatin', improvisin', an' suckin' up the ritual suds. Over the years, they all climbed out of the murk an' mire, their shops gettin' bigger an' better. Bringin' motorcyclin' to what it is today, thank ya too much.

Randy's own contributions include stuff like setting the National Hot Rod Association (NHRA) B-fuel-drag-bike record in 1972. How's 148.02 mph on a 900 Sporty grab ya? In '51, he tried a new look in flame painting, extending the licks a lot longer. I dunno, ya think that might catch on? He built one of the first Sportster trikes, callin' it the "Killer Frog," prob'ly 'cause of its color. I guess ya know Randy likes green. An' the procession of customs comin' outta CCE fades into head-shakin' history. Some have been in mags, some won awards in shows. He had one in the Second Annual *Easyriders* Bike Show, held at the Calamigos Ranch in Malibu this year.

An' don't be thinkin' he doesn't burn the pavement. Randy's been ridin' Milwaukee iron for 40 years. Think he knows his shit, class? Whenever he builds hisself a new custom, he coincides the completion with a bike show, shows it, then rides the bejesus outta it.

Now, the inconspicuous, understated pan we're showin' ya here, called, Ilean, (get it?) was Randy and Lisha's ticket to Sturgis. He figger'd it'd be fairly easy to pick outta the crowd. Okay, boys 'n' girls, let's check this puppy out. As ya may have surmised, the buildin' put a hole in the Smith family wallet ya could drive a semi through, an' took a jaw-droppin' amount o' time—



Owner(s): Lisha & Randy Smith	City: Huntington Beach, California	
General	**Frame**	
Fabrication by: owner /Custom Cycle Eng.	Year: 1948 H-D	
Year and make: 1965 H-D	Builder: Nez/owner	
Model: panhead	Type: rigid	
Value: $40,000	Rake: 5-finger	
Assembly by: owner	Stretch: none	
Time: 500 hours	Other alterations: to fit belt and sidecar	
Chroming by: Orange Co. Plating/Model Plating	**Accessories**	
Engine	Bars: CCE/owner	
Year: 1965	Risers: Flanders	
Model: panhead	Fender(s): flat	
Rebuilder: Chopper Don	Headlight: Bates	
Ignition: magneto	Taillight: custom	
Displacement: 74 cubic inches	Speedo: nah	
Lower end: stock	Front pegs: CCE	
Balancing: E.T.	Rear pegs: yep	
Pistons: stock	Electrics: 12-volt , no battery	
Cases: H-D	Gas tank: king tank	
Heads: Dick Allen	Oil tank: custom Moon tank	
Cam: Chet Herbert	Oil system: Evo pump	
Lifters: hydraulic	Primary cover: Competitive Drive Lines	
Carb(s): Rivera SU	Seat: Al Cooper (all upholstery)	
Air cleaner: Rivera velocity stack	Sissybar: owner	
Pipes: Custom Cycle Eng. drag pipes	Height: 50-inch/47-inch	
Muffler(s): Super Trapp	Material: mild steel	
Transmission	**Forks**	
Modifications: competitor clutch	Type: U.S. military	
Year: 1965/raised one inch	Extension: stock	
Shifting: foot ratchet	Builder: H-D	
Engine sprocket: CDL/belt	Special features: very rare model	
Trans sprocket: CDL/belt	**Wheels**	
Wheel sprocket: CDL/belt	**Front**	**Rear**
Painting	Size: 21-inch	Size: 18-inch
Molding: John 7	Hub: Perf. Mach.	Hub: Perf. Mach.
Painter: Damon's Painting	Rim width: 1.75-inch	Rim width: 3.5-inch
Color: lime gold	Tire: Avon 300-21	Tire: Michelin 130/80
Type: urethane	Brake: Perf. Mach.	Brake: Kosman/P.M.
Special paint: red, orange and yellow flames		

Other special modifications: Gamaunt 1953 sidecar. A small number built in the early '50s in L.A.—the third wheel sissybar is a radio antenna.

Photos by Raiko Hartman

somethin' like six months, full-time, an' *eight* years, part-time. That's some patience there, Randy—the only thing I've held onto that long is my attitude.

Think my last put-together took nine hours, fingerprints in the paint, an' all. No fingerprints here, though, an' between his paint job and the Connelly leather work Randy coulda bought a new Sporty, that's including the sidecar—a 1953 Gamaunt, maybe the only one left in the world. Randy's been lookin' for another since sometime after they were made and disappeared into the blur of used-to-bes. It's got a trick suspension, that leans with the bike (llean, 'member?) for improved handling.

An' bein' a good ol' man, he stuck a super sound system in there for Lisha. (The extended strut is an antenna).

The bike's frame was beefed and modified to accommodate the sidecar and the belt drive system. Glenn "Nez" Nesbit, of Phase 3 fame, helped with that. Randy also raised the trans an inch, to align all three drive-sprockets for improved power transfer and bearing life. Motor life is in the competent hands of E.T. Balancing and an Evo oil pump. Also contributing were Competitor, Performance Machine, Chet Herbert, the late Dick Allen—aahhh fukkit, there's too much—check the chart.

Anyways, the bad news is, Randy and Lisha retired this year an' sold the shop. Bad news for the bikin' world, that is. They're lookin' forward to slowin' things down, to just workin' on the19 bikes they got goin' now, at the same time, in various stages (oh, for the life of leisure . . . someday, someday). One of 'em is a water-cooled knuck, sportin' the heads offa Chet Herbert's "The Beast," fastest thing on any number of wheels in 1948. But it's all for fun now, he sez. An' he's keepin' all 19 'cause he "regrets selling every bike."

Oh, yeah, he's retiring from *two* careers. The other was as an aerospace engineer. I'm tired now, think I'll take a nap. School's out, class.

—Glider

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.

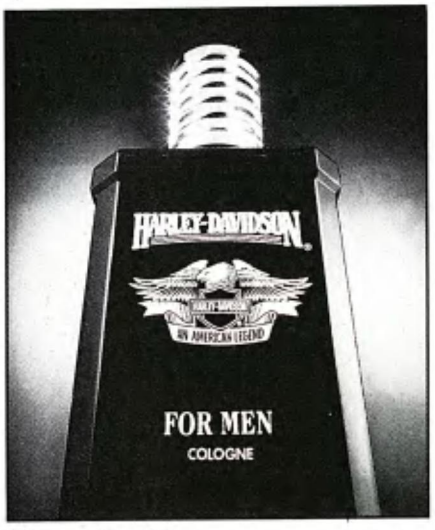
In addition to the Factory Certification Program the Motorcycle Mechanics Institute offers an "Early Model" program which covers restoration, repair, manufacture of parts, and machining skills for all models. Flathead, Knucklehead, Shovelhead, Panhead and Iron Sporsters are covered.

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.**

PARTS BOX

Tell 'em Snake sent ya

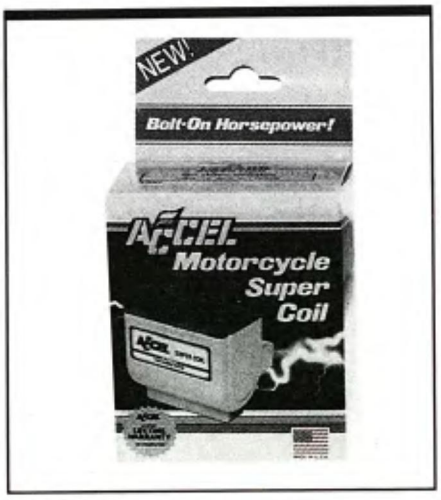


Disgusting Ad

Remember the ad for the Harley cologne that said something about the bike being optional? Well, they learned their lesson. Now, they require anyone who wants to smell cool, to have a cool ride and show proof of completion of a motorcycle safety rider's course. I would also require proof of riding experience on a rigid frame for over five years, 'course I don't have to sell this stuff to make a livin'. If you're goin' on a date tonight, you can find this fragrant stuff at your local Hog farm.

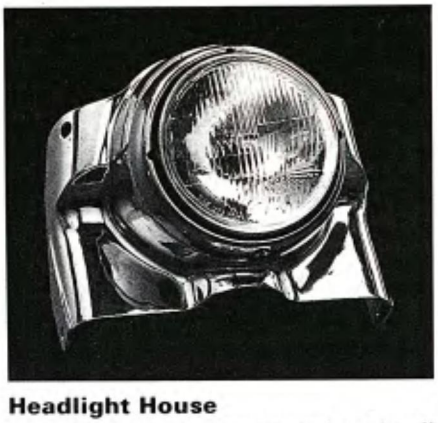
Bike Bras

Yeah, that's right. A couple from Albuquerque, New Mexico, came up with this idea. More that anything else, down tubes and the fronts of fatbobs catch the most shit out on the highways. That grand worth of paint has a tough time standing up to 60-mph gravel. These soft leather covers are easy to install and remove and will fit all fatbobs, plus come in a variety of colors. For more data, dial (505) 873-0667 or write home to Nose Bros, Dept. ER, 11400 Cochiti SE B-1, Albuquerque, NM 87123.



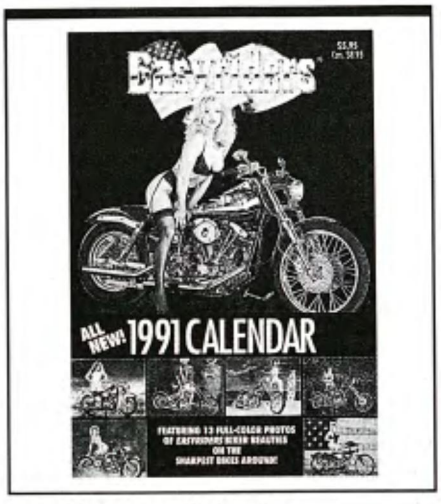
More Zots

Coils don't usually go bad unless, in a drunken stupor, we wire them in wrong or back over the suckers pullin' outta the garage. But if one of the above happens to you, think about replacin' yer smolderin' one with something that will add to the performance of your scoot in addition to its reliability. Accel is now producin' the Super Coil which snaps 67 percent more zots to your plugs than the stock power house. For more information on Accel products, knock on your local dealer's door, or send a postcard to Chrome Specialties, Dept. ER, 3227 W. Euless Blvd., Euless, TX 76040.



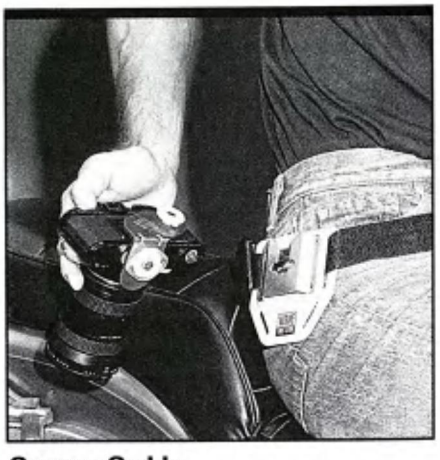
Headlight House

This here is something we used to take off dressers and throw as far as we could. According to the manufacturer, this puppy will fit as stock but has the brilliance of triple-plated chrome on any H-D FLHS or Police Special, 1982 to the present. It uses the stock mounting shit, too. For more information dial (800) 722-7855 or scribe a note to Mikecom Industries, Dept.ER, Box 331, Port Washington, New York 11050.



Our Hot New Calendar

It's supposed to be hush, hush, but between you and me, the girls in our new calendar are either nude or topless. You wouldn't expect us to produce a calendar like all the other guys, would ya? We had to have better bikes, better sets, better photography, better paper, better printing. . . But that wasn't enough. All the other guys have nice teasers and that's the end of it — not us. Watch for 'em at yer newsstands or call (818) 889-8740.



Camera Caddy

Ever have a hassle carryin' around yer camera, even a point 'n' shoot, auto-everything job? Well, this two-wheeler type, of the bicycle dimension has solved it. Jed's got this handy-dandy waist belt that ya can clip your titty-taker onto, allowing you to putt and shoot at the same time, (with a little practice). We road tested the Move Method at Bike Fest '90, and it worked like a champ, enabling hands-free photography. Suggested retail cost is $39.95. Catch the details at Move Method, 2407 Wilshire Blvd., Suite 518, Santa Monica, CA 90403.

Al's Skirts

Want somethin' that reeks of class for the ol' lady for Christmas? Well how's a flamed skirt strike ya. A Massachusetts rider came up with this scheme and it has all the chicks in the garage goin' nuts for 'em. One size fits all but the most awesome. For the straight scoop write call Eagle Products at (800) 3 EAGLE 7, or (517) 223-4715. Or send a postcard to Eagle Motorcycle Products, 2382 Grand Ave., Baldwin, NY 11510.

Switchblade Earrings

Goin' into a heavy neighborhood? Or just wanna feel safe when the ol' lady trims yer beard? Either way, ya can't lose with a custom set of switchblade earrings. Measurin' about 1- inch long, the well-built bastards are also handy for zippin' leaves off yer favorite cash crop. A guy up in Northern California makes 'em, and will even take yer cash to make up a set. He's also a jeweler of some renown, blowin' our minds with a crystal sword set in gold. Ya can locate Stan Renfro at 2749 Pigeon Point Rd., Eureka, CA 95501. ■

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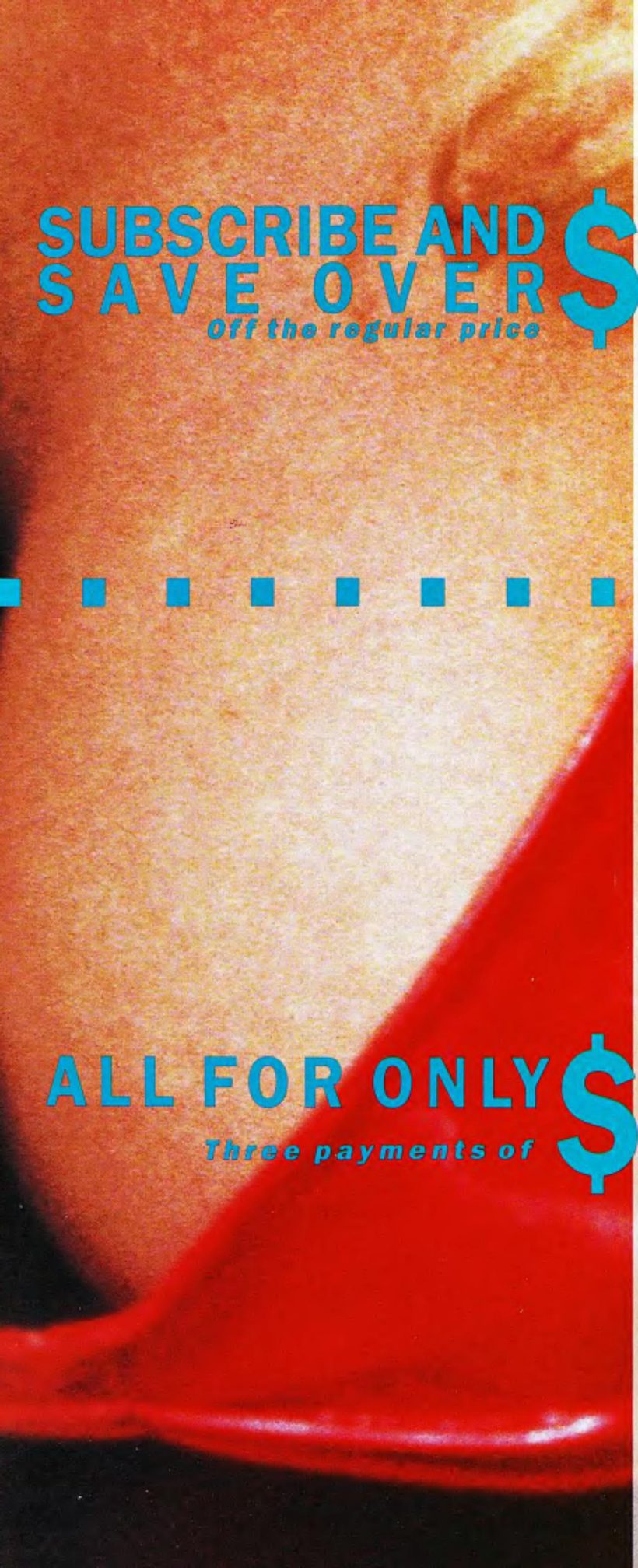

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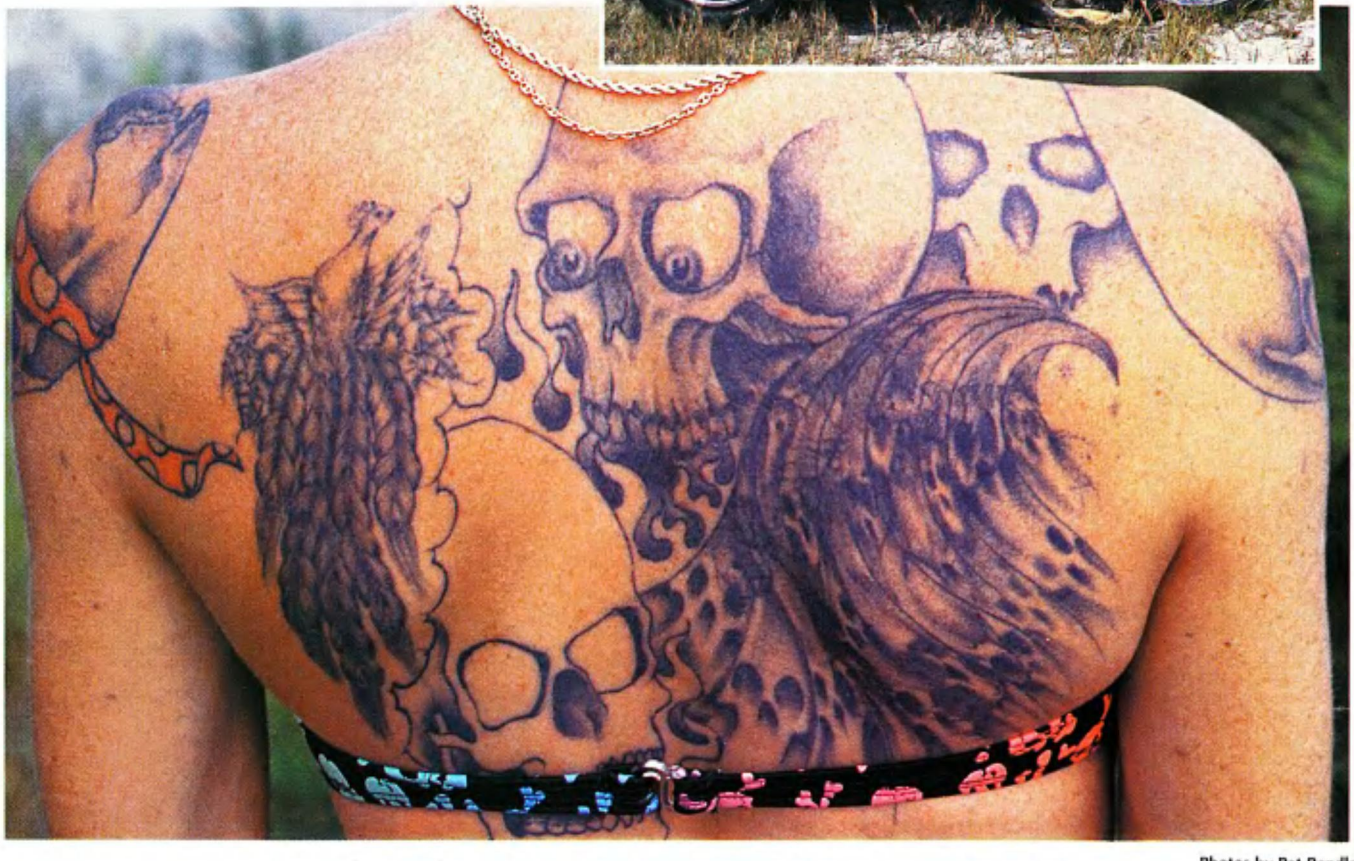
READER'S RIDE



Photos by Pat Randle

Rob Glazier, St. Petersburg, Florida
1973 Harley-Davidson shovelhead

Now that's what *I'mma* talkin' about. What a sweet setta lungs, eh? Geez, Louise, an' they're all decorated up to the nines. Word has it that Kim didn't budge through an all-day chest job, compliments of St. Pete tattooist, Gil Monte, with Tattoo Al addin' flowers an' skulls at a later date.

Oh, yeah, there is a bike in there, huh? Reckon a fine-lookin' lady like Kim would kinda divert yer attention by sittin' pretty on a sizzlin' shovel such as her ol' man's, Rob the Slob.

Rob, 33, is a lifetime Florida cracker from the Everglades, owns Vintage Cycles and Tattoo Towing, and is a devoted husband and dedicated father of two young girls, Melissa and Nicole. Rob picked up his first ink in the Army when he was 18. It only took a little persuasion to get Kim, a former club dancer, now working with the Florida state aligator hunting lottery, to follow suit with her own permanent skull collection.

He's owned this shovel eight years. Unfortunately, it was in police custody for half that time, due to a numbers problem after he had bought it from an authorized H-D dealer. Due to his tats, Rob's had to weather a "socially unacceptable" tag from the "authorities" that saw his family confiscated and separated. They're together again and we'll accept 'em anytime, as is.

—Bomber

YEAR:1973

MODEL:FLH

ENGINE: 74 cubic-inch shovelhead, rebuilt by Jay at Vintage Cycles

TOP END: reworked stellite seats, Accel ignition, S&S carb, forged aluminum pistons

LOWER END: Andrews cam, factory cases, blueprinted and balanced Paughco pipes

TRANSMISSION:1973 rebuilt by MRE, air shifter by JayBrake

FORKS: wide glide by Frank's, 2-inch extension, custom fork brace stabilizer

WHEELS: front: 21-inch, JayBrake dual disc brake; rear:16-inch, solid CCI hub

FRAME: straightleg Paughco 2-inch over stretch

FINISH: black lacquer paint and flames by Jay, chrome by Brown's Plating

ACCESSSORIES: CCI drag bars, 3-inch pullback risers, braided oil lines, seat, taillight, gas tank customized by Jay.

CREDITS: Gary Smith skull graphics on oil tank.

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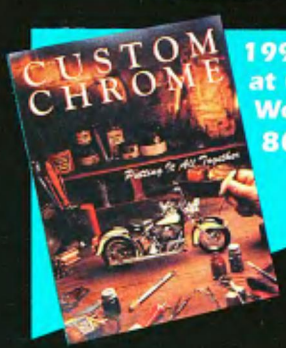

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Easynews

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

WARNING: SEAT BELTS CAN KILL—

Not Auto Drivers, But Bikers And Pedestrians!

Helmet laws don't work. Motorcyclists have known this for years, but most bikers are at a loss to explain why states that mandate helmet use had 14.5% more accidents and 1.58% more fatalities than free-choice states for the 11-year period, 1977-88.

Seat belt laws have also failed to reduce injuries and fatalities to the extent predicted by supporters, and recent behavioral research suggests that mandatory seat belt legislation may be failing for many of the same reasons as helmet laws.

After all, you'd think that if such "safety" devices were actually proven effective in crashes, as pro-helmet and pro-seat belt activists claim, then requiring their use would logically result in fewer injuries and deaths. So why are just as many riders and drivers dying in mandatory states as in states that allow freedom of choice?

The answer may be found in a book entitled *Risk And Freedom* by Dr. John Adams, a University of London professor. In 1983, Dr. Adams warned the British Parliament that its newly passed seat belt law would result in more road fatalities of back seat passengers, pedestrians, bicyclists, and motorcyclists.

Adams never argued that buckling up could protect drivers involved in accidents, but he theorized that the seat belt requirement would give automobile operators a perceived cushion of safety and induce them to take greater risks and drive more carelessly.

Unfortunately for us, Adams' predictions came true. In a 1985 report by the British Department of Transport, the grisly analysis of England's two-year seat belt experience revealed that buckling up *did* save nearly 450 lives of front seat occupants (down 18%, but still 1,800 less than predicted despite a 90% compliance rate)—but that total was offset by increases of 130 a year for pedestrians (up 14%), reversing a 10-year trend, and 40 a year for cyclists (up 40%) even though traffic counts showed cycle mileage slightly down. The annual death count for passengers in the rear seat increased by 70 (up 27%).

The report also showed an increased number of pedestrians and cyclists killed by cars and vans, but fewer killed by trucks, buses, and taxis—which were not covered by the seat belt law.

Although the report claimed fewer *reported* accidents, insurance companies reported an 11% increase in claims (indicating more accidents, but mostly "damage only" collisions).

"Protecting drivers from the consequences of bad driving encourages bad driving," states Dr. Adams. "Drivers assume potential safety benefits as performance benefits . . . they do not desire accidents, but they do desire risks."

In other words, if you have better tires, you'll corner faster. Better brakes, you'll drive faster or brake later. Seat belts, you'll take more chances.

This is Adams' "Risk Compensation Theory" and if you want proof, just watch the next guy you see on a Ninja or Hurricane. In terms of design, performance, and handling, today's sport bikes are the safest motorcycles ever built . . . yet they're typically ridden most dangerously.

The old bikers' argument that helmets create a false sense of security comes under this theory. I don't know of any empirical studies that can prove the notion, but I can suggest one: Go up to Mulholland Highway, in California's Santa Monica mountains, or any other spot where squids gather to show off their riding prowess, and start confiscating helmets. Just watch how much slower they'll go and how much wider they'll start piloting their rice rockets around those curves.

The idea that safety equipment can make ordinary, decent drivers operate recklessly "flies in the face" of conventional wisdom, but we should remember that less than two people are killed per 100 million miles of travel—so it takes only a very slight change in driving style to impact the annual fatality rate.

"Accidents can only be reduced by compelling people to be safer than they voluntary choose to be."

That's Limey for, "Educate, don't legislate." Sound familiar?

—Bill Bish, National Director
Bikers Against Manslaugher

Vermont Victory

"Call Off Your Dogs . . ."

On June 21, Vermont's rider education bill, HR224, passed both the House and Senate.

This success was largely due to the efforts of FOR (Freedom of the Road)-Vermont members. They flooded the state legislators with so many phone calls that one representative finally said to lobbyists Rod Clarke and Bill Shouldice, "Call off your dogs. We'll get your bill out!"

The mass of phone calls urging the rider education bill passage came shortly after an immensely successful meeting-of-the-minds-type seminar, co-sponsored by FOR-VT and the New Hampshire Motorcycle Rights Organization (NHMRO) on March 17-18.

The six-chapter, 800-member FOR-Vermont organization also deserves credit for the defeat (earlier in the year) of a Senate bill forcing daytime use of motorcycle headlights, and playing a large part in the killing of seat belt legislation in 1989.

Vermont bikers overload their legislators

Because of its active, hard-working members, this relatively young organization (formed in 1986) has established credibility and become a respected, effective force in the Vermont Legislature.

Now the time has come to launch its assault on the repeal of Vermont's helmet law. Legislative introduction to that effect should be ready for the 1991-92 session.

"I may be wrong, but I sense Vermonters are getting fed up with the paternalistic, big-brother concept of government we have been spoon-fed from Montpelier," said Rod Clarke, FOR-Vermont's president. "Perhaps the tide is turning, and people will get elected to the Legislature and the governor's office who believe, once again, in individual choice and responsibility."

Sounds good to us, Rod.

For additional information, write: FOR-VT, 9 Central Ave., Burlington, VT 05401.

—Clean Dean

Lacey Packer

—Not Forgotten

Lacey Marie Packer, 1979-1989

On July 20, some 400 motorcyclists stood quietly outside the Hillsborough County, New Hampshire, courthouse watching a monitor of the hearing taking place inside. This was the day for the sentencing of Peter Dushame, a 34-year-old drunk driver who killed 10-year-old Lacey Packer last October while she sat on the back of her father's motorcycle.

"We're here to draw attention to the fact that Dushame is being sentenced today. We're also trying to draw attention to the fact that the judicial system is letting these people (drunken drivers) get their licenses back," said Dave McKeon, a rider from Nashua.

Just after the accident, Dushame (who had five prior drunken driving convictions) had a blood alcohol level that measured .33—more than three times the legal limit.

Superior Court Judge Linda Dalianis sentenced Dushame with the maximum sentence possible—15 to 30 years. This is believed to be the most severe penalty in New Hampshire history for a drunken driver.

Gorden Packer and another rider had pulled over on the breakdown lane on the Everett Turnpike in Nashua, N.H., when Dushame smashed into them with his car, fatally injuring Lacey. They were returning home to Massachusetts, after a charity Toys for Tots run, and had pulled over at the state line to put on their helmets.

The maximum sentence won't bring Lacey back, but it was comforting to the parents that justice prevailed and the court's decision may save future lives. Before the sentencing, Gordon Packer stated, "Far too many innocent people are being slaughtered on the roadways by drunk drivers . . . it has to stop."

Lacey won't be forgotten—The annual Toys for Tots run she had attended in Merrimack, sponsored by the Modified Motorcycle Association, will now be known as the Lacey Packer Memorial Toy Run. And Robert Dobson, of Windham, a member of the New Hampshire Motorcycle Rights Organization who lost his right leg in a motorcycle accident, organized a blood drive in her name, attended opening arguments to support the Packers, and played a big part in organizing the support run to the courthouse.

In a July 16 editorial by *The Union Leader*, in Manchester, N.H., Editor Jim Finnegan stated: *"We submit that that* [negative] *image no longer exists. It died with the revelation by the splendid comportment and many good works of these motorcycle clubs that they are composed of good people—they don't come any better—with an overdrive ambition to do good works."* And about the biker's demonstration of support: *"What finer gift can the latter (Lacey's family) be given than the knowledge that they are not alone in their grief and that Lacey's life counted for something and will not be simply forgotten, dehumanized as just one more DWI statistic?"*

—Clean Dean

Mandatory Catastrophic Health Insurance

Another Law To Make Motorcycling Cost-Prohibitive?

According to Bill Gannon, Motorcycle Riders' Foundation board member, the insurance industry is now pushing for all licensed motorcycle operators, not just registered motorcycles, to carry a catastrophic health insurance rider that could cost over $4,000 a year.

Most of us wouldn't be able to afford the outrageous insurance coverage premiums and would have to give up riding—the motorcycling industry would surely go down the tubes.

The law was proposed on the federal level last year, but bikers' letters and calls convinced legislators it was unjust action toward motorcycling and the proposal was amended.

The public health fascists are now directing their assault on the state level. They started with Maryland, but Maryland's bikers showed up at the state capitol in huge numbers, received a fair hearing for our side, and defeated the proposed legislation.

The attacks on our sport will continue. But Maryland's motorcyclists have proven the battles can be won. It takes unity, awareness, money and hard-working individuals.

Bill summed it up pretty well with this closing comment, "Catastrophic Health Insurance for Motorcyclists; watch for it. It's heading to a State House near you. It's your bike, it's your choice. Unite and fight."

—Clean Dean

Bandit's Bike Stolen

There's a real hollow feeling when you lose your bike to a low-life thief. I couldn't get it straight in my mind. Someone had actually bagged my bike right here at the garage we work in. But it did happen.

My brothers and sisters here on the staff didn't whine, though. Calamity got a mailing list of all the shops in California and started creating labels, the gang in the art department produced a flyer, and Billy and The Traveling Thornburys (in the stripping department) turned the art to negs. About 500 announcements were ready and stuffed before the day's mail was gone. Loudmouth started dialin' numbers and I alerted everyone I could think of, from the supportive clubs in the area to everyone I've ridden with for the last 20 years, and a few bros in other states.

The next day I had the name of a major Evolution thief on my desk. The following day, a tip came in from a rider who had seen the bike on the street. Gregg Daniel and I immediately dove into the fastest car in the lot—his—and went in pursuit.

We thoroughly searched a rough area in the San Fernando Valley, until, finally, as the sun set to a level that raised risk and reduced visibility, we had to eliminate the outside chances and focus on only a couple. One involved a group of guys working on a car in a garage. After watching the stucco trap for a while, we confronted the group. No one ran, but the vibes weren't cooperative. Before we left the neighborhood, we hit 'em again—nothing.

But the next morning, after they had time to think about it, we got a call. I had my bike back before lunch hour was over.

But I couldn't have done it without the assistance of my bros and sisters on the staff, the network of people we know who ride and own shops, and I've got to give credit to a couple of concerned Hispanic kids who made sure the bike was returned.

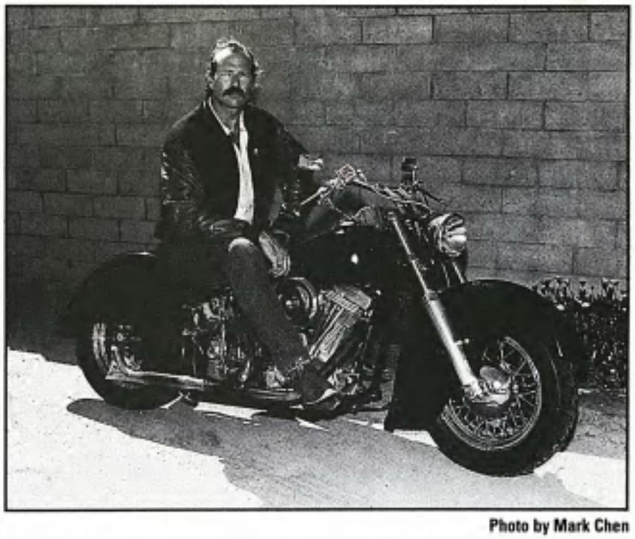


Photo by Mark Chen

If bike people stick together, a lot less thievery would occur—especially if shops won't buy hot merchandise from the peddlers of stolen bikes.

Thanks, Bandit rides again.

—Bandit

The Confederation of Clubs: A historic step forward

Recently, Richard Lester, a Southern California lawyer and the founder of AIM, initiated a new era in the bikers' rights movement. A confederation of clubs was formed to fight biker discrimination in the courts.

Over the years, forward-thinking patchholders have expressed a secret dream to bring bikers together to fight harassment and discrimination. Many of us who have experienced such abuse over the years, resolved ourselves to give up any hope of recovery of losses and/or damages. Usually, our acquiescense was due to a lack of funds for the legal fight or the threat of persecution by law enforcement officials. (The Vagos story last issue was an excellent example).

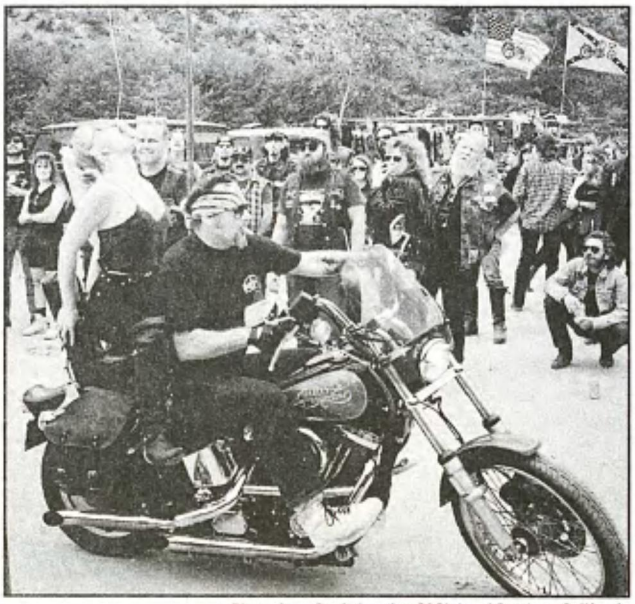


Photo from Confederation Of Clubs of Southern California

In late 1989, this dream became a reality. Many clubs in Southern California, together with the assistance of the Law Offices of Richard M. Lester, formed a confederation. This is not another association, but rather a coalition of clubs formed to protect the rights of motorcyclists—judicially. Through police complaint forms and discrimination cards, records are compiled which can be used to enforce our legal rights. The confederation will raise the funds—through various runs and parties—needed to hire civil rights attorneys.

On April 22, 1990, history was made when the first run was held in Azusa Canyon. Twenty-nine patchholding clubs were in attendance. Together with hundreds of independents, they partied and had the usual biker games, but it was for a serious cause. No attitudes, no trouble, just bikers, together working toward solutions to our common problems.

The Confederation of Clubs of Northern California has just been formed.

The next run/party in Southern California will be September 16, 1990.

For information, contact the Confederation of Clubs:
5910 Ventura Blvd., Suite 1712
Encino, CA 91436
(800)235-2424—Calif.
(800)531-2424—National
(Ask for Pepper)

Save The Salt Campaign

There's no other place on Earth like the Bonneville Salt Flats, and we are allowing this wonder of nature to dwindle away.

Potash mining needs to be stopped in order to preserve the salt's crust for future generations to enjoy.

A special built Save the Salt blimp was built in a cooperative effort by the Save the Salt committee, Bonneville Nationals, Inc., and the SCTA. Its purpose is to publicize current efforts to save the Bonneville Salt Flats from near extinction.

The Bureau of Land Management has listed the salt as an "area of critical environmental concern" because of the shrinking and thinning of the salt crust over the past 41 years. The problem has become critical and immediate action is required.

To help stop the current potash mining on the salt and encourage stronger environmental measures, write, telegram, or call the appropriate representatives today. They include:

Bureau of Land Management-
District Manager
2370 S. 2300 W.,
Salt Lake City, UT 84114
(801) 524-5348

Congressman Jim Hansen
1017 Federal Bldg., 324 25th St.,
Ogden, UT 84401
(801) 625-5677

Congressman Howard Nielson
105 Federal Bldg., 88 W. 100 N.,
Provo, UT 84601
(801) 377-1776

Reilly Industries, Inc. -Glenn Wadsworth, plant manager
Box 150, Wendover,
UT 84083
(801) 665-2241
(The Potash Mining Co.)

Senator Jake Garn
4225 Wallace F. Bennett Bldg.,
Salt Lake City, UT 84138
(801) 374-2929

Utah - Governor Norman Bangerter's Office
Attn: Curtis Gardner,
State Capitol Bldg.
Salt Lake City, UT 84114

—Clean Dean

Short Strokes

Heroes and Hassles

Hey, now there's an organization for downed bikers called the International Prison Motorcycle Brotherhood. Its sole purpose is to help ease the time of incarcerated bikers, which includes assisting the newly-released biker as he/she re-enters society. For more info write the National President, Jeff "Nermal" Schleicher, 135 State St., Box 618, Auburn, NY 13021.... **Here's a way to get yer message** to your governor easily. Constituents in 49 states can call the 900-GOVERNOR service and record up to 3 minutes of their opinion on any issue....**A cop in Northern California** was busted recently for taking nude flicks of a 16-year-old girl posing on a motorcycle in his garage. The vest he had her wear in some of the shots had "Wild Pigs" on the back, with a California bottom rocker—wild is right....**Oklahoma recently passed** a special motorcycle endorsement on a driver's license, effective January 1991. It requires that all bike riders take a skills and written test before receiving the endorsement. Now only Alabama and Idaho do not require special testing....**Harley-Davidson is now offering** a new custom line of motorcycles exclusively for retired cops—how about a line for Vietnam veterans?...**Ireland has now joined** with other so-called democratic countries by introducing discriminatory legislation against motorcyclists. But there's help. Write the Irish Bikers Action Group, 109 Castleview, Clondalkin, Dublin 22, and find out what you can do....**A bro named Tigger** from Nampa, Idaho, sauntered into the local police station and asked one of the officers for change for a five. On the back of one of the bills was inscribed, "Legalize marijuana, it's nature's way of saying, 'High.'" He mumbled, "Practice what you preach" and left....**Dr. Virgilio R. Pilapil** from Washington noticed that scary movies gave his patients constipation....**Then there was a trucker** in Mineola, New York, who smashed an ATM with a tire iron. It wouldn't give him his card back. He also flipped off the video camera, mooned it, and then split. His card was still stuck in the machine....**If you know a blind person** who would like the cultural input of our rags, write the Volunteers of Vacaville, Box 670, Vacaville, CA 95696. For $20 a year and 50 cents a tape, a blind bro or sis can enjoy the thrills of our bike features and the spirit of our fiction....I'm outta here.

U.S./Canadian Motorcycle Laws	Special License	Helmet Law	Eye Guards	Lights on 24-hours
Alabama	No	Yes	No	No
Alaska	Yes	No[1]	Yes	No
Arizona	Yes	No[2]	Yes	No
Arkansas	Yes	Yes	Yes	Yes
California	Yes	No[13]	No	Yes[6]
Colorado	Yes	No	Yes[3]	No
Connecticut	Yes	No	Yes	No
Delaware	Yes	No[5]	Yes[3]	No
Florida	Yes	Yes	Yes	Yes
Georgia	Yes	Yes	Yes	Yes
Hawaii	Yes	No[2,4]	Yes	No
Idaho	No	No[2]	No	No
Illinois	Yes	No	Yes	Yes
Indiana	No	No[2]	Yes	Yes
Iowa	Yes	No	No	Yes[6]
Kansas	Yes	No[2]	Yes	Yes
Kentucky	Yes	Yes	Yes[3]	No
Louisiana	Yes	Yes	Yes	No
Maine	Yes	No[13]	No	Yes
Maryland	Yes	No[2]	Yes	No
Massachusetts	Yes	Yes	Yes	No
Michigan	Yes	Yes	Yes[7]	No
Minnesota	Yes	No[2]	Yes	Yes
Mississippi	Yes	Yes	No	No
Missouri	Yes	Yes	No	No
Montana	Yes	No[2]	No	Yes
Nebraska	Yes	Yes	No	No
Nevada	Yes	Yes	Yes	No
New Hampshire	Yes	No[2]	Yes	No
New Jersey	Yes	Yes[4]	Yes	Yes[6]
New Mexico	Yes	No[2,4]	Yes	No
New York	Yes	Yes[4]	Yes	Yes
North Carolina	Yes	Yes	No	Yes
North Dakota	Yes	No[2,4]	No	No
Ohio	Yes	No[2]	Yes[3]	Yes
Oklahoma	No	No[2]	Yes	No
Oregon	Yes	Yes	No	Yes
Pennsylvania	Yes	Yes	Yes	No
Rhode Island	Yes	No	Yes[3]	No
South Carolina	Yes	No[9]	No	Yes
South Dakota	Yes	No[2]	Yes	No
Tennessee	Yes	Yes	Yes	Yes
Texas	Yes	Yes[4]	No	No
Utah	Yes	No[2]	No	No
Vermont	Yes	Yes[4]	Yes	No
Virginia	Yes	Yes	Yes	No
Washington	Yes	Yes	Yes	Yes
West Virginia	No	Yes[4]	Yes	Yes
Wisconsin	No[2]	No[2]	Yes	Yes
Wyoming	Yes	No[2]	No	Yes
District of Columbia	Yes	Yes	Yes	No
Alberta	Yes	Yes	No	Yes
British Columbia	Yes	Yes	No	Yes
Manitoba	Yes	Yes	No	Yes
New Brunswick	Yes	Yes	No	No
Newfoundland	Yes	Yes	Yes[3]	No
Northwest Territories	Yes	Yes	No	Yes
Nova Scotia	Yes	Yes	No	*
Ontario	Yes	Yes	No	Yes[8]
Prince Edward Island	Yes	Yes	No	Yes
Quebec	Yes	Yes	No	Yes
Saskatchewan	Yes	Yes	Yes[3]	No
Yukon	Yes	Yes	No	No

[1]Under 19. [2]Under 18. [3]Required even if bike has windscreen. [4]Helmet must be reflectorized. [5]Possession only. [6]Lights on if bike was made after 1977. [7]Required for speeds above 35 mph. [8]1970 or newer bikes. [9]If over 21. [10]Except drivers under 17 and passengers. [11]Certain cities may require lights. [13]Under 15½ must wear helmet. *Lights must be on 24 hours if equipped with auto-on wiring by factory. **Chart is accurate as we go to press — but laws change constantly. Send info on new laws in your area to Easynews, Box 3000, Agoura Hills, CA 91301.**

TECH TIP

Restoration Project

Gettin' A Feel For The Hard To Find

By Maestro

This 1936 VLH has gone a long way from its original condition, and the way back will be just as long and hard — no run for the weak of spirit.

Among the devotees of motorcycles, from custom choppers to bone stock dressers, the biker fraternity includes a finicky sect that finds its pleasures, not from changing a Harley or Indian or whatever from the way it started out, but in putting it back the way it originally was when new, even if "new" means 1921.

Many of us have attempted to join the restoration brotherhood, but as the respected vintage authority, Mike Egan warns, the membership dues take as much time, money, and long-term devotion as any other two-wheeled passions.

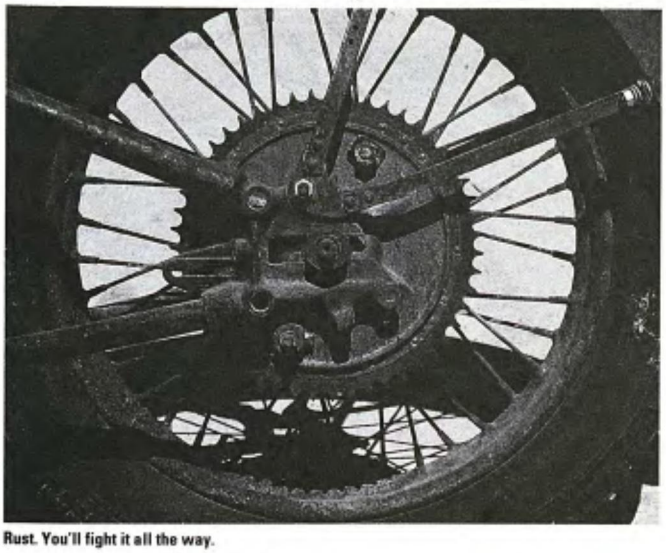
Egan restores bikes and sells vintage parts as M.F. Egan's Vintage Motorcycle in Santa Paula, California. Mike has been rebuilding antique and modern Harleys (not to mention Indians, Triumphs, and a bunch of others) for nearly 30 years, along the way seeing a sad number of restorations fail simply because people didn't realize what they were getting into.

"Restore," in this context, means to rebuild the bike identical to the way it rolled off the assembly line at the factory, and the true believers will not tolerate exceptions. Sure, some bros *will* take the tool box off a 1936 VLH to see if the mount is truly original, 'cause who'd want some bastardized one whittled out of a later model? On the other hand, when somebody sees a 1953 K model with duct tape on the grips, the reaction is, "Who cares?", 'cept for our pal, Skeeter Todd, and a handful of other K-freaks.

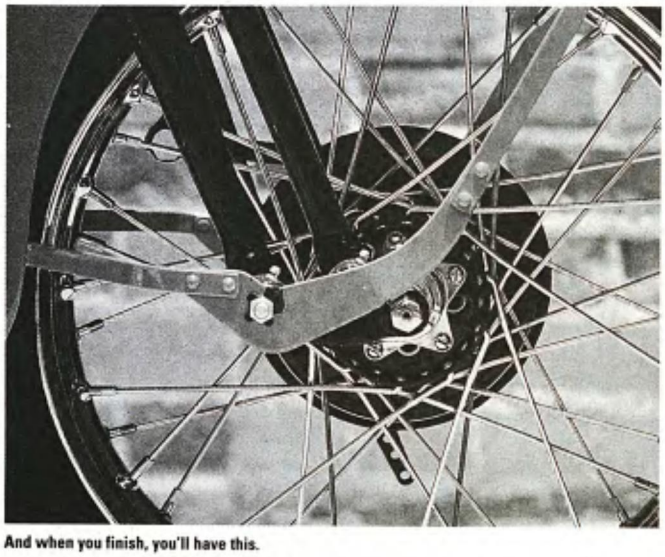
You see where this leads: not all restorations command equal respect. For instance, what's the point in spending up to $20,000 for a restoration that nobody would buy for $2,500? To get maximum value, your hard earned cash and labor to restore should go into a bike with some kind of distinction. For instance, Egan suggests the '36 VLH, which was the first of the 80 cubic-inchers, or the '48 pan, the last of the springer forks and the first of the tin tops. These things go in fashions, too, so naturally, knuckles of all years are desirable restorables, even though they are not particularly rare. Of course, restoration is a private and personal matter, too. If you just admire a particular model—it was built the year you were born, the year you got married, or the year you got divorced—and want it for your own satisfaction, then suit yourself. Just don't look at it as a money-making project.

Once you get your choice item in hand, you'll fall into the initiation phase of your new membership. Find out about the vintage shops in your area, and check their pedigrees carefully. Some haven't fully earned the title and may not be the place to go. Likewise, you'll want to check out vintage swap meets and get acquainted with the regular vendors. Let them know what you're looking for. If they don't have it, they may know someone who does.

The next step is to make some tough, honest decisions about: 1) what you can do yourself and 2) what you better farm out to a specialist—that is, a qualified one. If you don't know how to handle rust, for example, you can destroy more than you save just getting things apart. You can also screw up with enthusiastic ignorance: dunk a frame in a caustic chemical bath, and the caustic liquid will

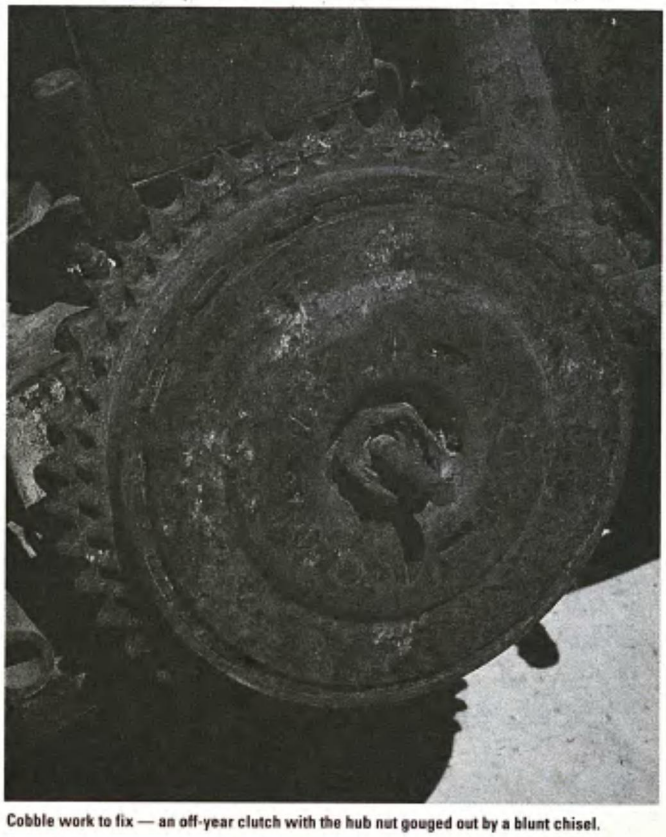


Rust. You'll fight it all the way.



And when you finish, you'll have this.

Photos by Don Sharp



Cobble work to fix — an off-year clutch with the hub nut gouged out by a blunt chisel.

creep into tiny crevices in the metal and ooze out months later to spoil a paint job. These are just two of many sources of potential disappointment. A restoration, Egan advises, more than any other project, means that, "If you don't know, you better ask someone who does."

You can usually get a shop manual for the bikes that people ride, even a scoot 50 years old. For the real oldies, and for the *real* rarities like Pope, Excelsior, Superior, Cleveland and others, you'll find yourself photocopying drawings from a 1916 issue of *Popular Science*.

The upshot is, you virtually have to write your own manual as you go along. Get an auto-exposure 35mm camera and take pictures of everything, especially details of disassembly, from several angles. Black-and-white film is fine, but you'll have trouble finding a processor nowadays, so you may as well use color. Make notes along the way, and diagrams. Sometimes whether the bolthead goes inside or out makes the difference in things going back together, months after you've forgotten how they came apart.

Do not—and Mike Egan gives this warning great emphasis—do *not* take things apart without doing your documentation. The bitter tears of failure stain many of those basket cases you see for sale: somebody got it apart, scattered the hardware, and couldn't figure out how it went back together.

Vintage specialists, such as the various clubs and swap meets do an amazing job of supplying parts and expertise for restorations. Mike Egan, for example, has 100 tons of new and used parts and accessories for both modern Harleys and candidates for restoration—enough goodies to fill a 160-page catalog. He also offers full rebuilding services for 45 and Big Twin engines, and maintains an inventory of vintage and classic cycles, (805) 933-1557. Nonetheless, you can't expect a restoration to be easy (just absorbing and interesting). Hassles will arise, gaskets being a special problem. Auto parts stores can supply the common paper and cork gasket material, but you'll look long and hard for that ultra-thin gasket paper used between cases and at transmission end plates. If you absolutely can't find the thin paper, let the specialty shop solve the problem.

This is just the tip of the iceberg. You'll also have the problem of finding the right pegs, the right stand, getting old stuff rechromed, finding instruments (and getting their faces repainted), getting the paint and the logo right, and having the right size spokes—this is still all on the outside. Inside, you'll need engine bearings, transmission thrust washers, and even special lock-tab washers. In other words, a restoration project is not for a guy who demands instant results.

On the other hand, if you get your pleasure from preserving the original truths whence the latest Evo springs and want to get elbow and billfold deep into restoration, let us know. Drop a line to:

Restoration Project
Box 3000
Agoura Hills, CA 91301.

If you need advice, lay the question on us. Also, tell us what bikes you're working on, or are interested in. ■

BIKER HALL O' FAME

Brothers and sisters who stand out in the crowd

By Red Baron

Jill Z. Smith
Sunburst, Montana

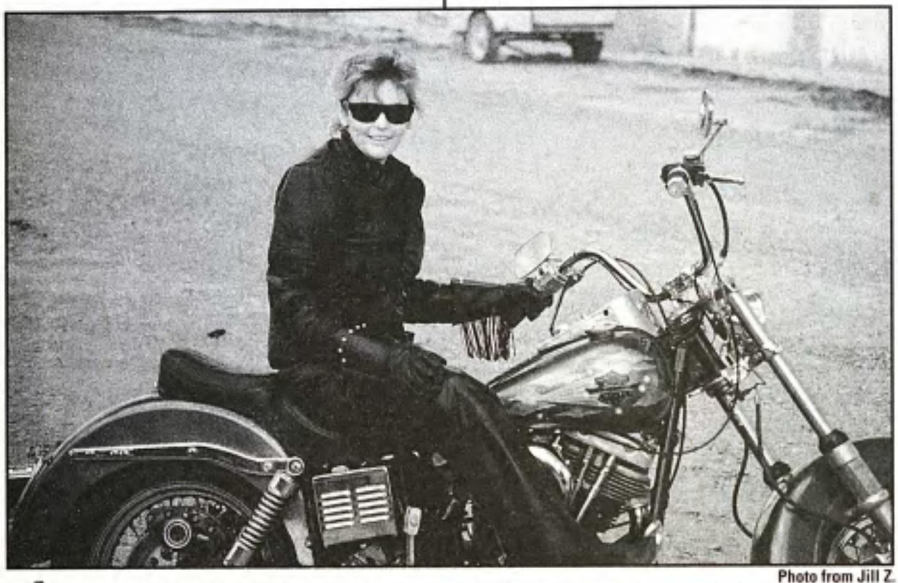


Photo from Jill Z.

As ABATE of Montana's State Deputy Coordinator, Jill has worked diligently and successfully to make the Montana citizenry aware of what ABATE is all about. In addition, she's managed to get the full support of one of the country's largest charities—the Muscular Dystrophy Assoc.(MDA).

It was the Jerry's Kids group that originally approached her and ABATE—and not vice versa, as is usually the case—to help it by organizing a run to benefit MDA. That event, last year's Freedom Run, saw some 180 people ride and contribute money to the tune of $20,000 for the worthwhile charity.

Last year, in order to get the word out, the MDA financed a videotape featuring Great Falls, Montana, radio station disc jockey Captain Rod Gates from Radio Q 106 on a Springer Softail. The new, MDA-sponsored video, which was broadcast several times daily prior to the run, not only features Jill's pretty mug, but she also educates the viewing public by explaining the purpose of ABATE. Talk about getting great PR for free.This year contributions totaled $31,557.

"It's very easy for us here in Montana to work with our legislators," says Jill, "primarily because there are so few people in this state." Whatever the reason, it works, and that's what makes Montana one of the most biker-friendly states in the Union.

Bruce Terland Sr.
Avalon, Wisconsin

Bruce's claim to fame is riding Harley-Davidsons, no more, no less, and that'll work for us. In fact, Bruce just celebrated his Golden Anniversary of being in the wind, at a party thrown for him for that very reason.

I'll leave it to someone smarter than me to add up all those miles. (Bruce later guesstimated his overall mileage at a 1/4 million—a trip to the moon.)

Bruce started riding in August 1940, on a 1935 flathead 74. Two years later he joined the Army, riding a 1942 WLA for General Patton's 3rd Army, 737th Tank Batallion, in Europe. After his tour he bought a 1947 knucklehead and started working for General Motors.

It wasn't until 1981, when he retired, that he finally got himself a newer bike, a 1978 dresser. He's still riding it with his wife, Geri, today.

Congratulations, Bruce.

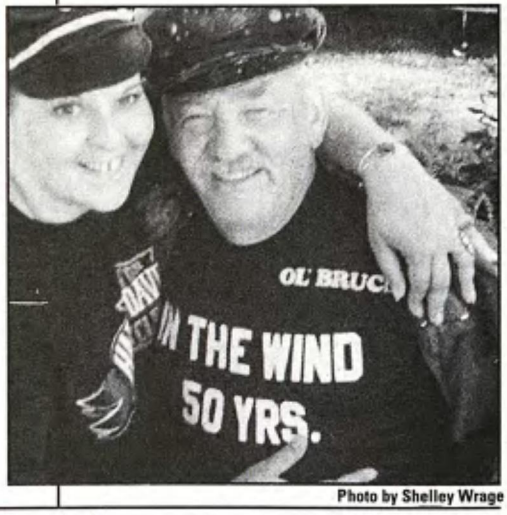


Photo by Shelley Wrage

T.G. Payne
Greensboro, North Carolina

T.G. Payne is the kind of guy who sticks to his decisions. How many of us wanted to be firemen when we were boys? And how many actually *became* firemen? Well, T.G. did. He now squelches igneous threats in the Greensboro, North Carolina, area.

T.G. showed the same tenacity during his recent, two-year stint as the local H.O.G. director when he also worked part-time at Young's Harley-Davidson in Greensboro.

It was raining cats and dogs during a planned, local MDA benefit run a few years back. Hundreds of riders were supposed to show up, but the downpour discouraged them. Not T.G., though. He and two other riders were determined to make a go of it, and subsequently were the *only* ones to ride the 100 or so miles through the mountains, awash that day with celestial piss.

Unassuming and downright humble, T.G. dismisses any special efforts on his behalf, but we know his language doesn't need words. He lets his actions do the talking.

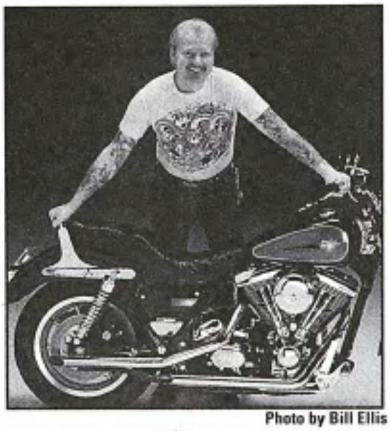


Photo by Bill Ellis

SHACK O' SHAME

Joan Claybrook
Washington, D.C.

Remember Joan Claybrook, the patron saint of safteycrats? As former administrator of the National Highway Traffic Safety Administration (NHTSA) under Jimmy Carter, Saint Joan vocally supported mandatory helmet laws and utilized the full powers of her position to push for excessive governmental nannyism.

Joanie's back. Now, she's heading up a chorus line of insurance industry lobbyists misleadlingly dubbed the Advocates For Highway And Auto Safety.

Most of the Advocates' board of directors represent insurance companies—each of them paying $100,000 for a board seat. Their total war chest of $1.5 million has been dedicated to "saving us from ourselves."

Among the group's top priorities are: 1) motorcycle helmet laws, 2) automobile seat belt laws, 3) lower speed limits, and 4) stricter drunk driving laws.

In addition to throwing its total support behind the federal legislation of a national helmet law (S.1007 and H.R.3925), the Advocates For Highway And Auto Safety recently held press conferences in Los Angeles and Washington, D.C. where they urged "every state to adopt laws requiring motorcyclists to wear helmets."

As rationale, Advocates told the gathered press that a helmet law would reduce insurance rates—not for bikers, but for automobile drivers. And to add insult to injury, the group also spewed unsubstantiated safetycratic nonsense about bareheaded bikers being a public burden—because our medical expenses are draining the national treasury!?

Ironically, as head of NHTSA, Ms. Claybrook demonstrated both her concern for taxpayers' money and her knowledge of motorcycling when she misspent thousands of dollars to develop a "Backwards Bike." Her boondoggle was so infamous that it earned her a listing in the *Book Of Lists* under the heading, "Wasting The Taxpayers' Money—14 Winners Of The Golden Fleece Award."

Listing Joan's blunder at number 13, the citation reads: "In March 1975, Senator William Proxmire of Wisconsin instituted a monthly Golden Fleece Award to be given to the biggest, most ridiculous, or most ironic example of governmental spending or waste . . ."

"NHSTA. for spending $120,126 on a dangerously low-slung, backward steering motorcycle that everyone said couldn't work—and didn't. The firm that received the contract tried to cancel it after concluding that the design was useless, but *the administration* insisted that work continue. When the final product proved a failure, as expected, the NHTSA began work on the equally useless and dangerously low-slung *front*-steering motorcycle."

God protect us from our protectors.

—Bill Bish, National Director
Bikers Against Manslaughter

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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 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 $40 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'm not streaking—I just got out of divorce court!"

"You really are a fucking joke."

A door-to-door polltaker asked the young housewife what form of birth control she and her husband practiced.

"We use the bucket-and-saucer method," replied the woman.

The polltaker started to check it off his list, but he didn't know where to enter it. "Excuse me, ma'am, but I'm not familiar with that method. What exactly is the bucket-and-saucer method?"

"Well, you see," said the woman, "my husband is shorter than I am, and he has to stand on a bucket."

"I see," said the polltaker, still confused.

"And when his eyes get as big as saucers," she continued, "I kick the bucket out from under him."

—Jo Ann Sanderson
Thor, Iowa

Definition of *lawyer:* a person hired by you to get what is coming to him.

—Rebel
Represa, Calif.

It was Saturday night at the local bar, and Big Jim's line of slick bullshit had paid off once again—soon he was packing a new splittail to his pad for a night of fun and games.

But when the chick got her clothes peeled off and Big Jim saw how thin and fragile she was, he got to worrying that if he jumped her bones too hard, he might actually break her.

Sure enough, during foreplay, he felt her crack.

—Shetland Pony
The Seaboard

After the pompous Congressman was arrested for speeding, he appeared in court and addressed the judge in his best oratorical manner: "I'll admit I may have been speeding, Your Honor, but you see I'm a Congressman and . . ."

"Ignorance is no excuse," interrupted the judge.

—Hot Willie
Somewhere

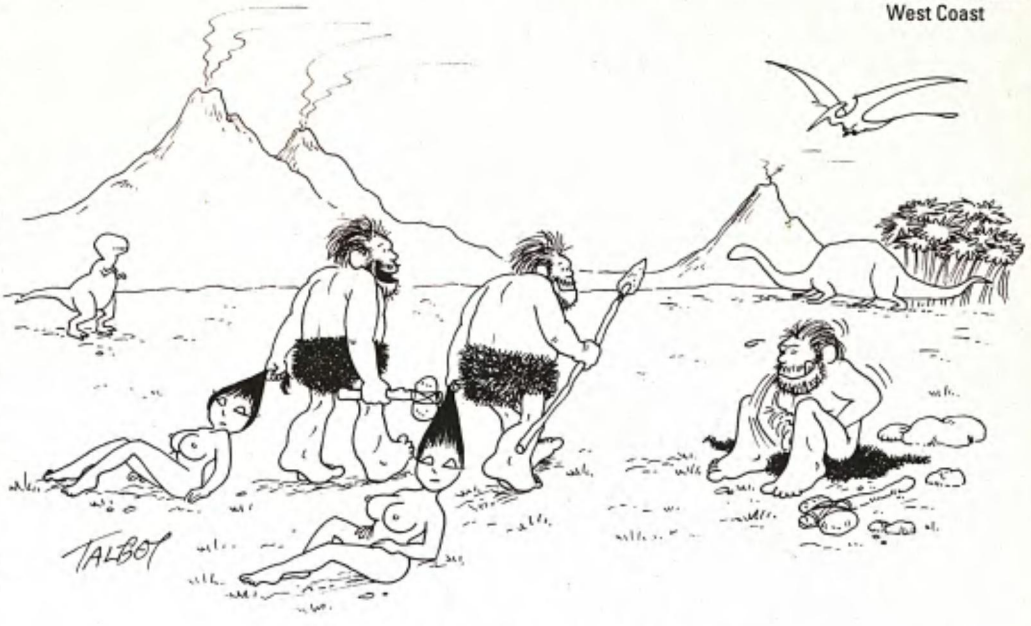
On his last day in Sturgis this year, Little Joe lucked out and met Wendy, a stone fox with long legs, a perfect ass, and tits that just wouldn't quit. After some small talk, she climbed onto the P-pad, and they headed for his tent at the Buffalo Chip.

To his surprise and dismay, though, Little Joe just couldn't get it up, no matter what. Embarrassed as hell and apologizing to the gorgeous hardbelly, he finally gave up and took her back to Main Street. Disgusted, he packed up his gear and headed home.

On his first night back, Little Joe stepped outta the shower and padded into the bedroom, and there sat his ol' lady in a wrinkled bathrobe, hair in curlers, cold cream smeared all over her face, and eating graham crackers in bed... and he suddenly felt the onset of a terrific hard-on growing.

Looking down at his throbbing dork, he snarled at it, "You ungrateful, mixed-up sonuvabitch—now I know why you're called a prick."

—Ruben Sanchez
West Coast



"Look, Gork has invented bachelorhood!"

Four mothers were discussing their sons after church one Sunday. "My son is a monsignor," the first proud matron said. "When he enters a room, people say, 'Hello, Monsignor.'"

The second mother announced, "My son is a bishop. When he enters a room, people say, 'Hello, Your Excellency.'"

"My son is a cardinal," continued the next. "When he enters a room, people say, 'Hello, Your Eminence.'"

The fourth mother thought for a moment. "My son is 6'10", weighs 300 pounds, and rides a Harley," she said. "When he walks into a room, people say, 'Oh My God.'"

—Jeff Jordan
USA

The chaplain entered the cell of the condemned man and said, "My son, I will allow you a few minutes of grace before they hang you."

"Shit, that's not very long, padre," sighed the prisoner, "but go ahead and bring her in."

—Hammer
Here

Whaddaya call the feeling that you've been thrown out of a particular bar before?

Deja brew.

—R.M. Wheeler
Colorado City, Tex.

"But dear, I was looking forward to spending a quiet evening at home!"

Didja hear about the Texas Aggie who was found dead in an alley, with shit in his veins?

He'd been shooting craps.

—Kermit
Villa Park, Ill.

Then there was the biker who always wore a metal jockstrap—until the day he walked into a strip joint and was killed by shrapnel.

—Lucky
Graybar Hotel

Definition of *hiccups:* a country girl's brassiere.

—Brazell
Durango, Colo.

What's the difference between a student and a pimp?

The student cracks the books.

—Fat Boy
Rockies

"Tell the wife—no more blowjobs."

The shitfaced tramp was stumbling down the street with one foot on the curb and one foot in the gutter. A cop pulled up and said, "I've got to take you in, sir. You're obviously drunk."

The wasted biker asked, "Ociffer, are ya absolutely sure I'm drunk?"

"Yeah, buddy, I'm sure," said the cop. "Let's go."

Obviously relieved, the bro said, "That's a relief—I thought I was a cripple."

—Stevon Ginter
Lancaster, Pa.

Mad Mike and his ol' lady had been fighting tooth and nail for hours. "I wish to hell I'd listened to my momma and never married ya!" she cried.

Hearing that, Mad Mike jumped up from his chair and demanded, "Do you mean to tell me that your mother tried to stop you from marryin' me?"

"Damn straight," she said.

"And to think," said Mad Mike, "that all these years, I've been cussin' that woman!"

—Morris the Cat
In Lockdown

On his wedding night, what does a Polish groom give his bride that's long and hard?

His last name.

—Bill Rose
Marysville, Calif.

The ol' lady and her daughter were in the kitchen, washing dishes while the biker and his young son were kicking back in the den and watching the Raiders game on TV.

Suddenly there was a tremendous crash of broken dishes, followed by a complete silence.

The boy looked knowingly at his dad and said, "It was Mom that dropped them dishes."

"How do ya know that?" the bro asked. The rugrat replied, "Ya don't hear her yellin', do ya?"

—Dave Chance
Crescent City, Calif.

Coming home early from work, Jake walked in and found his ol' lady humping away in bed with none other than his closest bro.

"You worthless sonuvabitch!" Jake roared at his buddy, grabbing his shotgun off the rack. "I'm gonna blow both yer fuckin' balls off!"

"Shit, Jake, gimme half a chance, at least," pleaded the backstabbing bro.

"Awright, bro," said Jake. "Swing 'em!"

—Wood
Tamal, Calif.

What's the difference between a bell pepper and yer ol' lady?

Ya stuff the pepper *before* ya eat it.

—Greg LeMay
Oshkosh, Wis.

Definition of *obscenity:* anything a 70-year-old Republican can't do anymore.

—Sledge
U.S. of A.

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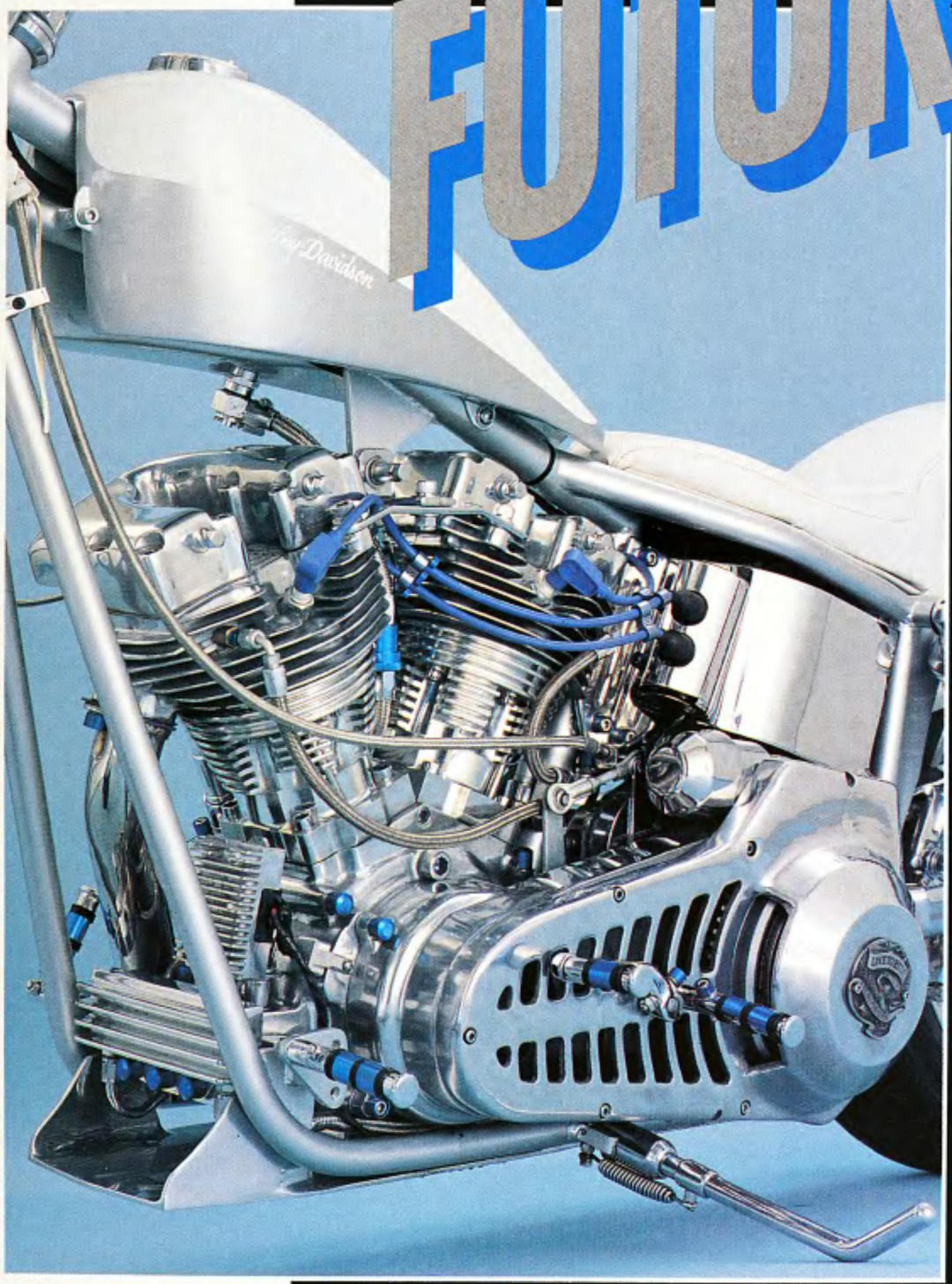
Tell 'em you saw their name here!

BACK TO THE FUTURE



When Marty McFly, played by Michael J. Fox, wanted to go time-trippin' in the movie *Back To The Future*, he did it in a nuclear-powered DeLorean. Sonny Heflin of Bowie, Maryland, does it with his outrageous-looking shovelhead.

The bike does indeed look futuristic, which is exactly what Sonny wanted. Its long, low, sleek appearance, the polished aluminum engine (no chrome anywhere), and the Corvette white and blue pearl paint job all proclaim that this Harley definitely belongs to the next century.

And runs like it, too. Sonny claims that nothing weird ever happened to him at 99 mph, but added that it feels pretty good when he cranks it up around 130.

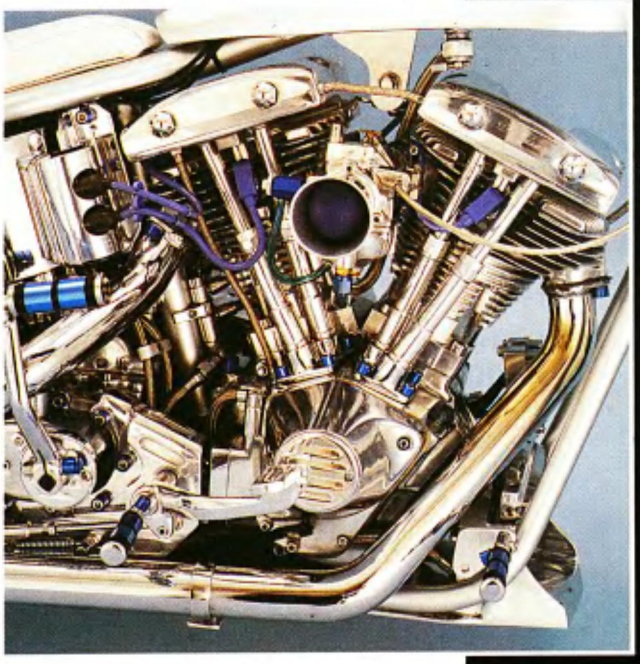
The bike owes its high performance, in part, to dual plugs on each cylinder to give it a hotter spark at those top-end speeds, and an S&S Super carb with something called a Thunderjet, designed by Sonny's friends at Zipper's Cycles.

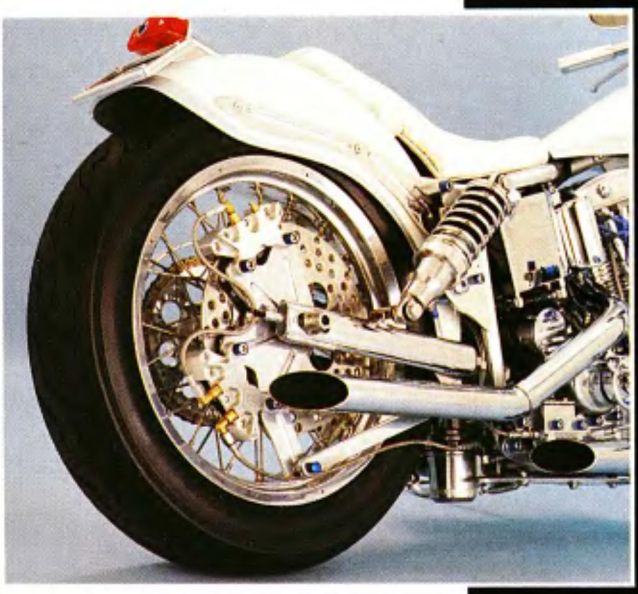
Sonny got into motorcycles at an early age, helping his dad build and race dirt bikes. At age 10 he got his first taste of riding on his own, and has been hooked ever since.

When he turned 18, Sonny bought his first Harley-Davidson—a brand new 1978 Low Rider that eventually became the creation you see here. He rode it around the Maryland-D.C. area stock for about five years, then began making changes. First, he put on some new pipes. After that, one thing led to another until one day Sonny decided to get plumb radical, amassing 20-some trophies in the Mild Custom class along the way.

In the Radical class, this bike has taken seven first place trophies, four Best Engine awards, and five Best of Show trophies. But then, what chance do us lowly 20th-century types have against a bike from the future? Doesn't seem fair.

Glenn Padgett did the paint job, after Sonny experimented to figure out exactly what color he wanted. In addition to the white and blue pearl combo, the frame has a





Owner(s): Sonny Heflin	City: Bowie, Maryland	
General	**Frame**	
Fabrication by: owner	Year: 1986	
Year and make: 1978 H-D	Builder: Mancosco H-D	
Model: Low Rider	Type: swingarm	
Value: whole lotta	Rake: stock	
Assembly by: owner	Stretch: 2 inches	
Time: 3 years	Other alterations: stretched swingarm	
Chroming by: polishing/Ed's Polishing	**Accessories**	
Engine	Bars: H-D, cut down drags	
Year: 1978	Risers: cut down pullbacks	
Model: shovelhead	Fender(s): Arlen Ness/modified	
Rebuilder: Zipper's Cycles	Headlight: round	
Ignition: Dyna	Taillight: Ness blue dot	
Displacement: 93 cubic inches	Speedo: none	
Lower end: S&S	Front pegs: Ness machined	
Balancing: House of Balance	Rear pegs: heavy duty	
Pistons: S&S	Electrics: owner	
Cases: H-D/polished	Gas tank: stretched Sportster/owner	
Heads: H-D/ported and polished	Oil tank: Drag Specialties	
Cam: Andrews D grind	Oil system: braided lines	
Lifters: S&S solids	Primary cover: Phase III open belt	
Carb(s): S&S Super with Thunderjet	Seat: owner	
Air cleaner: velocity stack	Sissybar: none	
Pipes: 2-inch drag	Height: n/a	
Muffler(s): none	Material: n/a	
Transmission	**Forks**	
Modifications: full Andrews gears	Type: H-D	
Year: 1978	Extension: 2 inches under	
Shifting: 4-speed/foot	Builder: H-D	
Engine sprocket: belt drive pulley	Special features: Arlen Ness trees	
Trans sprocket: 23-tooth	**Wheels**	
Wheel sprocket: 47-tooth	**Front**	**Rear**
Painting	Size: 18 inch	Size: 18 inch
Molding: owner	Hub: H-D	Hub: Kosman
Painter: Glenn Padgett	Rim width: 3-inch	Rim width: 6-inch
Color: white w/blue pearl & silver	Tire: Dunlop	Tire: Dunlop
Type: Sikens	Brake: H-D	Brake: Perf. Mach. dual
Special paint: pearl		

Other special modifications: aluminum cylinders, handmade rear brake pedal assembly, skid plate, fender rails, coil covers.

base coat of Corvette silver, with several coats of clear to give it a powdered look.

In addition to Glenn and the fine folks over at Zipper's, Sonny credits his wife, Cindy, and Sonny Jr., age one-and-a-half, with helping him put the bike together. Learning bikes at an early age seems to run in the family.

And if all that ain't enough, this bike is ridden every day. I'd be a little tight-assed about riding a radical custom scoot like this on the streets. Obviously, Sonny's got no problem with it.

Well, actually he did have one big scare a while back puttin' home. Seems there was a construction pipe buried across the road that had been covered up only with gravel. Cagers had scat-

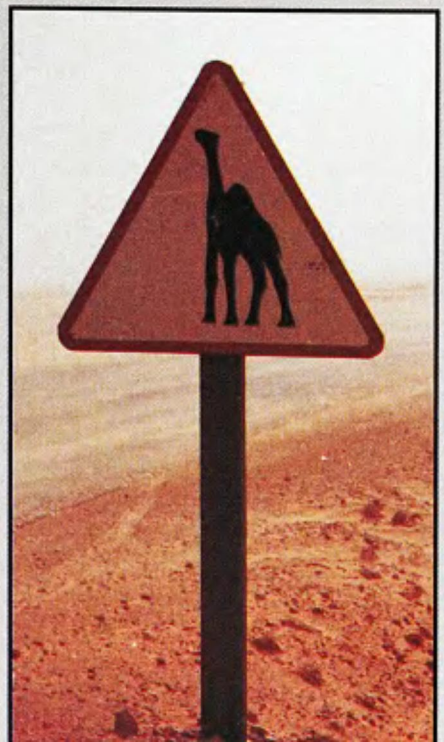
tered most of the pea-sized stones, leaving a potential hazard in the form of a gap in the road for Sonny's haulin'-ass custom sled. Luckily, he saw it coming up at the last moment, and was able to shut 'er down to around 30 mph before hitting the trench. He had to redo the skid plate, but didn't suffer any major damage.

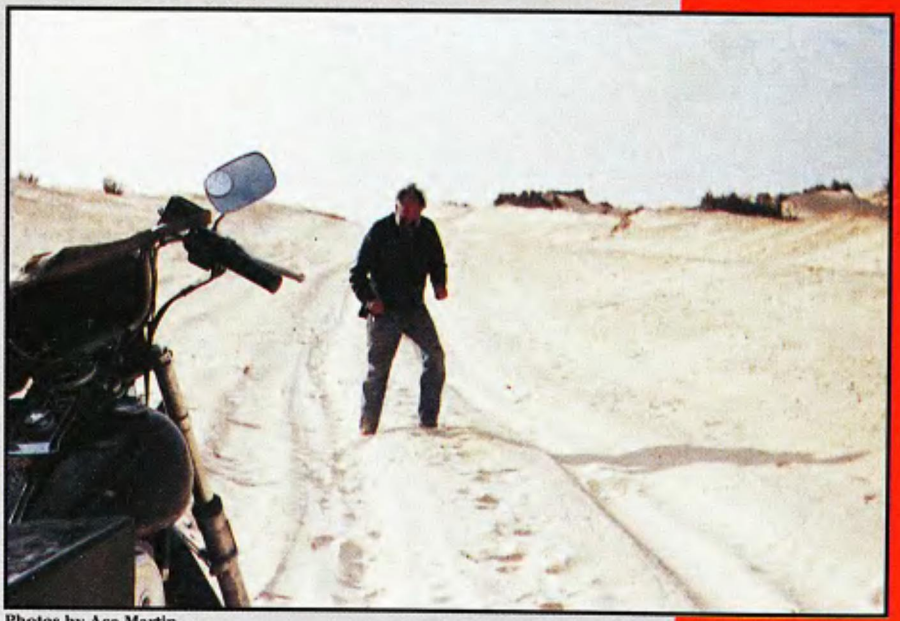
If you get a chance, check this bike out in person at one of the half-dozen or so bike shows that Sonny enters during the year, mostly up and down the East Coast, and see for yourself what back to the future really looks like, Sonny Heflin-style!

—Ape Man

MOROCCAN

Ace Martin has been traveling for five straight years, on a world trip which will eventually take him through 44 countries and over 250,000 miles. This is another daring segment from a book Ace is co-authoring with Russ Mathena, titled, *Live The Good Life*— enjoy.





Photos by Ace Martin

By Ace Martin and Russ Mathena

MIND TRIP

For three days I hadn't eaten very well. I'd been in the southern desert part of Morocco—not many people and even fewer places to get food. My diet consisted almost entirely of bread and a few veggies.

I had been riding for about three hours to get over the Atlas Mountains back to Fes. The weather was crisp and windy but at least I was out of the sand. The wind blew about 50 miles per hour, mostly from the direction I headed. Whenever the road curved, the wind hit hard on one side, then another. Finally, I was on the downhill side of the mountain.

I wasn't feeling very well. Diarrhea had plagued me for a couple of days. I guess it was the water, food, or both.

I searched for shelter and found none. I kept saying to myself, "I must get out of the wind." Tired, hungry, and a bit sick to my stomach, I really needed some sort of shelter fast. Under a bridge that spanned a sandy ravine looked promising.

I ate in relative silence and calmness. Still feeling a little bit weak, lightheaded, and achy, I felt I should stay under the bridge for a while. I had plenty of water but not much food. After drinking some cold coffee, I put on the best gear—my cloth aviator cap, goggles, and scarf—to protect myself against the devilish wind. I headed out again.

I worked my way, shifting the monster toward and through this unseen force.

At last, I cleared the twisting mountain road and came to a flat straight stretch on the wide valley floor. The road was nothing but hard packed clay and rocky gravel. The valley floor was similar, except for a bit of brush scattered here and there. The wind was treacherous, even without the sand. I started to talk to myself. I'd done this before, and then it seemed so right.

"What a vast empty place! Look at the road, straight down to the bottom, like a ski jump without the slightest turn," my inner voice advised. "This valley must be the windpipe of the world! All the earth's air gathers at the far end and is blown down the valley and held in only by the mountain ranges."

"I'll ride square with it," I replied. The road stretched ahead just as the voice said, forming a thin dark line across the valley floor.

"Grab the handlebars tight and duck your head. Drive straight into it! Don't be frightened! Your mighty Harley is the best. Positively, this type of ride is a chariot of power, diving into the depths of this windy hill. You've got the power, skill, endurance and experience to ride in these conditions. Don't just stand there, thinking of pitching your tent. Ride! That's what it's all about. Get on your bike. Do it! Do it, now!"

"Okay, if you say so. Anyway, it's only 1 p.m. I'll release the brakes and roll down the hill and start in low compression." I did as I was told and rode. The wind hit me hard at about 60 mph. My speed of 40 put the rushing wind speed to about 100 mph. I worked my way, shifting the monster toward and through this unseen force. After about 20 kilometers of straining, I was hit by another spasm of pain in my gut. I heard my inner voice again.

"Stop the bike behind that arch up ahead!"

I could see no arch. Finally, I saw it, long after hearing the words. A curious place to have one. Arches are generally erected before a city, but there wasn't any evidence of any

MIND TRIP

type of town. Pulling the bike tight against the backside of the concrete arch, the wind continued to howl around me.

"Go out into the vast land and squat—do it now or you'll be sorry."

Still a bit puzzled that the voice inside my mind was correct, I knew I needed to find a place to relieve myself.The pain stabbed through me again. I walked about 200 meters into the almost perfectly flat valley, straining against the wind. My mind said a voice told me. I was directed.

I found what I needed. Not sure why, but it was the place to relieve myself. When I finished I felt better, but funny, still disoriented and out of myself.

"What are you doing?"

"Me? I'm . . ."

"Go back to the bike."

"Bike? Where?"

"There. Over there, your bike, don't you see it? There! Stand up! Look! There it is! See the arch?"

"Okay. Why not? It sure is windy."

My mind acted like it belonged to someone else. I walked to the bike in a dream state, with a feeling of nothingness. A constant barrage of howling wind and sand made walking more difficult than it should have been, even with my illness. What's more, it only felt natural.

The crushed man held his hand out in my direction as if to ask for help.

When I reached the bike, I just crouched behind the arch protected by the fantasy, not even sure at this point there even *was* an arch. The last time I was in a sandstorm like this, I felt concerned for my safety but now I felt nothing—nothing at all. And sandstorms have been common for me the last few months.

I couldn't remember where I was. The sum total of my knowledge amounted to this—I was on a trip and headed in a westerly direction. The voice or feeling said something again.

"Look at your map."

I found the map in my pocket. I knew where I should've been, but not what country.

"Look at the map! Look! Read it! See the countries!"

I didn't even know the countries' names and I couldn't say the name of Spain, but I recognized the word, Morocco. I saw I came from Tunisia. I knew I was Ace Martin, but that was it.

"Open the side steel box."

"Why?"

"Open the box! You'll need warmer gloves."

My familiarity with the box on the bike came from pure reflex, a subconscious place beyond my memory. But all things in the box were completely unknown to me. Trying to find something familiar, I kept looking. What was in that can? I didn't know (it was chocolate).

"Open it!" The voice commanded.

I saw a brown substance.

"Taste it."

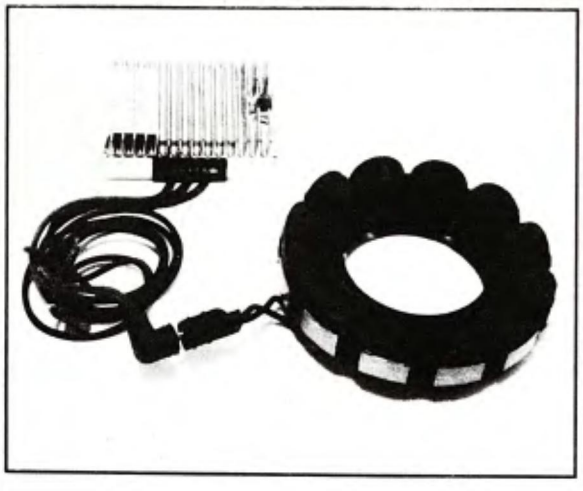
I tasted a flavor I wasn't familiar with.

"Drink some water."

I automatically drank but didn't even recognize that.

"You must not stay here. You must go. Change your gloves. Start the bike. Go on the road to the sun. Leave now!"

"Why not stay here?"



GARY'S FIX-IT FORUM

One area that you might look at the next time that you start having charging problems, are the **plugs** for the **voltage regulator** and the **stator**.

It is absolutely essential that these plugs are securely joined together and that they are kept clean from oil and dirt. On late-model motorcycles, the factory provides several types of retainers that prevent these plugs from vibrating loose. These retainers are also available from the aftermarket.

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DEALER INQUIRIES WELCOMED

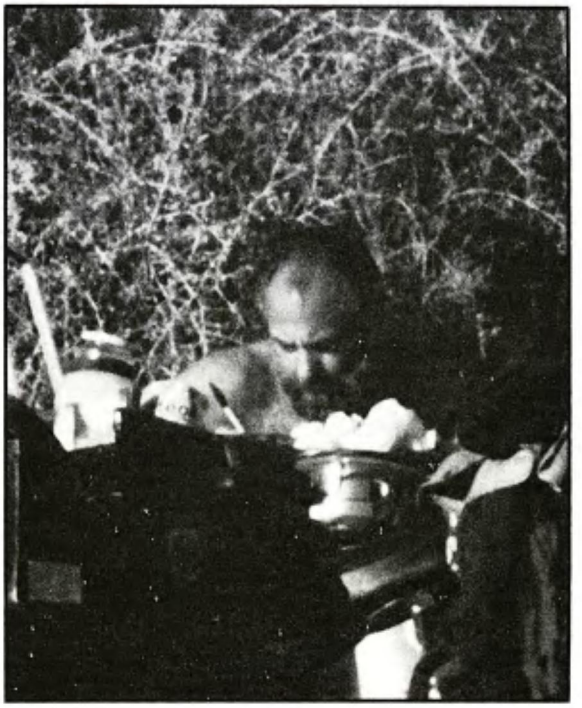
No answer. But the feeling was fantastically strong to go, and I wasn't conscious of starting the bike or being on the road. The powerful wind pushed against me so hard, it was like going through a wall.

Although an eternity to me, only a short time passed because I was so out of it. My mind reeled, I started thinking of all sorts of things.

I wasn't even sure how I arrived at Taroudanort. I knew I needed to go over a pass before I reached Fes. Two days passed before I looked at my daily log, a day was missing. That's not uncommon in itself, because many days I don't write. But what I wrote was so different from what I remembered.

I arrived at the gate before the mountain pass around 2 p.m., a strange time for me. The distances seemed too great on my map. My time was just screwed up. The pass was closed, the iron pole stretched across was heavily welded and impassable, even though someone had smashed into it, bending it out of shape. A truck parked in front of the pole blocked the only way.

Two men waved me to slow down, gesturing for me to pass through a small opening without stopping or checking my papers. In my clouded state of mind, and a bit confused by all the waving hands, I decided to visit my newfound "friends." One worker in particular seemed to be more friendly, even though I couldn't speak Arabic and he couldn't speak English.



He signaled that it had snowed ahead, blocking the pass.He then pointed to the concrete hut, inviting me in. About 10-feet square, a fire burned in a metal drum. My friend indicated I should get warm. I tried all the languages I partially knew on him—German, French, and Spanish. Using some words of each and gestures, we were able to communicate a little. I could tell that he liked me and was fascinated by my traveling. He indicated that I should stay, but in my state of mind I only wanted to leave. Feeling that I needed to go to Fes, I stayed long enough to get warm, said, "So long," and off I went.

I traveled toward the pass for about two miles when it began to snow heavily. My mind was clearing all the time, and I knew on my own that I couldn't go farther. My inner voice had left. The snow came down even more, and since the pass was much higher, I headed back.

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MIND TRIP

Upon my arrival, I could see the large truck still parked on the hut's side, facing north, apparently backed up to the pole for welding repairs. When I reached the men back at the gate, I indicated that I was cold. Gesturing to pull the bike in behind the four-ton truck and up a slight bank to the edge of the hut, my new friend smiled at me. I stopped to assess the situation.

I didn't feel I could get the bike up the bank, so I slipped the bike behind the truck. Otherwise, because of the snow, I would have had to back up and get a running start.

My friend was so happy to see me return, he rushed up to me and put his arm around my waist, just like long-lost friends. A common thing in Arabic countries, they're real friendly people.

I motioned to my buddy that I wanted to get off the bike. He stepped away from me. Dismounting, I swung my road-stiff leg around the saddle and took two steps away from the bike. A loud crash roared in my ears. The truck jumped forward, knocking me off balance and my bike went out of control. My friend stumbled away as we exchanged places.

In my mind, I could see the truck fall off a jack. But what really happened was another big truck came down the hill, tried to stop, and skidded, hitting the welding truck. That stretched the acetylene torch lines, and I waved my hands frantically, afraid we'd all go sky high. Another man got in the truck and moved it forward.

I turned toward the hut to see the Harley, down a 12-foot embankment on its side. Turning the other way, I could see a man, my friend, crushed under the concrete counter weight of the iron pole.

The crushed man held his hand out in my direction as if to ask for help. Blood poured out of his mouth, running over his jalopy, onto the snow and into the ditch toward my bike. The man was dying. No question about it. I could feel the life going from him. Possibly, three minutes passed. His arms eased to his sides and the blood stopped its flow. I had witnessed death before, but somehow this seemed so different.

The other Moslem men just stood around and watched with no apparent emotions. The man's spirit seemed to ease out of him and he became just a dead body. An hour later he was covered by a light coat of snow, and one of the men did the same with some grass mats.

Word of the accident spread quickly as the men and women of the village came to see the dead man. His wife, accompanied by several of the women, was brought to the death site. She cried hysterically as the other women joined in her sadness and misery.

One sympathetic young man said I could stay in his barn. I felt he understood the death wasn't my fault.

The cold weather changed from light snow to rain and back to snow. By then, I was in the hut with eight others trying to get warm. I listened as the men talked but couldn't understand what they said. I didn't know what to expect or express. Time seemed to pass slowly. Sometimes one of them would look at me with what I perceived as understanding. Their conversation included me almost commonly.

About dark, the police arrived. After some loud talking, some attentive movements, and a quick look at the body, one of the police yelled at me to leave. To get out! Go!

I was shocked, a bit dazed from all this absolute difference in attitude. The police forced me to return out into the harsh weather. Preparing to leave, I dressed in my rain suit.

One sympathetic young man said I could stay in his barn. I felt he understood the death wasn't my fault. While he ran ahead, I pushed my damaged, but still rideable bike, into the now rainy dark of night.

He opened the doors of the barn attached to the house and I rode partway in. Disappearing into the house, I could see him talking to the oldest man. In Arabic countries the eldest makes the final decision. He came out in a few minutes and said I couldn't stay, not even with the animals.

A woman came out, seemingly sad. A bit unusual for a local woman to talk to a stranger, she gestured to me and said in Arabic that I couldn't stay. Almost apologetic in her voice, I was sure if up to her I could've stayed.

The rain had turned to light snow. The young man helped me push the bike out to the slick uneven animal path. I rode the bike back to the paved road, dark and very slippery.

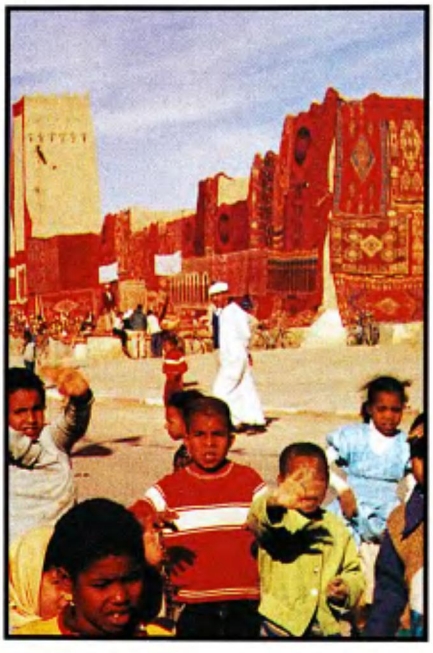
It was a 50-kilometer trek to the nearest town—in the direction from which I had just come. I remembered a celebration going on, with hundreds of Berbers' tents. For sure, there would be no place to stay. I felt big trouble.

This hadn't been a good day, or two, or three. And worse, I was wet and cold. Besides, I knew I didn't want to pitch my tent too close to this town.

Somehow, I've always been lucky or helped or guided before. So I took a deep breath and headed down the road. Suddenly, two bikes approached.

I asked what they were going to do and found out they slept at a couple of houses with garages. They had been invited to stay, and shortly, so was I. This time a room with a bed. Great.

I settled down to rest, get dry, and recall my thoughts on the day. Eventu-



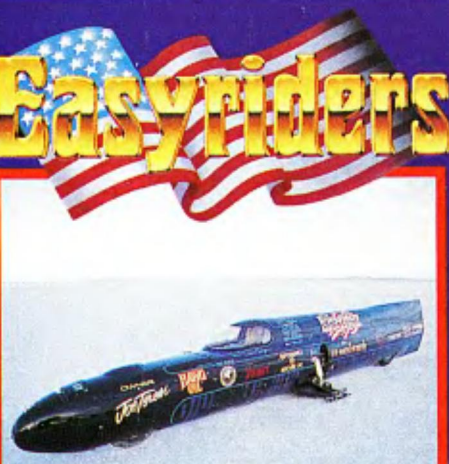
ally, I decided to go over things in the morning as extreme grogginess terminated the day. Just as I was falling asleep, a man from the guard crew informed me that this wasn't a hotel and that I had to get out. The other men could do little.

Again, I was forced back on the road into the blind, snowy night. Cold, wet, slick, blind—shit! I saw a man get killed, I was almost killed, and I'd gone through some type of head trip—twice—what was going on? It was a long, cold, lonely ride for me. I felt sickened by what had happened. Cold and miserable, my mind just plain stopped functioning. I thought that, possibly, it had all been a very bad dream.

The next three days brought more friendships with the locals, two *couscous* dinners, one at a student's house and another at a friend's. Back to almost normal, the events of the past few days seemed like a dream. Did they really happen?

Excerpted from "Live the Good Life," copyright 1989.

Easyriders



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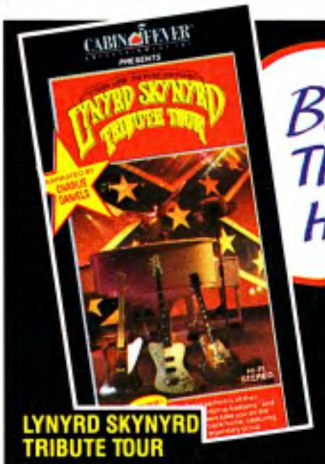

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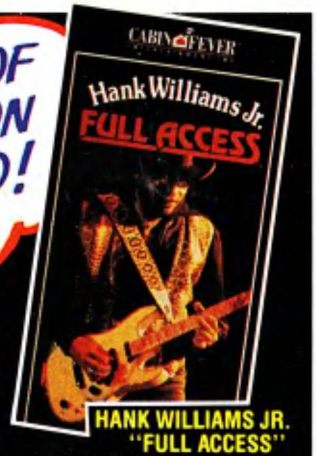

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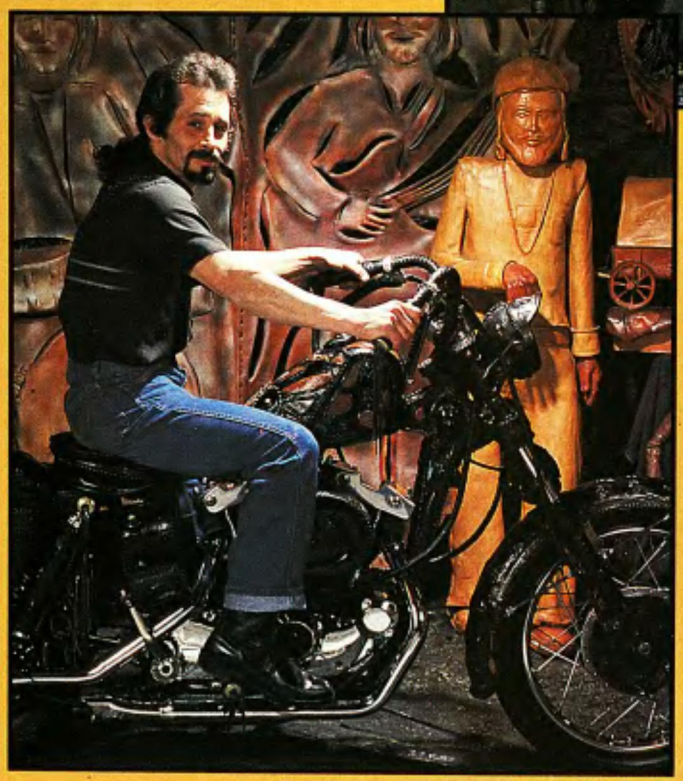
THE LEATHE

Leather always feels the best, at least to me, and I got lost in it just *lookin'* at Bob's leather bike and assorted goodies (everything in the photos is covered with leather). There's *endless* detail goin' on here.

He bought this '73 XLCH 1000cc Sportster four years ago as a rat basket case, and spent about six solid months building and draping it with skins. Bob began working with leather some 18 years ago in Atlantic City, New Jersey, when an old boardwalk rat taught him how to make a leather belt.



Ultimately, he started his own business, and learned that when leather gets wet, you can mold it into shapes. This opened up a new world for him, which he's explored fully, from life-sized leather men and a 7-foot-tall Statue of Liberty, to custom motorcycles and designer helmets.

The Leatherman met Ron Finch a few years back and Ron has remained a great inspiration to Bob's custom bike work. The Leatherman is interested in merging with a company large enough to support his work, but in the meantime you may obtain

RMAN

Photos by Roger Bird

his custom-made leather articles by writing to: Leatherman, 209 Linsey Blvd., Flint, MI 48503.

Leatherman would like to thank Paris Maglothin for her help on stitching, Steve Carr for his stitching and braided handlebars, and special thanks go to the Matlin family, owners of Marap Leather in New York.

Looks like the Leatherman is $100 richer on account of this article. He bet his brother-in-law that his bike would make our rag. Thought it wouldn't?

—Calamity

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I'VE BEEN BURNED!

I'll admit that I'm not a professional movie reviewer so what follows is my opinion and evidence of my dislike for being burned. I'm just a dumb scooter tramp, pickin' my nose and mindin' my own business, but I get really hot when I'm burned by Hollywood studios, actors, and actresses.

A friend who was going down to Hollywood Boulevard caught my attention when he said he was going to protest the movie *Another 48 Hours*. He was protesting it along with numerous other bikers and organizations such as Bikers Against Manslaughter. I didn't pay too much attention—just another protest about the way bikers are usually treated in movies, I thought.

Photo from Paramount Pictures Corp.

But the next day I decided to see what they were protesting. So I gave a wad of my beer money to the box office, another wad of beer money for popcorn, and proceeded to view this poor excuse for a movie. I had seen the first *48 Hours* in 1982 and liked the performances of Nick Nolte and Eddie Murphy. They were both good in the first movie, and, as you know, it was an immediate success.

I've seen Nick Nolte a couple of times having breakfast. I'm not particularly impressed with a guy merely because he earns his bread by acting (shit, I'm a welder by trade), so I don't wet my pants when I see one. I've also seen him in a football movie and a cop movie and have liked him in everything so far.

Murphy was a novice actor who hit it big in his first movie, but we all know that. In the first movie you could feel Murphy's dislike for the cop (played by Nolte), just as you could feel the hatred the rednecks had for him in the bar scene. The first bar scene was well lit. You could see the expressions on the faces and could feel the hatred. In the second movie, they did the bar scene again, but it was poorly lit (and acted), making it difficult to see the hatred in the facial expressions. And Murphy came off in the movie as a foul-mouthed, jive-ass turkey. We all curse from time to time so I'm not finding fault with that aspect, but this turkey spewed out a steady stream of curse words. He was obviously trying to impress the average teenage audience that the movie was apparently aimed at. I've heard that the average summer audiences of "teenagers" consist of 12-year-olds—almost as though adults don't go to movies in the summer.

There was an extraordinary amount of broken glass (from bodies and gun shots) which must have raised the stock of the breakable glass industry. There were exploding cars, buses being toppled over, and canon-sized revolvers waved around. In one scene the badass biker must have shot Nolte five or six times in the chest, and a few scenes later Nolte shows someone what saved his life—a bullet-proof vest. Shit! If he'd been shot five or six times in the chest with that size revolver, he wouldn't be dead, but he would certainly be in pain.

What really pissed me off was the way they portrayed Harley riders. They showed two badass bikers pulling up to a cafe on Harleys. They went into the cafe and shot everyone in the place. All right, I can accept that—they're just being portrayed as usual. But when the biker gang showed up immediately afterward, they were all on Jap bikes, running around the parking lot, jumping over things, and doing the ringding things Jap bike riders usually do. But can you imagine two allegedly stoneass Harley bikers running with all that Jap crap?

Another 48 Hours had two highly successful motion picture "stars" who couldn't care less about acting or the movie. You would think that after turning out a movie that made them a lot of gold, they would at least have come up with a new plot and tried to outdo the first movie instead of suckering their fans into paying a lot for shit.

To show you the money trip the studio was on, I caught a full-page ad a few days after I saw the movie that was aimed directly at the fans of the first movie with such statements as: "Better than the first," "The boys are back . . . better than ever," and "Star teamwork. The comedy . . . is great." A review in *Time* magazine said, "*Another 48 Hours* is an atrocious movie, the embodiment of all the cynical commercialism that drives the summer season" and "There's really nothing in this movie but violence, and it's dumb violence..." Siskel and Ebert reviewed it and gave it two thumbs firmly down.

I made the mistake of seeing the movie before all the reviews came out—most were bad. (I would have been warned.) The first weekend was a success, but as word-of-mouth advertising got around it went steadily downhill. It might make the break-even point through Third World country distribution, but I doubt it.

The movie was so bad that I walked out leaving all my beer money behind.

There! I got rid of the gas I built up in my stomach and scared my cat and new dog, but at least I feel relieved. I just don't like being burned, especially by Hollywood money-grubbers.

—Spider

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What's Happenin'

Here's your guide to what's happenin' in your area in October, November, and December. To have your events listed, get the information to us at least three months in advance—or call the new "What's Happenin'" Hot Line, punch in the "Gripe Line," and for 89 cents a minute you can leave a message that we'll add each Monday to a set of recorded messages consisting of the latest, up-to-the-minute event listings. To find out what's happenin' in any state, just punch up the state's number code (listed below) and be informed. We are as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you putt across the state. Send your info to "What's Happenin'," Box 3000, Agoura Hills, CA 91301.

California

4TH ANNUAL BROTHERS OF THE THIRD WHEEL TRIKE-IN WEST—October 5-6-7 near Victorville at Hesperia Lake. Reservations $4 per person per night, kids free. Sponsored by Brothers of the Third Wheel, California Chapter. For info, write Jay Davenport at Box 621, Alhambra, CA 91802.

J&P PARTS EXTRAVAGANZA & RIDE-IN BIKE SHOW—October 21 in Pomona at Fairplex L.A. County Fair & Exposition Center. New and used parts. Sponsored by J&P Promotions. For info, write Box 405, Anamosa, IA 52205, or call Bill at (319) 462-4605.

8TH ANNUAL MOTORCYCLE AWARENESS DAY—November 18 in Sunland at Sunland Park from 10 a.m. to 4 p.m. Promote motorcycle safety and education. Food, games, live music, raffles, and bike show. Sponsored by ABATE of California, Local 1. For info, write 11021 Hesby #3, N. Hollywood, CA 91601, or call Sarge at (818) 840-8328.

Delaware

TOYS FOR TOTS BALTIMORE RUN—October 13. Sponsored by ABATE of Delaware. For info, write 4455 Bethel Rd., Boothwyn, PA 19061, or call (302) 834-2105.

Georgia

BIKE SHOW & SWAP MEET—November 3 in Atlanta at Lakewood Fairgrounds. Indoor, rain or shine. Sponsored by ABATE of Georgia. For info, call (404) 294-8982.

Illinois

9TH ANNUAL J&P MOTORCYCLE SWAP MEET—October 14 in Peotone at Will County Fairgrounds, I-57 south of Chicago. Sponsored by J&P Promotions. For info, write Box 138, Anamosa, IA 52205, or call Bill at (319) 462-4605.

4TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA—November 11 in Chicago at Int'l Ampitheatre, 43rd and S. Halstead by old Chicago Stock Yards. Sponsored by J&P Promotions. For info, write Box 405, Anamosa, IA 52205, or call Bill at (319) 462-4605.

Louisiana

ABATE OF LOUISIANA STATE TOY RUN—December 8. For info, call Rusty Walker, State President, at (504) 622-2216.

Minnesota

4TH ANNUAL PARTS EXTRAVAGANZA—December 2 in St. Paul at St. Paul Civic Center, downtown I-94 to Marion or 5th St. Sponsored by J&P Promotions. For info, write Box 405, Anamosa, IA 52205, or call Bill at (319) 462-4605.

Nebraska

HALLOWEEN PARTY—October 27. Sponsored by ABATE of Nebraska, District 2. For info, write 6235 Kearney Ave., Lincoln, NE 68507, or call Misty at (402) 466-8424 eves, David at (402) 435-1597, or state office at (402) 438-2523.

Nevada

5TH ANNUAL TURKEY RUN—November 18. Trophies, 50/50 drawing, meal, turkeys given away. Hosted by Fifth Chapter MC. For info, write 895 El Camino, Boulder City, NV 89005, or call Ken at (702) 294-1549, or Charlie at (702) 438-2814.

New Mexico

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New York

TOY RUN—October 20. Sponsored by ABATE of New York, Ulster County Chapter. For info, write Box 298, West Hurley, NY 12491, or call (914) 331-6713, or (914) 246-3943.

North Carolina

HDRA'S RECORD RUNS—November 10 in Greensboro at Piedmont Motorsports Park. Not a points race. Sponsored by Harley Drag Racing Association. For info, write HDRA, Box 1429, Elon College, NC 27244, or call (919) 229-4877.

North Dakota

2ND ANNUAL VIETNAM VETS HALLOWEEN PARTY—October 27. Sponsored by Vietnam Vets MC, Box 8802, Fargo, ND 58107.

Ohio

5TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA—November 4 in Columbus at Franklin County Veterans Memorial Auditorium, 300 W. Broad St. Sponsored by J&P Promotions. For info, write Box 405, Anamosa, IA 52205, or call Bill at (319) 462-4605.

Pennsylvania

WILD WOMEN ON WHEELS RIDE—October 27 starting in Glenshaw at Spirit H-D at noon. For info, write 1024 Wm. Flynn Hwy., Glenshaw, PA 15116, or call (412) 487-3377.

Rhode Island

13TH ANNUAL TOYS FOR TOTS RUN—November 25 starting in West Warwick from J.P. Murphy Rd. Rain, snow, or shine. Party at Elk's Lodge after. Sponsored by Rhode Island Motorcycle Association. For info, write Box 10446, Cranston, RI 02910, or call RIMA Hot Line at (401) 949-3470.

Texas

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Washington

NEW YEAR'S EVE PARTY—December 31 in Renton. Clean and sober. Sponsored by 5th Chapter MC. For info, write Slut Putt at Box 1405, Renton, WA 98057, or call (206) 698-3628.

West Virginia

HALLOWEEN PARTY—October 27. Sponsored by ABATE of West Virginia, Bluestone Chapter. For info, write Box 5266, Princeton, WV 24740, or call Kris at (304) 425-0769.

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California	05	Louisiana	18	New Mexico	31	Utah	44
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Delaware	08	Massachusetts	21	North Dakota	34	Washington	47
Florida	09	Michigan	22	Ohio	35	West Virginia	48
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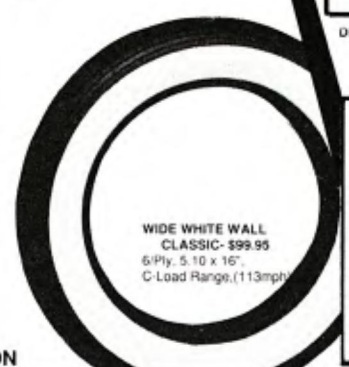

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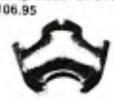

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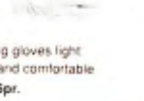

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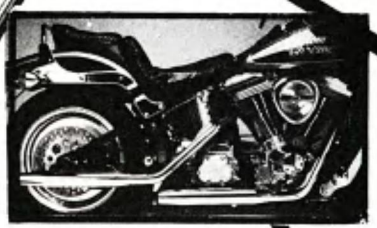

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Visa/MC accepted, or send check or money order (personal **checks** are held for clearance).PLEASE,specify year/model, size, color, and quantity etc., where applicable. **Some items are legal in California for racing vehicles which may never be used on the highway. Check state laws in your area prior to ordering.** All items subject to availability

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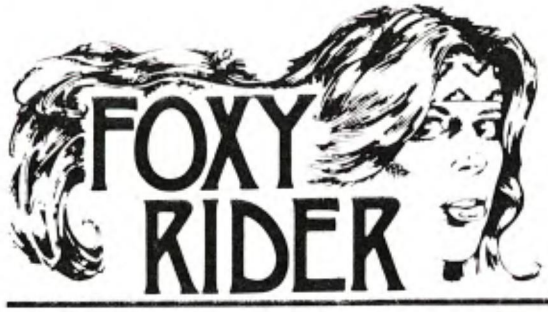
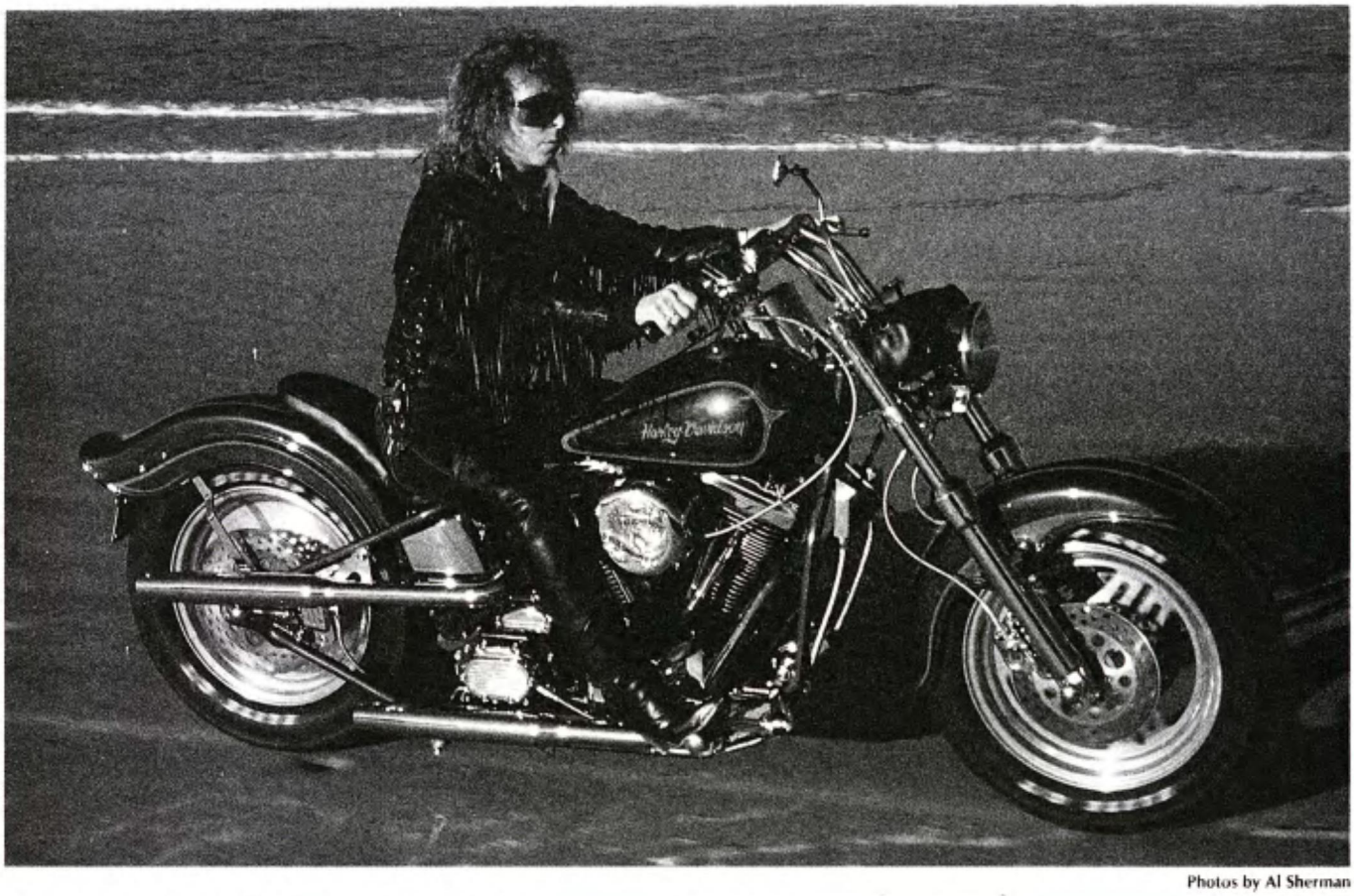


Karen Elsenboss, Ormond Beach, Florida 1990 custom rigid H-D blockhead



Photos by Al Sherman

Now this is a bike that'll make ya pull yer hair out when yer tryin' to fit all the tech info into that itty-bitty chart. After studying the three *long* pages Karen sent in, I felt a growing familiarity and respect for both bike and owner that doesn't always happen.

Karen started savin' for this blockhead two years ago, after becomin' fed up with waitin' around for a sober sponsor. June before last, after Laconia, she went to the Catskills in New York on a hunt for the only person she trusted 'nuff to custom build her bike. She found Ed Duncan, and he came to Florida last Halloween (after hayin' season) and they finished it during Daytona Bike Week this year.

Being a short gal of 4'11", it took some *serious* customizing to build it low enough and light enough for her small structure. Karen ain't new to riding, or buildin'. She started riding when a tyke of nine. She has a 45 flathead motor that's one of her ongoing projects for her 13-year-old son Jeremy (although when presented to him at 16, it will, once again, be a basket case). She also has a 15-year-old daughter, Kristie, who's startin' to groove on riding.

In her *spare* time, she works at Froggy's Saloon in Daytona Beach. A bartendress who doesn't drink is the sharpest, and her boss ain't no fool, having wooed her down from Connecticut.

Ride on, Karen.

—Calamity

Year: 1990

Model: custom rigid H-D Evo

Engine: 80 cubic inches, points, custom-built by Ed Duncan

Top End: S&S carb, S&S air cleaner, Python shotgun pipes, custom forward controls

Lower End: H-D cases, stock cam

Transmission: 5-speed, custom tranny plate, White Bros. Lite Clutch

Forks: dual disc wide glide, 2 inches under, custom "Fat Boy-style" fiberglass fatbob fender

Wheels: Front: Rev Tech 16-inch 3-spoke mag wheel, Dunlop tire, stock H-D brake; Rear: 16-inch Rev Tech solid wheel, Dunlop tire, GMA brake

Frame: 1990 Paughco wishbone with H-D-style neck, 5-degree rake, 57-degree rear fender strut

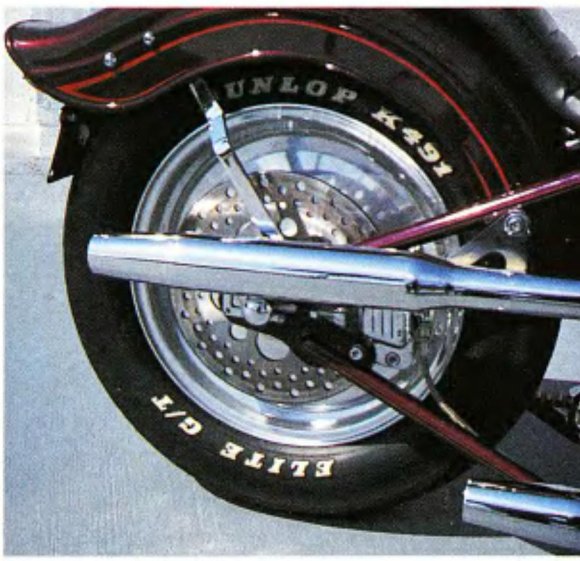
Finish: body work on rear fender cutout by Mike and Mark at MRE.

Paint: painting by Blue Raven Airbrushing in Daytona Beach

Accessories: 6-inch risers, custom rear fatbob fender with Sportster fender insert, 5-inch halogen headlight, chroming by Atlantic in Miami, Fla.

Credits: Special thanks to everyone at Miller's Custom Parts and to Mike and Mark at MRE. I'd never have been able to even *reach* without ya's. Ed, thanks.

◀ That's Ed



Indian
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Indian
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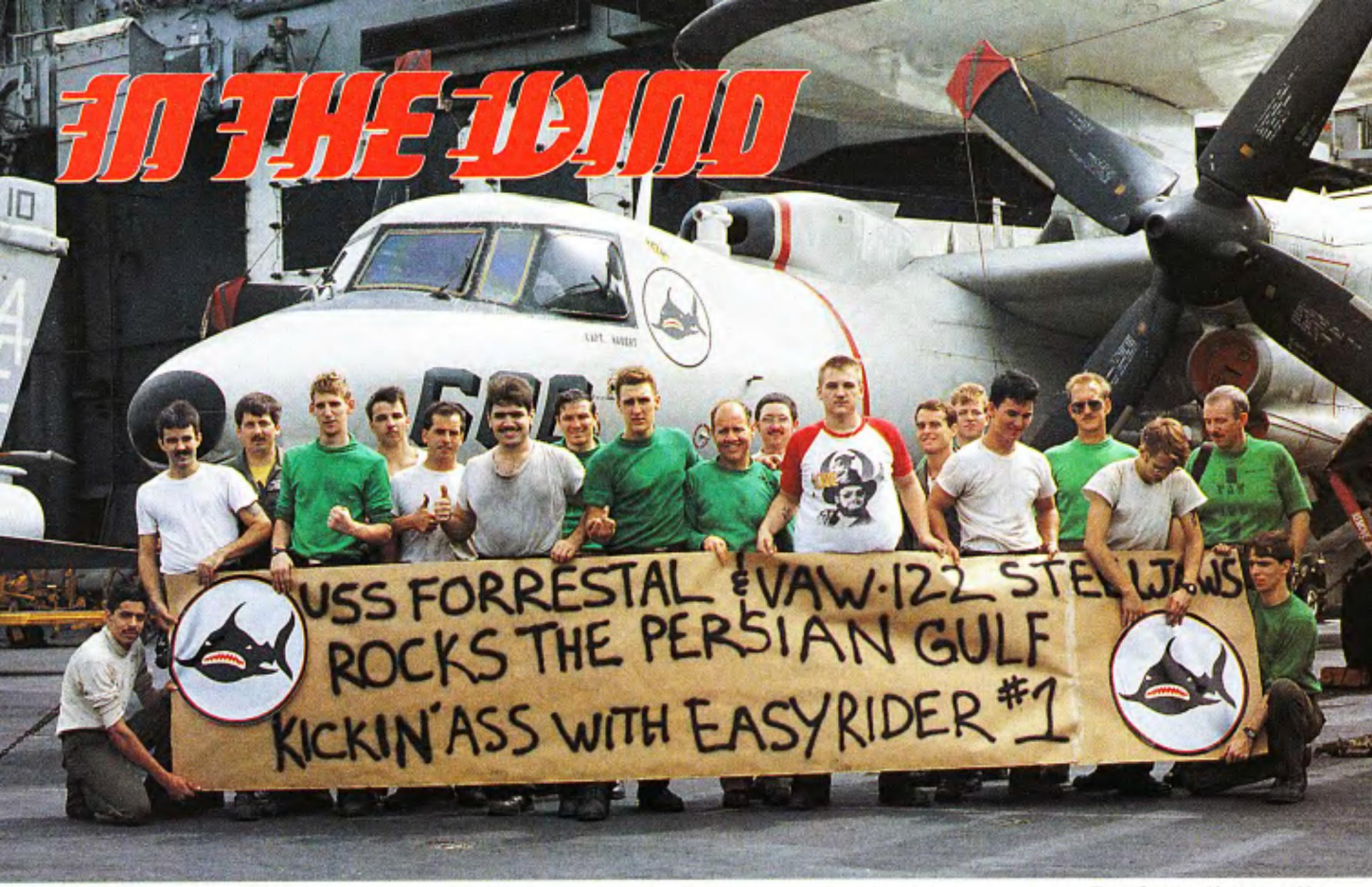
IN THE WIND



—Troy Corum, Hampton, Va.

—Bill Ellis, Greensboro, N.C.

—Spatts and Sky, Calgary, Alberta

—Debbie Ullman, New York, N.Y.

—*Guy Hixenbaugh, Irvine, Calif.*

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. Also, include a SASE if you want your photos returned. Send photos to *In The Wind*, Box 3000, Agoura Hills, CA 91301.

—*Linda, N. Calif.*

—*Judd Allison, Miami, Fla.*

—Bob Touchette, Laconia, N.H.

—Debbie Ullman, Myrtle Beach, S.C.

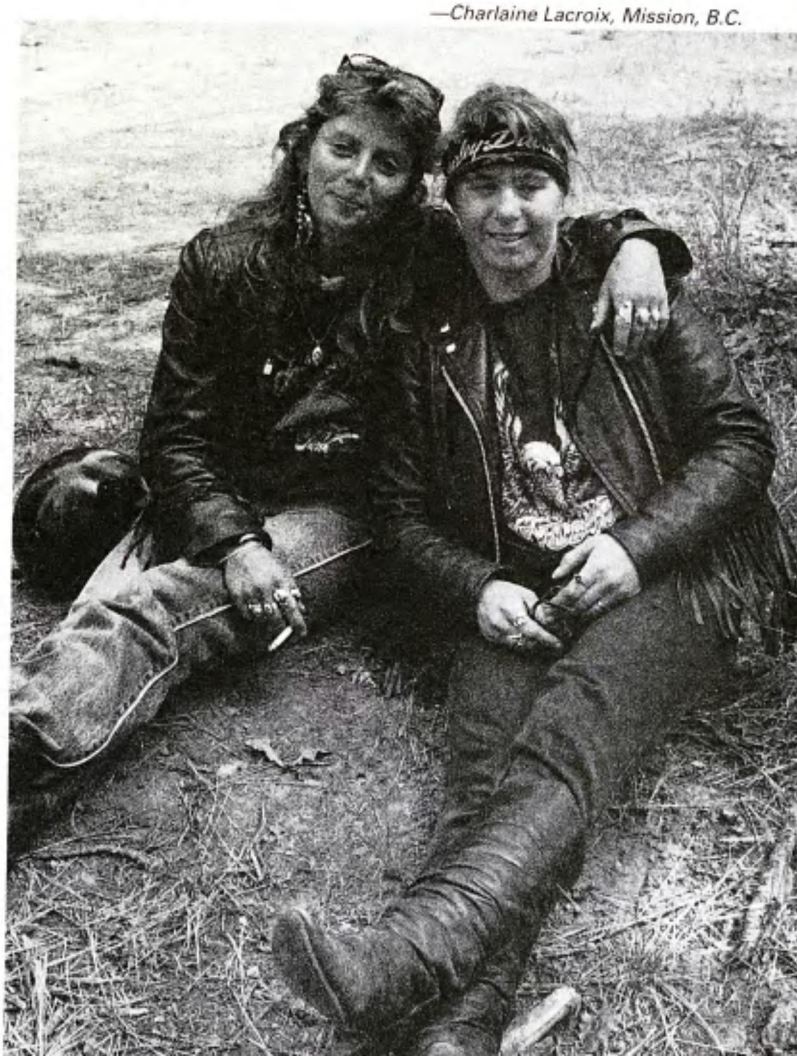
—Randy Cullen and Push Start, Alaska

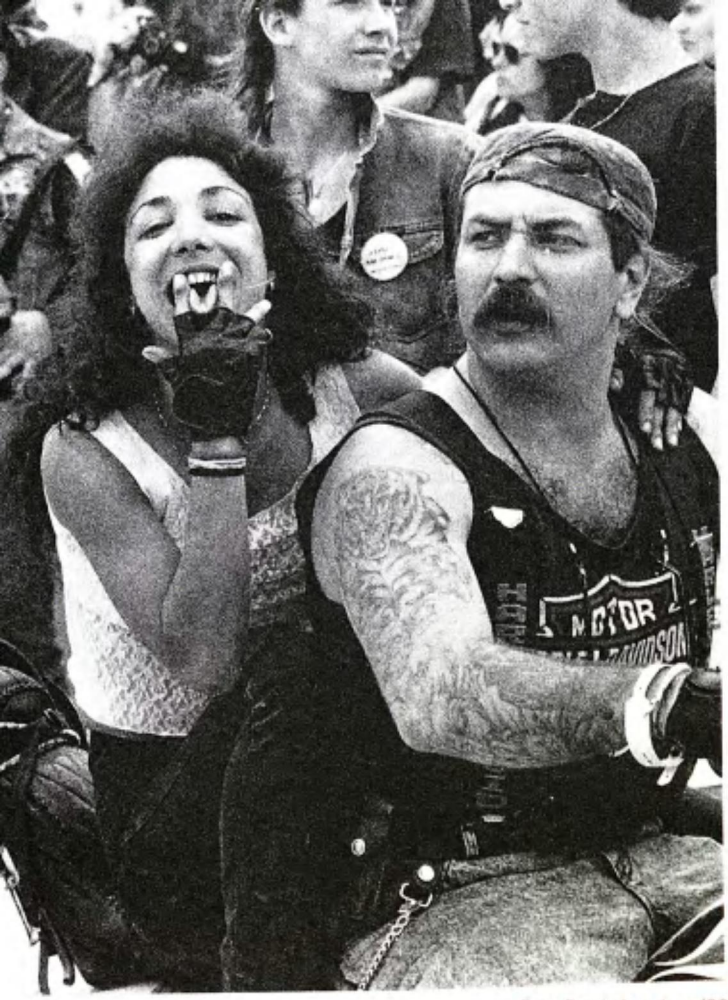
—Cyclops, Laconia, N.H.

—Debbie Ullman, New York, N.Y.

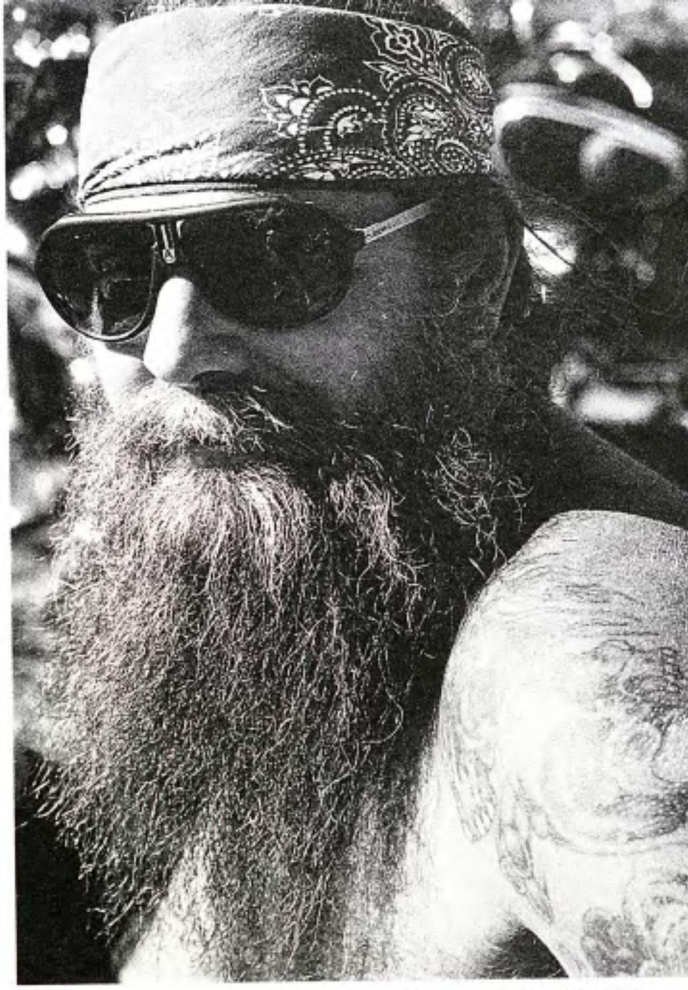
—Debbie Ullman, On the road

—Charlaine Lacroix, Mission, B.C.





—Linda, Grass Valley, Calif.

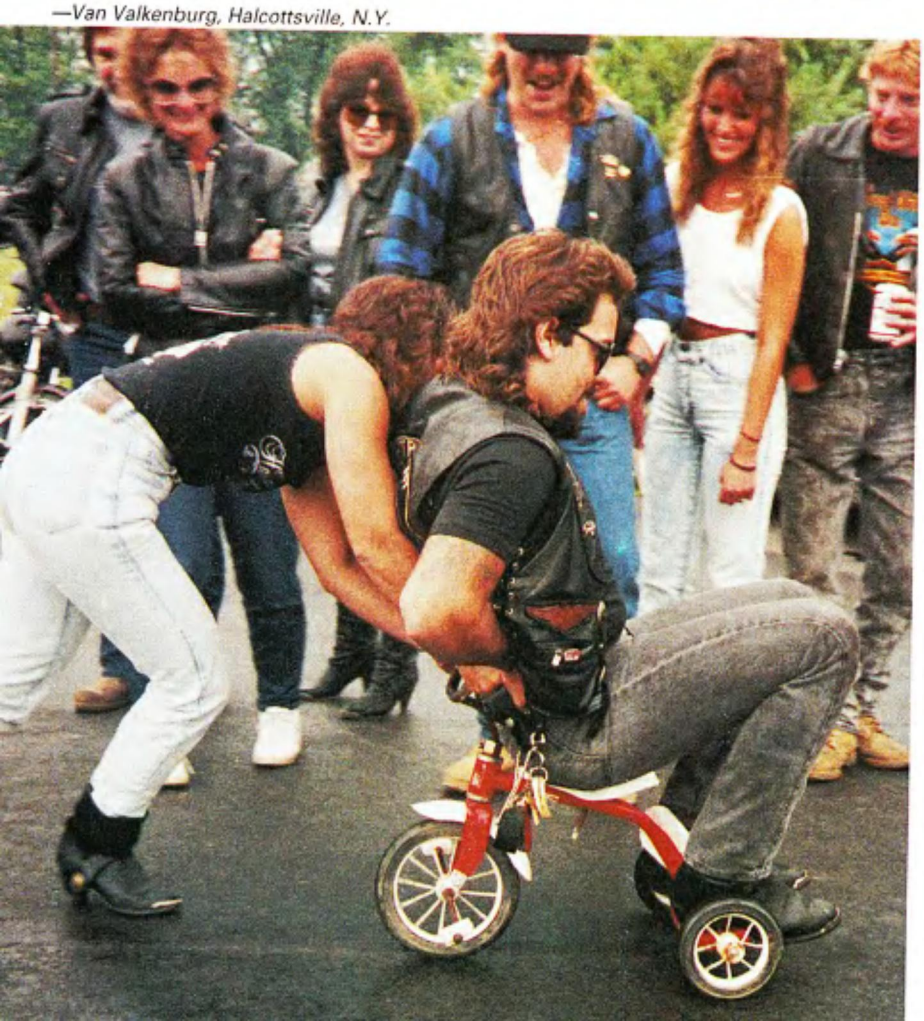


—Michael Kennedy, Ponca City, Okla.

—Fast Fred, Am Jam '90

—Van Valkenburg, Halcottsville, N.Y.

—Kim Calorini, Lafferty, Ohio



—Richard Nelson, Coudersport, Pa.

—Kenn Dillon, New Almaden, Calif.

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JUNE Foxhunt WINNER

This month's playful filly hails from West by-God-stand-up-and-salute Virginia, 'round about the Morgantown area. Right off the Monongahela River is where Kim plants her feet. Your winnin' 21-year-old youngster likes a good time and a long ride. We gave her both when she showed up in Colorado for her feature session. Kim's a good-hearted gal who appreciates all you bros for voting her in and making her dream come true. See more of Kim on page 98.

—Loudmouth

I'm addicted to Harleys and the men who ride them. I won't settle for less when I have the best of both.

Gina, Texas, — 900-234-BIKE — Ext. #401

I love rock 'n' roll and guys with long hair. But what I love most is riding on the back of a Harley, 'cause all my problems are in the breeze, behind me.

Carla, New Hampshire — 900-234-BIKE — Ext. #402

I like the best: American bikers and American iron. Elect me and I'll show you everything—even my secret tattoo!
Paula, California, — 900-234-BIKE — Ext. #403

After a cold Canadian winter all I can think of is hot nights, hot guys, and hot Harleys.
Jodi, Ontario, — 900-234-BIKE — Ext. #404

My first time on a Harley, I was hooked for good. Why would anyone choose to travel any other way?
Wendy, Rhode Island — 900-234-BIKE — Ext. #405

All that power between my legs really turns me on.
Dianna, Colorado — 900-234-BIKE — Ext. #406

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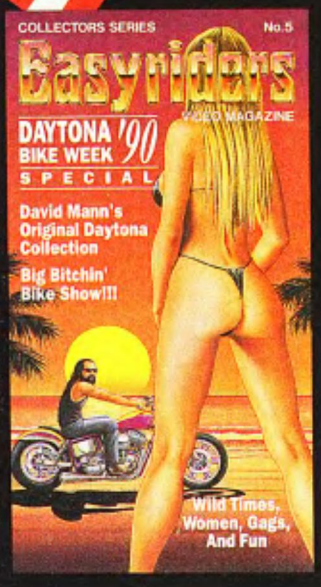


If the store where you rent your videos doesn't handle *Easyriders* videos, tell him to call us at 800-323-3484. If he signs up for our G. S. Program, we'll send you and the store an official *Easyriders* T-Shirt . . . FREE.

Easyriders Fox Hunt

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

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

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

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

Final judging will partially be based on the contestants' reasons—in writing and in a taped phone interview—for 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 October 1, 1990. It's easy. Look the girls over and note the extension number of the lady who entices you; the most, then call 1-900-234-BIKE, and Clean Dean will answer and take you through the motions. You'll get to find out just how far these girls will go to get your vote. If you're not into her comments about our lifestyle, you can vote for another girl. If, for some reason, Ma Bell's on the rag and you can't get through, write the name of the girl you like on a postcard or the back of a sealed envelope and send it to #209 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

Here she is, bros, the seventh monthly winner in our 12th Annual Fox Hunt, Anna, #405 from Memphis, Tennessee. See more of her next issue.

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

We'll print the winner in the March issue.

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

FOX HUNT
Box 3000
Agoura Hills, CA 91301
202

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.

209

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

Photographer's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone ( ) _____ Evening Phone ( ) _____
Photographer's Signature _____
Notary _____

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

Notary Seal

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

_____

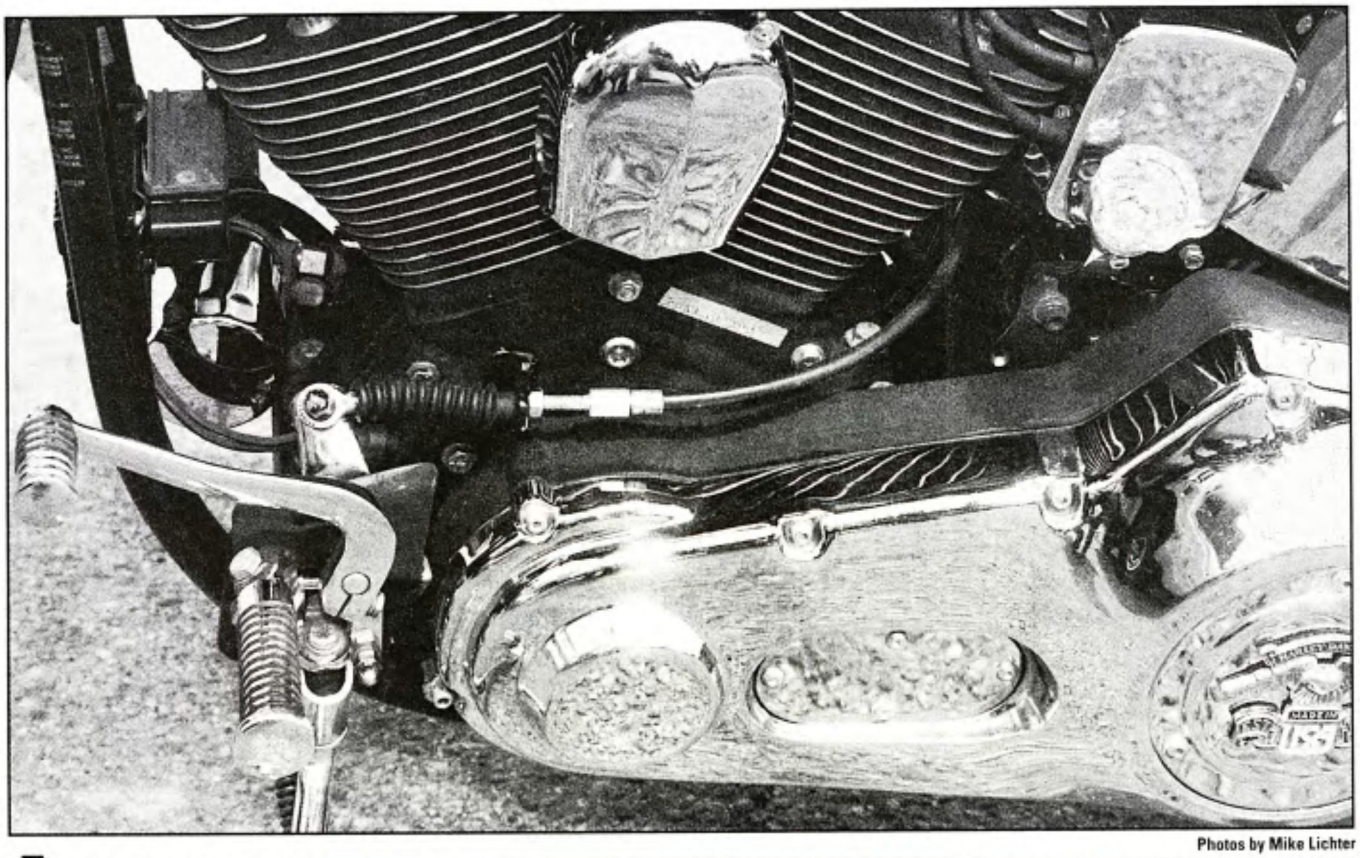
_____

_____

TECH TIP

Suicide Evolution

It's time to give the new the wild heart of the past



Photos by Mike Lichter

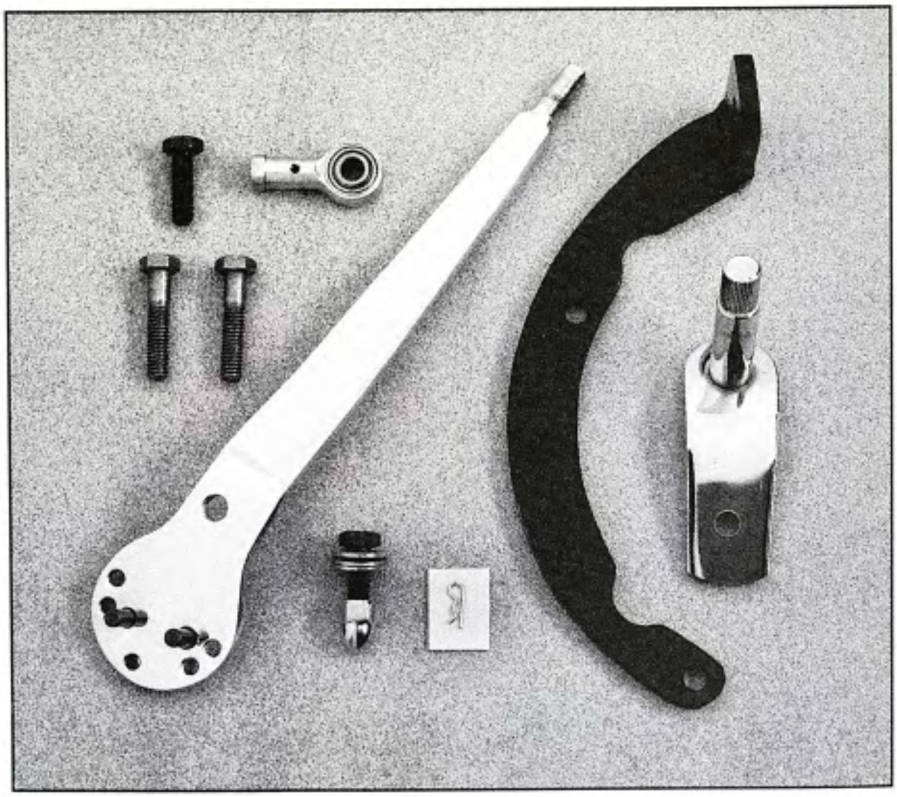
There's nothin' like the whiskey-tinged thrill of slammin' gears with one hand and reaching for the stars with the other. It's the bandit's creed, the renegade's rule: bangin' gears, girls, and lookin' cool. So, later, I'm outta here to do just that.

Okay, okay, so I'll explain what's goin' on here. A couple of bros in the Denver area got fed up with the Evolution norm of no kick starts, no rigid frames, and no sex. So they sat down in front of a couple of cases of Rocky Mountain stout and started conjurin' up ways to give their battleship Softies a taste of the wicked and rugged.

Gotta hand it to the bros, Jeff and Dan at Widowmakers Cycle Shop, with a can fulla ingenuity and a handfulla nuts and bolts, *presto*—all ya gotta do is cut the cable per their instructions, and the rest bolts on. They even devised a special shifting arm that can be mounted without the bullshit of trying to pry off the aluminum guardian for the primary chain. And the stock shift lever works as the clutch lever with the Widowmakers' linkage.

What could be simpler? Party hardy.

—Renegade



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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

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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
H-D of Glendale, 3717 San Fernando Rd., Glendale
D & G Cycle Parts, 1057 N. Hacienda Blvd., La Puente
Jammer Cycle Products, 6417 San Fernando Rd., Glendale
Gordon's M/C Madness, 1586 Morse Ave., #1, Ventura
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
H-D of Orange Co., 2131 E. 1st St., Santa Ana
RPM Cycle, 1727 National City Blvd., Nat. City
Triple T Chopper, 15606 Gale Ave., Suite D, Hacienda Heights
South Coast Harley-Davidson, 345 E. Street , Chlula Vista
Bartels' H-D, 8910 Washington Blvd., Culver City
L.A. Harley, 13300 Paramount Blvd., South Gate
Road Sled Eng., 5442 S. Sepulveda Blvd., Culver City

Colorado
2 Wheeler's M/C Shop, 1433 W. 38th Ave., Denver
Howell's House of Harley, 232 S. Federal Blvd., Denver
D & C Enterprises, 2571 Hwy. 6 & 50, Grand Junction
High Country Custom Cycles, 302 Arvada, Colorado Springs
John's Harley-Davidson, Inc., 2135 Mulberry St., Ft. Collins
La Fore's M/C, 207 Sheridan Blvd., Lakewood
Hawkline H-D, 715 N. Grand, Pueblo

Connecticut
Lightning Cycles, 556 Westport Ave., Norwalk
D & S Cycle Supply, Box 245, North Windham

Florida
Fred's Custom Cycle, 3101 N. Harbor City Blvd., Melbourne
H-D of Miami, 7701 N.W. 7th Ave., Miami
Fletcher's Harley-Davidson, 1881 U.S. 19 South, Clearwater
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
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
John & Sams Leather, 4414 Del Padro Blvd., #1, Cape Coral

Georgia
Southern Cycle, Inc., 4982 North Ave., Buford
Blue Ribbon Cycles, 2137 Dixie Ave., Smyrna
Banshee Cycle, 2507 N. Lumpskin Rd., Columbus
Missing Link, 2912 Sylvester Rd., Albany
Bear's Bike, 2005 S. 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

Iowa
Cyclepedia Corp., 1824 Dean Ave., Des Moines

Kansas
Central M/C Inc., 13010 W. 63rd Shawnee
Newton Cycle & 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
H-D Freedom Center Inc., 220 Boston Rd., N. Billerica

Michigan
Motor City Harley-Davidson, 8755 Inkster, Westland
Saginaw Valley Motorworks, 2663 N. Euclid, Bay City
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
Durham Harley-Davidsdon, 819 N. Main Blvd., Durham
D&D Custom Cycles, Hwy 221 E. Abedeen
Carolina H-D, 1940 W. Franklin Ave., Gastonia
Deal Harley-Davidson, 3618 Sycamore Dairy Rd., Fayetteville
J & E Harley-Davidson, 1008 Dickinson Ave., Greenville
Snake's Hawg Shop, Hwy. 55 West, Mt. Olive
Cyclone Cycle Parts, Box 9, 104 N. Central Ave., Landis
Iron Horse Motorcycles, 1905 Roosevelt Blvd., Monroe
Gene Lummus Harley-Davidson, 1000 U.S. 70 E., Asheville
Harley-Davidson of Metrolina, Inc., 2429 S. Tryon St., Charlotte

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

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Blocker Enterprises, Rt. 248, Parryville
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
Montegomery County H-D, 1217-19 South Trooper Rd. Norristown, PA

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

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S&S 816 Amarillo Blvd., E. Amarillo
D&M of Dallas, 11620 Plano Rd. #3 Dallas

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

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Departure Bike Works, 3093 Hull St. Richmond

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
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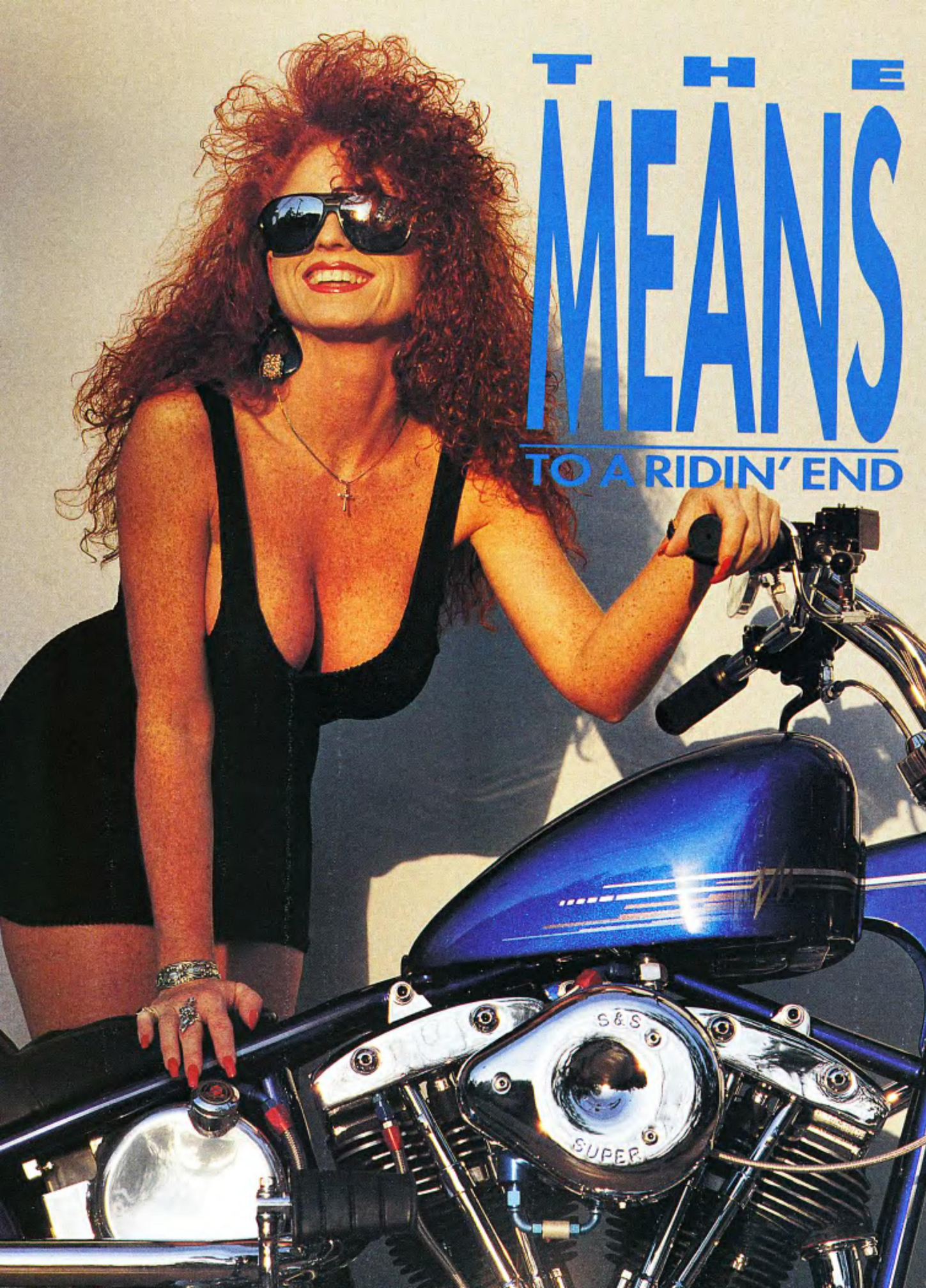
THE
MEANS
TO A RIDIN' END
S&S
SUPER

Owner(s): Mystery Man	City: Greater Virginia	
General	**Frame**	
Fabrication by: Departure Bike Works	Year: 1989	
Year and make: 1978 Big Twin	Builder: Paughco	
Model: clean	Type: belt drive rigid	
Value: not for sale	Rake: stock	
Assembly by: Departure Bike Works/Giggie	Stretch: stock	
Time: 1 1/2 years	Other alterations: internal fork stops	
Chroming by: Brown's Plating	**Accessories**	
Engine	Bars: drag	
Year: 1978	Risers: built-in	
Model: panhead	Fender(s): springer front on rear	
Rebuilder: Muskie/Departure	Headlight: Bates	
Ignition: Dyna & Accel	Taillight: on the side	
Displacement: 93 cubic inches	Speedo: none	
Lower end: S&S 3 5/8-inch stroke	Front pegs: Giggie/Departure	
Balancing: smooth	Rear pegs: why?	
Pistons: S&S 3 5/8-inch	Electrics: 12-volt, no battery	
Cases: STD	Gas tank: King Sportster	
Heads: ported & polished	Oil tank: spun alum. w/ filter	
Cam: Andrews .525	Oil system: Roto-Glide pump/Departure	
Lifters: solid w/ alum. blocks	Primary cover: motor plates	
Carb(s): S&S "B"	Seat: Bob Lemon	
Air cleaner: Rivera velocity stack	Sissybar: why?	
Pipes: Departure	Height: n/a	
Muffler(s): why?	Material: n/a	
Transmission	**Forks**	
Modifications: Sputhe case w/kicker	Type: narrow wide glide	
Year: 1989	Extension: stock	
Shifting: hydraulic clutch	Builder: H-D	
Engine sprocket: Phase III belt extension	Special features: handmade trees	
Trans sprocket: Karata Belt	**Wheels**	
Wheel sprocket: Karata Belt	**Front**	**Rear**
Painting	Size: 18-inch	Size: 15-inch
Molding: small amount	Hub: alum.	Hub: alum.
Painter: Keith Saunders/Departure	Rim width: 2-inch	Rim width: 3.5-inch
Color: blue	Tire: Metzeler	Tire: Metzeler
Type: lacquer	Brake: Grimeca	Brake: Grimeca
Special paint: keep looking		

Other special modifications: battery box in oil tank; brake & shifter controls; motor & tranny plates; aircraft filter in gas tank; Sportster side stand.

A man's gotta do what he's gotta do, I suppose. This here's an example of the American capitalistic system at work. No, ya don't hafta take notes on the back of the brown paper bag yer grocer slipped this rag into. But ya might give yerself a well-deserved mug of iced-down suds if ya manage to read through this and understand the direction I was headed in.

This flashy, cyan-coated ride took shape at Lee Clemens' Departure Bike Works, in Richmond, Virginia, when the bike's owner set it in the capable hands of Lee, Gig (his crew), and the whipcracker, Brenda Clemens. A year and a half later, out popped this here ride. All that was left of the original stroker were the cases and heads. But that's not the deal behind this spiel.

The owner is also the proprietor of a Jap car dealership of some acclaim in his area. But what did he do with all the money he made selling ricemobiles? He built himself a home and began collectin' righteous American stuff. He has a collection of Corvettes and a half-dozen Harleys, including: an '88 FLHTP, an '89 Heritage Softail, a Police Special, a Sportster, and a racy, sonuvabitchin', '65 pan (he's restorin' it). So the question in everyone's mind is—is he okay?

Well, since it's Thursday night and I ain't got a date (and neither do you, or you wouldn't be readin' this) let's break down the monetary situation into bent-beer-can economics. Lee

has helped the cage vendor build a couple of bikes, and he's currently workin' on the pan restoration. The bucks Lee makes from his customers, includin' the rice peddler, has helped him stay in drag racing for the last 17 years. In fact, he's currently the number one

points holder in the HDRA Pro Gas category, and recently, in Orlando, he turned the fastest pass a Harley's ever turned in a 1/4-mile (on gas)—156.79 mph. He also won that meet, which took place during Bike Week this year. The 112-cubic inch Evolution is ridden by Ken Berry.

On July 28, 1990, the bike was raced in the HDRA meet in Youngstown, Ohio, where they were the leader in their class. The next weekend they were in the All Pro division in Sturgis, and the following weekend, they had to get their butts back to Virginia to peel rubber in an IHRA meet in Suffolk.

In addition to his affection for the smell of fuel and burning rubber, Lee has assisted the riders of Richmond by resurrecting the Cycle Expo Bike Show, once owned by the Blue Knights. Lee, Brenda, and Bill Lowe (a Blue Knight) staged their first bike show in '88 and they're working on a third to be held this March.

All right, so the owner sells Jap cars, but if it wasn't for his poor taste in products, Lee wouldn't be where he is today. And Nancy Davidson, the foxy babe, might not be in the pictures. So, I ask ya, is he okay?

—Snake

Photos by Mike Lichter

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By Dave

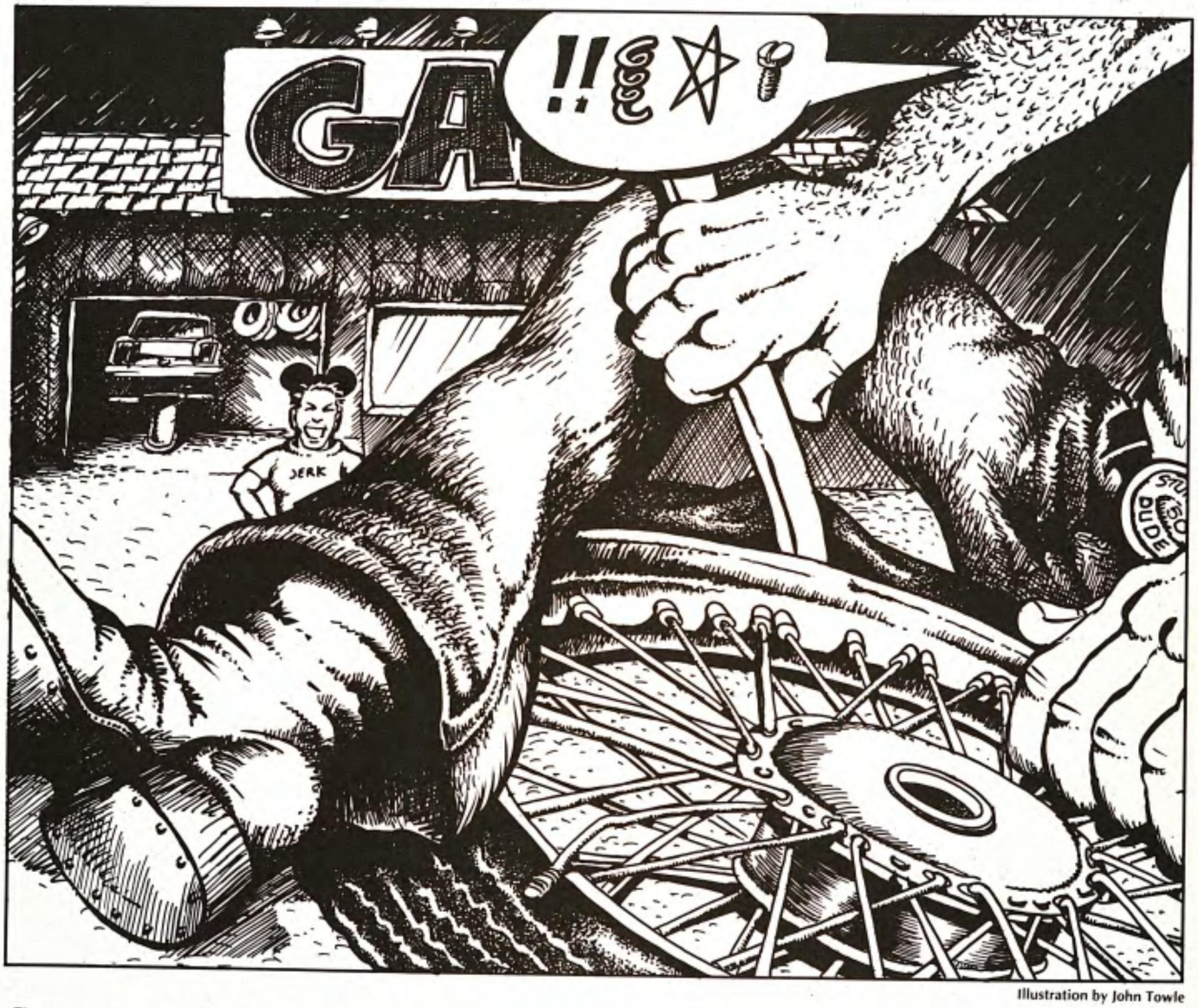

Illustration by John Towle

So there I stood, looking down at the dead tire on the front of my Super Glide. Two minutes earlier I had been cruising along Route 8, enjoying the sunny Sunday afternoon, on my way to meet some friends in Hartford. I noticed the front end didn't feel quite right, and when I pulled over to the shoulder the big Harley fought me all the way. After seeing the tire, the thought flashed through my mind that I could stay on the shoulder and wait until someone with a pickup came by and offered to haul the bike and me to a gas station. Realizing that I'd become a bleached white skeleton on the side of

Realizing that I'd become a bleached white skeleton on the side of the road long before that happened, I started some heavy Harley hiking.

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TWO-WHEEL TALES

the road long before that happened, I started some heavy Harley hiking.

Fortunately, the big biker in the sky was nice enough to put an open gas station just off the highway. I pushed my bike down the offramp, across the street, and into a space beside the building. I walked around to one of the open bays and found the owner buried up to his armpits in the bowels of a Chevy. I wasn't sure what kind of reception I'd get from this guy, but after explaining the problem, he said he'd let me fix the tire there.

The first problem was how to get the front wheel off the ground. Just put something under the frame to lift up the front end. Well, this place had to have been the cleanest gas station around. No big piles of junk anywhere. I finally managed to dig up an old rim and a 2 X 6 board. It took 20 minutes of arranging and rearranging before the wheel was high enough off the ground. Then I realized I didn't have any tools to take the damn thing off. I headed back over to Mr. Station Owner to borrow some tools.

I loosened the nuts, pulled out the axle, took the wheel off, and finally got the tire off the rim. What had once been the rubber rim strip was now a ball of sticky crap. I peeled it out of the tire. The tube looked okay, but when I put air in it and checked, the sucker had two holes in it. I got a couple of repair kits from the owner (who I was sure had seen all he wanted to of me by now) and went to work on the tube.

I put the resealed tube back, fought the tire onto the rim, and filled it with air. It went flat. I filled it again. It went flat again. Damn! The tube was pinched. Off came the tire, out came the tube, I patched it again, and put the whole mess back together. I filled it with the air and it went flat again. Shit! I went through the routine one more time. Air went into the tire and it held—finally. I sat back and took a breather; it'd taken three hours to get this far. Looking at the tire, I noticed something wasn't right. I had put the tire on the rim backwards. The tread should've been going the other way. Damnshitpiss-hellarmy!! As I pulled the tire off again, I thought of the drill instructor who had made me spend six hours tearing down and rebuilding an M-16. He would have been happy to see me then.

After pinching the tube one more time, while reassembling the wheel, I finally got the whole thing fixed, filled with air, and back on the bike. It only took me five hours; helluva way to spend a beautiful summer afternoon. At least it didn't rain. I gave the owner, who had been really good about the whole thing, all the money I had on me ($4.25) and thanked him for the use of his tools and all. The next day I found out that I had put the tire on the rim backwards again.

It's still that way.

It only took me five hours; helluva way to spend a beautiful summer afternoon.

"Ridin' in traffic is a lot like yer own body—there's always a dick in front of ya and an ass behind ya!"

SOFTAIL TOW

By Gregg Neill

Dear *Easyriders*:

All my friends wanted me to write to you and tell you what happened to me in the late fall of last year.

It's about my Softail coming to the aid of my cheap Jap truck. The last Saturday of October, I was finishing up the framework of a custom home in King of Prussia, Pennsylvania, and of course it had rained all day. I didn't care, I just wanted to get done and get back home to Daytona Beach, Florida. We got done at 4 p.m. and were on the road an hour later. It was me and a guy from Fort Lauderdale. I had my Softail in the back of my Nissan pickup. No matter where I work, I always take my bike.

I drove the first six hours and the other guy took over after that. It was 1 a.m. when I opened my eyes and noticed that the dashboard lights were so dim you couldn't even see how fast you were going.

Over an hour went by and no trooper. Where the hell are these guys when you need them?

At the same time, I sat up and noticed there were no headlights. The first thing I thought was, *What the fuck is wrong with this guy? Is he crazy or what?* Just then the truck stopped. Great! It had rained all day, we were still damp from working in it, it was the coldest night on record in North Carolina, and we were stuck on Interstate 95 at 1 o'clock in the morning—on a Sunday, no less. All I could think was, *Where the hell am I gonna get my truck fixed on a Sunday?* I was pissed as hell. Nothing was going right.

I figured we'd wait for a trooper and get a tow. Over an hour went by and no trooper. Where the hell are these guys

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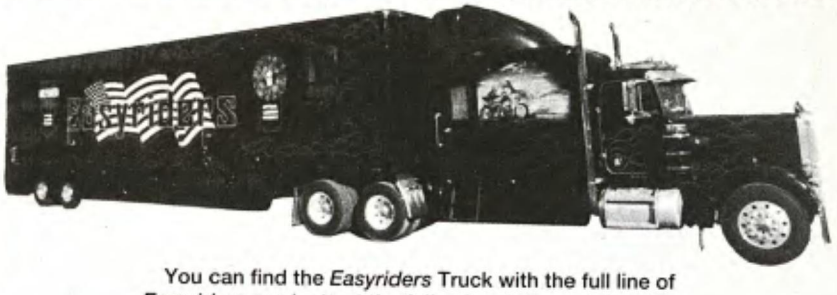

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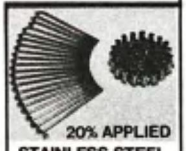

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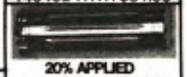

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100-3	Shovel carb kit, band heads 1⅜".....	79-83 FL, FX $220.00
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100-4	Sportster carb kit, O-ring heads 1⅜"	52-78 $220.00
100-5	Sportster carb kit, band heads 1⅜".....	79-84 $220.00
100-52	Spt. carb kit, w/vac adv ign, uses comp. fittgs 1⅜"...	85-* $220.00
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Note: Kits for Evolution models include solid mount manifold.

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201101 Volt reg.	....76-80 FL, FLH, FLH-80, FLT Class $52.43
201102 Volt reg.	.....77 XLCH, 78-81 XLH, XLCH, XLS $50.62
201103 Volt reg	..... 58-64 XL, XLH, XLCH, 58-64 FL, FLH
201103 Volt reg	..... 58-64 XL, XLH, XLCH, FL, FLH $45.20
201111 Volt reg	..... 85 XL, XLS, XLX $52.43
201117 Volt reg	..... 82-84 XL, XLS, XLX w/12V gen. $52.43
201118 Volt reg.	.. 81-84 FLH 80, Classic, 81-87 FLT, FLHT, Classic, 81-85 FX, FXE, FXEF, FXS, FXB, *c-87 FXST, FXSTC, 82-87 FXR, FXRS, FXRT, FXRP, 81-86 FXWG $54.36
201121 Volt reg	..... 86-87 XL models $52.43
MRC-75 Regulator cover, chrome	..... $15.96

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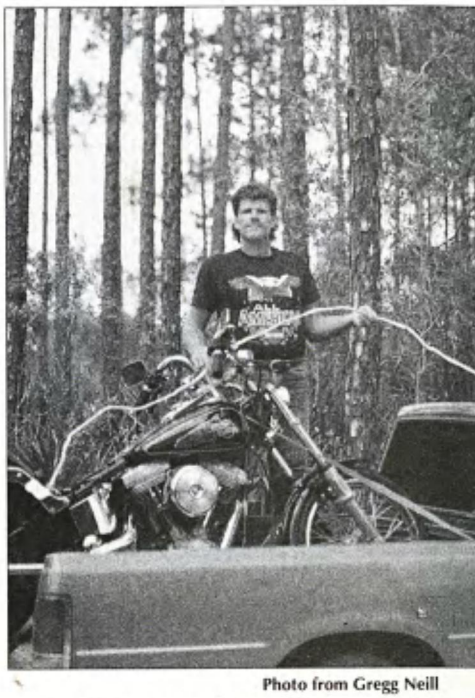

Photo from Gregg Neill

when you need them? If you're going over the speed limit, you can bet your ass they'll be right there, but be dead on the road and see how fast they come. We were freezing and I was getting hot. There was no exit in sight. I was a desperate man by now.

Then it came to me. I could use the bike—not to ride for help, but to actually run the truck. I was quite

> There was a full moon that night, so we drove the rest of the night without headlights.

certain that the alternator had gone bad on the truck and then the battery went dead. Fortunately, I still had materials from work in my truck, including some 12-2 wire. I used it to hook the Softail's battery to the truck battery. I was kinda worried that I might damage my bike's electrical system, since the bike didn't use as much juice as my truck. I was worried

that it might draw too much juice and short out my bike, but I figured that if I could charge up the battery in the truck, I would have both batteries cookin'. Well, I got it started. I rationalized that the worst thing that could happen would be that the voltage regulator would go bad on my bike. It was too freezing-ass cold for the bike to overheat.

I idled the bike up so that the spark plugs wouldn't get screwed up on me. The next thing I knew, it was 2:30 a.m. and we needed lights. But we had luck on our side again. There was a full moon that night, so we drove the rest of the night without headlights. And would you believe that in all that time period there were no fuckin' troopers ?

I was on the road again and happier than flies on shit. When we got to Georgia it was daylight. And would you believe it, a fuckin' trooper pulled up beside us, rolled down his window, and asked me what the hell was going on? I explained it to him as we were driving down the road. He shook his head and drove on. A trucker drove by, blew his horn at me, and laughed his ass off.

My Harley ran for 10 hours with no problems and used only 3 gallons of gas. Not bad for a Harley, not bad at all.

At any rate, thanks Harley-Davidson, you got me out of a real bad jam. By the way, I did have to replace the voltage regulator, but that was it. Imagine what it would've cost if I 'd been towed and had to wait till Monday to get parts.

P.S. This picture tells it all.

"Is Shit happens all you have to say?"

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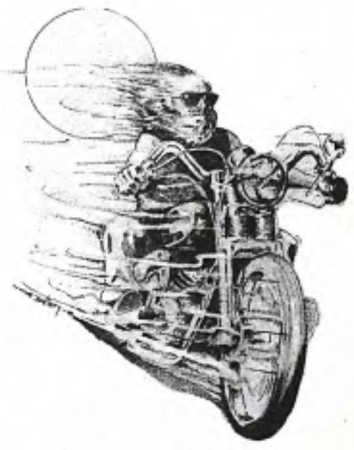

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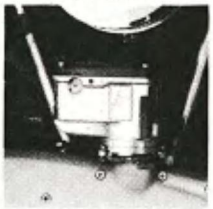

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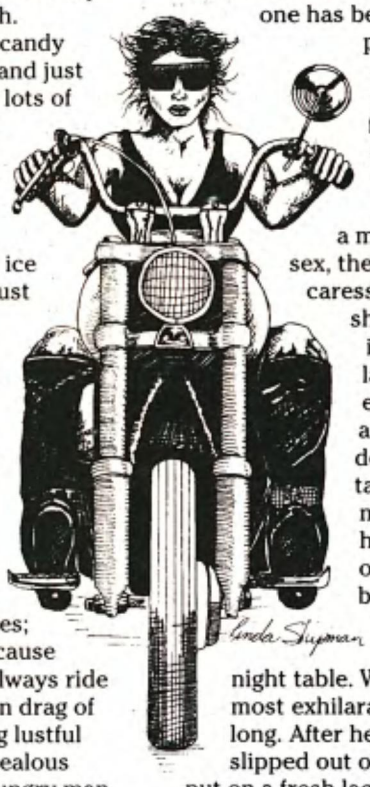
THE LONER

By Kandi

I was born in 1962. I grew up during the drug, Vietnam, and biker era. From the first time I heard the powerful, low rumble only a Harley can give, I knew one day I had to own one. The feel of the bike, the smell of the leather seat, and the hum of the engine send sieges of excitement through my body. I am totally obsessed with my bike.

I am not like any other biker. I am unique. I have my own style and ride at my own pace. I am a proud, free-spirited woman, too wild to tame because of my Cherokee heritage. I ride on my own, as I wish, when I wish.

My Sportster is an '83, candy apple red, with gold dust and just enough chrome to attract lots of attention. On days when I can't get my hormones calmed down, I polish my bike to perfection,take a long, hot bubblebath by candlelight, and sip on an ice cold Bud. I style my hair just right, then put on just enough makeup to highlight my eyes and cheeks. The finishing touch is plum-colored lipstick, because that color brings out the fullness of my pouty mouth.



I dress in my favorite riding attire: a silk, white tank top; my favorite satin and lace white panties; and my tightest jeans. Because of my 45-inch bustline, I always ride braless. I'll cruise the main drag of town for a while, receiving lustful stares from the men and jealous sneers from the girls. A hungry man can tell when he sees a woman who can sexually please, this is the difference between a woman and a girl. Girls don't give satisfaction. Women, especially this one, will.

When I have had my fill of male attention, I head for my favorite country road. I get off the bike just long enough to take off my boots and jeans, then ride through the night in my shirt and panties. I love feeling the vibrating leather seat, having all that power between my thighs, and knowing that I'm in total control.

I am a single woman without a man in my life. There has been only one that could tame my savage appetite for lustful sex. We are not together now, but his memory forever burns in my mind. He was the first to teach me how to *really* make love. He unlocked the door which held all my sexual inhibitions. He set me free.

Now, I am totally unrestrained and am able to fulfill a man's every sexual fantasy. I love making lustful, passionate, hot love to a man. It gives me total satisfaction to hear a man tell me I am the best he has ever had in bed. I know how to please sexually-starved men, and I love doing it. I have had lovers since the man of my dreams left, but no one has been able to take his place. He was the epitome of manhood, gentle, but also forceful. I always felt safe in his arms, he was a powerful man.

When I make love to a man, I enjoy all-night sex, the feel of satin sheets caressing my body, leather shorties teasing every inch of me, pearl necklaces . . . anything and everything goes. These are just a few of the delicious joys my man taught me. One special night burns my soul. I had silver satin sheets on my king-size waterbed, the candles were lit, and a cooler full of iced Buds was on the night table. We made the sweetest, most exhilarating love all night long. After he fell asleep, I quietly slipped out of bed, took a shower, put on a fresh lace teddy, and made him his favorite breakfast. I returned to the bedroom and woke him up with a shotgun. He ate his breakfast, then I gave him dessert.

It has been five years since he left my life. I think of him every day. When I am missing him the most and need to feel the way only he could make me feel, I shine my bike and take my midnight ride. He was a biker. Harley men are the best lovers, they know how to truly please a woman.

I will ride alone until I can find someone who can come close to him. Should we meet again, love again, and give to one another, that special man will be treated to the greatest erotic experience imaginable. ■

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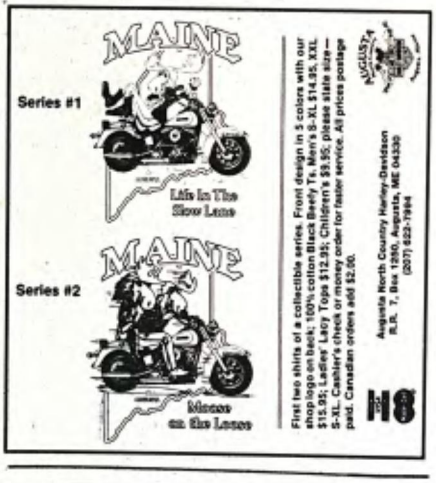

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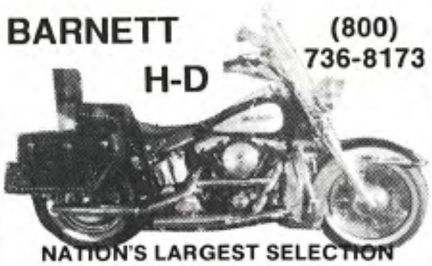

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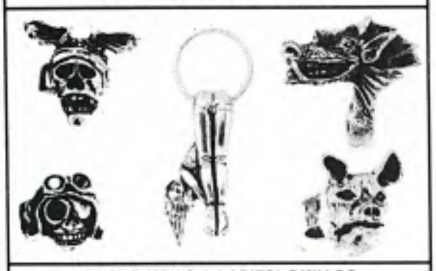

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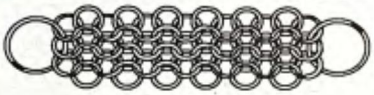

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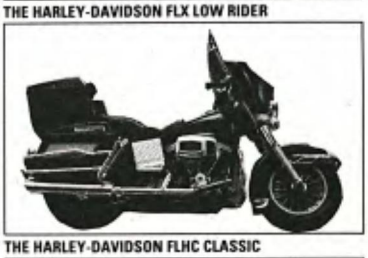

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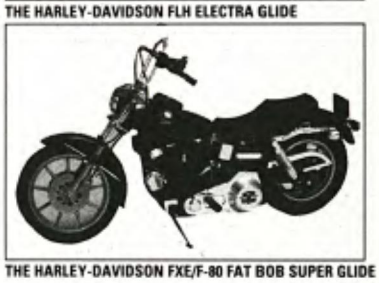

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The roar of twin Ruxton-Harley-Davidson engines breaks the silence over a sea of glistening salt. Rider Dave Campos takes aim on a set of markers 5 miles down course, then—zap—ARRRGHHH!!!—the sound of a dying Kawasaki, and a 12-year-old Land Speed Record bites the dust. Joe Teresi's '90 Vow to Kill a Kaw is fulfilled.

the AGONY . . .

The experimental aluminum front tire caused the 'liner to crash at 280-300 mph. Rider Dave Campos came through with only a bruised hand. His first question to the video crew was "Did you guys get that?" They did, and a documentary will be available this fall.

and the ECSTASY . . .

Streamliner owner, Joe Terosi, proclaims Dave Campos the fastest man on two wheels.

Master engine builder, Keith Ruxton, and his wife, Chris, check out the 322-mph time slip with assistant crew chief, Micah McCloskey.

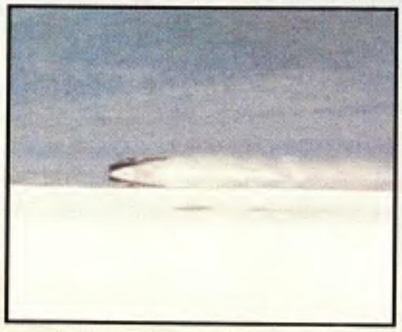
How close was it? Note the frayed cords on our "last tire" after the record run.

Okay, okay, we did have some fun. The are the bad Barbies "cheerleaders."

Sponsors and crew that hung on till the finish!

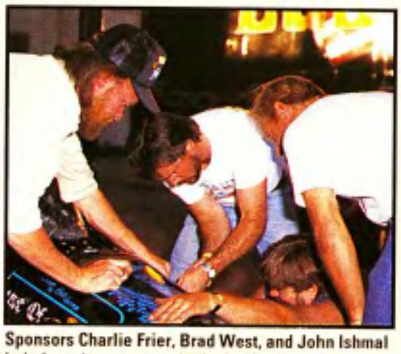
July 14, 1990. The Streamliner turned in a 322.150-mph, two-way average speed over the flying mile, with only four minutes to spare in the two-hour turnaround limit. It was a cliffhanger all the way, but the elusive Kawasaki record was finally bagged.

The 1990 attempt started out like an instant replay of 1989 when the experimental aluminum tire went into a wobble at 280-300 mph and, once again, Dave Campos thrilled us with some unscheduled aerobatics. But we weren't about to give up. The decision was to stay until we set the record or we

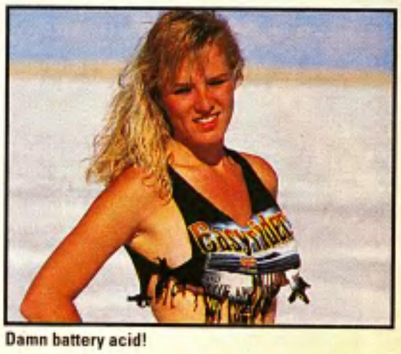


Photos by Michael Lichter and Anthony "Smokey" Stabile

Leon Hatcher, Bobby Torres, and Rick Schaal, the "We can fix anything" guys.



Sponsors Charlie Frier, Brad West, and John Ishmal help Leon hammer out the body after the crash.



Damn battery acid!

ran out of rubber tires. Three days and a lot of busted knuckles later, we were back on the salt and national records started to fall—303, 308, 319. An international record slipped by when the timing lights malfunctioned and then, finally, 16 days after we first hit the Salt Flats, we got the big one—322.150 mph, the world's fastest motorcycle!

Deadline prevents the time or space to properly cover the entire event or mention the many folks who deserve thanks, but look for *In The Wind* #44, on sale December 11, 1990, for a special tribute to this great American victory. Subject to F.I.M. ratification

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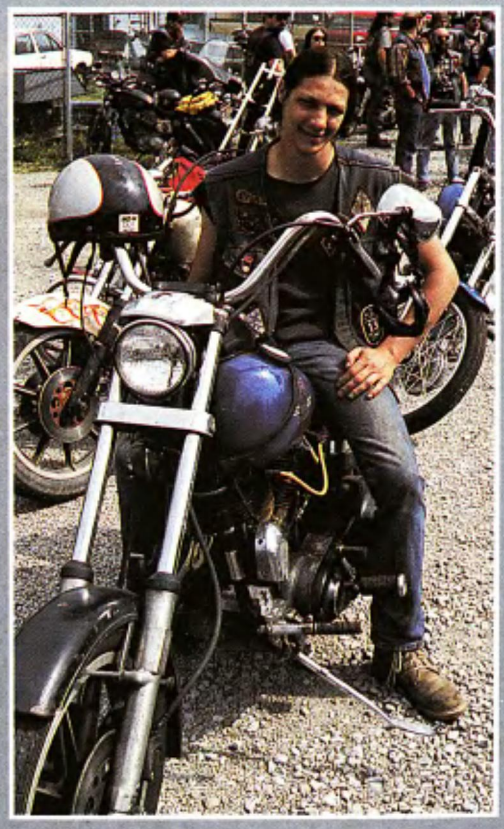
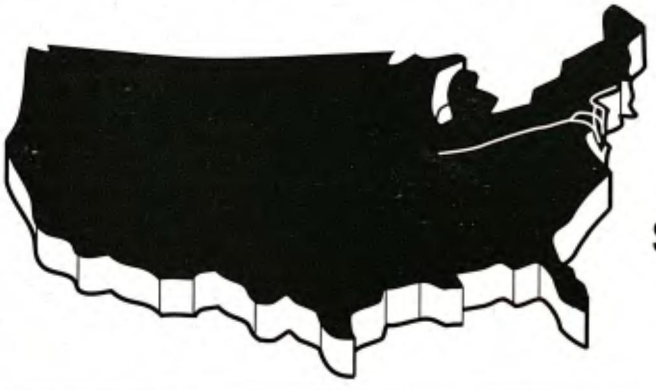


RIP'S RIN



RIP TAKES A SWING THROUGH THE EASTERN SEABOARD

In Memory Of . . .

By Rip

Greetings. In last month's issue I wrote about my travels from Knoxville, Tennessee, to the Myrtle Beach rally in South Carolina. I also wrote about riding west to St. Louis, Missouri, to attend the Memorial Day weekend bash with the El Forastero and Galloping Goose motorcycle clubs, respectively.

In this issue, I'll be writing about my 3,000-mile odyssey from St. Louis east to the 10th Annual East Coast Motorcycle Festival. This event was sponsored by the East Coast Racing Association held at Atco Raceway in Atco, New Jersey. From New Jersey, Sugar Pai (my FLHTC) and I rode north toward Connecticut, to visit my family for a couple of days. I then went south, through Delaware to Ocean City, Maryland, and then west to Pittsburgh, Pennsylvania, to attend the funeral of Ken Overly.

I'm saving the photos I took at the drag races for a future issue of *Biker*, another Paisano Publications mag.

From St. Louie, it took me a couple of days to get to New Jersey. I left early, riding just ahead of a storm to Atlantic City, N.J. The Jersey rains waited till I got there, then it poured. It rained on and off all night, finally clearing up before daybreak.

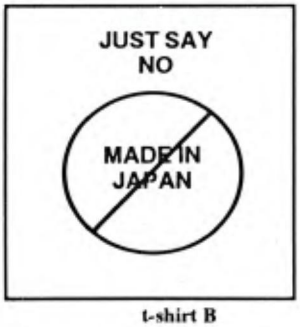
I had crashed in a sleazo, cheapo motel near Atlantic City, N.J. The ceiling leaked over the bed and the toilet backed up after my morning dump. Boy, I must have been full of shit. The manager was a towelhead. I should have known better, but I got tired of riding around in the rain looking for an affordable room in unfamiliar territory.

That's the . . . Spirit.

Anyway, the drags went off without a hitch. The turnout was large. After the races, I rode north to Connecticut, up through New York City on I-95. Crossing the George Washington Bridge is always a bitch, even in the middle of the night.

After a couple of days of rest, doing my laundry, and catching up on the family haps, I was ready to leave. Going south, I had to cross that infamous George Washington Bridge again. While the nighttime crossing had been a

t-shirt A



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SOMETHING IMPORTANT IS HAPPENING, BE A PART OF IT!

Larry Smith, aka Rabbit, Editor of Handcrafted American Racing Motorcycles newspaper

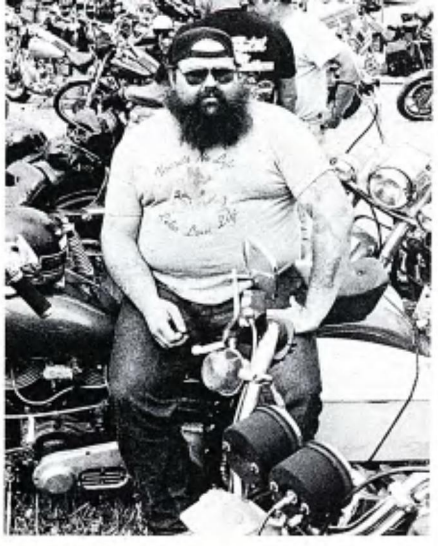
bitch, the daytime crossing was doubly bad. What with the heat and traffic it reminded me of Los Angeles. The cagers were courteous for the most part, they squeezed over, letting me by. L.A.'s got its freeway snipers, New York's got its Zodiac killer. What an exciting, strange world we live in. I really ain't too crazy about cutting traffic on the white line, but the 100-plus heat didn't give me much choice. The George Washington Bridge is a toll bridge, and New York has mucho traffic problems.

Riding south on the New Jersey Turnpike was a piece of cake. All ya have to do is watch out for Smokey and have your coins ready for the toll booths.

After leaving the New Jersey Turnpike, Sweetie Pai and I rode south on Delaware State Highway 13 to Dover, where I stopped at a Mexican restaurant. That was a mistake, but being hungry . . . aw, what the hell, ptomaine didn't enter into the picture or anything like that. I was disappointed, their hot sauce sucked big time. I'll be the first to admit that I'm spoiled—it wasn't nothing like we make out West.

After dinner, Her Sweetness took me further south, reaching the Bearded Clam in Ocean City, Maryland, around

Bros at the Bearded Clam, Ocean City, Maryland.

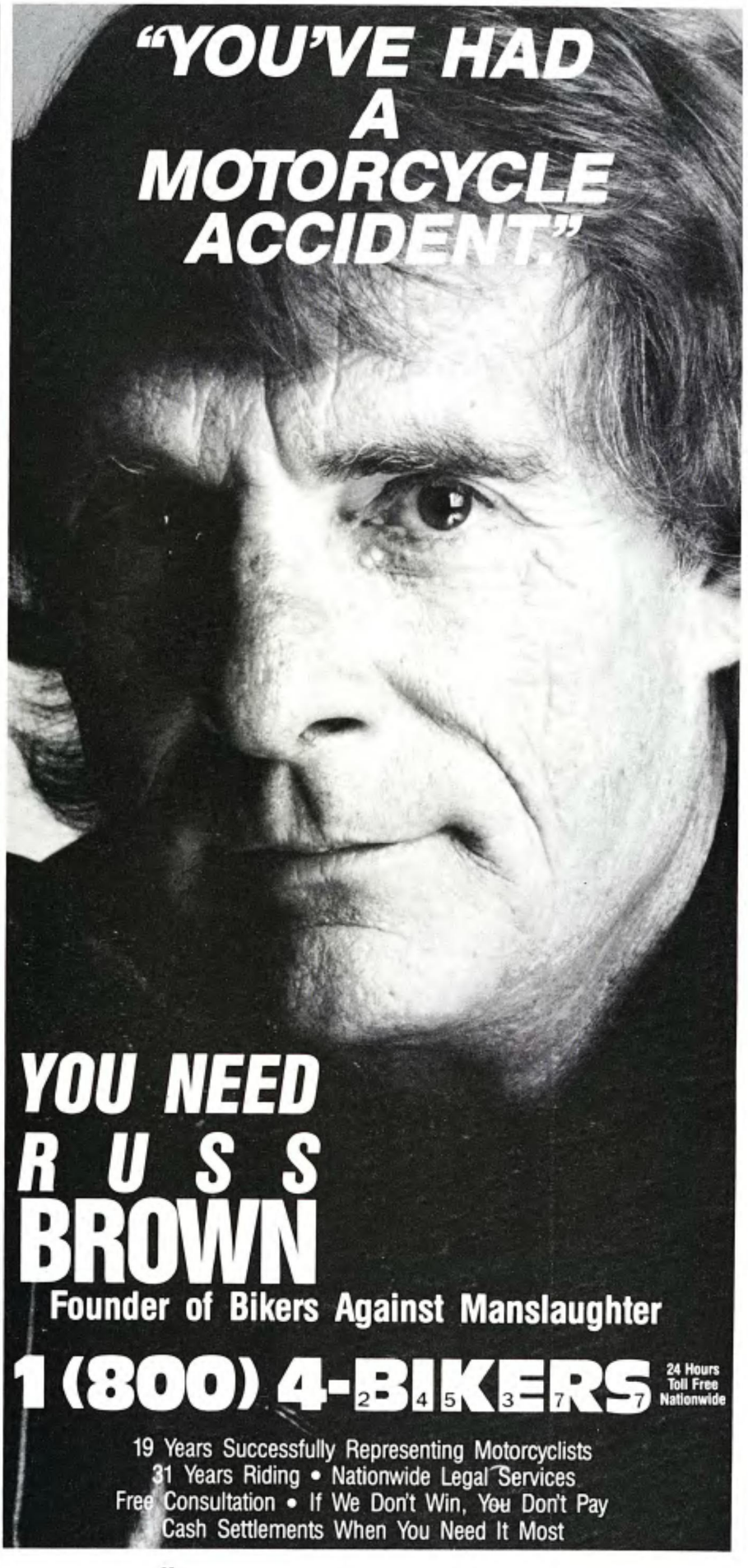


11 p.m. I had received at least three different letters from Rip's Run readers exalting the Bearded Clam. Kinda like the ring of it, don't you? It was there that I met Dave Weberster and Mike Kane. They are officers of a fledgling political organization called the Eastern Shore Riders Association.

The Bearded Clam is located a few steps from an amusement park, and judging by the letters I've been receiving, it is a popular spot for bike riders. Mike let me spend the night at his home. We stayed up half the night shooting the shit and watching *Easyriders* Video No. 5. I had an advanced copy. Mike is an avid *Easyriders* reader and has all of our video tapes. He had to go to work in the morning, but left me there solo to take care of some phone business. It also allowed me the time to take a shower before heading out again.

From Ocean City, Maryland, I caught Highway 50 over the toll bridge through Annapolis to Laurel, Maryland. Laurel is between Baltimore and Washington D.C. I stopped there for a brief visit at Zipper Cycle. Their main claim to fame is that they have the fastest gas drag bike on the planet. That is indeed a huge claim, but they have held the number 1 plate for HDRA. Currently, they aren't chasing points, they are after *dinero*, that is, coins of the realm. It takes a lotta bread to campaign a successful drag racing machine, and by winning races it helps to defray the expenses.

By the way, they did take the Pro Gas title at the Atco race the previous Sunday. They are moving their store's location, and by the time this column sees print, they should be at their much larger, new place. The new location is just up the road from the old one. They are moving from 9855 Washington Blvd. in Laurel, to 8040 Washington Blvd. in Jessup, Maryland.



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Zipper Cycle crew, Laurel, Maryland.

From Zipper's Cycle, I rode northeast to Pittsburgh, Pennsylvania. In the last few years, I've never ridden across Pennsylvania without getting wet. On this trip I made it going eastbound all right. Puttin' westerly, I damn near made it. Ya know, I don't really mind getting wet if it's a warm rain. What I don't care for is the dye coming off my gloves, turning the palms of my hands black. It's downright embarrassing, especially when ya walk in some place and have to make change or pay for something. What do ya think the people who see your black hands are thinking? Maybe that this dude doesn't wash his hands—ever. Washing your hands three or four times doesn't help much. In a manner of speaking, it has to wear off. But then again, situations like this only add to the biker's mystique. Have you ever noticed how just about everyone checks out bikers on the road? Particularly children.

In Pittsburgh, I stayed with Gregg Potts, service manager of Spirit H-D in Glenshaw, Pa., Gregg races a high-gear fueler. He's qualified several times to race with the big dogs, and does damn good for only having done fuel for not quite a year. Before this racing season, he pitted for Jim McClure and was a tech inspector for HDRA.

Spirit is one of the finer H-D shops I've been to. To begin with, they sell only American-made motorcycles. Spirit has a full 12-month calendar of events for the riders who support the shop. That includes the ladies who ride with Wild Women on Wheels, and let's not forget the Rough Riders. Spirit H-D carries all Harley products, parts, apparel, and the like. They also do better than average service work. Check 'em out when you're in the area.

On Saturday, June 30, we buried Ken Overly, father, top fuel pilot, and all-around good guy. His fellow Pagan brothers came to pay their respects and to see that he had a proper Pagan sendoff. Several hundred people showed up, including a group of Vietnam Vets MC riders. In another month Ken would've been 41 years old.

Photos by Rip

He fought as hard as he could, but after six years cancer finally got him.

I first met Ken about three and a half years ago while chasing the all-Harley drag racing scene. To me, he was always a pleasant, happy- go-lucky person who will be missed by many. Ken held a very exclusive membership in the 4-second club. Not that many top fuel racers have reached into the 4's, particularly on two wheels.

Like I said earlier, several hundred of his friends and brothers showed up for his final ride. Motorcycle riders, two by two, were stretched out for several miles. Ken was buried at St. Paul's Lutheran cemetery in Trauger, Pa. I decided not to use any captions for the photos of Kenny's funeral, out of respect for him and the Pagans MC. I didn't feel they were appropriate.

Well, I'm gonna cut it off right here. I've got to leave room for the pictures. Besides that, I'm bummed out writing about Ken. If you get a chance, drop me a line. Write to: Rip's Run, Box 3000, Agoura Hills, CA 91301. ■

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HARLEY

EY

Nonstop guts on a craggy mountain

I stumbled into Loudmouth's milk crate the other day, complainin' about the bike feature scribes this issue. "They all sound like fuckin' resumes," I bitched. Every one of 'em was a list of accomplishments a mile long: How many bikes they'd built, how far they'd ridden, how many runs they'd endured, and how many parts they had designed, manufactured, built, or painted. The shit was gettin' deep and I was gettin' insecure. I started thinking I should build a bike a month for a couple of years, just to catch up with the big dogs.

Instead I sat down at my '53 Royal to hammer out this bike business—in chromed springer form, I might add—only to discover another biker who's been doing everything right for 20 years.

Originally from the Midwest (Nebraska and Kansas), Glen Fisher's first bike—at age 13—cost him $8. He bought the Indian on credit. He once bought a 1912 Harley for a 100 clams, restored it, rode it in a parade, and sold it for 10 grand.

Over the years, he spent so much time restorin' and rebuildin' that his ol' lady began to complain. "Yer no fun anymore," she whined.

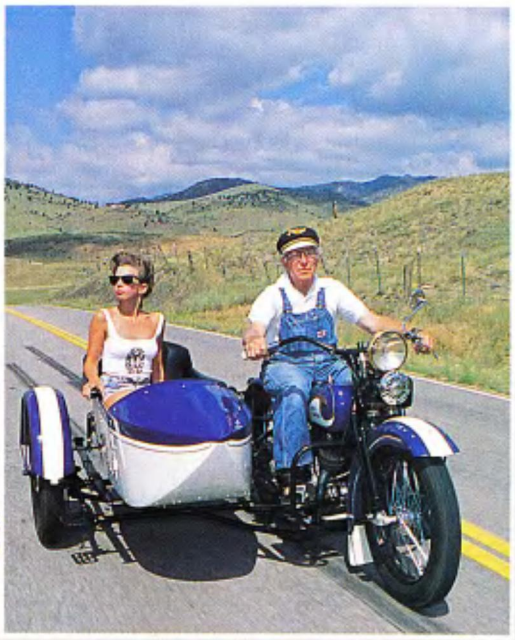
So he decided a group ride was in order. They headed out one beautiful Colorado afternoon for Georgetown, a scenic spot on the Continental Divide. The roads around there once belonged to the rich mining community, but as the gold, riches and, ultimately, the mines dwindled, so did the roads. What were once tightly oiled and often used thoroughfares, became dirt roads, then Jeep trails. They weren't bad for bikes, but, with erosion, the precipices became increasingly treacherous.

On this particular day, these riders came across a spot in the road which had given way, but had been shored up with some feeble planking. Glen volunteered to be the first to cross. He dropped his bike into first and prepared to ride the plank. But before he got rolling, his wife piped up with an objection. "Ya gotta be more careful, Glen," she warned. "Walk your bike across."

Half-heartedly, Glen complied and began walking his scooter to the pitched plank. Bumping the bike onto the wood

surface was the first challenge. The wood was over 3 inches thick, but there was no way to determine the condition of the supports beneath, or their footings. The cliff was a good 1,000 feet of sheer drop, and the makeshift bridge had no railing. Like starting a bike up a steep ramp into the bed of a pickup, that first bump was the toughest. Glen inhaled the deep-scented mountain air, composed himself, wiped the drops of sweat beading on his forehead, and rolled the bike to the base of the ramp (with enough effort to bump the front wheel onto the 2-foot-wide beam).

The lead wheel slid slightly in the dust, as the weight was transferred to the rear wheel. The back half of the old bike was proving to



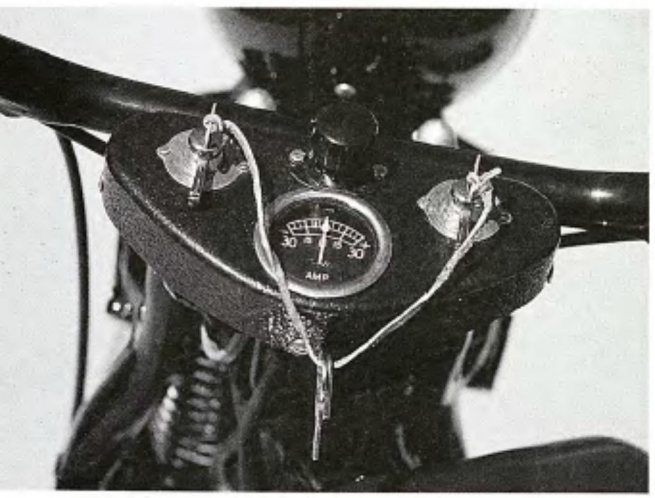
be a tougher challenge. Not only did he have to muster the steam to get it onto the plank, but he had to somehow put himself up onto the rickety wood in a position where he could continue to simultaneously balance and prod the bike forward.

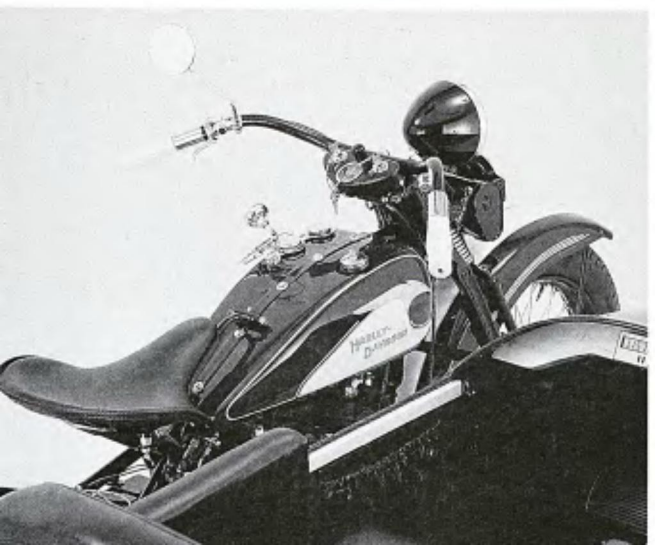
"Lemme help, Glen," one of his partners pleaded.

"No thanks, I'll lose my balance," Glen said with mock confidence. The sweat was running down his face as he stared at the pine-covered abyss below him.

He took a breath and lunged. The bike was aimed perfectly as it rolled its full weight onto the dilapidated trestle, but as Glen added his weight to the teetering slab of dry wood-grain, it swayed. At once, Glen knew that something had to give. He desperately sought balance and grasped for security—from nowhere in particular. His wife screamed and he let go of the bike.

Unable to regain his balance, Glen tried to fall on the plank—without success. He rolled, slid, and only prevented himself from following his bike's 1000-foot plummet with the unhealthy grip of his fingertips on a board tilted slightly in his direction. One of his





Owner(s): Glen Fisher	**City:** Lakewood, Colorado	
General	**Frame**	
Fabrication by: owner	Year: 1933	
Year and make: 1933 H-D	Builder: H-D	
Model: VE	Type: rigid	
Value: $15,000	Rake: factory	
Assembly by: Glen Fisher	Stretch: none	
Time: two years	Other alterations: lotsa care	
Chroming by: Industrial Hard Chrome Acc.	**Accessories**	
Engine	Bars: springer	
Year: 1933	Risers: none	
Model: VE	Fender(s): original	
Rebuilder: Glen Fisher	Headlight: 6-volt springer special	
Ignition: circuit breaker/coil	Taillight: single element 1916-1933	
Displacement: 74 cubic inches	Speedo: none	
Lower end: total loss, bad flywheels	Front pegs: rectangular footboards	
Balancing: bad news	Rear pegs: none	
Pistons: iron alloy	Electrics: generator/relay/cutout	
Cases: 4 cam, bronze bushing on left	Gas tank: 2-gallon	
Heads: iron, side valves, 7-bolt	Oil tank: front half, left side	
Cam: 4 cams, one runs distributor	Oil system: pump and plunger	
Lifters: solids	Primary cover: original	
Carb(s): 3-bolt Schebler or Lingert	Seat: messenger	
Air cleaner: air horn	Sissybar: none	
Pipes: 2 into one	Height: n/a	
Muffler(s): yes	Material: n/a	
Transmission	**Forks**	
Modifications: cleaned up	Type: springer I-beam	
Year: 1933	Extension: none	
Shifting: 3-speed, tank shift	Builder: H-D/owner	
Engine sprocket: 19-tooth	Special features: fender hung off front legs	
Trans sprocket: 21-tooth	**Wheels**	
Wheel sprocket: 52-tooth	**Front**	**Rear**
Painting	Size: 19-inch	Size: 19-inch
Molding: Michael Berg	Hub: splined teeth	Hub: interchangeable
Painter: Michael Berg	Rim width: WM3	Rim width: WM3
Color: blue, white, gold	Tire: 4.00x19	Tire: 4.00x19
Type: Du Pont/urethane	Brake: drum	Brake: internal expanding
Special paint: hand painted tank graphics		
Other special modifications: 1931 LT Big Twin sidecar, chrome hubs, chrome spoke powdercoated wheels, handlebars, crash bars.		

Photos by Mike Lichter

partners was so entranced by the daring exhibition, he made motions to take a picture of Glen, who was hanging by a thread, his life slipping through the tiny particles of dust beneath his fingertips. His wife slapped some sense back into his bro, while the others just stammered, unable to help.

Just before he fell, Glen looked at his wife, shrugged his straining shoulders, and said, "I paid $500 for that bike, and now I gotta *walk* back."

What I wanna know is, does this guy get a deal on every bike he buys?

—Bandit

Obviously, Glen survived this spine-tinglin' thrill on a hill, to putt again, restore this '33 VE, and even find a little time to play around with Kim, a cool summer's breeze of a girl. We wish 'em both well.

—Loudmouth

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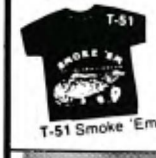

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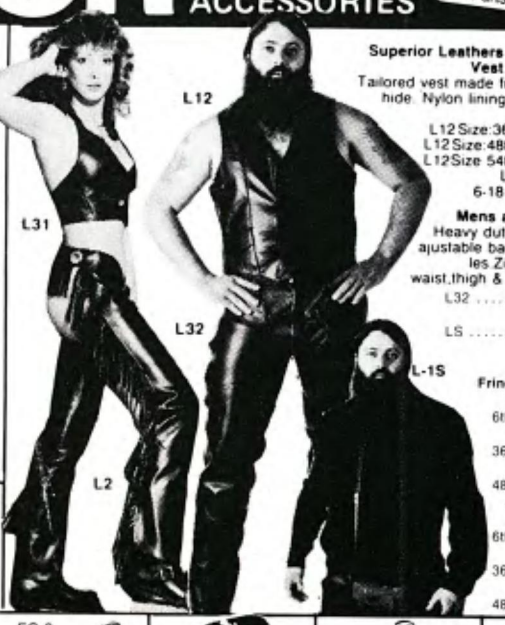


Superior Leathers Mens and Ladies Vest with Slit Pockets
Tailored vest made fromtop-grade cowhide. Nylon lining, heavyduty snaps American Made
L12 Size:36thru46 . . . $49.95
L12 Size:48thru52 . . . $54.95
L12 Size 54thru60 . . . $59.95
L12L Ladies Sizes: 6-18 . . . . . $49.95

Mens and Ladies Chaps
Heavy duty top grainleather, ajustable back and front buckles Zipper legs. Specify waist,thigh & leg measurments.
L32 . . . . . $109.95
Fringed Chaps
LS $139.95

Men's and Ladies Fringe Leather Jackets
L1 Ladies Sizes: 6thru18 . . . . $149.95
L1 Men's Sizes: 36thru46 . . . $159.95
Men's Sizes: 48thru52 . . . $179.95
Available in Suede
L-1S Ladies Sizes: 6thru18 . . . . . 109.95
L-1S Men's Sizes: 36thru46 . . . $119.95
L-1S Men's Sizes: 48thru52 . . . $139.95

Dash Kit
Includes speedo, dash base plate, sockets, mounting, dash, base plate, hardware, key switch & dash rubber.

2 Light Dash Kit
ESP-25 . . . . 114.95

Cats Eye Dash
ESP-36 . . . . 129.95

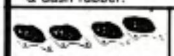
Fat Bob Gas Tanks
3½ or 5 gal. reg. 109.95
SALE 94.95

EG-2

Low Rider Chrome Dash Gasket
EC-13 . . 19.95
ER-17 . . 4.95

Chrome Rear Master Cylinder
EW-14 . . . . . 39.95

Brake Caliber Assembly
Fits Fl front 72-83, rear73-80,FXrear73-80
ECL-1B 124.95


Dual Disc Pads
Fits FX,FXE,FXS & XL 77 & up set of 4
EBR-4 . . . . 14.95

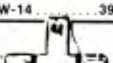
Chrome Front Master Cylinder
EC-22 . . . . 49.95

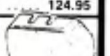
Chrome Switch Housing
EC 34-A 9.95
Switch Housing Blank
EC 34-B 9.95

Sparkees 4.95 pair
EMB-18 blue, EMR-18 red,EMY-18 yellow

Chrome Solonoid End Cover
EC-40 . . . . 9.95ea.

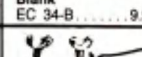
Chrome Solonoid Body Cover
EC-39 . . . . 9.95ea.

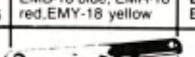

Chrome License Plate Bracket
EC-8 . . . . . 9.95

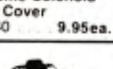

Big Twin Chrome Coil Cover
Fits 65-86
EC-31 . . . . . 7.95 ea.

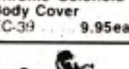
Disc Pads
Fits FX, XL Front 73
Fits FL front 72-84
Fits FL rear 73-80
Fitx FX rear 73-83
EBR-1 . . . . 7.95 pair

Chrome Bullet Shock Covers
EC-81 . . . . . 19.95

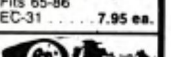

Chrome Pull Back Top Back Risers
EH-2 . . . . . 34.95


Chrome Caliper Anchor Arm
Fits 73-83 Big Twin
ECL-5 . . . . . 7.95ea.

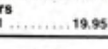

Handlebar Switch
ESW-1 . . . . . 7.95

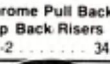

Handlebar Button Horn/Starter
ESW-4 . . . . . 7.95

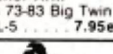
SALE 5.95
Tail Lens w/Glass Blue Dot
Fits 73 & up
EL-16 . . . reg. ~~9.95~~


S&S Carb Complete
ESU-50 . . 249.95

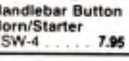
Tombstone Taillight
ESC-70 . . . . . 29.95

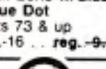

Bendix Gear Starter
EBX-1 . . . . . 19.95

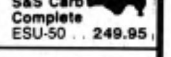

Clutch Plates
Sporty74"&80" specify yr.& model.
D-6 . . . . . ~~24.95~~


Clutch Hub Puller
Pulls Big Twin hubs on 74"& 80"
T-8 . . . . . 19.95

Glass Fuel Filter ~~4.95~~
EG-12 . . . . . ~~7.95~~
Filter Element
EG-12A 95

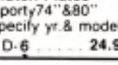

reg. 3.49 each
Oil Filters
65&up BT & Sporty
EBR-8 12 for . . 9.95

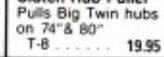

Liquid Filled Oil Pressure Gauge
EBR-9 . . . . . 19.95

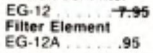

Oil Temp Gauge
EBR-12 . . . . . 14.95

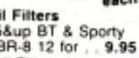
Fat Bob Ignition Switch
Fits 74" to 80"
ESW-3 . . . . 19.95

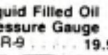
Chrome FLH Primary
EPC-1 . . . . . 74.95
Chrome FX Primary
EC-51 . . . . . 69.95

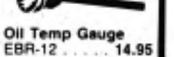

Generators
ChromeEE-7A 119.95
Black EE7 109.95

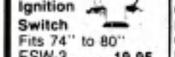

Shock Adjuster
Fits Big Twin & XL's
ET-3 . . . . . 7.95

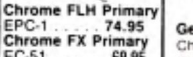

Chrome O-Ring w/Clamps
EC-26 . . . . . 19.95 pr

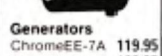

Hawg Chain
EHDC-1
106 Std. 19.95
EOHC-2
106 O-Ring . . . 59.95

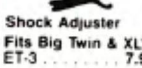

Scroll Replacement Mirrors
ESU-7 . . . . 12.95 ea.

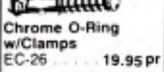

Genuine Harely Davidson Fender Emblem
EEM-1 . . . . 14.95pr.

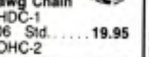

Genuine Eagle Iron Tank Emblems
EEM-3 . . . . 19.95

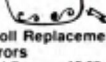

Braided Stainless Steel Ignition Wires
Fits all Big Twins SiliconecoreESP18A 19.95
Fits XL ESP-18B 19.95

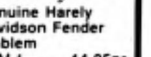

Specify year & model
Chrome Drag Pipes
EEX-2 ~~49.95~~ - ~~59.95~~


Chrome Tool Box
Includes key
C-31X 34.95 each

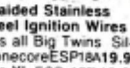

Chrome Fat Bob Gas Cap's
EC-9 . . . . . 7.95 pr.


Fat Bob Rubber Tank Divider
ER-23B 9.95


Goggles
EAS-11 . . . . 12.95

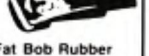

Foam Grips with Chrome Ends
ER-1 . . . . . 9.95pr

Tool Roll
10" x 4½" x 3"
EACC-14
Plain 19.95
EACC-15
w/Eagle patch . 24.95


Chrome Spark Plug Holder
SP-11 . . . 14.95 each

Rigid Rear Fender
Fits 74-90 rigid frames
EFE-2 . . . . 89.95

Custom Front Fender
Fits FX,XL,FXWG&Wideglide.Specifymodel
EFE-1 . . . . 29.95


Fat Bob Swing Arm Fender 74"&80"
EFE-6 . . . . 49.95

Solid Lifter Kit
Fits 66&up Big Twin 74"&80" ESP-2434.95
ESP-24P Fits 48-65 panhead 34.95

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EL-2 . . . . . ea. 3.95
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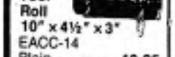

SALE 29.95

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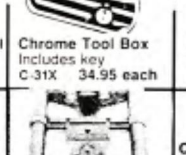
ELG-10 . . . 5.95 pr.

Chrome Chain Guard
Fits FLH 58-84
ECG-6 . . . . . 29.95

Chrome Wide Glide Trees
FE-10 . . . . 129.95



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Community Involved Riders of Central Ohio: A nonprofit, family - oriented association is now being formed. Any objections call (614) 366-1591.

American Indian handmade sterling silver jewelry: Genuine turquoise, onyx and etc. Slave bracelets, biker rings and more. Send $5 for catalog (overseas shipping no problem). Chief Wildfire, 2816 W. Sahuaro Dr., Tee-Pee #29-105, Phoenix, AZ 85029.

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

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

Late model Crossovers for Softails (drags w/fishtails or header pipes) $495 and $535. SASE with phone number. Quality & fit or money back. Crossovers, Box 1083, Glendora, CA 91740.

Tired of high cable fees? Secrets revealed, HBO, Cinemax, adult, $5. R. Chin, 4216 Beverly Blvd., #339, Los Angeles, CA 90004.

BIKER LENS CLEANER by Kleer-Vue. This stuff is "really tits." $6, money back guarantee. R.J. Cody, Box 4812, Mesa, AZ 85211.

Why do bikers like to go swimming with their boots on? T.D., Box 221, Antioch, CA 94509.

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

PERSONAL PROTECTION ITEMS — Pocket size, ensure your safety. Free catalog. Fisher Company, 5610 Boxborough, Dept. 104, Greensboro, NC 27407.

The original Miss H-D (Regina Smith). '83 XLX 1000 Sportster. Custom paint by H-D factory. $10,000 OBO. (408) 455-2271.

Marine Recon Parachutist Wings on mylar stencils. Paint wings on anything. Rare! $10 ea., cash or money orders only. C.J., 58 Hillside Ave., Teaneck, NJ 07666.

WANTED: H-D '45 Service Manual. ***Easyriders*** issued okay. Going price paid, reply postage refunded. R. "Kickstand" Jenkins #C1458, Box 190, Avenel, NJ 07001.

NASTY NAN: Mr. Dillon and Festus came by and said you took a long vacation. Good luck. Drop me a line when you get a chance. Wolfman, 66 James St., Greenwich, CT 06830-6904.

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

Wild Bill Reinhart: Last seen ya at Basic Training in South Cakilaki in 1985. Send kite to Ted Kuchlewski, 5534 Crossrail Ct., Burke, VA 22015.

VIETNAM T-SHIRTS, patches, pins, stickers, videos and more. Catalog $2. SLP, 1105 N. Main St, #2AB, Gainesville, FL 32601.

ASSAULT RIFLES : M-1's from U.S. Government for $165. Most NRA excellent or better. Complete information $10. Rick, Box 391, Quantico, VA 22134

KID CURRY: It wasn't an illusion, was it? Hello and goodbye in a heavy hear beat. Keep 'em rollin' strong and safe. Mayday.

ORIGINAL EVEL KNIEVEL items (not reproductions!). Unused SNAKE RIVER CANYON JUMP tickets; $10.50 includes postage. VERY FEW 1976 Evel Knievel porcelain pins; $25. 1976 EVEL KNIEVEL 3-inch buttons; $5 each. Write D. Little, 765 Osceola, Denver, CO 80212.

FREE! 100 pictures of marriage-minded women worldwide. SASE to Margie Lee, Box 5637, Portland, OR 97228.

Talented Harley mechanic can find a home in a successful shop in the L.A. area. Don't bother to call unless you've got the know-how and the desire to get the job done right. Micah McCloskey's Custom Cycles, (818) 348-8967.

BIKER'S PARADISE IN MALIBU, NEAR THE WORLD FAMOUS ROCK STORE: Completely remodeled, all new electric, plumbing, and septic system. Kitchen has state-of-the-art appliances. Bathroom has large spa tub, dual pedestal lavs., glass block and skylites. Gorgeous light oak floors, corner river rock fireplace. Also, garden windows, french doors and wraparound wood deck. Two-car detached garage with laundry facilities in it. Property is in a very rural setting, zoned LCC3 (commercial). The house has an electronic security system built in. 10 minutes from Malibu and the Ventura Freeway. Offered at $349,000. For further information, please call Kathy Peterson, Fred Sands Realtors, Malibu (213) 456-3638 or (213) 457-7587.

Searching for the fox (Jackie Williams?) who was a friend of another sister locked down in a Florida prison for women who had advertised in ***Easyriders*** for a pen pal. Used to write to each other two years and more ago, when I was a sergeant first class at Killeen (Ft. Hood), Texas, before I retired. Lost your name and address. Hope you show up! Paul Maidel, Box 86520, Portland, OR 97286.

PRISON SUBS: Locked-down bros and sisters, subscribe to ***Easyriders*** or only $14 a year (U.S. funds only, please). Mail to: ***Easyriders***, Box 578, Mt. Morris, IL 61054. Allow 6-8 weeks for delivery of first issue.

RAISED SKIRT VIDEOS! Sexy college coeds! Send $1 for brochure! Procorer, Box 1385, Greenville, NC 27835-1385.

FOR SALE: 1951 Triumph Tiger, 1957 Thunderbird, 1971 Daytona. For pictures and info send $2 and SASE to Larry, c/o ***Easyriders***, Box 3000, Agoura Hills, CA 91301.

LOR-LOR: When it's dark, look in the sky. See the Milky Way riding high? There's a kiss on the handle for you dear and when you're feeling blue, there's a hug there for you, too. Whenever you look, you'll feel that we are near. Happy birthday, Sunshine. Mom and Daddoo.

Mellany—better known as Paper-lady: Last known address in Waskom, Texas. Any bros at Mom's Place in Longview, Texas, have Paper-lady contact me, address the same, no change! Thanks, Bandit, VNV.

R.I.P. presents Sturgis 50th Anniversary Roadside Protection Plan CONDOMS. Orders taken for one dozen and up. Call (303) 923-6411.

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.

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. ABSOLUTELY ANY CONDITION, deterioration, holes, rips, scuffs. Brand and height determine price. $30 to $100. Vintage Clothing, Box 3298, Marion, IN 46953, (800) 852-7394. Old biker jackets and tall lace-up boots wanted also.

Original Canned Heat lead guitarist seeks working situation. Henry Vestine, 1068 W. 3rd, #1, Eugene, OR 97402.

LEATHERS REPAIRED. Returned ASAP. Call for estimates. Wade's, (702) 289-6443, 2325 Center St., Ely, NV 89301.

GHOSTRIDER TAPESTRIES: 45" x 45", white on black nylon $11.95. 36" x 60", multicolor on cotton $19.95; plus $2.95 s&h to: White Tiger Emporium, Box 621, Land-O-Lakes, FL 34639-0621.

SUPER SEX HERB! DOC JOHNSON'S SECRET INGREDIENT REVEALED. EASY TO OBTAIN; ONLY $5. Wilshire Institute, 2521 Hazlett Ave., Warwood, WV 26003.

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

JOBS. $100 to $1,000 daily! OVERSEAS, Stateside. FREE list. Zinks 120, Box 13110, Las Vegas, NV 89110.

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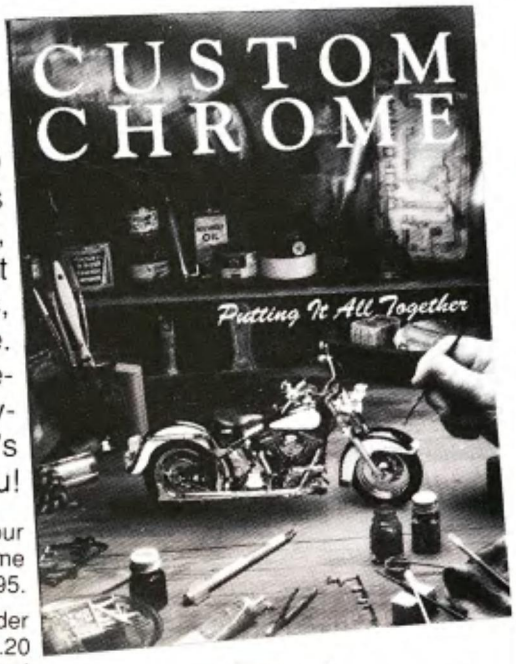

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