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# The Spirit Of Christmas Presents.

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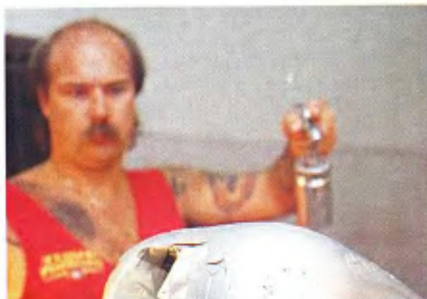
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*The next liver-quiverin' issue of this rag  
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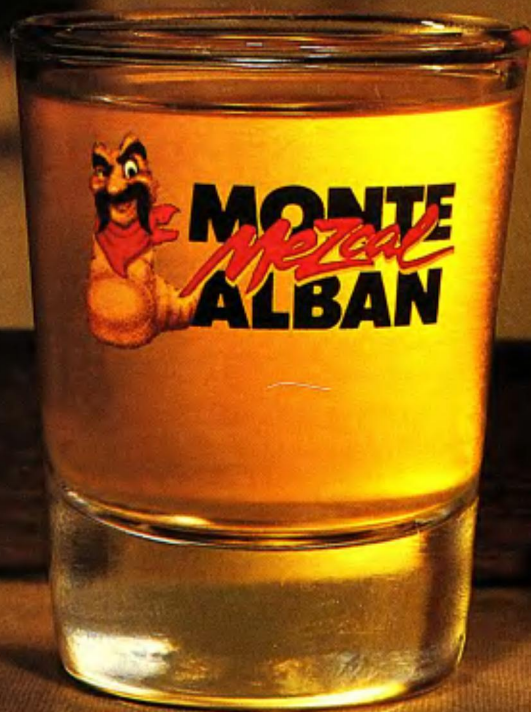
The  
Audit  
Bureau



Printed in the USA

Cover, gatefold, and feature photography of Kelly on Sammy  
Newsom's Sportster by Raiko Hartman.





No way.



That's not a red worm in  
the middle of that olive?  
No way it's gettin' any-  
where near my Mezcal.  
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write: Golden Worm Club, P.O. Box 3994 EA-2, Chicago, IL 60690

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He went to the Mustang Ranch, a whorehouse just outside Reno, Nevada. He sat down in the waiting room and fantasized about a woman his friend told him about. He thought about all the kinky things his friend described--if what he said was true, this broad was a mechanic when it came to sex. He got real horny and could hardly wait. Then the woman walked into the room, and when he saw her, his crank went limp and she went running. The woman was his wife who was apparently picking up a little change after he went to work.

You know about all the pissin' and moanin' from the cops and feds on how bad marijuana is--how they compare coke and crank with it when we all know there's no comparison. But you don't hear a word from anyone about the costliest drug of all--in human and financial terms. The drug is alcohol. Cigarettes are not far behind.

Three of us were sitting around in the living room bullshitting and drinking while waiting for our buddy Ross to finish in the bedroom. All of a sudden he came from the bedroom, wiped his mouth on his arm, and said, 'Man, have a go at those toes!' I had munched on some toes years ago when I was trying to talk a chick into doing something more kinky, and I just read about a guy who was recently busted for the same thing. Seems that he posed as a foot doctor, and three women who probably never had anything sucked before turned him into the police. He could go to the slammer on a 2nd degree assault charge and could be given a \$2,000 fine and 24 months in jail for just having fun and games while massaging women's feet and sucking a toe here and there.

You guys with tattoos had better watch out. The police now take detailed photos of tattoos when you're arrested or even pulled over for a traffic ticket. Apparently a description of a tattco is easier to computerize than your hooked nose--watch out, Big Brother is moving in.

This prison inmate wasn't gay so having a prison guard sticking his fat stubby finger in his ass searching for contraband didn't appeal to him and he sued the state. He felt the inside of his body was his property and didn't feel the guard should explore his butt for any reason. The state supreme court found that his ring could be explored as long as the prison guard had probable cause, and we know how the police use probable cause. Right? Right.

I guess I can call him a rughead now that he's Saddamized so much. The rughead follows the teachings of Mohammed, and Mohammed instructs his following that if a person kills someone, he is put to death. The same goes for a person who commits adultery or is guilty of rape. Men's heads are cut off, and women are shot in the head. If a person is caught stealing, they cut his hand off.

I have often thought of this possibility whenever I've used an outhouse. A construction worker was using a portable toilet on the job. While he was sitting there trying to figure out the world's problems, a black widow spider munched on his joint. Not the side of the crank but the meaty part of the knob. It hurt like hell, and he spent three days in the hospital.

Here's another case where a guy's ol' lady fixed him some food he didn't like so he took her to the bedroom, made her sit in the middle of the bed, and he threw kitchen knives at the wall behind her, trying to come as close to her as possible without hitting her. He did this for three hours. She won't make that dish for him again.

I've heard of a new contest where for \$5 you can drink as much beer as you want as long as you don't have to go to the head. The first one who gets up to go to the head loses the contest. One guy lasted one hour and 45 minutes before he hit the sandbox. It may come as a surprise to you that these contests are not usually won by beer-bellied guys but most often by women!

We all get angry when being ragged on by our ol' ladies, but this 13-year-old kid really got pissed at the ragging done by his mother. It really got to him and he couldn't stand it so he did what he felt he had to do and shot her in the tits with a shotgun.

## TAKING IT EASY

By Spider





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## Good Tip

☐ I ride a '73 Sporty that never let me down. Then it happened—battery trouble! The battery was new (3 years old), but it wouldn't start the bike (no kicker) and wouldn't hold a charge. I thought I'd have to get a new battery. Then, I started going through the September '90 issue and found "The Barstow Battery Benefit" tech tip. I thought it was worth a try so I did what it said, and the battery now works like new. I saved \$56 and am back in the wind again.

I say a slice of raisin pie to Billy Westbrook and to Snake for putting the info in your rag.

Chopper Charlie  
Bristol, Tenn.

## Sturgis

☐ I bought a shirt in Sturgis that described it all—"Unfuckin' Believable." That it was. This was my first trip and I was blown away—I'll be back.

I'm lookin' for another shirt. Perhaps you can help. It says, "I Rode My Bike to Sturgis." I saw a couple of people wearing them but I couldn't locate a place that had them.

D.B. (Red Magoo) Foster  
Regina, Saskatchewan

☐ You were right! The 50th was the best party ever. Kisses to all the bikers—and hope no one misses the next Rally.

The Sturgis Twins  
Aspen, Colo.

## Insurance Answer

☐ This is in response to Butch Billiot in the October '90 issue and for those of you having trouble insuring your antique or special interest bikes. Check this out:

Condon & Skelly  
121 E. Kings Hwy. #203  
Maple Shade, NJ 08052  
(800) 257-9496

I have fully insured several old scooters through these friendly folks, and you wouldn't believe how inexpensive it is. Some restrictions apply, but overall it's worth it.

Gregg "As Is" Lew  
Tulsa, Okla.

## A Graduate

☐ Like you said, the Motorcycle Mechanics School, Harley-Davidson Factory Elective program puts out some serious training—I graduated in September. The school is very hard and a lot of people don't make it, but all the hard work is going to pay off—thanks to the Motor World scholarship given by the MMI in conjunction with your mag.

I'm writing to thank everyone who voted for me, Motor World, and your staff. You really put a positive change in my life, and I'll probably be in this field forever.

Dan Lafever  
Campaign, Tenn.

## Someone Is Wrong

☐ On page 73 in the October '90 issue, it states that the front tire is a 120 Avon. On page 71 it shows the tire. If that's an Avon, I'll kiss your ass. It's a Dunlop Elite, and I think the rear is an Elite also. Someone is wrong. Someone needs to print the right shit.

Get yourselves back on line and keep up the mostly good work.

Rev  
Savannah, Ga.

## Right On To Dennis

☐ A big "right on" to Dennis the Menace in the October '90 issue. What he said about leavin' all the starships and other showroom stuff outta yer rag is gettin' a big hooray from a lot of real brothers.

Get back to the basics—like 10 years back.  
D. "Dust" Whitehorse  
Walla Walla, Wash.

## He's A Comedian

☐ A round of raisin pie for the office. Anyone who would print a letter like "Heavy Disagree—ment" in the October '90 issue deserves it.

I was one pissed-off dude when I first read the letter, and when I got through rippin' the page out, tearin' it up, pissin' on it, and flushin' it down the john, I realized y'all got one over on me. I thought you'd hired a class clown to come in and write a bunch of shit like this for the April Fool's rag. And here I am all pissed off over nothing, and it's a joke, right? So I grab the rag, look under the "Staff Listing." No class clown, no office comedian, no one with the title "Pissed Off."

I found another rag and reread the letter. Man, this guy can't be for real. He's gotta be a shrink tryin' to help all us Harley riders through a deep state of depression with laughter. Maybe you oughtta hire this self-appointed comedian for the jokes department. He'd fit right in. I know he sure helped me through my state of depression.

Roost  
Chanute, Kan.

☐ The letter from "Pissed-Off" bugged me and made me reflect on why I own a Harley. I've come to realize that it's because the damn thing is an animal. It sure isn't because it's a Harley-Davidson (it just happens to be a Harley). Actually, you won't find the word Harley on my beast anywhere (I have a personal grudge against the company and the yuppies running our local dealership in particular for the outrageous prices I have to pay for replacement parts).

All that shit aside though, my beast and I have been together for the last 20 years (that's around five jobs and 10 ol' ladies). So why this particular kind of scooter? Shit, I like to go fast and, yes, I wish it didn't break down when it does, but hell, I'm an animal too, and I'm dragging around a bum leg and have to wear glasses to write this letter. So what the hell is it? Owning a Harley is sort of



like owning a dog. Poodle people own poodles. Wiener people own wiener dogs. Harley people own beasts. But what you ride, Mr. Pissed-Off, is an insect. Now don't get me wrong. There is a definite place on this planet for everyone (including bugs), and we all manage to find our own slot, but damn, when my baby's cam starts hitting her torque curve, I feel like I'm traveling with a buddy that is just like me.

Tom Edwards  
Ft. Lauderdale, Fla.

☐ If my ol' lady told me I couldn't have a stinky ol' Harley, I'd dump her quicker 'n spit through a tin horn.

Toad  
Coventry, Conn.

☐ I've owned three Jap bikes. They're just like a Bic lighter. Use 'em up and shitcan 'em.

The Breeze  
Stuttgart, Ariz.

☐ If a Harley is so bad, why is every Jap manufacturer trying to copy the Harley-Davidson style and sound?

Jester and Squeaky  
Ellsworth A.F.B., S.D.

☐ Maybe if your ol' lady would untie the knot she's put in your dick, you might have the balls to sign your name.

Steve Johnson  
Dayton, Ohio

☐ The reason they made Kawasakis was to keep dickheads like you off Harleys.

Duane and Linda  
Kalamazoo, Mich.

### Harley Profits Up

☐ The other day when I was getting my shit together to go to work, a bit of good news came on the tube. It seems that Harley-Davidson profits are up 56 percent and the Hog farm can't keep up with the demand.

I guess the American people are getting tired of that rice-burning Jap stuff, and Willie G. knows what he's doing after all. Way to go, H-D.

Dennis Thompson  
Oxnard, Calif.

### Vagos

☐ A large chunk of raisin pie to the Vagos (October '90 issue). I sometimes wonder how a pack of assholes can make it into and progress in law enforcement. Being a member of the Navy Master-At-Arms, I have always believed in being firm/fair/impartial. When I read about "professional police" acting the way the Hawthorne Police did in this article, it made me see red. Obviously they suffered from the John Wayne syndrome.

Everyone should be free to ride and enjoy the freedoms we have here. I am really glad to see

that the Vagos stood up for their rights and won. Here in the Navy there have been several times in the last ten years when I thought that a suspect was railroaded and told him so. Only problem was that when a court martial was mentioned, all of them lost the will to fight and knuckled under.

Keep up the good work—and I look forward to the arrival of your next issue. Being the only rated law enforcement member on board the ship and a biker drives people crazy. At least with the facts you put out I have been able to keep my XO and CO informed about our lifestyle. Hence, I'm not dogged out here.

MAC Richard Jorgensen  
FPO San Francisco, Calif.

☐ I read "Vagos Fight" two or three times. It was really wonderful to read a good, positive, truthful article about such great people.

"Foot"  
Fontera, Calif.

### Needs Info

☐ I used to get a newsletter based out of Santa Fe, New Mexico, called *The Coalition For Prisoners Rights Newsletter*.

Could anyone tell me the address so I can get back on their mailing list?

Todd Drury #39107  
Box 1568  
Hutchinson, KS 67504

☐ When I was in Sturgis this year, I saw some American flags with motorcycles embroidered on them. Can anyone give me an address so I can purchase one?

K. LaFavor  
Rt. 2, Box 2502  
Hager City, WI 54014

### Wants Info

☐ Can anyone out there tell me where the fuck I can purchase the classic American flag helmet—the one Peter Fonda wore in "Easy Rider"? I know it sucks wearing a helmet, but sometimes you've got no choice. So if I'm going to ride my Harley, I want the best looking lid—and no, I'm not calling Peter Fonda to see if he wants to sell his.

If anyone knows where I can get one of these beauties, fly me a kite.

"Motorhead" Ferguson  
420 Meadow Road  
Kings Park, NY 11754

### Y'all Screwed Up!

☐ In your September '90 issue, the lead page of the Sturgis article said that "Crazy Horse Clipped Custer's Golden Hair." WRONG.

In all examples of well-documented and researched ethnic history, which pertain to the white man versus the warriors of the plains (all branches of the Sioux nation), Custer was the recipient of a haircut at the fort before the fatal campaign. There is no record of the boy general

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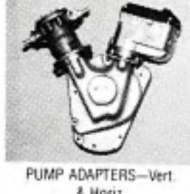
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having his hair lifted in death. By all accurate accounts, few even recall which soldier he was, or where he fell. It is known that when it was over, native American women, in their grief and rage over dead braves, hacked and disfigured the bodies of dead cavalymen. Perhaps the squaw killer, the master of the command, "Charge," was among them. Whatever his ultimate fate, he was never touched by Crazy Horse, nor was the hair of many who "fought bravely, and were spared the humiliation in death of being scalped."

I wonder if the Afghanistan people were ever so gracious to the same type of arrogant, self-righteous barbarians who marched in and attempted to take their land away?

Ogar  
Rockland, Mass.

■ You're right: according to good authority, Custer had 2 bullet holes in him and was stripped nekkid, but was not scalped or butchered like many of his men. Sharp blames his error on the influence of the Johnny Cash song about how "Yellowhair got barbered."

#### Voice From Japan

□ In regard to your article "Bubba's 5th Annual Honda Drop" in the October issue, if you want to destroy Japanese products, you should start with your Harley-Davidson motorcycles. I recently toured a Harley-Davidson dealership and was given the opportunity to examine the 1991 models and the "genuine" parts. I saw more made-in-Japan, -Korea, and -Taiwan labels than you could even find in a Japanese company. Perhaps that is why Harley-Davidsons are finally being praised as quality products—because of the excellent Japanese parts on them.

As a Japanese businessman and investor, I am appalled at the typical lazy, uneducated American worker I have to deal with in your country. The Japanese work force and management philosophy is proven superior, and your half-witted American managers are constantly studying our techniques. In America it is your political leaders who are doing you the most harm, not the Japanese. The fact that Americans believe in such false patriotism and political lies shows how ignorant and weak you have become.

I suggest the Americans start developing a healthy respect for Japan because one of my colleagues will eventually become your boss and/or own your company. In Japan we have a very rich tradition and long history of patience, but we will not show patience with your disrespect and racism towards our proud and growing empire.

Toshito Nakamura  
Osaka, Japan

#### Harley's not for sale

#### New Plan?

□ The Department of Transportation has announced a 3-year plan listing mandatory helmet laws for motorcyclists as a top priority. A plan unveiled by the National Highway Traffic Safety Administration established the goal of having 35 states enact helmet legislation by 1991 and all states mandating helmets by 1992. Currently, 23 states require helmets.

If every person wrote a letter to the government, the House floor would be covered. Do something before it's too late.

Beth Freeman  
Idaho ABATE  
Spirit Lake, Ida.

#### Gang Definition

□ Regarding the "Short Strokes" bit about the bill in Florida being introduced to make it illegal to belong to a "gang," they defined "gang" as three or more people who have a common name, colors, or are engaged in criminal activity.

I hope they realize the following "gangs" would also fall into this category: police, military, judges, and so on. I think you get the idea.

Someone  
Des Moines, Iowa

#### Needs Trike Info

□ I'm a downed rider because of a bike accident 20 years ago which left me a quadriplegic.

I'd love to get back in the wind and am looking for information from anyone concerning trikes for crippled people like me. I am especially interested in a scooter that I could ride my wheelchair onto.

Gerry Thomas  
15 Regency #116  
Whitby, Ontario,  
Canada L1N 7K9

#### Long Ride

□ Next July, to celebrate my 50th birthday, I'm going to start out on a trip that will take me through all 50 states.

If anyone out there knows what they think is the best route to take or knows where I can obtain the information, I'd appreciate hearing from them.

I won't be on any time schedule (except for Sturgis) and want to stay off the interstates as much as possible.

Dennis Rogers  
Box 2532  
Riverside, CA 92516

#### Thanks For Show

□ All the guys and bros here at the Hammack Hall Honor Dorm who sat and stood next to the road (Rt. #104) truly appreciated the super show put on for us Sunday, the 2nd (all weekend really) as they rode by going to Chillicothe for food, beer, etc. They made repeated turnarounds to come back slowly so all the lovely ladies could cheer us up. It did just that to say the least.

The Easyriders Rodeo is the very best thing that's ever happened to Ross Co.—a sincere thumbs up to you.

William Q. Siddle  
Chillicothe, Ohio

#### One Complaint

□ Your mag is the best, and I have just one complaint—the "Fox Hunt" babes. You only have a few shots, and these babes are better than any Playboy bunnies or Penthouse pinups. These are Harley honeys. They're the best!

Lyle  
Jackson, Miss.

■ 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.





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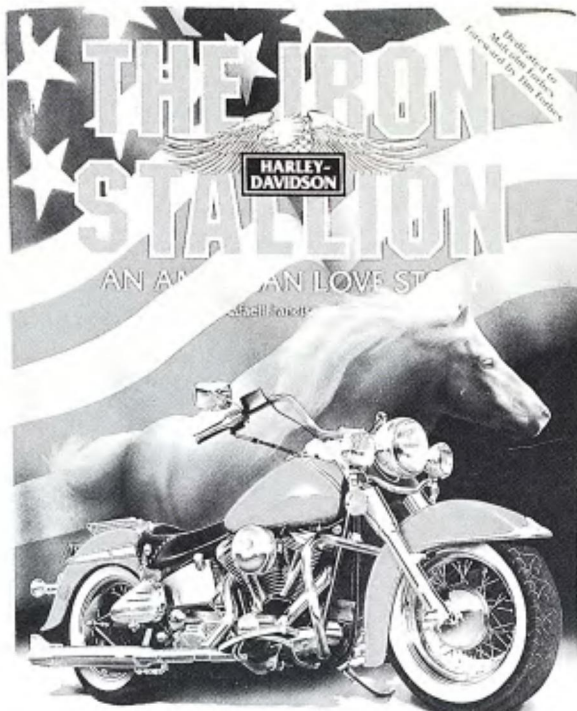
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— Keith R. Ball, 42, Los Angeles, California. Editor, *Easyriders* Magazine and four other Paisano publications. Riding 26 years. 1988 Evolution in a rigid frame.

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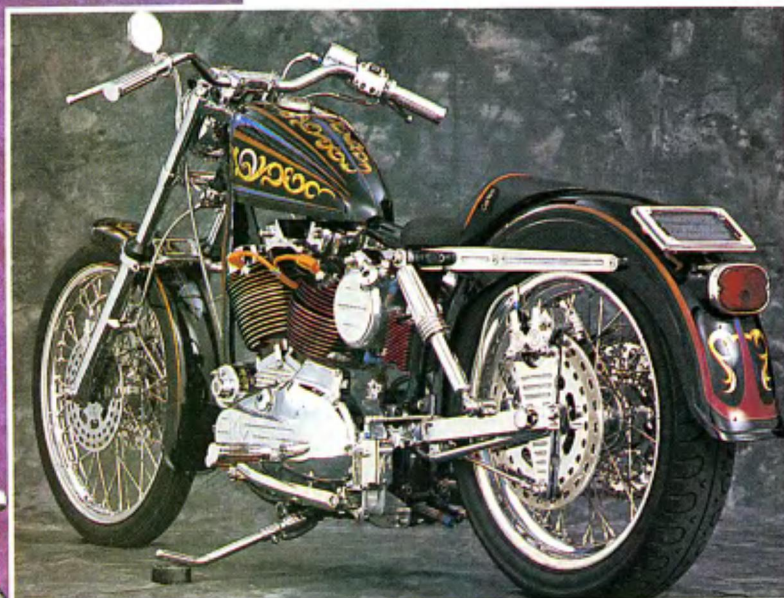






# LITTLE MONSTER

**SHE'S KEEPIN' UP WITH  
THE  
COMPETITION**



**"I**t's all competition." That philosophy was the motivation and original stimulation Sammy Newsom had eight years ago when he started this project. The thumping pulse of adrenaline stayed with him as it came down to the wire after two mayhem-filled months of finishing the XLCR.

Sam's one of these guys who lives for speed, with a special affection for reachin' high speeds on Sportsters, especially custom Sportsters. This bike was built for a bro of his, Miguel Matuk, who apparently has the same hankerin' for haste, and lookin' good while doin' it.

Like we were sayin', this Sporty had been kinda mindin' its own business on Sammy's workbench—another project that got waylaid as Sam's employment changed with the weather and drag racing schedules. It gathered momentum when Miguel was destined to be the owner—he helped pick up the slack with the bills. As everyone knows, and is all too familiar with, there are many "incidentals" and hidden costs involved in the building of a high-ticket Harley-Davidson.

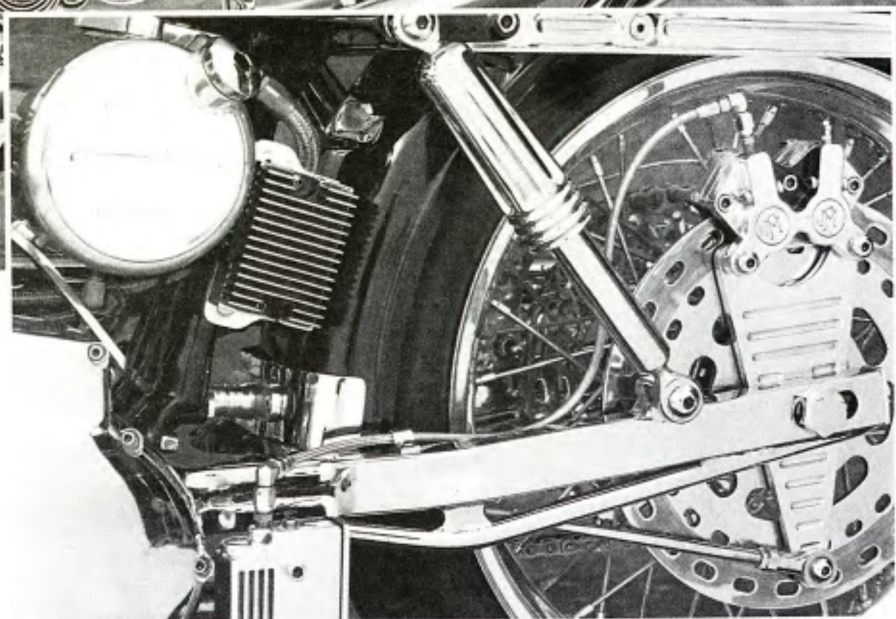
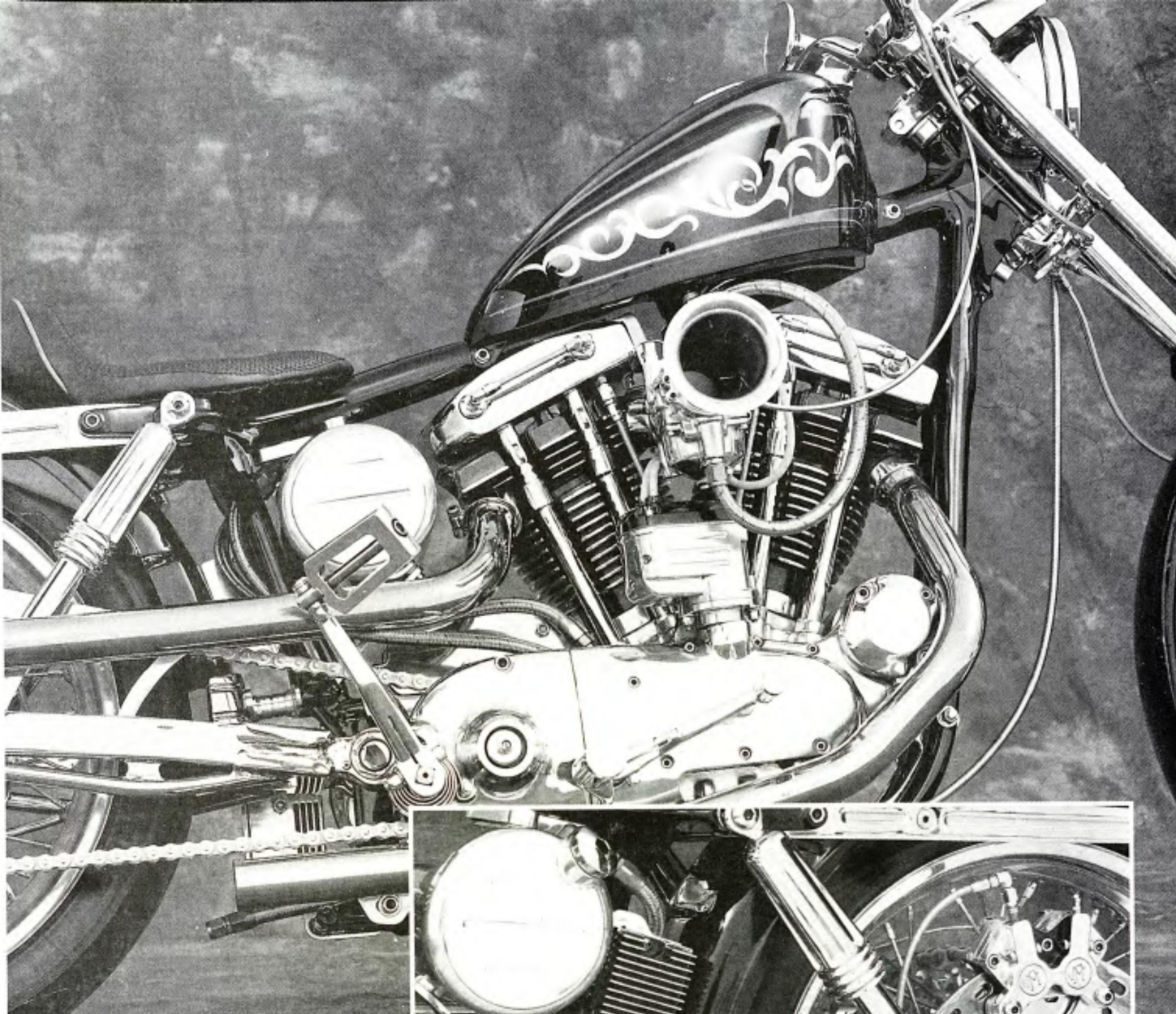
For eight years, the project was stuck in neutral. The bike was comparatively











mild, a medium cam and a 1971 frame waiting for a further hopped-up engine to join it. All the while, Sam accumulated parts and ideas to make it the fastest yet. Then, with Miguel's support and the extra incentive of knowing our Second Annual Bike Show was coming up in February, he began humpin' in earnest. A two-month period, starting in November of '89, saw Sam's vision become a reality. Cold steel became hot racing iron.

The '90 Sportster engine was reamed to a 3 and 7/16-inch bore with a 5-inch stroke. It went through about 10 severe changes from the original setup, a special S&S stroker kit was tossed in, hotter cams added, the whole shot. "You could look it up," as Casey Stengel would say.

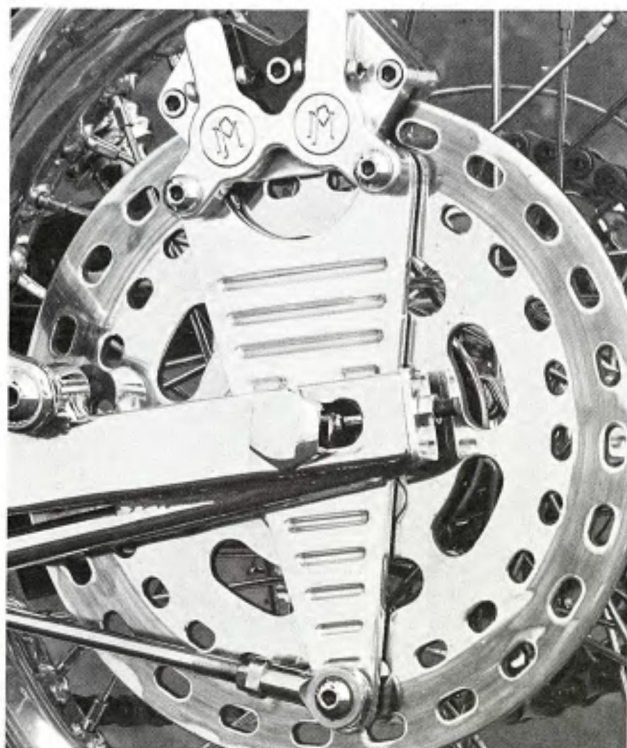
Time marched on, and the Bike

Show date arrived. They entered Little Monster in the competition and though they didn't win anything, Sammy received a compliment that made it all worthwhile, bolstering his belief not only in himself but in bikers and mankind in general.

It happened during the awards presentation. Sam and Miguel were packin' up their display area when, outta nowhere, noted East Coast bike

builder, painter, Harley authority and whiz-bang Hamster, David Perewitz, walked by. Dave stopped in his tracks and began to observe Sammy's work with interest. Noting Sammy's solemnness, Perewitz mentioned something to the effect of "Don't sweat it. You've got a great-lookin' bike there, brother." The unsolicited praise from a respected peer gave Sammy goosebumps. His foundation





|                                                                                                                                                                                            |  |                                     |                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------|---------------------|
| <b>Owner(s):</b> Miguel Matuk                                                                                                                                                              |  | <b>City:</b> San Martin, California |                     |
| <b>General</b>                                                                                                                                                                             |  | <b>Frame</b>                        |                     |
| Fabrication by: Sammy Newsom                                                                                                                                                               |  | Year: 1971                          |                     |
| Year and make: 1990                                                                                                                                                                        |  | Builder: H-D Puccio Welding         |                     |
| Model: XLCR                                                                                                                                                                                |  | Type: rigid swingarm                |                     |
| Value: whatever it takes                                                                                                                                                                   |  | Rake: some                          |                     |
| Assembly by: Sammy Newsome                                                                                                                                                                 |  | Stretch: 1 inch in rear section     |                     |
| Time: eight years                                                                                                                                                                          |  | Other alterations: all over         |                     |
| Chroming by: polishing, Wheel Techniques                                                                                                                                                   |  | <b>Accessories</b>                  |                     |
| <b>Engine</b>                                                                                                                                                                              |  | Bars: CCI                           |                     |
| Year: 1990                                                                                                                                                                                 |  | Risers: CCI                         |                     |
| Model: XL                                                                                                                                                                                  |  | Fender(s): K model modified         |                     |
| Rebuilder: Sammy Newsom                                                                                                                                                                    |  | Headlight: CCI/Halogen              |                     |
| Ignition: hot                                                                                                                                                                              |  | Taillight: glass/OEM                |                     |
| Displacement: 90 cubic inches                                                                                                                                                              |  | Speedo: unlimited                   |                     |
| Lower end: S&S                                                                                                                                                                             |  | Front pegs: billet/M.H. Eddie       |                     |
| Balancing: some                                                                                                                                                                            |  | Rear pegs: gone                     |                     |
| Pistons: Axtel cylinders                                                                                                                                                                   |  | Electrics: CCI generator            |                     |
| Cases: polished                                                                                                                                                                            |  | Gas tank: modified OEM              |                     |
| Heads: Baisley Hi-Performance                                                                                                                                                              |  | Oil tank: aluminum                  |                     |
| Cam: Red Shift                                                                                                                                                                             |  | Oil system: cut down                |                     |
| Lifters: rollers                                                                                                                                                                           |  | Primary cover: M.H. Eddie           |                     |
| Carb(s): S&S "D" Thunderjet                                                                                                                                                                |  | Seat: Corbin mini-gunfighter        |                     |
| Air cleaner: none                                                                                                                                                                          |  | Sissybar: lost it, fell off         |                     |
| Pipes: 1 piece stainless, PipeLine                                                                                                                                                         |  | Height: was 18 inches               |                     |
| Muffler(s): no way                                                                                                                                                                         |  | Material: was cast iron             |                     |
| <b>Transmission</b>                                                                                                                                                                        |  | <b>Forks</b>                        |                     |
| Modifications: undercut gears                                                                                                                                                              |  | Type: narrow glide                  |                     |
| Year: 1990                                                                                                                                                                                 |  | Extension: stock                    |                     |
| Shifting: fast                                                                                                                                                                             |  | Builder: H-D                        |                     |
| Engine sprocket: stock chain                                                                                                                                                               |  | Special features: trimmed down      |                     |
| Trans sprocket: 22-tooth                                                                                                                                                                   |  | <b>Wheels</b>                       |                     |
| Wheel sprocket: 51-tooth                                                                                                                                                                   |  | <b>Front</b>                        | <b>Rear</b>         |
| <b>Painting</b>                                                                                                                                                                            |  | Size: 21-inch alum.                 | Size: 18-inch alum. |
| Molding: Dennis Dardanelli                                                                                                                                                                 |  | Hub: H-D                            | Hub: H-D            |
| Painter: Dennis Dardanelli                                                                                                                                                                 |  | Rim width: 1.75                     | Rim width: 3.00     |
| Color: black/multi-candy                                                                                                                                                                   |  | Tire: Avon                          | Tire: Michelin      |
| Type: imron                                                                                                                                                                                |  | Brake: Perf. Mach.                  | Brake: off aircraft |
| Special paint: gold, silver leaf                                                                                                                                                           |  |                                     |                     |
| Other special modifications: keep looking. Special thanks to Ken, Kerry Puccio, Axtel Sales, Zippers Cycle, Dean Maro (PipeLine), Morgan Hill Eddie (Bartel), all who put up with my shit. |  |                                     |                     |

Photos by Raiko Hartman

of concepts and ideas of construction were given credibility by one of the aces, and he was damn proud of it.

We're equally proud to present Sammy Newsom's labor of love here, as it helps us kick-off a new year and a third decade of brilliance in custom bike building. It's a classy mixture of elbow-greased adventures and fine-lookin' women, much like the fox on display here, curvaceous Kelly, a girl who could *really* lend a helpin' hand, leg, tit or what have you, in ringin' in the New Year. Party hard in 1991, brothers and sisters.

—Bomber





## 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

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

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

Shovelhead, Panhead and Iron Sportsters are covered.

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

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**H**ere we go again. . . . Saddam Hussein, the dickhead President of Iraq, took over Kuwait (a kindly, adjoining, oil-producing country in the Middle East). The United States, and five other countries said, "Hey, Dickhead, we don't think that's right so we're gonna quit buyin' your oil and, besides that, we're gonna keep all of your food and supplies from gettin' to you, 'til you clear your ass out of Kuwait!"

Was ol' Saddam worried? Noooo, this fool jumped in our faces and cast the United States as, "The haven of evil . . . governed by the devil," and claimed his invasion of Kuwait was a divine mission that brought the Kuwaiti people "nearer to God."

Don't ya think maybe President Saddam's a couple of sandwiches short of a picnic? He seems to think we're not gonna do anything unless he tries his take-over shit on Saudi Arabia.

This idiot is causin' our gas prices to soar, costin' the U.S. taxpayers a bundle of money, and could possibly plummet our country



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—U.S. President George Bush

*"Anyone who fights America's  
aggression has engaged in a holy  
war in the cause of Allah, and any-  
one who is killed on that path is a  
martyr."*

—Iranian religious leader  
Ayatollah Ali Khamenei

*"No question about it ... blow 'em  
away!"*

—Easyriders janitor

*"It's probably just a simple misun-  
derstanding—more patience, love,  
and caring might work—but then,  
when it doesn't, fuck 'em up!"*

—Clean Dean

*"I'm told Saddam's last name has  
been changed to 'Ugly.'"*

—Young Scum

*"Let's make it a glowin' Sears park-  
ing lot."*

—Bomber

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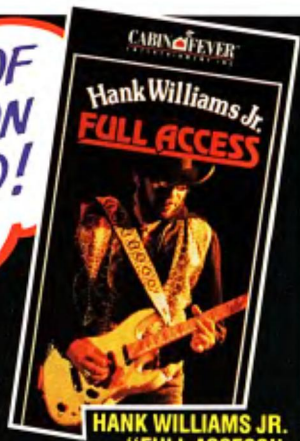


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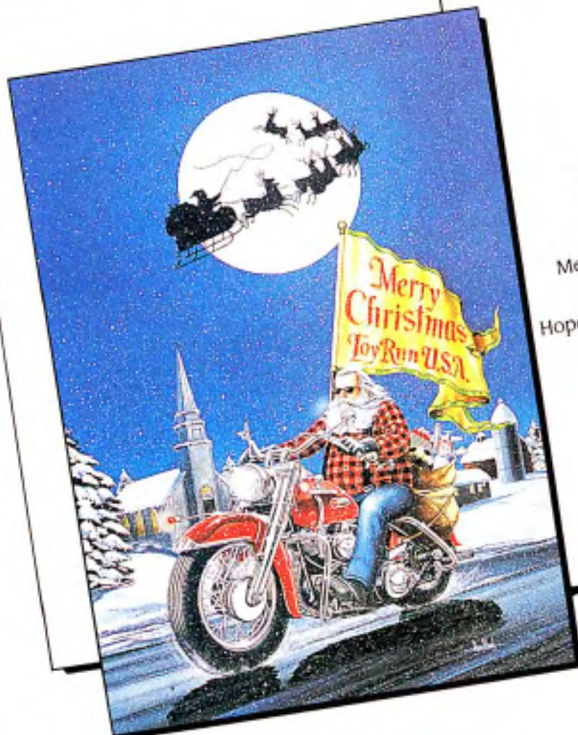
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# THE BURNING

## E D G E

*The fine art of flames displayed—along with a new contest*

Flames are everything to the men and women of wicked nights and flickering chrome. So we're spreading the evil word on flamed inspiration, revealing the winners of the last contest and illuminating the globe with another fine selection to rule on. Naturally, I suppose, a run-off would be in order. On the fiery edge of this grueling competition of artistry and paint work is the following technical advice from one of the masters in the field of motorcycle paint, namely, the bald bastard of Boston—Dave Perewitz.

Dave's flames have lapped at the sides of motorcycles for longer than he'd like to remember, so instead of surveying his singed resume, we'll get right to work. Keep one thing in mind: The technical aspects of a paint job are only a third of the battle. A corrupted artist's mind is a critical prerequisite, and the deadly tools and wicked materials finish the job. So don't expect to run down to the local Stop and Shop, slip a couple of cans of Krylon under your cutoff and put together a girl-stoppin' flame job in your bathroom. It won't happen.

We won't go into the mastery of Bondo, although a bro, Paul Kottridge, of Sewaren, New Jersey, sent us a complete set of step-by-step procedures from the dented stage up. He did a helluva job.

First, hit the tank with the Bondo, primer, and base coats (not a lot of coats, three or four will do. Use the finest paint for color and durability, such as those from House of Kolor. You'll recognize the name from most of the feature bike charts in this magazine.

After the base acrylic lacquer is on, let it cure for 24 hours (or, if you're as impatient as a horny bastard on a Friday night, 12 to 14 hours). Then sand it with 600-grit wet and dry. Put a drop or two of Ivory liquid into the water to keep the tank clean. Ivory doesn't leave any residue—although it smells like hell if ya bathe with the floating bars.

Now's the critical part. You gotta sit in a dark corner and surround yourself with half-melted religious candles flickering against the hallowed walls of the dingiest garage on the block (not yers, ya might burn it down). Next, drink a few dusty glasses of outlaw white lightning and let your mind turn to flames. When ya wake up, tape off the tank with 1/8-inch masking tape. Some painters use chalk to sketch on the surface, others make patterns, but in the middle of a lightnin' daze, ya gotta wing it. Dave, the King of Wing, does.

Then, tape the remaining surfaces off using tape and paper. For traditional flickers, shoot the surface with yellow or white (two coats) and airbrush the tips with red, orange, or purple, whatever your spinnin' head tells ya. Then ya let it sit for half an hour. Next, pull the tape off toward the tape and flames to get a good, clean edge. Trim the rough edges with an Xacto knife or razor. Then, hit the tank with three or four coats of clear, and sand it with 600 grit paper. Now, with the only steady appendage you've got left (probably your left ear or right big toe), pinstripe the edges. Clear it again with three or four coats and sand it some more. Voila! It's ready for the finish coats. Let it set for two days this time, then lay on three or four more clear coats of acrylic lacquer or urethane. Bolt the sonuvabitch back on and go to town.



But, while class was still in session, I asked the flamed terrorist (Perewitz) about his technique. He suggested that you always sand in one direction (not in circles) and that you don't sand the flames much (to avoid going through the pigment). When airbrushing, use light, delicate coats to blend the colors. Put on the clear in thick, dry coats, forgetting the glossy, wet look until the final coats. Dust the paint on for heavy coverage without runs. And dammit, wash your hands three or four times during the process to prevent your own grungy oil from getting on the face of the job. (I wonder why everything is three or four?—fuckin' redundant). It's also extremely important to keep the job at 70 degrees or more, or nothin' will work right.

On this particular job, he didn't use an



#1  
 Bike Owner: Speedy Mike  
 Painter: Pugsley  
 Town & State: Surrey, B.C.  
 Photographer: Speedy Mike



#2  
 Bike Owner: R. J. Froeschl  
 Painter: R. J. Froeschl  
 Town & State: Regina, Sask.  
 Photographer: Peter Fyke



Photos by Brian Houghton

airbrush because his flames were predominately solid. He used an EGA doorjamb gun (a small professional gun). Also, on the job you see here, he used the innovative Horst technique (see the bike feature on page 36) of overlapping flames, which is catching on. The reason why Horst's job is special—and looks fantastic—is because, for every set of flames, the above-mentioned process must be repeated as if your starting from scratch on a base coat again. Start to count the number of "three or four coats" and you'll find an abundance of work and paint in each one of those artistries in iron. Be careful, too much paint can also cause cracking and lifting.

So what the hell is holdin' ya up?  
 The girls are waiting. —Wrench

### August 1990 Flames Contest Winners

**1st Place—#2 - Mysterious Bay Area Biker** by Ron's Custom Paint Shop, Hayward, Calif. Receives \$200 *Easyriders* products gift certificate and \$50 gift certificate from House of Kolor.

**Tied for 1st Place—#8 - Ron Simms** of Bay Area Custom Cycles, Hayward, Calif. Receives \$200 *Easyriders* products gift certificate and \$50 gift certificate from House of Kolor.

**2nd Place—#11 - Bob Gustafson**, McHenry, Ill. Receives \$100 *Easyriders* products gift certificate and T-shirt from House of Kolor.

**Tied for 2nd Place—#14 - Dave Perewitz** of Cycle Fab, Brockton, Mass. Receives \$100 *Easyriders* products gift certificate and T-shirt from House of Kolor.

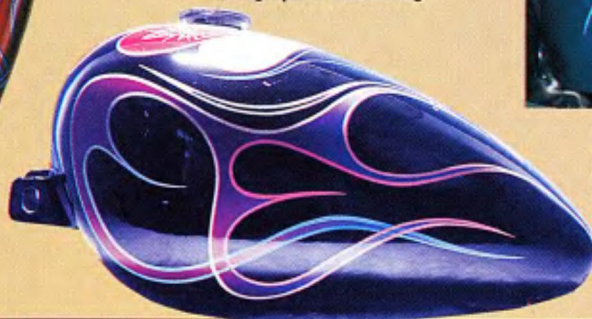
**3rd Place—#12 - A. Piacenza**, Deerfield, Ill. Receives \$100 *Easyriders* products gift certificate and T-shirt from House of Kolor.

Other 10 entrants receive \$25 gift certificates.





#3  
Bike Owner: Phil Kotschi  
Painter: Smith Customs  
Town & State: Milwaukee, Wis.  
Photographer: Joe Smith



#4  
Bike Owner: J. F. Bisanz  
Painter: Dave Bell & Dave LaRoach  
Town & State: St. Paul, Minn.  
Photographer: Shutterbug



#5  
Bike Owner: Tony Rodriguez  
Painters: J. Williams, R. Williams & Bob Earhart  
Town & State: Lockport, Ill.  
Photographer: Tony Rodriguez



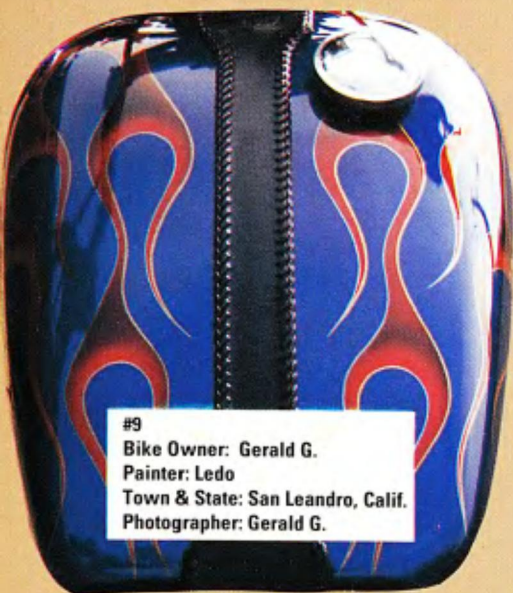
#6  
Surfboard Owner: Tom Stokes  
Painter: Mongo Tom's Custom House  
Town & State: Orange City, Fla.  
Photographer: Tom Stokes



#7  
Bike Owner: Bruce VonStetina  
Painter: Bruce VonStetina Artworks, Inc.  
Town & State: Pinellas Park, Fla.  
Photographer: Bruce VonStetina



#8  
Bike Owner: Todd Dyer  
Painter: Hall Loo  
Town & State: Tampa, Fla.  
Photographer: Joe Mestas



#9  
Bike Owner: Gerald G.  
Painter: Ledo  
Town & State: San Leandro, Calif.  
Photographer: Gerald G.

## THE ART OF FLAMES

On these pages is an all-new batch of hot flamed jobs for you, the experts, to vote on. Either drop a few dimes to our 900 number, 234-BIKE (2453), or send a postcard with your favorites on it to: Flames, Box 3000, Agoura Hills, CA 91301. The deadline for voting is January 31, 1991. Keep in mind that the photography for these contests is as important as the job itself—if we, the judges, and you, the jury, can't see it, it doesn't matter how good it is.

The prizes for this batch will be the same as the last group. The best will receive a \$200 *Easyriders* products gift certificate. Second and third place will receive \$100 gift certificates and the rest will receive a \$25 gift certificate for our products. In addition, John Kosmoski, founder and owner of House of Kolor in Minneapolis, Minn., has thrown in several prizes for the top winners.

After you pick the winners, we'll have a run-off of the best flames with additional prizes. During the final competition, we'll display both sets of winners with the finest photography we can muster up.

—Bandit



# EASYnews

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

## The "Helmet Law" Story A Tale Of Involvement And Results

Back in 1978, while cruising the aisles of a bike shop, my wife and I saw a flier about a protest against South Carolina's helmet law. In those days, S.C. suffered under one of those Joan Claybrook things that said:

"SECTION 56-5-3660. It shall be unlawful for any person to operate or ride upon a two-wheeled motorized vehicle unless he wears a protective helmet of a type approved by the South Carolina Dept. of Highways and Public Transportation..."

We'd never been to a protest before, and weren't sure what to expect, but we decided to go.

When we rode up the next day, we saw more bikes than we'd ever seen in one place. I'd never seen so much black and leather—and there we were, decked out in new denim and sitting on an orange Honda 750.

Nobody worried about the Honda once they found out we'd come to join the protest. The protest was to persuade the Legislature to pass H.2514, a bill drafted by bikers to repeal South Carolina's helmet law.

When the legislative session opened in January 1979, Representatives Gelegotis and McInnis sponsored our bill. After an introduction in the House on Feb. 20, it was referred to the Judiciary Committee. There it stayed. We tried calls, letters, rallies—anything to get 'em to move our bill—but the session ended in June with H.2514 still in committee.

We called a strategy meeting



No-helmet Day: June 16, 1980. Left to right: Bugs, Sharolyn, Jenny Dooley, Dave Dooley, Speedy, Darlene, Tank, and Mac join in anti-helmet victory at the South Carolina Capitol.

and decided on rallies at the Capitol the first Sunday of every month, beginning in January 1980. In the meantime, we had another bright idea about how to protest the helmet law. When we ran out of beer at a party, a few of us put on our helmets, got in a car, and went for more. We cruised around where the cops usually hung out and finally got a bite. Accoppled us over, wanting to know why we were wearing helmets in the car.

We spouted statistics on how more people driving cars died from head injuries than people on bikes, and told him we only wanted to be "safe." The cop wasn't impressed. He ticketed us for a safety violation.

Our day in court came and the cop stated his case: helmets impair hearing and restrict peripheral vision. We stated our's: quoting statistics on helmet testing, how they stood up to impact, and whatever else we could

come up with. The judge laughed and dismissed the case.

Finally, in April 1980, we got a hearing before the Judiciary Committee. The hearing revealed that the State highway people had never issued a list of "approved" helmets. After listening to us and talking about it, the Committee decided to report our bill out on April 16, 1980, but with an age limit of 21.

Representatives Koon and Felder called the bill up on special order on May 14. H.2514 got its second reading on May 22. After a third reading on June 4, the House shipped our bill over to the Senate, where it was introduced, read, and put on the calendar. To speed things up, Sen. Lindsay, one of the good guys, moved to adjourn business for that day, and start business for the next day immediately after adjournment. Lindsay's motion passed and, within a couple of hours, we had our second reading.

A lot of the resistance we encountered arose because the session was to adjourn on June 12. The Senate was fighting over the budget and didn't want to hear about helmets. We went to the Governor's office and asked for a special session. The Governor's attorney told us the budget bill hadn't passed yet, so the Legislature would have to come back. That gave us one more chance for the year.

For two days, we listened to bills being read and the budget being discussed. Finally, H.2514 had its third reading. Our bill could now be legally voted on. After reading a few more bills and arguing about the budget some more, the Senate voted on something and everybody started whooping and hollering. The session was over for the year.

Senator Lindsay told us he'd attached H.2514 as a "rider" to the budget—when the budget passed, our bill rode right along with it.

On June 16, 1980, Gov. Richard W. Riley signed H.2514 into law. Riders over 21 could ride free.

That was 10 years ago, but the fight goes on. During the '89-90 session, the Legislature considered 2 mandatory helmet bills and 3 amendments attached to other bills. So, we've got to fight the battle again. Maybe some of what we did in South Carolina can be helpful to the fight in your state.

—David Dooley (BAM)

South Carolina Director

Photo from David Dooley



## Improved Image

Thanks to the good folks of Chillicothe, Ohio. Check out this editorial reprinted from the Chillicothe Gazette, Sept. 3, 1990:

Merchants overstocked store shelves, loaded pop machines, and stacked up on extra change.

Why?

All in anticipation of this weekend's onslaught of Harley-Davidsons and the men and women they bring in.

It's becoming a tradition. This is the third year for **Easyriders** magazine to bring its motorcycle rodeo to Ross County—the Ross County Fairgrounds to be precise.

Some 11,000 bikers were expected to roll through town today.

Why Ross County?

"I like it here," said Al Sherman,



events coordinator. Sherman was responsible for bringing the event to Southern Ohio three years ago.

"I just drove around until I liked what I saw and then stopped. Everybody was real receptive to it."

You bet. We're thrilled to have you bikers—all 11,000.

Bikers have always had an image problem . . . they're known

for tattoos and drinking; not the wholesome crowd most communities want in town.

But the **Easyriders** bunch is slowly changing that image. Yeah, you can hear the bikes when they roar throughout the city, and there are plenty of stories about the weekend antics at the fairgrounds.

Yet the group has treated this community well. It's brought commerce to our town, and character to our Labor Day.

Little violence or crime is ever reported. As a matter of fact, our local sheriff's department has said the bikers are "a nice group to work with."

Bikers, we're glad you chose Ross County. Come anytime.

## More Stupidity

Valvoline, the motor oil part of Ashland Oil, wanted to know how much cagers knew about driving safety, so they worked up 10 True-False questions and asked 500 licensed drivers to answer them. Not one of the 500 got all 10 right.

The Valvoline questioners then asked these "highly qualified" drivers what they thought about helmets. Ninety percent said bikers should wear them. It figures, right?

## Words From a Wise Lady

In *The Pipeline*, the newssheet of Freedom of the Road-Vermont, we found the following wise words from a registered nurse—and biker:

The helmet that I see the most often is the full face, solid type with the bar of helmet across the jaw. This kind of helmet is dangerous in two ways. The primary factor is [that] the weight of the helmet causes the rider to have less control of his cervical spine (neck) area.

After the accident, it is imperative to stabilize the neck, without manipulation, so it can be properly examined by X-ray. It is extremely difficult to stabilize the neck of a person wearing (a face guard) helmet. But with that kind of helmet, you can't get a Philadelphia collar under or over the area to prevent movement of the spine.

The next step is to put the person on the backboard for transport to the hospital. When you try this, the face guard helmet will cause a hyperflexion of the neck, which can occlude the airway or cause further damage to the spine.

If . . . the rider loses conscious-



ness, even momentarily, he can lose control of his airway, usually by the tongue falling back in the throat. In a full-face helmet, you can't clear the airway without removing the helmet. Try this with your friend lying on the ground

with his mouth shut. Try to open his mouth and grab his tongue.

It is very dangerous for a layperson to remove a helmet, and unless you happen to be near an emergency room or fire station, your friend would have significant

brain anoxia (lack of oxygen) within four minutes. Do you risk paralysis (and remove the helmet) to save his brain or do you wait for help?

I realize . . . the face shield is great for the lack of . . . road rash on your face, but . . . it would seem that the best helmet shouldn't injure you more than you would have been injured without (it).

If left to the instincts of the back brain, we tuck our necks to protect our faces and jaws. In this position, the head is much more stable. Head protection should not interfere with this instinct, as during stressful situations, you revert to instincts.

If the lawmakers insist that helmets be worn . . . let them be aware of the consequences the type of helmet can have for the post-accident situation, and for the viability of the rider after medical care.

Though I am not in favor of any laws that tell someone how to live, I'm most certainly against safety equipment that satisfies only one aspect of safety, and can cause further injury from its design.

—Kim E. Hallford, RN, CCRN



# Trial By Jury

You've heard it over and over: a guy breaks a law that's a bunch of shit anyway, but the judge tells the jury they must not consider the wisdom or merits of the law in question. Instead, the judge says, the jury must apply "the law as it is written."

Judges say this because they want to be the final authority on things and don't want juries messing around on their turf. In strict fact, though, judges lie when they tell juries they can't consider the law itself.

Historically, the jury system arose as a way to settle a dispute or impose a punishment back in the days when the law wasn't written down. But, as English common law became codified, the jury retained the power to decide whether a particular law deserved to be enforced, and if the jury didn't like a particular law, they could find someone "not guilty" even if he clearly broke the bad law.

This role of the jury survived in America until well after the Revolution, but judges began whittling away at it during the 19th century, mostly by failing to advise juries of their powers, and also by discouraging them



from exercising their powers.

When you think about it, the jury is the last refuge of democracy. Legislators can take your money for taxes, buy votes from special interests, and thereby defeat democracy at the ballot box. As long as a jury can reject a bad law, though, the people still have a chance.

For example, during Prohibition, juries got to where they wouldn't convict anyone of bootlegging because they didn't agree with the laws. Eventually,

the cops got the message and quit busting people for booze, and the Congress eventually got the message, too, and made booze legal again. Same thing with pot smoking in the '60s.

Lately, a group called the Fully Informed Jury Amendment (FIJA) has formed to recapture the traditional powers of the jury. FIJA chapters in 22 states are working to get state constitutions amended to require judges to inform juries of their power to overrule a bad law.

Makes you wonder what this FIJA thing could do for helmet laws. Certainly, the biker's enemy is not the general public but the power-mad legislators and regulators. Consider what FIJA could do with both Joan Claybrook and RICO. Might be a good bandwagon to get on. For more information, contact:

FIJA  
Box 59  
Helmville, MT 59843  
(406) 793-5550.

—Maestro

## You Know This Already

That "SAE" on oil cans stands for Society of Automotive Engineers, the professional society of engineers involved with car, farm equipment, trucks, aerospace, boats, and motorcycles. Last year, a group of SAE types tested the brakes on several motorcycles, and what they found out agrees with what you already knew.

Investigators measured stopping distances from various speed with the rear brake alone, and with both front and rear brakes. In the partial results given here, "weight" means bike and rider. Distance is stopping

distance, in feet, with both front and rear brakes. The deceleration factor represents a range derived from all the runs, not just those itemized in the table.

The numbers here are a bit spotty, since the riders didn't maintain consistent speeds or stopping distances. No matter, though—if the results don't prove much, they still feel good. The big, old, heavyweight dresser stopped as well as the fancy European stuff, and earned a better deceleration figure in all the runs—and on drum brakes, to boot. Harleys forever.

—Toejam

| Cycle            | Weight (lbs.) | Speed (mph) | Distance (feet) | Deceleration Factor |
|------------------|---------------|-------------|-----------------|---------------------|
| '72 Honda SL125S | 413           | 29.4        | 43              | .53-.67             |
|                  |               | 36.5        | 75.25           |                     |
|                  |               | 36.5        | 82.75           |                     |
|                  |               | 39.3        | 91              |                     |
| '72 Honda SL350  | 509           | 28.0        | 36.25           | .62-.72             |
|                  |               | 30.1        | 42.5            |                     |
|                  |               | 31.0        | 47.25           |                     |
|                  |               | 33.0        | 33.5            |                     |
| '82 Honda XR500R | 489           | 30.1        | 41.75           | .65-.76             |
|                  |               | 34.1        | 54.25           |                     |
|                  |               | 39.3        | 73.75           |                     |
|                  |               |             |                 |                     |
| '78 BMW R90      | 580           | 27.6        | 35.25           | .72-.87             |
|                  |               | 39.5        | 65.25           |                     |
|                  |               | 42.6        | 75.5            |                     |
|                  |               |             |                 |                     |
| '68 H-D FLH      | 722           | 28.9        | 43              | .63-.88             |
|                  |               | 37.1        | 59.5            |                     |
|                  |               | 37.1        | 64.5            |                     |





## Short Strokes

### The Meek and the Wonderful

Hey, listen up. Wayne Curtin, the conservative leader of the biker party in Washington, discovered, during his studies of HR-3925, the National Helmet Law, that the highest volume of letters to congressmen opposing the helmet action came from

the Midwest and California. But he was surprised by the lack of letters from Southern states, since the majority of co-sponsors for the bill are from the South. Get with the program, bros. Kick some ass (in a nice letter to your Congressman)....

This will blow your mind. The American Motorcyclist Association's (AMA) Board of Trustees has approved a plan to move a staff member to Washington, D.C., to help deal with the deluge of federal legislation. Is it about time or what? Depends on whose side he's on I suppose....**More and more bikers** are riding clean and sober. The Phoenix Motorcycle Club, with chapters all along the Eastern Seaboard, has been congregating for seven years and from the newspaper clippings I received, they look as though they're having a good time....**The bad news is that Kawasaki** won the bid for the California Highway Patrol bikes, (even though they can sell H-Ds for more than they bought 'em for, after ridin' the piss outta 'em)....**But the good news is** that the patrolmen in New Smyrna Beach, Fla., will be

riding Harleys again—after riding Kaws for the last 10 years. Police Chief Denver Fleming said, "I think the Harley has the sound and mystique of a police officer, and it's nice to be able to buy American." Right on, Chief....**Ona House**, a 71-year-old grandma from Indianapolis, Indiana, rides. Yeah, I suppose she might own a house, too. She's secretary of the 25,000-member RetreadsMC. She's a long distance rider, too. Way to go Ona....**Speaking of old**, Bandit's dad turned 80 recently. What was Frank's wish on his big day? He wanted to have a party and invite some of the bros. So we did. And believe it or not, the house is still standing. Happy Birthday, Dad....**Hell with it**, the sun's out, the brotherhood's strong, and more women are riding than ever... I'm going for a ride—later.



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**Breather Gear Re-sleeved** \$95.00 welding (if needed) extra.

**Valve Seats (only)** installed in Sportsters, shovels and panheads \$160.00 for all 4.

**Shovel Exhaust Ports** welded onto pans \$60.00 a set.

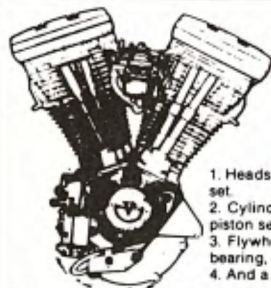
**Delkron Motor Cases** — \$495.00 (Evolutions, shovels and generator motors.) (Repaired seconds.)

**Rebuilt Flywheel Assembly** — \$195.00 (exchange).

**Cylinders Bored with Pistons and Rings** — \$80.00 per set.

**Top End Special** — \$150.00 set — For Sportsters, shovels & pans. Includes: glass beading, valve job, 4 ampco guides, 4 stock valves, spring tension checked.

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1. Heads: new valves, guides, glass-beaded, valve job, spring tension set.
2. Cylinders: beaded, baked in oven, then painted and bored, new piston set with rings.
3. Flywheels: rebuilt rod set, balanced and trued, new pinion shaft bearing, new sprocket bearings.
4. And a complete gasket set.

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# Bikers' Rights Organizations Nationwide

The following groups and individuals are bustin' ass to keep our faces in the wind, an' they need your support to keep the legislative wolves at bay. Write the organization in your state, and they will direct you to the chapter nearest you. Changes, additions, and deletions should be sent to: Bikers' Rights, Box 3000, Agoura Hills, CA 91301. Since space is at a premium, we are unable to list every chapter, phone number, and contact.

**ALABAMA**  
Alabama Riders Assoc./ABATE  
Box 360095  
Birmingham 35216

**ALASKA**  
ABATE of Alaska  
Kenai Peninsula Chapter  
Box 1989  
Soldotna 99569

ABATE of Alaska  
Mat Valley Chapter  
Box 872505  
Wasilla 99687

**ARIZONA**  
MMA of Arizona  
212 E. Florence Blvd.  
Casa Grande 85221  
(602) 836-7596

ABATE of Arizona  
State Office  
2530 E. Harrison St.  
Phoenix 85034  
(602) 956-9859

**ARKANSAS**  
ABATE of Central Arkansas Inc.  
Rt. 2, Box 1388  
Dardanelle 72834

ABATE of Arkansas Inc.  
8120 Doyle Springs Rd.  
Little Rock 72209

**CALIFORNIA**  
ABATE of California  
Box 8  
Oak View 93022

ABATE of California  
W. San Berdo Chapter  
630 S. Mountain Ave. #285  
Ontario 91762  
Gary-(714) 945-7171  
Gene-(714) 868-4335

ABATE of California  
Northern California Chapter  
Box 1104  
Panngrove 94051  
(707) 792-1624

ABATE of California  
San Diego Chapter (South)  
Box 65, MCRO  
San Diego 92140  
(619) 263-9879

**CANADA**  
Bikers Rights Organization  
Box 14, Site 2, RR 5  
Armstrong, Nova Scotia B3L 4J5  
(902) 538-3981

Ontario Road Riders Assoc.  
17 Imjin St., Suite 9  
Borden, Ontario L0M 1C0

Bikers Rights Organization  
30 Circle Rd.  
Pointe Claire, Quebec H9R 1X1

**COLORADO**  
ABATE of Colorado  
Box 269  
Arvada 80001

Colorado West Concerned Cyclists  
Box 218  
Clifton 81520

**CONNECTICUT**  
ABATE of Connecticut  
84 Venice Dr.  
Burlington 06013

Connecticut Motorcycle Riders Assoc.  
Box 186  
Terryville 06786

**DELAWARE**  
ABATE of Delaware  
New Castle County Chapter  
Box 10785  
Wilmington 19850  
(302) 453-0490

**FLORIDA**  
ABATE of Florida  
Brevard County Chapter  
Box 776  
Cocoa 32923  
(407) 452-5435

ABATE of Florida  
Daytona Beach Chapter  
Box 3483  
Daytona Beach 32018  
(904) 255-9497 eves

ABATE of Florida Inc.  
State Chapter  
1015 Combee Rd. N.  
Lakeland 33801  
(813) 665-7222

**GEORGIA**  
ABATE of Georgia  
Box 689  
Pine Lake 30072  
(404) 294-8982

**HAWAII**  
Street Bikers United  
Box 1314  
Honolulu 96807

Associated Committee for Bikers  
5609-2A Honou Rd.  
Kapaa, Kauai 96746

**IDAHO**  
ABATE of Idaho  
Box 331  
Blackfoot 83221  
(208) 784-4382

Idaho Coalition for  
Motorcycle Safety  
Box 2732  
Boise 83701

**ILLINOIS**  
Eastern Illinois Chapter  
Box 2284, Station A  
Champaign 61820

Brothers of the Third Wheel  
Box 345  
Coal Valley 61240

ABATE of Illinois  
Piasa Gateway Chapter  
148 Blackhawk  
Collinsville 62234  
(618) 459-3473

**INDIANA**  
ABATE of Indiana  
Box 81  
Granger 46530  
(219) 674-5694  
(800) 23-ABATE

**IOWA**  
ABATE of Iowa  
Box 811  
Council Bluffs 51502  
(712) 322-8228

Concerned Motorcycle Assoc.  
653 Franklin Ave.  
Council Bluffs 51501

**KANSAS**  
Central Kansas Road Ryders  
Box 853  
Great Bend 67530

ABATE of Kansas  
650 Elm  
Perry 66073  
(913) 597-5140  
(800) 657-5763

**KENTUCKY**  
ABATE of Kentucky  
Box 2071  
Lexington 40594

Kentucky Motorcycle Assoc.  
Box 972  
Winchester 40391  
(606) 234-9955

**LOUISIANA**  
ABATE of Louisiana  
St. Bernard Chapter  
Box 11743  
Chalmette 70044

ABATE of Louisiana Inc.  
West Central Area Chapter  
1403 Aaron Ave.  
Leesville 71446  
(318) 238-5267

**MAINE**  
United Bikers of Maine  
Box 944  
Auburn 04210

United Bikers of Maine  
Box 745  
Skowhegan 04976

**MARYLAND**  
National Coalition of Motorcyclists  
Eastern Seaboard Office  
8 West St.  
Annapolis 21404

ABATE of Maryland  
Box 1733  
Annapolis 21404  
(301) 845-8868  
(800) 843-0252

**MASSACHUSETTS**  
MMA of Massachusetts  
39 Cross St.  
Somerville 02145  
(617) 866-4337

**MICHIGAN**  
ABATE of Michigan  
Box 1032  
Dearborn 48121  
(313) 427-3244

Paralyzed Wheels Foundation  
4703 S. Division  
Wayland 49348  
(616) 877-4749

**MINNESOTA**  
Minnesota Motorcycle Riders Assoc.  
Box 27528  
Minneapolis 55427  
(612) 541-1704

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

**MISSISSIPPI**  
ABATE of Mississippi  
Northwest Chapter  
Box 708  
Hernando 38632  
(901) 795-1222

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

**MISSOURI**  
ABATE of Missouri  
RR 1, Box 65  
Princeton 64673  
(816) 566-2281

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

**MONTANA**  
ABATE of Montana  
Billings Chapter  
Box 30395  
Billings 59107

ABATE of Montana  
Great Falls Chapter  
Box 964  
Great Falls 59403

**NEBRASKA**  
ABATE of Nebraska  
Box 30332  
Lincoln 68603  
(402) 796-2523

**NEVADA**  
Nevada Assoc. of  
Concerned Motorcyclists  
Box 26566  
Las Vegas 89126  
(702) 870-6121

ABATE of Nevada  
Northern Chapter  
Box 497  
Valley 89438  
(702) 635-2817

**NEW HAMPSHIRE**  
New Hampshire Motorcycle Rights  
Organization #18  
724 Old Derry Rd.  
Londonderry 03053  
(603) 627-3528

**NEW JERSEY**  
ABATE of South Jersey  
Box 714  
Mays Landing 08330  
(609) 567-1113

Jersey ABATE  
State Office  
Box 10442  
New Brunswick 08906  
(908) 549-1990

**NEW MEXICO**  
ABATE of New Mexico  
Box 26544  
Albuquerque 87125

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

**NEW YORK**  
ABATE of New York  
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Canandaigua 14424

ABATE of New York  
Grand Island Chapter  
Box 335  
Grand Island 14217  
(716) 773-0007

ABATE of New York  
Alle Calt Chapter  
Box 267  
Clean 14760  
(716) 557-8669

**NORTH CAROLINA**  
Harley Drag Racing Assoc.  
Box 1429  
Elon College 27244  
(919) 229-4677

Concerned Bikers Assoc.  
Fayetteville Chapter  
Box 2755  
Fayetteville 28302

**NORTH DAKOTA**  
ABATE of North Dakota  
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ABATE of Oklahoma  
Shawnee Chapter  
Box 1623  
Shawnee 74802  
(405) 275-9126  
(405) 273-4442

**OREGON**  
Assoc. for Motorcyclists  
of Oregon  
Box 1298  
Albany 97312

ABATE of Oregon  
Box 4504  
Portland 97208

**PENNSYLVANIA**  
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Venango County Chapter  
410 Tidball Ave.  
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# A First—Proportioning Brakes On a Harley

By Joe Minton

**M**otorcycles and bicycles are the only vehicles on the road today that still have separate front and rear brakes. There is no special advantage to separate brakes. In fact, there's a bunch of reasons why motorcycles might be better off with connected (integrated) brake systems. So we tried it. First is safety: Good testing has shown that a motorcycle with a carefully designed integrated brake setup will make an emergency stop in a shorter distance than the same bike with separate binders, even when the rider is very skillful. Second is also safety: A rider with only one braking foot or hand simply cannot stop a normal motorcycle as fast. A third reason for looking into integrated brakes is styling. How would you like to build a scooter with no levers on the handlebar? No master cylinder lump that still looks like a lump even if it is chromed.

About 10 years ago, a couple of motorcycle enthusiasts and engineers, John Zellner and Michael White, did a study titled, *Advanced Motorcycle Brake Systems*. It was a nice piece of work and you can get a copy of the published report by contacting the National Technical Information Service, Springfield, VA 22161. What they discovered was that a bike fitted with integrated brakes would stop faster than one without them—a lot faster. They also found that rider skill

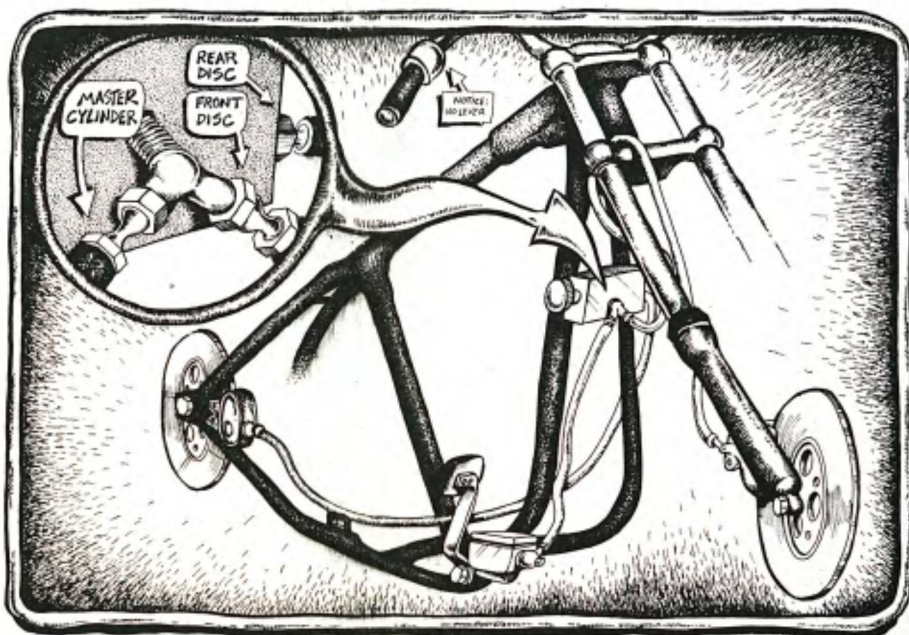


Illustration by Jon Towle

Weight transfer is the reason why the rear tire will sometimes skid when a rider has to stop fast. He is used to pulling on the front lever and pushing on the rear brake pedal a certain amount to get a routine stop. When an emergency arises and he needs to stop twice as fast as normal, he will naturally pull and push

braking system go up evenly until it reaches about 400 pounds per square inch (psi). Then, the valve kicks in and limits any increase in line pressure to the rear caliper to about 50 percent of the gain in the rest of the system. For instance, if I press the pedal hard enough to generate 1,000 psi in the system (a good hard stop), the front caliper will get the full 1,000 psi but the rear will only see 700 (400 plus half of 600). That valve works very well on my bike since it's never ridden two-up. It wouldn't do as well on a bike that carries a passenger.

The adjustable proportioning valve, from Performance Machine, we installed on Bill Latuf's Softail (see photo) allows Bill to adjust his braking setup for solo or two-up riding. The further in he turns the adjuster knob, the higher the line pressure gets before the valve begins to work. Most serious race cars have such a valve mounted to the firewall so the driver can adjust what the car boys call braking bias. A fully-fueled car generally has more weight over the rear wheels. The resulting extra traction means that the front tires would skid first, something that simply must not happen. A front-first skid is even more dangerous on a motorcycle and that is why an adjustable proportioning valve is important for a motorcycle that will be ridden both solo and with a passenger.

When Latuf wants to carry his wife, he

## An integrated brake system can take the disability out of stopping a motorcycle

didn't have much to do with it.

There is more to integrating brakes than connecting both front and rear calipers to the same master cylinder. The braking power at the front and rear wheels varies. A passenger adds more weight and traction to the rear tire which, in turn, means that the rear brake can be used harder without skidding. The faster a bike and its rider are stopping, the more load gets transferred to the front wheel and the less the rear wheel carries. This weight transfer, while braking, can become so great all the braking power can shift to the front tire and the rear wheel can actually be lifted off the ground.

about twice as hard on both lever and pedal. Weight transfer will add traction to the front tire and take it away from the rear. The result can be a rear tire skid with possible loss of control. In other words, a hydraulic proportioning valve is the key to this setup.

A hydraulic proportioning valve will let the pressure in the system go up evenly until a predetermined pressure is reached. It will then limit how much pressure goes downstream from the valve in relation to the full line pressure. The Brembo valve (from a Guzzi police model) I use on my FLST's integrated brake system lets the pressure in the



cranks in another half-turn on the valve and he's all set. If he were to leave the valve on the higher setting when he rides solo, the front tire might skid first during an emergency stop and he could lose control.

It's possible to link the valve to the rear suspension so that braking bias is automatically adjusted for weight. This was done by White and Zellner in their study and it worked very well. Some pickup trucks now have these variable proportioned brake systems. However, such a system would take a lot of time to develop and doesn't seem to be needed on most Harleys due to their long wheelbases and the fact that they carry most of their weight low in the frame.

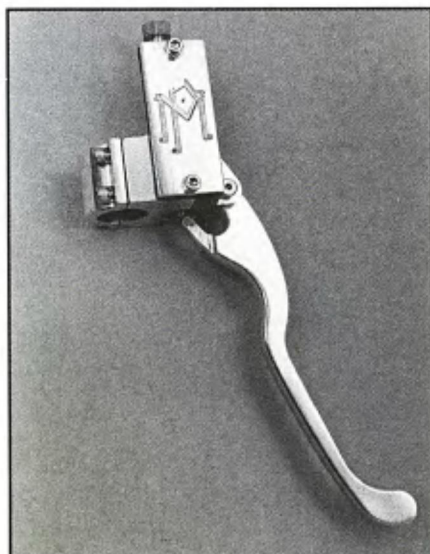
Bill Latuf had a truck turn left in front of his FXST a few years back. The accident left the bike wrecked and Bill's spinal cord damaged so that he has no feeling below his knees. He can use his legs and feet but must look at his feet to know

full use of their limbs. If he'd lost the use of his right hand, we could've hooked the brakes to the brake pedal. An integrated brake system can take the disability right out of stopping a motorcycle.

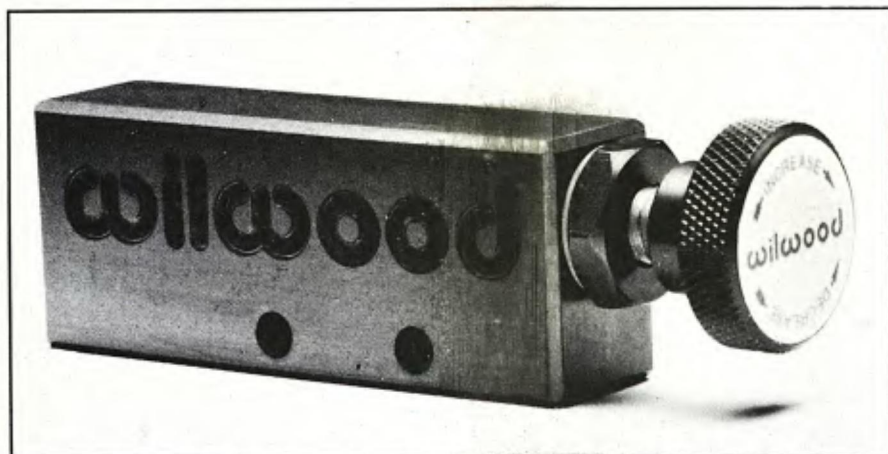
Both Bill and I fitted a second caliper to the rear disc as a backup. If, for some reason, he lost pressure in the main system, he would still be able to stop. Also, the second brake allows us to do other things with our hands and feet. If I get off-balance to the right, while stopped on a hill, I can hold the bike with the hand lever and put my foot down. Bill has the option of holding his Softail with his foot while freeing his right hand.

At this time, there is no simple conversion kit for any particular Harley. But the essential parts are available from Performance Machine. They carry the Wilwood proportioning valve and, of course, have an extensive line of first-class calipers and brake rotors.

It's simple to install a proportioned



2. When you convert your stock brake system to an integrated one, you will need to fit a larger diameter master cylinder, one that, like this Performance Machine 7/8" bore example, was designed to operate two calipers instead of a single standard caliper.



1. This Wilwood Engineering adjustable proportioning valve is the secret to a good integrated brake system. Distributed by Performance Machine, the valve allows the rider to set the front/rear brake line pressure to suit his bike's load.

where they are. He can use a regular rear brake but must take the time to look down to see that his foot is on the brake. He also can't sense how hard he's pushing on the brake.

For a year and a half Bill Latuf rode his beautifully restored Softail with only the front brake to stop with. When Bandit met Bill at an *Easyriders* Rodeo, and saw his problem, he told him about the testing I had done. We got together and converted Bill's FXST. The results were spectacular. Now, not only does Bill have use of both brakes, but they work better than they ever did. These days, Bill's able to out-brake most folks who have

brake system. First, you need to find a place to mount the valve. Bill mounted his on the front down tubes of the frame. My smaller, nonadjustable valve's mounted behind the tranny, where the factory pressure switch and junction block were. Then it's just a matter of running brake lines from the master cylinder to the front caliper, the valve, and from there to the rear caliper.

Because of the length of the brake line in an integrated system, you must take care to make all the brake parts as rigid as possible. The brake line should be the stiff "3" teflon line that's covered with braided stainless steel. This is the line

used to make Russell brake line sets. Performance Machine can furnish this tubing along with the necessary fittings.

You must use DOT 3 (or 4) brake fluid instead of Harley's normal DOT 5 silicone fluid. The DOT 5 fluid is compressible and will hold air in solution. The combination of its compressibility and the air will make the system too mushy to work. Both Bill's and mybike have DOT 3 in them and we've had no trouble. Harley's master cylinders work with the DOT 3/4 fluids.

While DOT 5 fluid has a higher boiling point than DOT 3/4, temperature hasn't been a problem. Race bikes use DOT 4 and they really get things hot. There're some high boiling point DOT 4 fluids available but, in my opinion, they aren't needed. DOT 3/4 fluid will attack paint, though, and you won't be able to let it slosh around like you can the DOT 5.

While you can bleed your new integrated system the usual way, by pumping the air out with the master cylinder, a power bleeder makes it easier to get all the air out of the lines. Most auto repair shops carry them.

If you're willing to give up the backup brake, you can eliminate either the brake pedal or hand lever. One of us here has an idea for a custom scooter with no levers on the handlebar. An integrated brake will allow him to do this and still have a very powerful set of stoppers. ■



# BIKER HALL O' FAME

Brothers and sisters  
who stand out in the  
crowd

By Red Baron



Photo from Art Wilson

## Art Wilson Minneapolis, Minnesota

In the four years that he's been president of the Minnesota Motorcycle Riders Association (MMRA), he has not only tried to promote the group wherever he speaks, but he also logs a minimum of 7,000 miles a season getting from speaking engagement to speaking engagement. He works tirelessly (no, I don't mean without tires) promoting motorcyclists' education, rider safety, and bikers' rights across the country. Much of his work is with ABATE of Iowa, Wisconsin, and Minnesota, but his

face is particularly well-known in every corner of his home state. So I figure, whaddafuck, his mug's already bad, it might as well be nationwide.

## Mike Wells Souderton, Pennsylvania

Mike is the kind of wrench you seem to only see in public in the form of his products, and in Mike's case they are a-plenty. According to reliable sources—and I do have to rely heavily here, 'cause I ain't never been to Souderton, Pa., where Mike wrenches at Dean's H-D—Mike is the "best wrench and bike builder along the East Coast." But Mike's talents don't stop there. He also builds and races sprint cars (like his 350 Chevy stroker, #555, that runs on alcohol and 50-grade Harley oil). And in his "spare time" (ha, ha), Mike hops up his friends' Harleys and those of his pit crew members. I guess it's just another way of living life in the fast lane, eh?



Photo by Big Jim

# SHACK O' SHAME

## Gary Hennesy South Dakota Highway Patrol

And you thought this kind of stuff only happened to other folks, never to you. But there you are: Sturgis, South Dakota, August 9, 1990. Remember? You and your partner are riding down I-90, just after noon, sucking the bugs outta yer teeth, when you come across a downed and injured bro. No cops, no ambulance, no one there to help. So you do the right thing, you leave your partner with the injured bro and head into town to get help. And Lady Luck's smiling at ya, because halfway into town you spot a trooper coming toward you, who, as you know, is a friend in need. You frantically flag him down. He stops. You stop. You run across the highway, after checking carefully for traffic, to give him the scoop on the downed rider. You're happy to trust this man, because he's official and will surely do his utmost to come to the aid of this injured bro.

The trooper, in this case, Gary Hennesy of the South Dakota Highway Patrol, opens his mouth to inform you that the accident has already been reported and ask you why the hell you are crossing the median just for that? Then, still stunned by his question, your eyes watch in disbelief as he writes you a ticket. He hands you the writ and says, "Why don't you bikers find somewhere else to have your party?" Now you don't know whether to shit or wake up, but pinching doesn't seem to do the trick...

No, this is not a scene from some realistic movie, like *Killer Bikers From Hell* or *48 Hours II*, this is real life, as it happened at Sturgis' 50th Anniversary. Hats off to South Dakota Trooper Gary Hennesy, for showing such concern and taking the level of human decency down another notch.

—Real Red Baron ■



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# PASSIN' GAS

**F**ace 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 don't want your daughter's hand . . . I want her tits and pussy."

**A**fter scoring some cheap muscatel, three winos huddled under a bridge for the night and broke open a couple of jugs. After drinking for several hours, they all three passed out, and the next morning, two of the winos woke up to find that their pal had died in his sleep.

At the funeral home, the two surviving friends stood by the coffin of their departed buddy. "Boy, ol' George sure looks good, don't he?" remarked one.

"Well, shit, he should," replied the other. "He ain't had a fuckin' drink in two whole days."

—Norman Willhoite  
Corcoran, Calif.

**W**haddaya get when you cross a biker with a Jehovah's Witness?

Someone who comes to yer door and tells you to fuck off.

—Flipper  
Ontario, Canada

**S**ex is like snow: no two pieces are the same.

—Weird Rick  
Reidsville, Ga.

**B**ig John bought his young'un a pet parrot. Junior loved that damn parrot so much that he was soon spendin' more time with the bird than he was playin' ball or watchin' the tube. Then one day Junior came home and found his bird lying on the bottom of the cage, with his claws in the air, motionless. Junior looked at Big John with a tear in his eye and wailed, "What're we gonna do?"

Big John said, "Don't worry, son—we're gonna have the best fuckin' parrot funeral this town has ever seen. We're gonna build a little parrot coffin, invite all your friends to a week-long viewing, and serve ice cream, cake, Jell-O, potato chips, dip, candy, soda pop, and anything else you want."

All of a sudden the bird jumped up, flapped around the cage, hopped up on the perch, and started singing again. Surprised, Big John said, "Holy shit, what're we gonna do now?"

Junior considered for a moment and then said, "Fuck, let's kill it!"

—Bam-Bam  
Winston-Salem, N.C.



"Hello, my name is Spitwad, and I'll be your waiter this evening."

**T**he shy young prospect confessed to his new squeeze, "Y'know, every time I get an irresistible urge to kiss ya, my teeth start chatterin'."

"I know just what ya mean, honey," said the foxy splittail. "Right now, my knees are knockin' like crazy."

—Trapshooter  
Lancaster, Pa.

**T**he biker's ol' lady had nagged and pestered him until the bro had finally caved in and bought two expensive tickets to an upcoming David Allen Coe concert. Weeks later, on the opening night of the show, there sat the biker's ol' lady in the front row, with an empty seat beside her.

"Excuse me, miss," said the dude behind her, "but I happen to know that tickets to this concert sold out weeks ago, and I was just wondering if you got two seats for privacy, or if someone was unable to come with you."

"Well," she said, "this empty seat was reserved for my late husband."

"Oh, I'm sorry to hear that," said the man. "Wasn't there a friend or relative to come in his place?"

"Naw," said the ol' lady. "They're all at the funeral."

—Edward Kerr, Jr.  
Tenn. Colony, Tex.

**B**randy was pregnant with her first child, and when she arrived at the doctor's office for her second prenatal checkup, she had some questions for the physician.

While the doc was looking her over, Brandy began, "My ol' man wants me to ask you something . . ."

The doctor promptly interrupted her with an understanding wave of his hand. "I get asked the same question all the time," he said in a knowing tone, "and having sex is perfectly fine until late in the pregnancy."

"No, that's not it," said Brandy. "My ol' man wants to know if I can still mow the lawn."

—Al De La Mora  
Corcoran, Calif.

**R**apper was layin' his best line of shit on the new babe at the bar. "Come back with me to my pad tonight, an' I'll give ya a night of passion you'll never forget," he promised her.

"Oh yeah?" scoffed the hardbelly. "What can ya do to get me really excited?"

"I'll lick your nipples, honey," Rapper replied confidently.

"Big deal," said the obviously disappointed chick. "I've had that done to me dozens of times."

"Sure ya have, bitch," said Rapper, "but from the inside?"

—Hammer  
Here



"Pay attention, Rhoda. I'm not going to repeat my chicken divan recipe just for your sake."



**T**wo hillbillies were driving along a mountain road when suddenly they blew a tire, lost control of the car, and went sailing over the cliff's edge.

As they plummeted downward, the hillbilly on the passenger side screamed hysterically, "Omigod, Clem, we're both gonna die!"

"Aw, don't worry about a thing," Clem reassured him, looking below. "There's a stop sign at the bottom."

—Ralphie  
Comstock, N.Y.

**D**efinition of *gross*: When you get to the bottom of a mayonnaise jar and find a rubber.

—Deb Bluhm  
Wells, Minn.

**T**hree middle-aged ladies were sitting on a park bench, discussing their ol' men.

"My husband's like a sports car: fast and sleek," said the first.

The second one remarked, "Mine's more like a Rolls Royce: smooth, soft, and polished."

The third looked up rather dejectedly and said, "Shit, my ol' man's like an old Model T: you gotta start him by hand and then jump on when he finally gets goin'!"

—Shetland Pony  
Seaboard

**W**hat's another name for a bikini bottom?

A gash mask.

—Lucky  
Graybar Hotel



"All you had to do was say no."

**O**ne morning the elevator stalled, trapping Mad Mike and his ol' lady inside . . . so they decided to get off between floors.

—Steve Roth  
Standish, Mich.

**D**efinition of *The Ten Commandments*: Tablets that can give you a headache.

—Sledge  
U.S. of A.



"Yeah, you are that damned ugly. Now shaddup."



"It comes in handy. Of course, I only use it indoors."

**A**s a golfer teed up at precisely his reserved time, he was tapped on the shoulder by a stranger who handed him a note that read: "I am deaf and mute. Please let me play through."

"This is my tee-off time," the golfer bellowed, shaking his head vigorously. "Your handicap doesn't entitle you to play through." Then he proceeded to drive his ball straight down the fairway.

"Nice shot," the fellow's caddy said as they headed off the tee, leaving the deaf-mute fuming.

While lining up his next shot, the golfer was struck dead-center on the forehead by a ball. Turning around angrily, he spotted the deaf-mute back at the tee, proudly holding up his hand.

"What the hell is he doing?" asked the golfer, squinting into the sun.

"I believe he's holding up four fingers, sir," his caddy replied.

—Greg LeMay  
Oshkosh, Wis.

**W**hat did the priest say when No-Douche Donna stepped into the confessional?

"Holy mackerel!"

—The Goose  
Blythe, Calif.

**A**biker went to a shrink to find out why he was always feeling so depressed. The shrink, after questioning him about his job, family, childhood, and hobbies, asked the bro, "How long is it since you've had sex?"

The biker sat back and thought for a minute, then reached in his pocket and said, "It's still about 5 inches—why do ya ask?"

—Les Holt  
LaPorte, Tex.

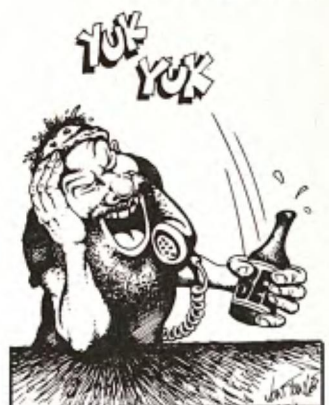
**T**here once was a biker from Texas whose cock was so big it rested below his knee, like a fallen tree, but none of the girls protested.

—Curt  
The Coast

**W**hen Knucklehead Nick came home after the weekend run, his eight-year-old boy was sitting on the front steps, smoking a cigar. Sighing, Nick shut down his Hog, stood in front of the kid, and took away the stogie. "I suppose you're gonna tell me you've just become a father," he said.

"Aw, c'mon, Dad," answered the rugrat. "The bitch I'm balling ain't even on the rag yet!"

—Geno  
Cold Spring, Minn.



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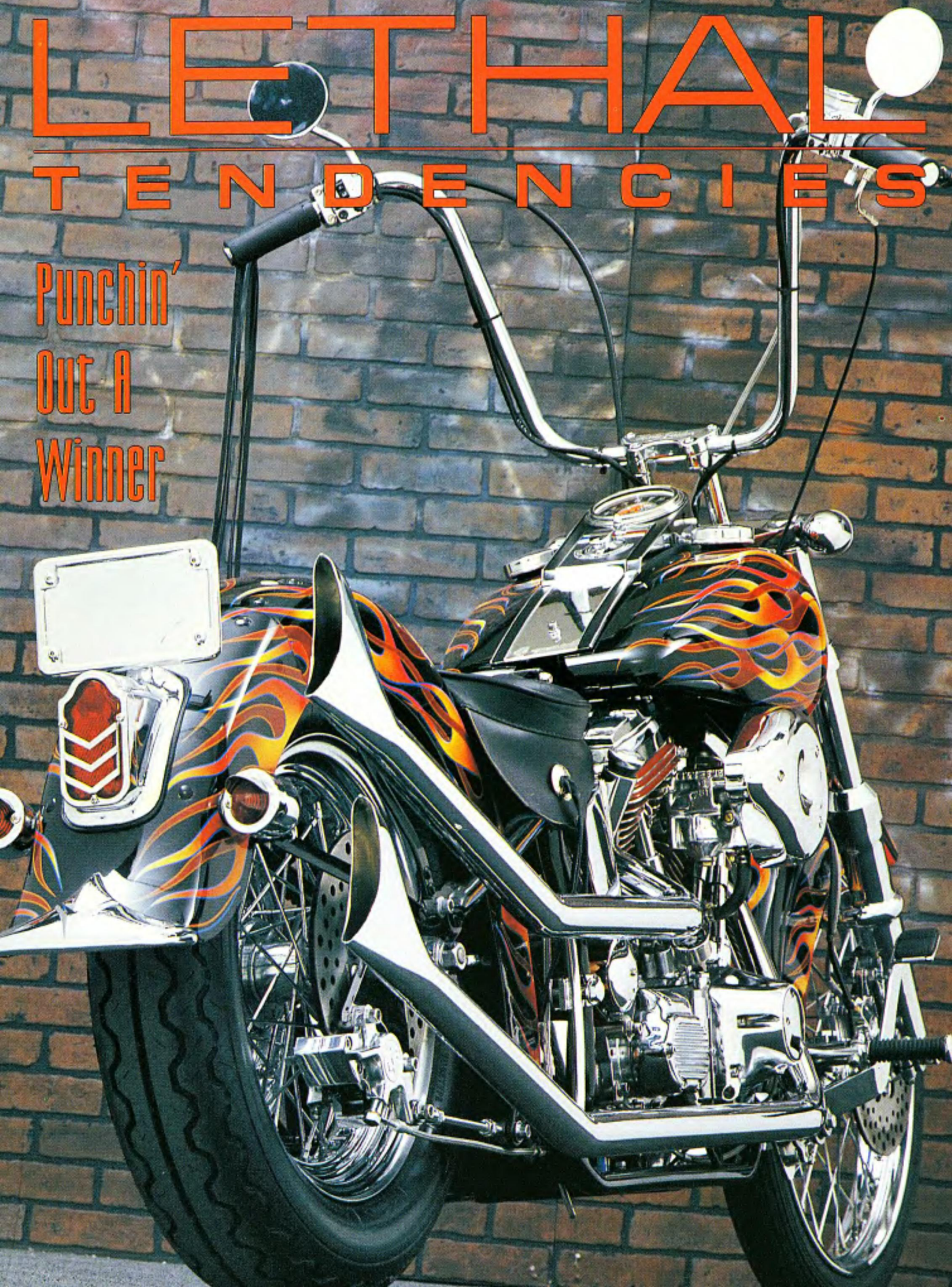
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# LETHAL TENDENCIES

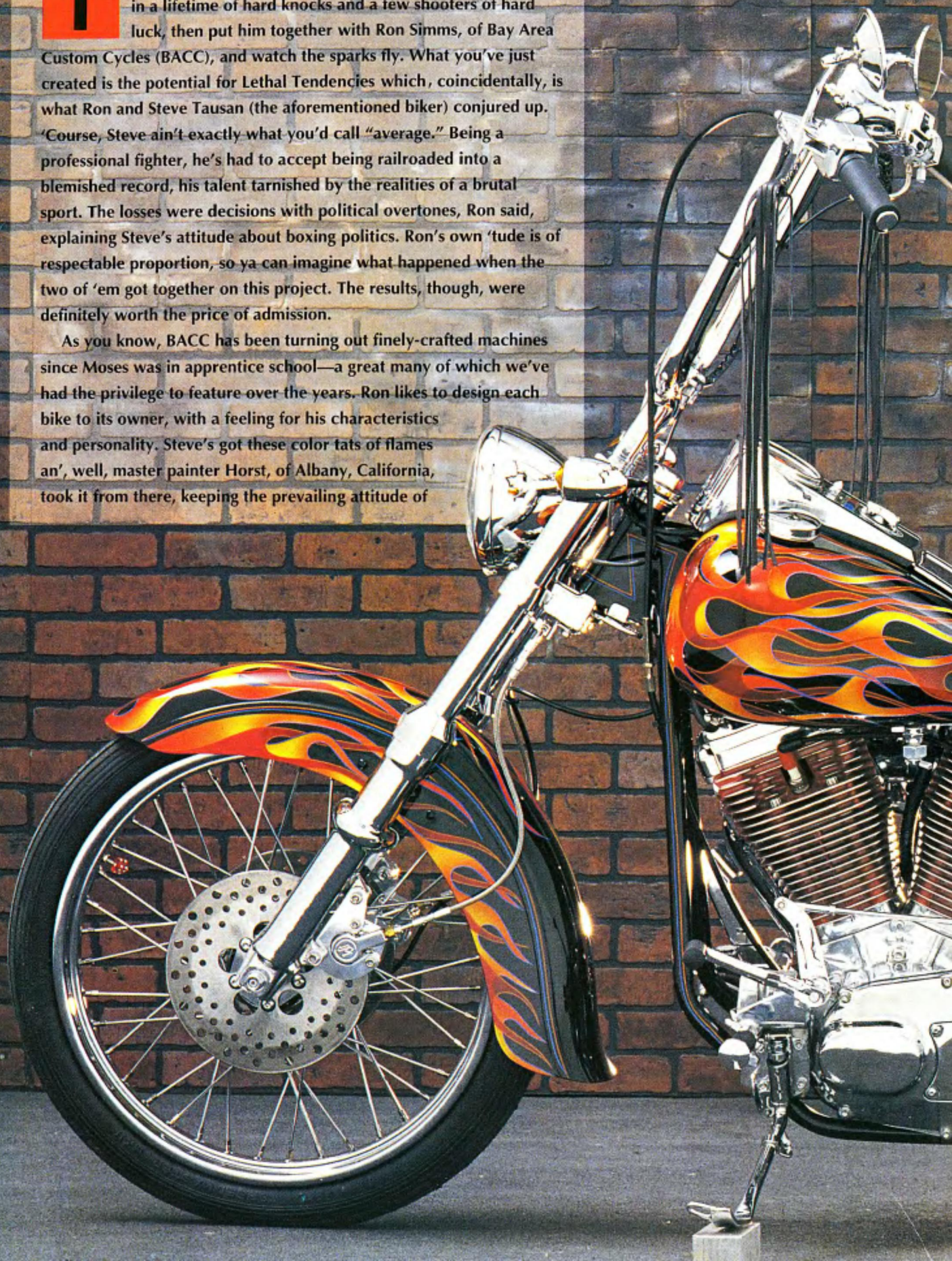
Punchin'  
Out A  
Winner





**T**ake your average hardworking, harder-playing biker, toss in a lifetime of hard knocks and a few shooters of hard luck, then put him together with Ron Simms, of Bay Area Custom Cycles (BACC), and watch the sparks fly. What you've just created is the potential for Lethal Tendencies which, coincidentally, is what Ron and Steve Tausan (the aforementioned biker) conjured up. 'Course, Steve ain't exactly what you'd call "average." Being a professional fighter, he's had to accept being railroaded into a blemished record, his talent tarnished by the realities of a brutal sport. The losses were decisions with political overtones, Ron said, explaining Steve's attitude about boxing politics. Ron's own 'tude is of respectable proportion, so ya can imagine what happened when the two of 'em got together on this project. The results, though, were definitely worth the price of admission.

As you know, BACC has been turning out finely-crafted machines since Moses was in apprentice school—a great many of which we've had the privilege to feature over the years. Ron likes to design each bike to its owner, with a feeling for his characteristics and personality. Steve's got these color tats of flames an', well, master painter Horst, of Albany, California, took it from there, keeping the prevailing attitude of







the project in mind. Artist David Mann also lent some creative influence, as his fans will note. The look they wanted was traditional, with a layered flame twist.

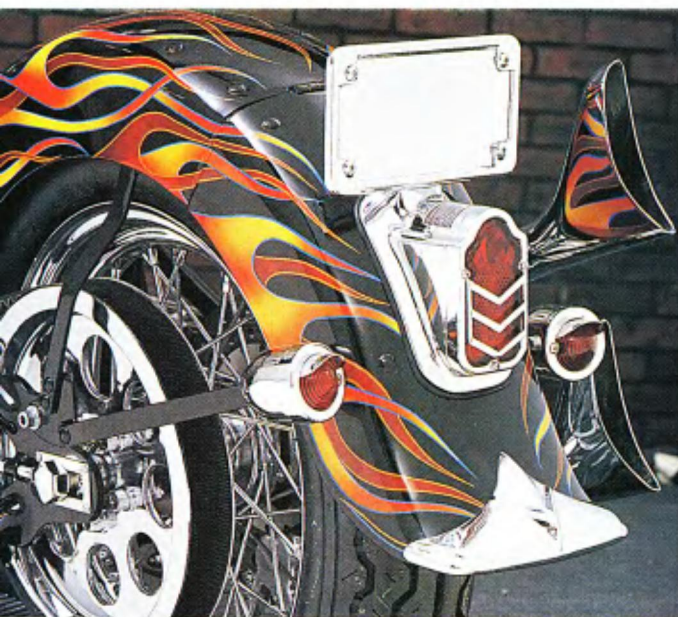
All the parts for Lethal Tendencies are new, either H-D, aftermarket, or shop-made. No rebuilt ones. The Evo motor had never fired until it shook awake in the Paughco rigid frame. Mechanic Bob Gomes, BACC's top-gun wrench, first added a few ingredients of his own, like a Sifton EV2 cam and lifters, S&S Super B carb, Rev Tech oil pump, and a few choice other goodies from people like Gary Bang, Hannan's, Rich Products, Tedd Cycles, Corbin, Drag Specialties, and Performance Machine. And talk about traditional, he even replaced the electronics with points.

You're probably thinkin', "Shee-it, some guys have all the luck." Wrong. Steve's was still running kind of shitty, and just before he set out to bring this baby home, some severe financial-type stuff reared its ugly head, and Steve had to step away from his just completed ride. Talk about heartbreak.

Anyways, that lead to this other dude, Rick McGee, who up and bought the bike. Rick owns the Hollister Trading Company, which exports parts to Europe. You got it, Lethal Tendencies was to be shipped out.







Photos by Raiko Hartman



|                                                                                                                      |  |                                     |                    |
|----------------------------------------------------------------------------------------------------------------------|--|-------------------------------------|--------------------|
| Owner(s): Steve Tausan                                                                                               |  | City: San Jose, California          |                    |
| General                                                                                                              |  | Frame                               |                    |
| Fabrication by: Bay Area Custom Cycles                                                                               |  | Year: 1990                          |                    |
| Year and make: 1990 H-D                                                                                              |  | Builder: Paughco                    |                    |
| Model: Evo                                                                                                           |  | Type: rigid                         |                    |
| Value: \$20,000                                                                                                      |  | Rake: 32 degrees                    |                    |
| Assembly by: BACC/Bob Gomes                                                                                          |  | Stretch: none                       |                    |
| Time: two months                                                                                                     |  | Other alterations: clean            |                    |
| Chroming by: someone                                                                                                 |  | Accessories                         |                    |
| Engine                                                                                                               |  | Bars: 18-inch apehangers            |                    |
| Year: 1990                                                                                                           |  | Risers: 6-inch                      |                    |
| Model: Evo                                                                                                           |  | Fender(s): '54 rigid rear/CCI front |                    |
| Rebuilder: BACC/Bob Gomes                                                                                            |  | Headlight: '48 springer             |                    |
| Ignition: points                                                                                                     |  | Taillight: tombstone                |                    |
| Displacement: 80 cubic inches                                                                                        |  | Speedo: Police Special              |                    |
| Lower end: stock, by Rich Products                                                                                   |  | Front pegs: Tedd Cycles             |                    |
| Balancing: same                                                                                                      |  | Rear pegs: no                       |                    |
| Pistons: H-D                                                                                                         |  | Electrics: stock                    |                    |
| Cases: stock                                                                                                         |  | Gas tank: 5-gallon/CCI              |                    |
| Heads: Hannan's                                                                                                      |  | Oil tank: Paughco wraparound        |                    |
| Cam: Sifton EV2                                                                                                      |  | Oil system: Rev Tech pump           |                    |
| Lifters: Sifton adjustables                                                                                          |  | Primary cover: stock                |                    |
| Carb(s): S&S Super B                                                                                                 |  | Seat: Corbin                        |                    |
| Air cleaner: teardrop                                                                                                |  | Sissybar: nope                      |                    |
| Pipes: Gary Bang                                                                                                     |  | Height: n/a                         |                    |
| Muffler(s): no way                                                                                                   |  | Material: n/a                       |                    |
| Transmission                                                                                                         |  | Forks                               |                    |
| Modifications: none                                                                                                  |  | Type: FXWG                          |                    |
| Year: 1985                                                                                                           |  | Extension: 4 inches under           |                    |
| Shifting: stock                                                                                                      |  | Builder: BACC                       |                    |
| Engine sprocket: 21-tooth                                                                                            |  | Special features: no more           |                    |
| Trans sprocket: belt                                                                                                 |  | Wheels                              |                    |
| Wheel sprocket: belt                                                                                                 |  | Front                               | Rear               |
| Painting                                                                                                             |  | Size: 21-inch                       | Size: 16-inch      |
| Molding: Horst, Albany, Calif.                                                                                       |  | Hub: Drag Specialties               | Hub: ditto         |
| Painter: same                                                                                                        |  | Rim width: WM2                      | Rim width: 3-inch  |
| Color: black                                                                                                         |  | Tire: Avon                          | Tire: Avon         |
| Type: urethane, House of Kolor                                                                                       |  | Brake: dual disc                    | Brake: single disc |
| Special paint: flames                                                                                                |  |                                     |                    |
| Other special modifications: A bunch by Performance Machine, too damn many others to list (open your eyes and look). |  |                                     |                    |

In the meantime, back at the ranch, it was Steve Tausan's birthday party, and he was doing his best to enjoy his bros, broads, brews, barbecue, and live band. Ron said you could hear the straight pipes coming from a mile away, when Rick and his homeboy, Randy Beltran, came riding into the yard. There were birthday balloons flying behind as they rode up to Steve. Rick tossed Steve the keys and said, "Happy birthday." Steve almost fell over fuckin' dead and his bros had to about kickstart his ticker. I guess you could call it an \$18,000 birthday present.

Rick and Steve weren't even that tight of bros, but Rick felt that giving him the bike was the righteous thing to do. (Hey, if any of my bros are readin' this, my B-day's comin' up.)

To top it all off, this fine ride nailed first in its class, at the Oakland, California, Roadster Show last January. And Steve's attitude has mellowed (well, a little) since he got Tendencies back. "Some things," he said, "are meant to be." And if it's meant to be that you're in San Jose and decide to go out partyin', try the Paradise Beach Club, where Steve's in charge of the head-bouncing department. You just might get to see both his Lethal Tendencies on display and in action. 'Course, as Steve'd tell ya, "It's all political."

—Glider



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# TALKIN' THE TALK

Jack paused  
with one hand  
resting lightly  
on the door to  
the small engine  
repair shop's tiny  
office. He could

**He could run, he  
realized, and  
probably even  
live with it.**

atop an old  
filing cabinet  
sitting along  
the right wall.  
Nasty Ned'd  
dumped the  
typewriter on

see enough through the frosted glass  
to tell the whole hierarchy of the Down  
Timers was waiting inside. Moose, the  
prez. sat behind the desk against the  
far wall. Bud and Twostep leaned  
against the wall on either side of him,  
partially blocking a couple of David  
Mann posters. Gunner was perched

the floor and was occupying the typing  
stand. While Tiny was squeezed into  
the corner behind the door amidst a  
scattering of old Harley parts.

So it'd come. He'd known for months  
it would. It'd only been a matter of  
when, where, and how. Now it was  
here and he had to decide what to do.



# TALKIN' THE TALK

He could run, he realized, and probably even live with it, since there was a damn good chance they'd kill him if he walked into the office and did what he knew he should do. But there weren't many places to run inside, not that he was willing to go to at least. He was a liar, a con, and a thief, but he *wasn't* a coward. Besides, it was his mistake, and it would be a helluva thing to compound it by PCing and dropping names, especially bros' names.

So what to do? Did he try to lie his way outta it, or did he tell the truth and take his medicine? It was a helluva decision. Either way, they'd probably kill him.

In the beginning, it'd seemed such a little thing to say he was a biker when he wasn't. He'd wanted to be a biker all his life. He'd read all the rags, had the tattoos, and could talk the talk and

walk the walk. Besides, he'd been young and scared, and had known that being a biker would keep the riffraff off his ass. But now the very thing that had attracted him to the lifestyle in the first place was working against him.

Jack shook his head and smiled with grim self-humor as he pushed the door open: *It was a helluva thing for a man to lie himself into a corner only to find he'd believed his own lies.* But that's just what he'd done, and it wasn't funny, because if they offered him a patch again—as he figured they planned to do, he'd refuse it. He didn't figure they would let him do so without explaining—not after yesterday, anyway.

"Ya wanted me?" Jack asked as he stepped inside.

Moose shook his head. "Yeah, we wanted ya. And close the damn door, you're lettin' the air out."

"Fuck the air," Jack countered automatically. "I lifted it outta the Captain's shack, and I'll do as I damn well please with it." But he hooked the door shut with a boot heel as he said it. It was hot as hell outside.

"Whaddaya want?"

"You," Moose returned, straight-

faced. "I think I've fallen in love with that tight ass of yours."

Jack laughed and cocked one hip. "Nicest on the hill, but you gotta promise you'll still respect me in the morning," he lisped.

"Oh, I'll respect ya," Moose countered with a lewd grin.

"Don't believe him," Twostep cut in. "The cocksucker don't even know what

## "I'm not even due for a shower for a couple of weeks."

the word means. Thinks respect is something ya buy in a drug store."

"Right next to the rubbers," Bud added. And everyone laughed.

"Fuck, he wouldn't know what a



Shown Above: 1986 Customized Harley-Davidson Limited Poster

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rubber was if someone snapped one over his head, much less where to find one," Jack countered. Everyone laughed again.

"Now what do you assholes want?" he asked, lifting his sweat-soaked T-shirt away from his chest. "As you can see, I was in the middle of my workout when Bud found me."

"See? Shit, I can smell," Nasty Ned injected.

Jack flipped him a careful finger, letting it raise slowly from amongst the others. "Fuck you, Ned. Ya couldn't smell a million dollars worth of hog shit over those pits of yours."

Ned started to lift an arm to check, but Gunner stopped him. "Please, bro, just believe, huh?" he begged, holding Ned's arm against his side.

Ned buried his nose in his other pit and took a deep whiff. "Nice," he sighed, coming up watery eyed. "And I'm not even due for a shower for a couple of weeks."

Jack smiled, sadly, as Moose, Bud, and Twostep grabbed their noses and started pawing at the air. He was gonna miss this. At least he was if things came out as he figured they would.

"You all sent for me," he reminded Moose when the antics died down.

"And you know why," Moose returned suddenly serious.

"I won't accept a patch, bro."  
"I don't think ya gotta choice this time," Twostep injected. He was v.p.

"Because of yesterday?"  
Moose nodded. "Ya saved Bud's ass. If ya hadn't been there those Chi'cans woulda put steel in him multiple times. They ain't gonna forget that."

Jack shrugged. "I'm a big boy, I can take care of myself."

## "So you're gonna force me to accept a patch?"

"Not while we owe ya, ya can't," Gunner and Nasty both said.

"So you're gonna force me to accept a patch?" Jack asked.

"Unless you can give us a damn good reason why ya shouldn't," Moose answered, taking a cut down, state issue, denim jacket from the desk and

laying it in front of Jack. "Hell, bro, you've been one of us for a long time now. All the patch is gonna do is keep those guys from thinkin' we won't do anything if they fuck with ya."

Jack looked at the cutoff, then at Moose, wanting to pick it up. They were making it so easy. Just one little white lie; just one more little white lie.

"Sorry," he finally said and turned toward the door only to find Tiny standing in front of it. Carefully, Jack turned back toward the desk.

"So it's gonna be like this?"

Moose hesitated, obviously embarrassed. Then he shrugged and said, "Fuck, bro, we wanna know what's goin' on."

We asked ya twice to prospect, and ya refused. But we didn't think much of that, since we figured ya thought ya could earn a patch without it. But you've turned down a patch three times now, and we wanna know why. Ya already do all the things it'd require of ya anyway. You've stood by us time and time again, and it could get ya killed this time. It just don't make no sense. And we're concerned, okay?"

"So you're gonna force me to tell ya



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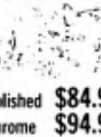
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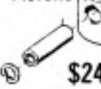
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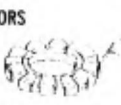
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# TALKIN' THE TALK

why?" Jack asked.

Moose looked over at Twostep, who nodded. "We gotta problem, and we wanna know what it is so that we can work it out."

"There're some problems that can't be worked out, Stepper," Jack said.

"So ya won't tell us what's up?"

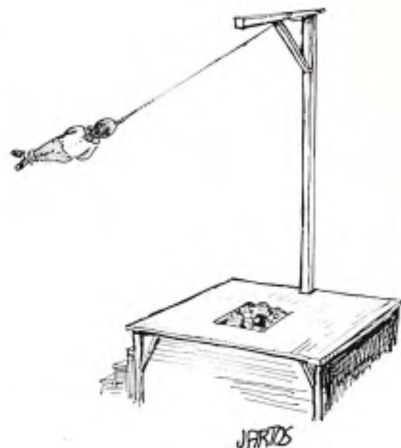
"Can't," Jack returned, making a helpless gesture with his hands. "But it's not you all, okay?" he added, turning toward the door again. He wanted to tell 'em, but he just didn't have the guts to. It wasn't that he was worried about dying, he just couldn't stand the thought of them thinking him that kinda punk.

"Can I get outta here?" he asked, looking over his shoulder at Moose.

Moose looked around the room, catching each man's eye until they shrugged. "I guess," he said finally, signaling Tiny to move.

"But if ya go, don't come back," Twostep said.

That stopped Jack. He and Twostep were tight. It'd been Twostep who'd put him up as a prospect both times. They had come through R and O (receiving & orientation) together. Stepper'd steered him clear of the wrecks most youngsters get in when they first hit, and he loved the guy like a brother. Yet, he couldn't blame him for the ultimatum. The Down Timers had tried to do right by him a lot of times, only to have it thrown back in their faces.



"Helluva storm!"

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"Never?" he asked, turning to look Stepper in the eye.

"Never," Twostep assured him. "When you walk out that door, we'll owe you one favor for Bud. Other than to ask for that, there'll be no need for you to even talk to any of us again."

"Stepper," Bud gasped. But Twostep waved him silent without taking his eyes off Jack's.

**"We've been through a lot over the year, bro."**

"Moose and I have discussed it, and whatever his reason, if he can't talk to his brothers about it, we're done with him," said Twostep.

"Have ya ever considered the fact, that if I do tell ya, ya might be done with me anyway, Stepper?" Jack asked.

"We've considered it," said Moose.

"And?"

"And we're waiting for you to decide if you trust us enough to take the risk," Twostep explained.

"So it's on me?" Jack said, his eyes shifting from Twostep's to Moose's. But it wasn't a question.

"We've been through a lot over the year, bro. There's not much we couldn't forgive," Twostep prompted.

"Ya couldn't forgive this, Stepper. Believe me," Jack said, solemnly.

"Never know if you don't try," the big tramp shrugged. "Or at least that's how I see it. You might be surprised."

"And what if I told ya I wasn't a biker, that I'd been lyin' to ya all these years because I told a lie in county jail and didn't have the balls to own up to it?" Jack said, suddenly just wanting to get it over with.

Twostep laughed and signaled Moose to unfold the cutoff so the rocker holding Jack's nickname could be seen. "I'd probably tell you that's why we gave you the handle we did."

It read: "Lyin' Jack Collins."

"Lyin' Jack," Jack read aloud. "I

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## TALKIN' THE TALK

don't understand."

"Well, we kinda considered it appropriate since ya told us all them bikin' stories when you've never owned a bike in your life," Moose

### "Make up some new lies, will ya?"

explained with a huge, shiteating smile.

"But the patch?" Jack asked, looking around the room at the shiteating grins on everyone's faces. "Why are you offering me that when I'm not a biker."

Twostep laughed. "Fuck, Jack, ya got more biker in your soul than half the assholes callin' themselves one these days. You proved that yesterday when ya put your ass on the line for Bud, and who knows how many other times since we've known ya.

"What ya were or weren't on the outside, that's your own business. But make up some new lies, will ya?" he added, tossing Jack the cutoff. ■





The return to Bonneville where we break the land speed record . . .

A visit with legendary Pete Hill . . .

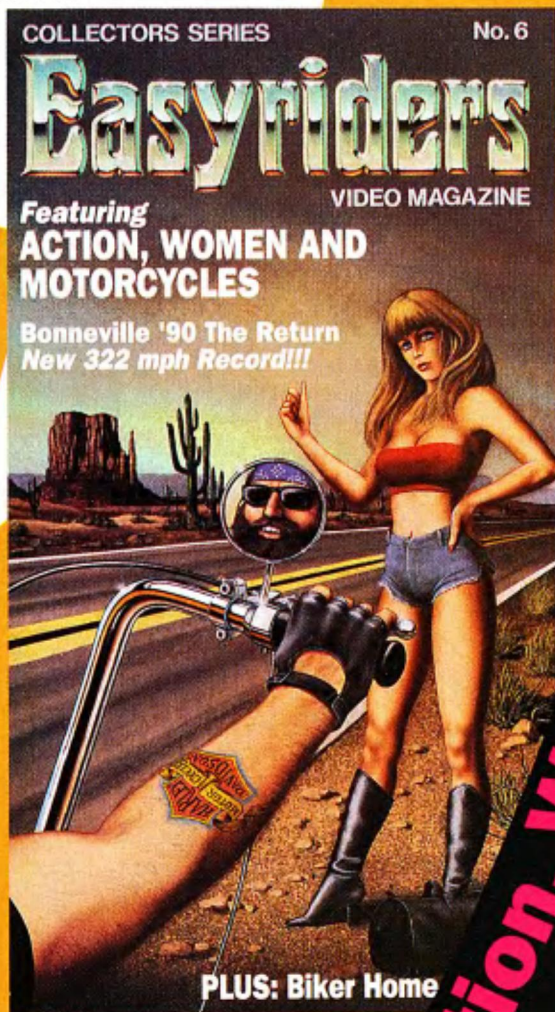
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OH SHIT, NOT THIS AGAIN!



I'LL GET THAT BIKE DONE IF IT'S THE LAST THING I DO! OH, BY THE WAY... DID I EVER TELL YOU THAT I'M IN PAIN?



TWO WEEKS LATER...



YEP, I JUST FINISHED AND IT TURNED OUT BETTER THAN..... HEY, WHAT ARE YOU EATING IN HERE?



A BEAN BURRITO. WHY?



ALL I WANTED WAS A NICE FLAME JOB ON MY BIKE... NURSE, CAN I HAVE SOME WATER?



I'LL GET YOUR WATER, YOUNG MAN. OOPS... PARDON ME, I HAD MEXICAN FOOD FOR LUNCH!





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# What's Happenin'

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

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

## Arkansas

**BIKERS WHO CARE 8TH ANNUAL TOY RUN**—December 8 starting in El Dorado at Ben's Harley-Davidson, 2000 Lorene. For info, call (501) 862-0299.

## Arizona

**SUNRIDERS 9TH ANNUAL TOY PARADE & TRADE SHOW**—December 9 in Tucson. Profits to support CPS Child Protective Services. For info, call Whobbly at (602) 748-7470, or Angel at (602) 889-9706.

## California

**ALL-AMERICAN MOTORCYCLE SWAP MEET**—December 14 in Pomona at L.A. County Fairgrounds, 10 Fwy. to Ganesha Ave. to Fairgrounds, Gate 14, follow signs. Opens at 5 p.m., admission \$5, kids free. Good food, beer available. For seller info, call (213) 656-3164.

**CHRISTMAS PARTY & DANCE**—December 15 in northern California. Sponsored by Crazy Dragons MC. For info, call (415) 490-4270, or (415) 791-8632.

**SAN BERNARDINO COUNTY TOY RUN**—December 16 in San Bernardino. Sponsored by MMA, Division 5. For info, call (805) 522-6557.

**1991 16TH ANNUAL THREE FLAGS CLASSIC ENTRY FEE DEADLINE**—January 24. The Classic is scheduled to begin on August 30 and ends September 2. Entry fee of \$90 must be received by January 24. Sponsored by Southern California Motorcycling Association. Mail entry fee to: 1991 3-Flags Classic, 1212A N. San Fernando Blvd. #246, Burbank, CA 91504, or call Ken Hatke at (916) 381-8536.

## Colorado

**4TH ANNUAL BRASS MONKEY RUN & NEW YEAR'S EVE PARTY**—December 31. Sponsored by ABATE of Colorado. For info, call Pat Smith at (303) 686-1964.

## Illinois

**PIASA-GATEWAY CHRISTMAS PARTY**—December 29. Sponsored by ABATE of Illinois, Piasa-Gateway Chapter. For info, write 307 N. Lincoln, Worden, IL 62907, or call Skinny at (618) 459-3976.

**SHOAL CREEK NEW YEAR'S PARTY**—December 31. Sponsored by ABATE of Illinois, Shoal Creek Chapter. For info, write RR 2, Box 210-A, Nokomis, IL 62075, or call Bruce at (217) 563-2086.

**PRAIRIELAND NEW YEAR'S PARTY**—December 31. Sponsored by ABATE of Illinois, Prairieland Chapter. For info, write 1764 Ravina Pk. Rd., Decatur, IL 62526, or call Mike at (217) 875-3039.

## Indiana

**MIDWEST MC 10TH ANNUAL HANGOVER RALLY**—January 1. Signing up in Indianapolis at 3105 S. Harding St. at 10:30 a.m. First riders out at noon. All bikers welcome. Prizes, pins, refreshments, trophies, and backup truck. Riders, \$6; buddy riders, \$3. Sponsored by Midwest MC. For info, write 3540 Division St., Indianapolis, IN 46217, or call (317) 638-4990, or (317) 787-5351.

## Michigan

**SMC SWAP MEET**—February 17 in St. John's in Smith Hall at City Park from noon to 5 p.m. Sponsored by Survivors, Inc. For info, write 2015 Robinson Rd., Lansing, MI 48910, or call (517) 699-1946, or (517) 394-7296.

## New Jersey

**JERSEY ABATE ANNUAL STATE MEETING**—January 17. For info, write Jersey ABATE, Box 10442, New Brunswick, NJ 08906, or call (908) 549-1990.

## New Jersey (Continued)

**JERSEY ABATE 2ND ANNUAL LEGISLATIVE SEMINAR**—January 18. For info, write Jersey ABATE, Box 10442, New Brunswick, NJ 08906, or call (908) 549-1990.

## New York

**AM-JAM TATTOO EXPO '91**—January 12-13 in Schenectady. General admission: \$5 per day. Top tattoo artists, tattoo videos, competition, vendors, and more. For info, write Am-Jam, Box 4709, Schenectady, NY 12303, or call (518) 346-0521.

## North Carolina

**HARLEY DRAG RACING ASSOCIATION AWARDS BANQUET**—January 26 in Burlington at Ramada Inn. Sponsored by Harley Drag Racing Association. For info, write HDRA, Box 1429, Elon College, NC 27244, or call (919) 229-4877.

## Texas

**3RD ANNUAL HARLEY-DAVIDSON EXPO/SHOW/SWAP MEET**—January 6 in Arlington at Arlington Convention Center. Doors open at 8 a.m. for vendors, 10 a.m. for spectators. Features swap meet, bike show, door prizes, and other entertainment. For info, write 834 E. Walnut, Suite 155, Grapevine, TX 76051, or call (817) 488-9133.

## Virginia

**VIRGINIA SWAP '91**—February 17 in Richmond at Richmond Centre, 400 E. Marshall. Music by the Road Ducks band. For info, write East Coast, Rt. 3, Box 896, Gloucester, VA 23061. For vendor info, call (804) 693-4203.

## Wisconsin

**MIDWEST BIKERS GIANT MOTORCYCLE SWAP MEET**—February 3 in Green Bay at Riverside Ballroom. All booths still only \$20. Northeast Wisconsin's largest. For info, write MWB Productions, Box 2702, Appleton, WI 54913, or call (414) 725-5516.

**11TH ANNUAL MOTORCYCLE SWAP MEET**—February 10 in Eau Claire at Downtown Civic Center. Admission \$4, open from 10 a.m. to 5 p.m. Beer and food available. City ordinance prohibits carry-in beer. Seller space available, reserve early. Bike space \$10, 10'x10' space \$20, dealer wall space \$25. Tables and electricity free. Unloading from 7:30 a.m. to 9:30 a.m. Sponsored by Fast Eddie. Send check to Fast Eddie, 5410 Winget Dr., Eau Claire, WI 54703, or call (715) 834-8389.

**12TH ANNUAL MOTORCYCLE SWAP MEET**—February 16 in Eau Claire at Downtown Civic Center. Admission \$4, open to public from 10 a.m. to 5 p.m. Beer and food available. City ordinance prohibits carry-in beer. Seller space available, reserve early. Bike space \$10, 10'x10' space \$20, dealer wall space \$25. Sponsored by Fast Eddie. Send check to Fast Eddie at 5410 Winget Dr., Eau Claire, WI 54701, or call (715) 834-8389.

## 900 phone number state codes - alphabetically

|                   |    |                     |    |                      |    |                      |    |
|-------------------|----|---------------------|----|----------------------|----|----------------------|----|
| Alabama .....     | 01 | Indiana .....       | 14 | Nebraska .....       | 27 | South Carolina ..... | 40 |
| Alaska .....      | 02 | Iowa .....          | 15 | Nevada .....         | 28 | South Dakota .....   | 41 |
| Arizona .....     | 03 | Kansas .....        | 16 | New Hampshire .....  | 29 | Tennessee .....      | 42 |
| Arkansas .....    | 04 | Kentucky .....      | 17 | New Jersey .....     | 30 | Texas .....          | 43 |
| California .....  | 05 | Louisiana .....     | 18 | New Mexico .....     | 31 | Utah .....           | 44 |
| Colorado .....    | 06 | Maine .....         | 19 | New York .....       | 32 | Vermont .....        | 45 |
| Connecticut ..... | 07 | Maryland .....      | 20 | North Carolina ..... | 33 | Virginia .....       | 46 |
| Delaware .....    | 08 | Massachusetts ..... | 21 | North Dakota .....   | 34 | Washington .....     | 47 |
| Florida .....     | 09 | Michigan .....      | 22 | Ohio .....           | 35 | West Virginia .....  | 48 |
| Georgia .....     | 10 | Minnesota .....     | 23 | Oklahoma .....       | 36 | Wisconsin .....      | 49 |
| Hawaii .....      | 11 | Mississippi .....   | 24 | Oregon .....         | 37 | Wyoming .....        | 50 |
| Idaho .....       | 12 | Missouri .....      | 25 | Pennsylvania .....   | 38 |                      |    |
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|                      |                                                     | 4                   | 88     | Oceanfront   |
| Daytona Inn Broadway | Main Street Area                                    | 4                   | 88-98  | Street/Ocean |
|                      |                                                     | 4                   | 98-108 | Suite        |
| Whitehall            | 1/2 mile north of Main St.                          | 8                   | 79     | Oceanview    |
|                      |                                                     | 5                   | 95     | Oceanview    |
|                      |                                                     | 4                   | 105    | Oceanview    |
|                      |                                                     | 3                   | 119    | Oceanview    |
| Carriage House       | 3/4-mile north of Main St.                          | 4                   | t.b.a. | Street/Ocean |
| Hilton               | 3 miles south of Main St.                           | 3                   | t.b.a. | Street/Ocean |
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# FOXY RIDER



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I know it goes against the grain, but now and then, something better than a free meal and a bed can be had from our boys in blue. Claire bought this Police Special out from under the Tampa Police Department in 1983, and what you see is the finished product of many changes.

Claire and her mom work very hard, continuing the family legacy of breeding and showing whippet dogs. You know, the ones that look like a miniature Greyhound and are fast as hell. Great frisbee chasers. Dogs are definitely in this family's blood. The Pennyworth Kennels are celebrating their 50th anniversary, and with Claire working for her mom, it looks like dogs will stay in the family bloodline.

Claire travels extensively around the country showing her dogs. It's round-the-clock work. So, when Claire has time off, her scooter becomes her therapy and relaxation. Because she slaves away so much, she had Jay of Pinellas Park, Fla., do the work on the bike. She sings praise at his results.

Claire loves this scooter so much that it will be encased and buried with her in concrete when The End comes, and it sez so in her will. Whippet—whip it good.

—Calamity

**YEAR:** 1974

**MODEL:** FLH Police Special

**ENGINE:** 1200cc, Dyna ignition, rebuilt by Jay

**TOP END:** Bendix adjustable main carb, cast aluminum pistons, early-style air cleaner, Cycle Shack mini tailpipes, dual plugs, Stellite seats, Sifton solid lifters

**LOWER END:** stock cases, Andrews J grind cam, S&S rods

**PAINT:** black, candy red, and pearl lacquer and polyurethane acrylic paint by Jay

**ACCESSORIES:** early tin headlight, early pan front pegs, 5-gallon gas tank, 5-quart oil tank, late risers, Super Glide bars

**TRANSMISSION:** 1974, close ratio gears

**FORKS:** early tin wide glide, early steering dampers

**WHEELS:** front: 16-inch Dunlop; rear: 16-inch Dunlop; JayBrake quad piston brakes, stainless spoked wheels

**FRAME:** 1974 stock swingarm





Photos by Pat Randle









# IN THE WIND



—Sioux Ann, Webster, Mass.

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

—Elton Barrow, San Antonio, Tex.

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.

—Watt Burns, Sidney, Ohio



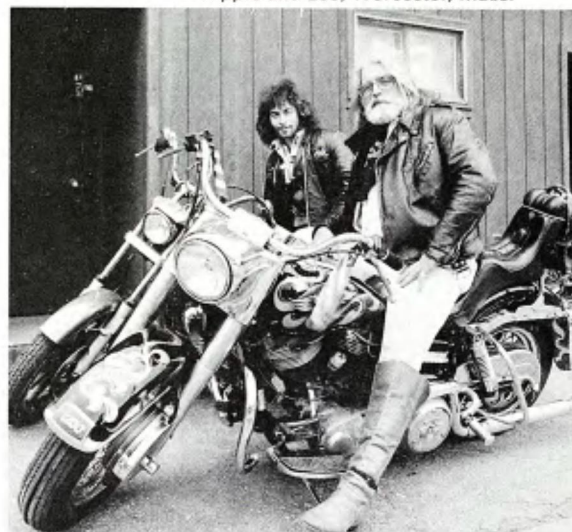
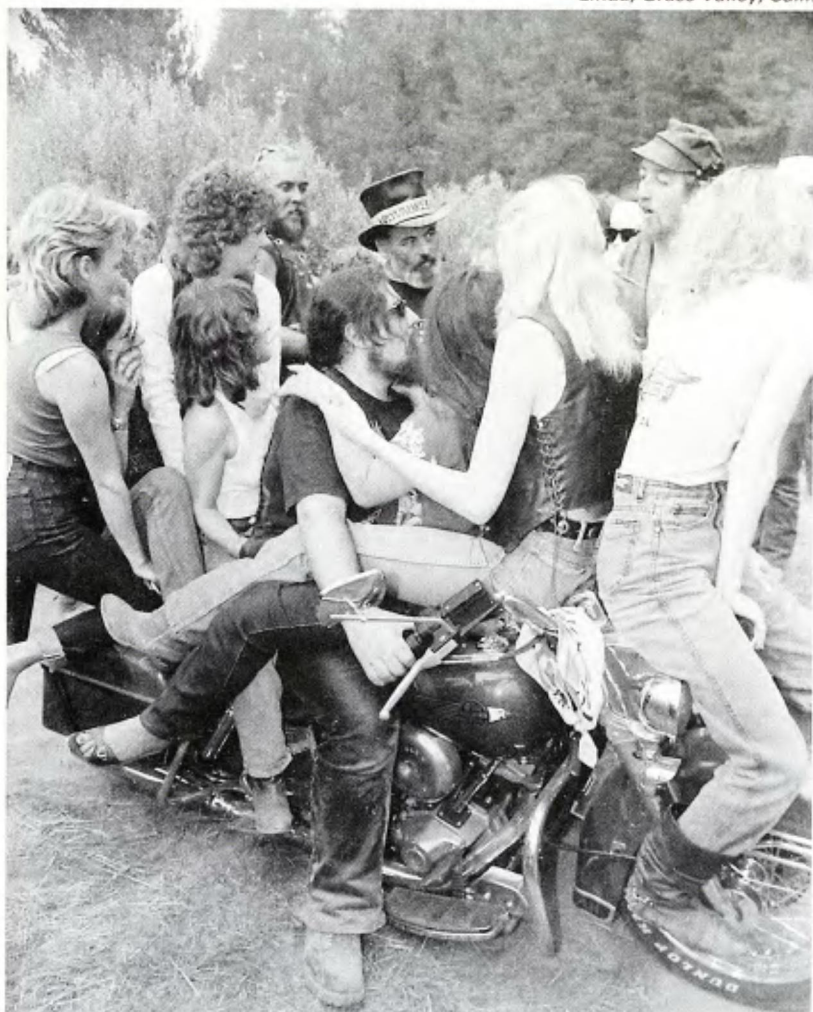




—Tina Simonz, Budd Lake, N.J.

—Linda, Grass Valley, Calif.

—Hippie and Leo, Worcester, Mass.



—Dirty Ernie, Neb.







—Avon Smith, Glen Allen, Va.

—Psycho, Parma, Idaho



—Cheryl Bramante, Malden, Mass.

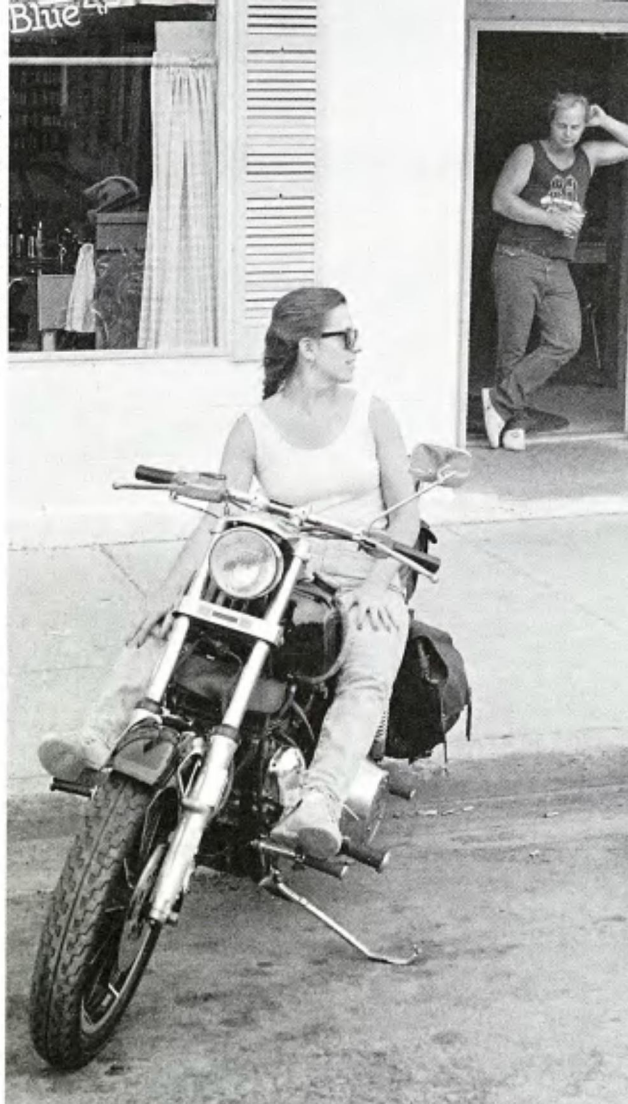






—Blue Bike Mike, Goshen, N.Y.

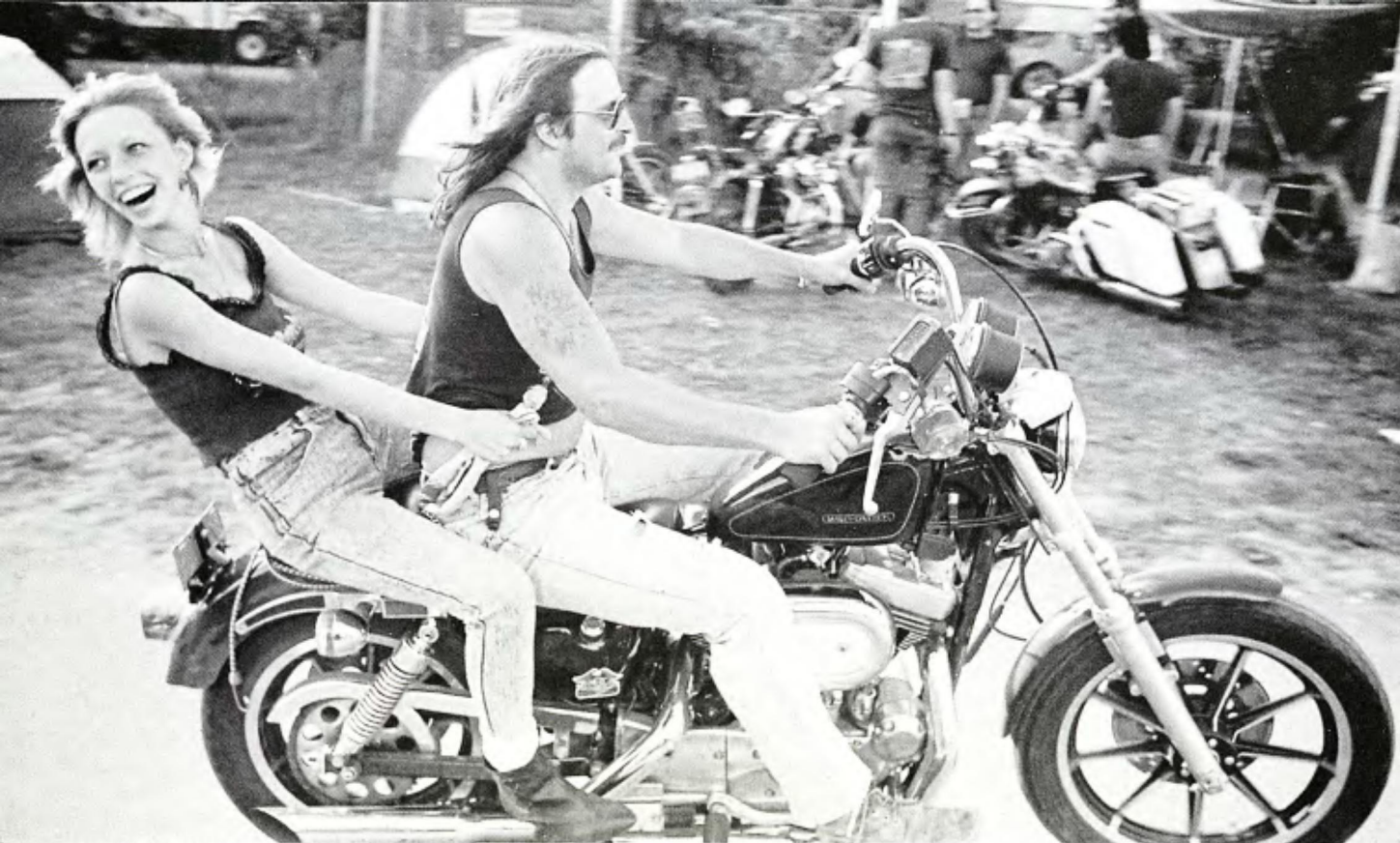
—Michael Parnell, Webster, N.Y.



—George, Duke, and Pete, Point Arena, Calif.



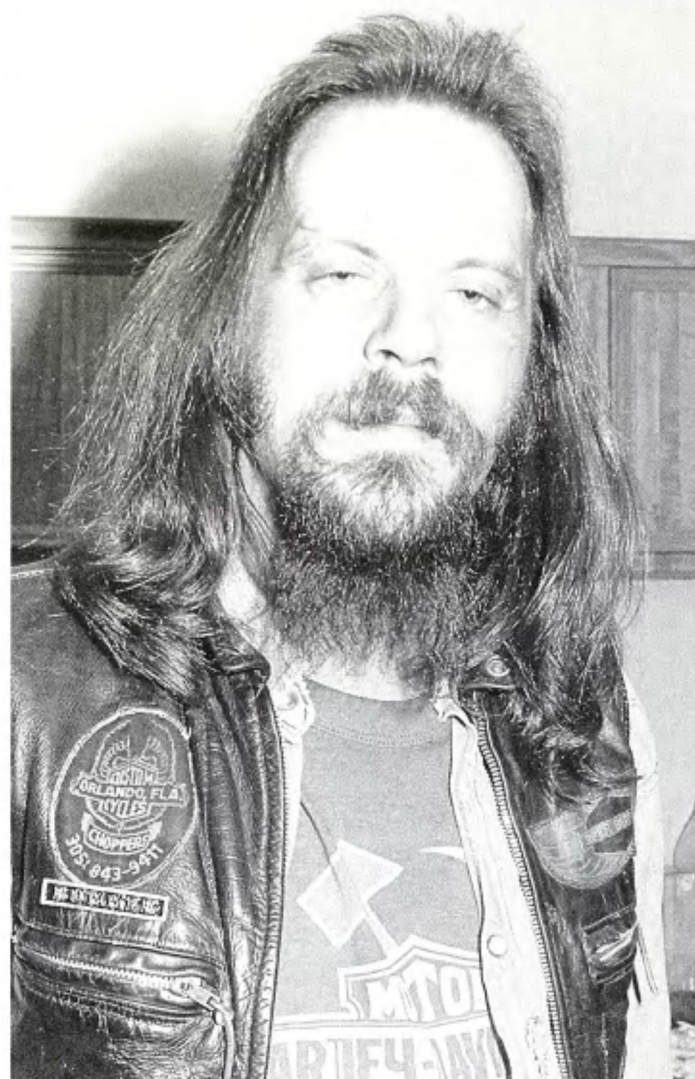




—Mike Sivilli, Newburgh, N.Y.

—Kris Butler, Austin, Tex.

—Bomber, Daytona Beach, Fla.





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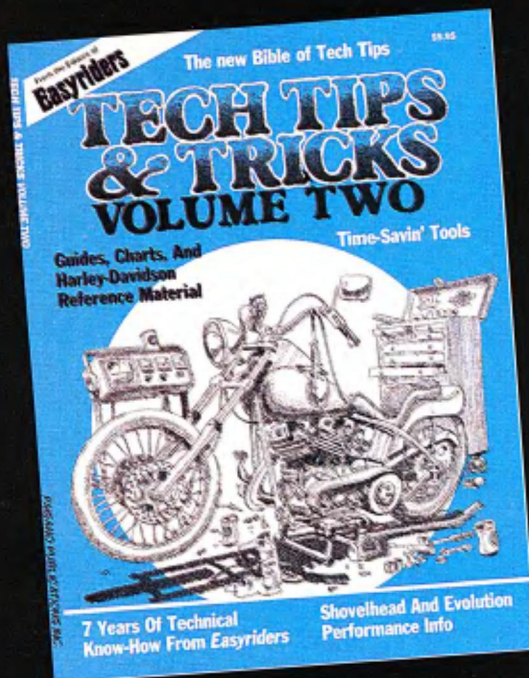
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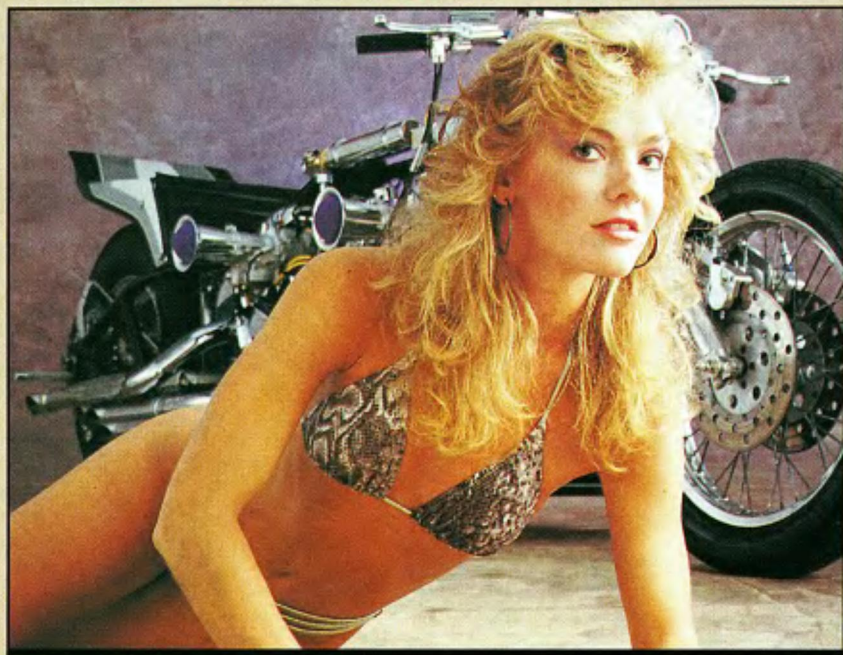
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# AUGUST *Fox Hunt* WINNER



**Y**our August Fox has a lust for life that even a fire-breathin' dragon man couldn't burn out. Billie Jean is an eligible single gal who entertains for a livin' an' a lovin' in her hometown of Charlotte, North Carolina. She could dig gettin' into this modelin' gig whole hog. This little spinner likes bein' in the arms of a strong man who's in control of his life. It'd be damn hard stayin' in control with Billie Jean around.

—Loudmouth



I've always loved *Easyriders*, so now maybe *Easyriders* will love me, too.

**Sugar Britches, Texas—900-234-BIKE—Ext. #401**



I'm on the rocks, help me out by voting for me.  
**Rene, Massachusetts—900-234-BIKE—Ext. #402**





Do blondes have more fun? I know I do—especially on a Harley!  
**Gentry, Florida—900-234-BIKE—Ext. #403**



I like the freedom when I ride a bike and the freedom of the  
 people who ride them.

**Linda, Ohio—900-234-BIKE—Ext. #404**



Nice bikes get me hot! My wildest fantasies involve Harleys.  
**Li'l Debbie, Minnesota—900-234-BIKE—Ext. #405**



I love being on the back and holding onto a longhaired rocker guy.  
**Sylvia, California—900-234-BIKE—Ext. #406**



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# Easyriders

# Fox Hunt

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

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 December 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 #211 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

The deadline for voting for this month's crop of cuties is December 30, 1990.

We'll print the winner in the May issue.

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



Here she is, bros, the ninth monthly winner in our 12th Annual Fox Hunt, Rebecca, #402, from Weiser, Idaho. See more of her next issue.

## 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) as permission to publish photos from the *Easyriders* photo session.

# 211

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

Photographer's Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Daytime Phone ( ) \_\_\_\_\_ Evening Phone ( ) \_\_\_\_\_  
 Photographer's Signature \_\_\_\_\_  
 Notary \_\_\_\_\_  
 Notary Seal \_\_\_\_\_

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

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

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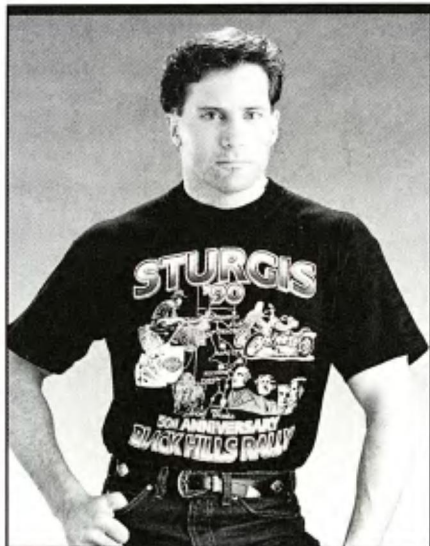
# PARTS BOX

*Tell 'em Snake sent ya*



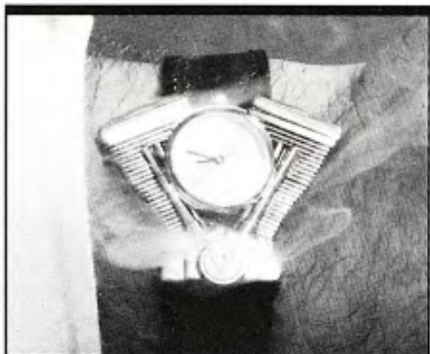
## Sturgis Poster

There are six stalls out behind Dave Iversen's Broken Spoke Saloon and Museum in Sturgis. During the Rally, one of 'em was bein' used by photographer, Jim Englund, to shoot bikes. Since Jim's a regular there during the Classic, he has access to some local pilots. He took several aerial photos of downtown—including this shot from the tower at night. It's an actual, collectible photo. He's offering this full-color poster photograph of the 50th. Most of us can't get a shot like this, so here's your chance. Call him at (805) 987-4429 and he'll ship ya one quick. Or drop your bucks in the mail to Englund Photography, 3201 Corte Malpaso #305, Camarillo, CA 93012.



## Sturgis T

Hey, as you might have guessed, there's stock left over from Sturgis. In fact, if you missed picking up your favorite trinket from the Black Hills, you might contact our ad expert Lizard, she might know how to find the vendor. These Holoubek shirts (made in Wisconsin) were some of the most popular. If ya can't find 'em at your local H-D palace send 15 bucks to Holoubek, Inc. Dept. MO, W238 N1800 Rockwood Dr., Waukesha, WI 53188-1198 or save a quarter and call (800) 878-8923.



## Smokin' Watch

Recently, Clyde, at the factory, asked me to road test this watch. And bein' Mr. Cooperative, I did just that. I checked out how it started on cold mornings—not bad; how it ran at high speeds on dark freeways—tough to read; how it impressed the chicks—readily; and its overall performance—right on. I only had one problem with the Harley-Davidson/Bulova Evolution watch: the exhaust smoke singed the hair up my shirt sleeve. To road test one of these all-chromed time keepers, see yer local dealer.



## Nasty Wheels

Wanna add some class to your sled? These shiny discs will make any putt stand up and dance. They're Mitchell, spun aluminum wheels from Performance Machine and the Aero pattern is the latest craze. The bottom line is that they're strong, light, and available in 16 and 19-inch sizes. They come complete with Timken bearings and the stock sprockets and discs bolt right up. For quick, accurate info wire Performance Machine, Dept ER, Box 1739, Paramount, CA 90723. Or run up your phone bill to (213) 634-6532.



## Better Tailgates

Now here's an innovation. I bought a new pickup recently, and as soon as I ran my rigid frame ride up the ramp, the tailgate buckled. The damn truck was brand new! I knew the gate wasn't going to last unless I reinforced the hell out of it. But, in rappin' with the man who makes bike lifts for most Harley shops, he mentioned that Western Manufacturing makes a louvered tailgate, for almost any truck, that's light, but strong—and actually adds mileage and visibility to the truck's performance. It would look hot chromed. For quick action contact Western Manufacturing at 702 S. 3rd Ave., Marshalltown, IA 50518, (515) 752-5446.



## Hydraulic Clutch Action

One of the latest, hot ticket items for the custom look is the hydraulic clutch—it gives a different pull, but allows more flexibility for routing cables. This cover will fit all 5-speed trannys. The cover is machined from aluminum billet on CNC equipment (ya got me) for accuracy. It comes with a steel slave piston and has a bleeder screw for ease of installation. A stainless braided line is included with the kit version. For hard data send a formal request or a note on a shop rag to Diversified Product Development, Dept ER, 1345 Ramsay St., Baltimore, MD, or dodge the phone company and dial (800) 537-3042. ■



# FREE EASYRIDERS!

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

## Alaska

House of Harley, a division of M/C Times 4334 Spenard Rd., Anchorage

## Arizona

Performance H-D, 3383 N. Richey Blvd., Tucson  
Satan's Cycle Works, 1706 W. Hatcher Rd., Phoenix

## 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 Michelle 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, Chula 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  
Screwie Lewis Custom Cycle, 6322 Hwy. 193, #3, Georgetown

## 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  
Hawkins H-D, 715 N. Grand, Pueblo

## Connecticut

D & S Cycle Supply, Box 245, North Windham  
Steel Horse, 915 Foxon Rd., Rt. 80, East Haven

## 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 Dennison'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 Prado Blvd., #1, Cape Coral

## Georgia

Southern Cycle, Inc., 4982 North Ave., Buford  
Blue Ribbon Cycles, 2137 Dixie Ave., Smyrna  
Banshee Cycle, 2507 N. Lumpkin 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  
Frank's Cycle Parts, 21 Franklin St., Stoneham



## 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-Davidson, 819 N. Main Blvd., Durham  
D&D Custom Cycles, Hwy 221 E. Abbeeden  
Carolina H-D, 1940 W. Franklin Ave., Gastonia  
Deal Harley-Davidson, 3618 Sycamore Dairy Rd., Fayetteville  
J & E Harley-Davidson, 1008 Dickinson Ave., Greenville  
Snake's Hawk Shop, Hwy. 55 West, Mt. Olive  
Cyclone Cycle Parts, Box 9, 104 N. Central Ave., Landis  
Iron Horse Motorcycles, 1905 Roosevelt Blvd., Monroe  
Gene Lummas Harley-Davidson, 1000 U.S. 70 E., Asheville  
Harley-Davidson of Metrolina, Inc., 2429 S. Tryon St., Charlotte  
North Raleigh Cycles, P.O. Box 58006, Raleigh

## North Dakota

The Scooter Shak, 2424 Memorial Hwy., Mandan

## Ohio

Don's Custom Cycle, 7021 Harrison Ave., Cincinnati  
Great Lakes H-D, 7429 Tyler Blvd., Mentor  
Cupp's Custom Cycle, Box 122 West St., Evansport

## Oklahoma

C&C H-D Inc., 2134 S. Garnett, Tulsa

## Pennsylvania

Blocker Enterprises, Rt. 248, Parryville  
Brian's H-D, 1223 W. Lincoln Hwy. (US 1), Langhorne  
The Chrome Shop, 317 E. Pleasant Vly. Blvd., Altoona  
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  
Montgomery County H-D, 1217-19 South Trooper Rd., Norristown, PA

## Puerto Rico

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

## South Carolina

Doug's H-D, 2790 Pamplico Hwy., Florence  
Low Country H-D, 4405 Dorchester Rd., Charleston  
Country's H-D Inc., 1093 Albright Rd., Rock Hill  
Southern Scooter II, Rt. 1 Box 200, Beaufort

## Texas

American Cycle, 116 W. Highway 190, Killeen  
Stubbs H-D, 4436 Telephone Rd., Houston  
S&S 816 Amarillo Blvd., E. Amarillo  
D&M of Dallas, 11620 Plano Rd. #3 Dallas

## Tennessee

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

## Virginia

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  
Harley-Davidson Motorcycle of Appleton, Inc., 2144 W. Wisconsin, Appleton  
H-D of Green Bay, 41 and Velp, Green Bay



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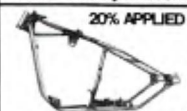
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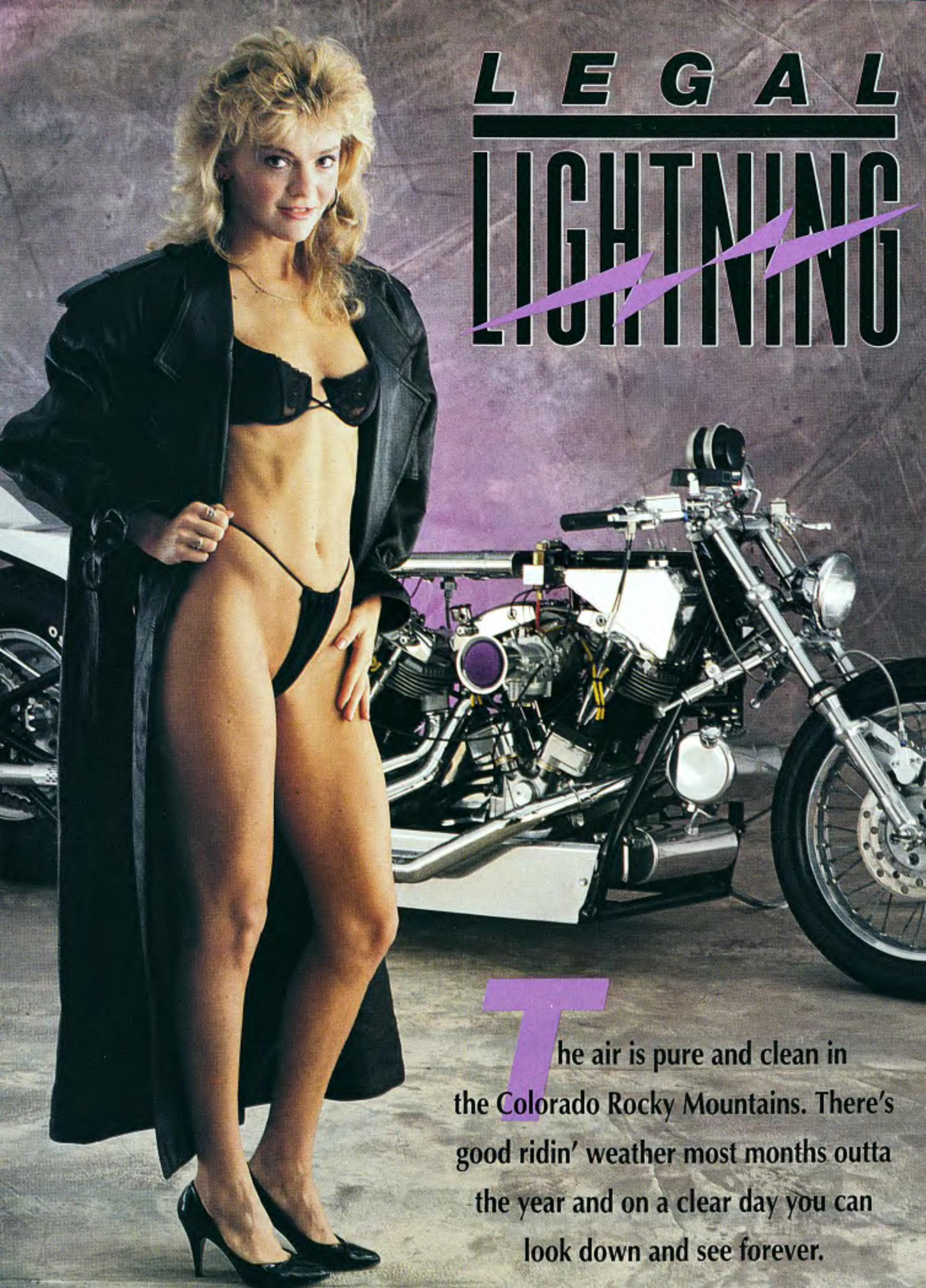
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# LEGAL LIGHTNING

**T**he air is pure and clean in the Colorado Rocky Mountains. There's good ridin' weather most months outta the year and on a clear day you can look down and see forever.





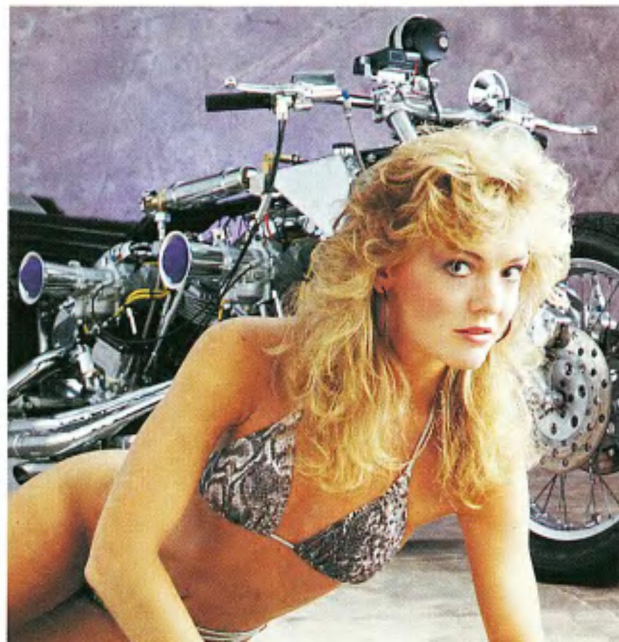
But some-  
times, a fast-  
movin' storm'll  
sneak up on ya. You'll  
hear it comin' from behind as the wind picks up, the thunder roars,  
and then all of a sudden a bright flash of chromed lightning explodes  
from the sky and rips down the road outta sight.

Except it probably wasn't lightning . . .

Most likely it was Mel Bernstein crackin' the throttle on his dual-  
engine, street-legal speed machine.

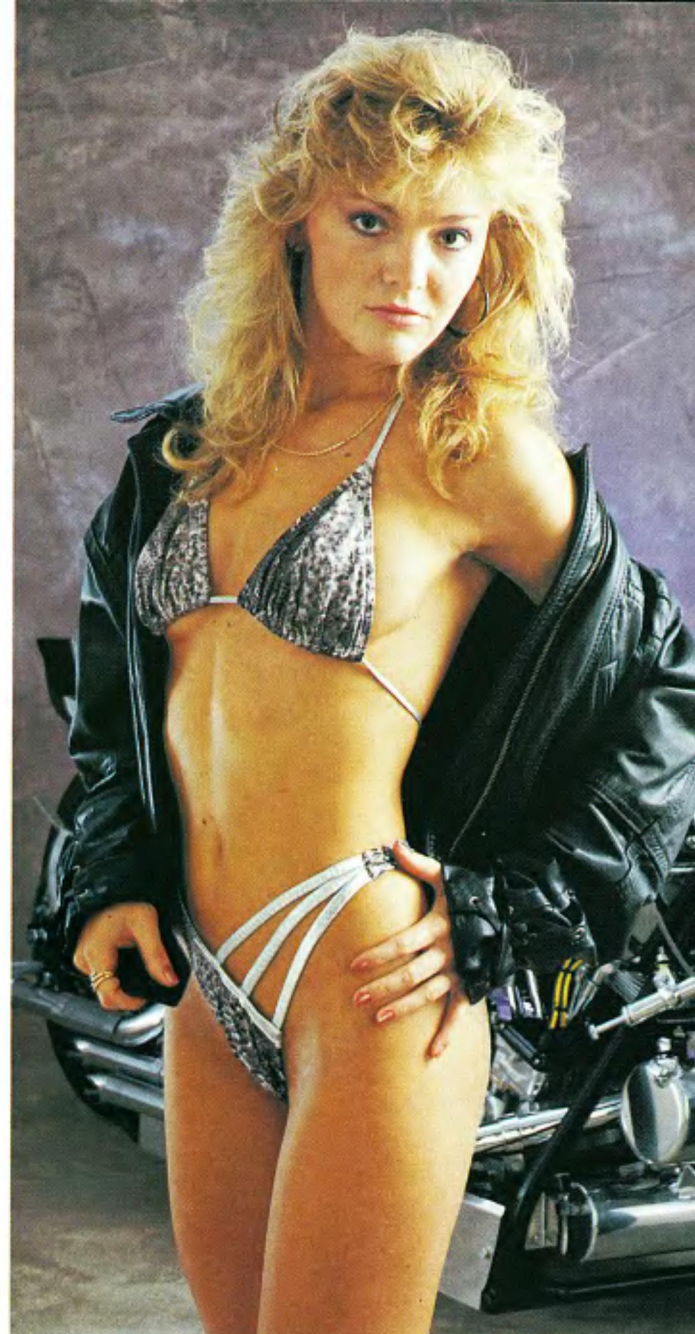
Street legal? This sub-sonic road express? You bet. It's the way  
Mel planned it. That's why he equipped this record-eatin' dragster  
with treaded tires, front lights, back lights, a stop light, and baffles in  
the pipes. Mel also added a radar detector—not a bad idea for  
something that can reach 95 mph in first gear.

Mel Bernstein, better known as Dragon Man, is the master  
machinist for Colorado Springs-based Dragon Precision Machining.  
With a 5,000-square-foot shop filled with fixtures, jigs, and dozens





|                                                                                                                                                                       |  |                                           |                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------|--------------------------|
| <b>Owner(s):</b> Dragon Precision Machining                                                                                                                           |  | <b>City:</b> Colorado Springs, Colorado   |                          |
| <b>General</b>                                                                                                                                                        |  | <b>Frame</b>                              |                          |
| Fabrication by: Mel Bernstein                                                                                                                                         |  | Year: homemade 4130 chrome-moly           |                          |
| Year and make: 1990 homemade                                                                                                                                          |  | Builder: Dragon Man                       |                          |
| Model: double engine street bike                                                                                                                                      |  | Type: double engine rigid                 |                          |
| Value: \$15,000                                                                                                                                                       |  | Rake: 30 degrees                          |                          |
| Assembly by: Dragon Man                                                                                                                                               |  | Stretch: none                             |                          |
| Time: two years                                                                                                                                                       |  | Other alterations: the whole frame        |                          |
| Chroming by: Cal's Chroming, Colo. Springs                                                                                                                            |  | <b>Accessories</b>                        |                          |
| <b>Engine</b>                                                                                                                                                         |  | Bars: homemade 7/8-inch drag bars         |                          |
| Year: 1990 3 11/16-inch bores                                                                                                                                         |  | Risers: built in                          |                          |
| Model: shovel                                                                                                                                                         |  | Fender(s): 1/8-inch aluminum plate        |                          |
| Rebuilder: Mel "Dragon Man" Bernstein                                                                                                                                 |  | Headlight: Bates                          |                          |
| Ignition: dual Morris Magnetos                                                                                                                                        |  | Taillight: stock universal side mount     |                          |
| Displacement: 101.7 cubic inches per engine                                                                                                                           |  | Speedo: none                              |                          |
| Lower end: Truett & Osborn 4 3/4-inch stroker                                                                                                                         |  | Front pegs: none                          |                          |
| Balancing: Dragon Man                                                                                                                                                 |  | Rear pegs: homemade 5/8-inch steel        |                          |
| Pistons: TRW 10:1 forged pistons                                                                                                                                      |  | Electrics: 12-volt                        |                          |
| Cases: Dellkron                                                                                                                                                       |  | Gas tank: two homemade aluminum, 1-gallon |                          |
| Heads: ported & flowed, nickel seats                                                                                                                                  |  | Oil tank: Santee 4-quart spun aluminum    |                          |
| Cam: Andrews 525 lift                                                                                                                                                 |  | Oil system: S&S pump                      |                          |
| Lifters: S&S solid lifter kit                                                                                                                                         |  | Primary cover: aluminum, homebuilt        |                          |
| Carb(s): S&S 2 1/4-inch carbs w/nitrous                                                                                                                               |  | Seat: leather roll, pleated               |                          |
| Air cleaner: velocity stacks                                                                                                                                          |  | Sissybar: none                            |                          |
| Pipes: custom-built by Dragon Man                                                                                                                                     |  | Height: n/a                               |                          |
| Muffler(s): removable baffles                                                                                                                                         |  | Material: n/a                             |                          |
| <b>Transmission</b>                                                                                                                                                   |  | <b>Forks</b>                              |                          |
| Modifications: Lenco 2-speed                                                                                                                                          |  | Type: Ceriani front end                   |                          |
| Year: 1990                                                                                                                                                            |  | Extension: 2 inches under                 |                          |
| Shifting: airshift, push button                                                                                                                                       |  | Builder: Italy                            |                          |
| Engine sprocket: 36-tooth                                                                                                                                             |  | Special features: heavy springs           |                          |
| Trans sprocket: 26-tooth                                                                                                                                              |  | <b>Wheels</b>                             |                          |
| Wheel sprocket: 40-tooth                                                                                                                                              |  | <b>Front</b>                              | <b>Rear</b>              |
| <b>Painting</b>                                                                                                                                                       |  | Size: 18-inch                             | Size: 15-inch            |
| Molding: Dragon Man                                                                                                                                                   |  | Hub: Kosman                               | Hub: Kosman              |
| Painter: Knob Hill Auto Body                                                                                                                                          |  | Rim width: 2 3/4-inch                     | Rim width: 10 1/2-inch   |
| Color: black/silver/white                                                                                                                                             |  | Tire: Avon 350-18                         | Tire: 12 1/2 x 15 inches |
| Type: Deltron                                                                                                                                                         |  | Brake: Perf. Mach.                        | Brake: off aircraft      |
| Special paint: graphics by Horst                                                                                                                                      |  |                                           |                          |
| Other special modifications: Built to be legally driven on the street. Equipped with detector, rearview mirror, brake lights, headlights, treaded tires, and baffles. |  |                                           |                          |



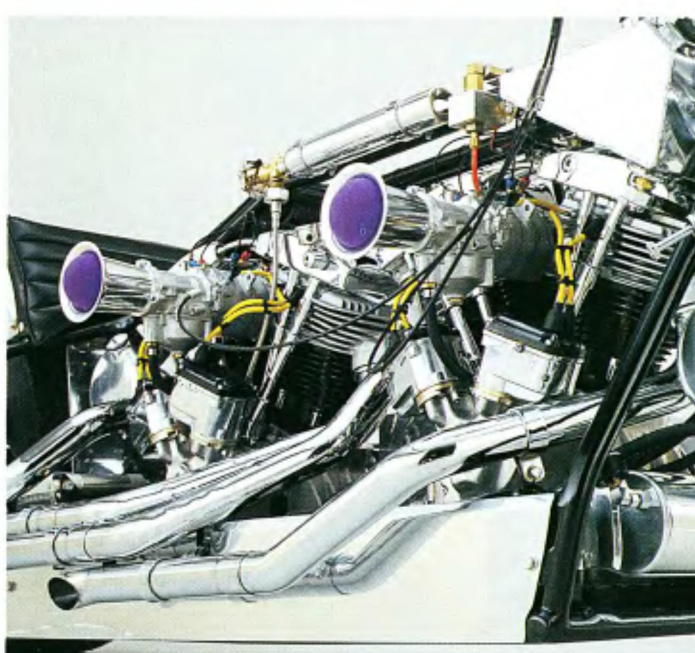
of other specialized machines, he provides custom rebuildin' and repairs to dealers all over the world.

It was 24 years ago that he built what's become his trademark: the first fire-breathin' Dragon Bike. Once you've seen it, you'll never forget it. Not the least because it gushes out a 4-foot-long tongue of flame. He's built 14 monsters like it since—though not everyone's amused when he roars through town.

Take for instance a few years ago when the Daytona cops stopped him—and tried to ticket him for driving a float without a permit. They spent a couple of hours pourin' over the regulation books but failed to find a specific infraction. Finally, they asked him what the hell the shooting flame was for. "Mosquito control," Mel answered with a straight face.

They cited him anyway, but Mel just shrugged it off. "Keep 'em laughin'," he says. It seems to be working. In Colorado, at least, he hasn't gotten a ticket in eight years.

If you're guessin' that Mel pursues the outrageous, you're right. His record burnout is 165 feet of smoking rubber and he







Photos by Michael Lichter



once popped a wheelie for a block and a half.

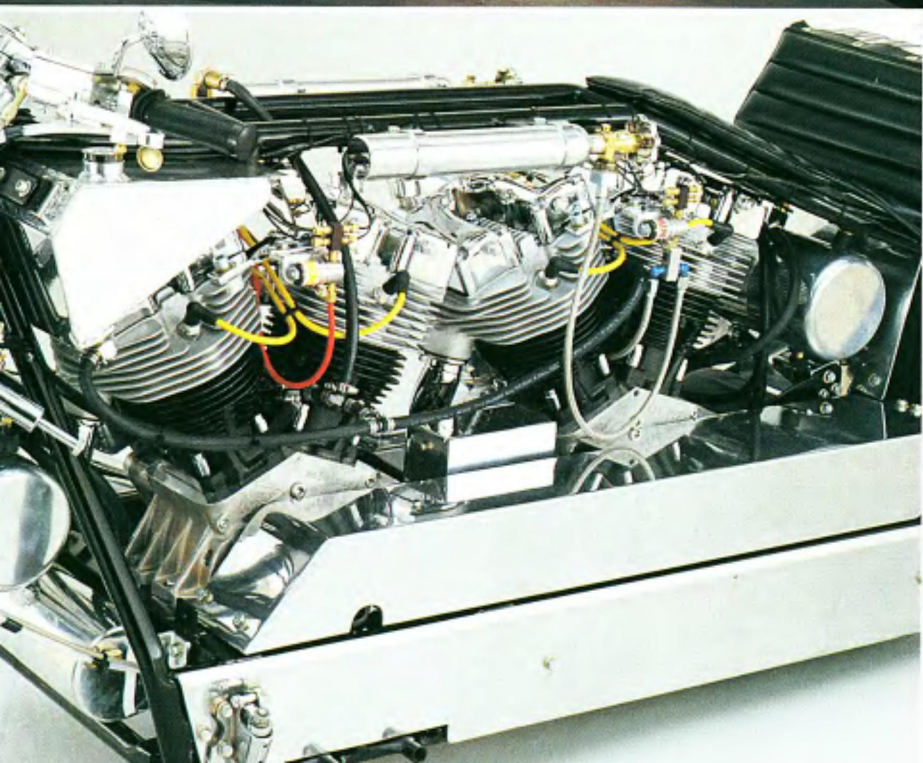
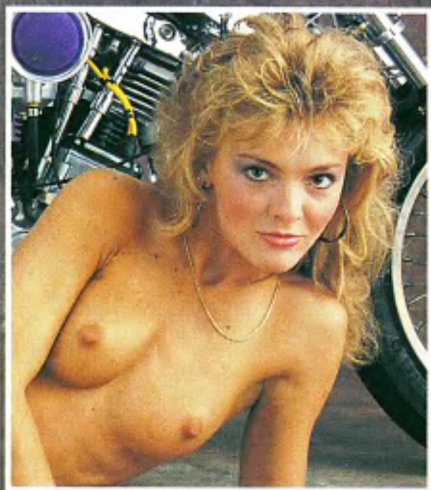
A transplanted New Yorker, Mel likes the freedom and wide-open spaces of Colorado. Freedom from helmet laws. Freedom from high real estate prices. Freedom from overzealous cops. In Colorado, when a cop stops Mel, it's usually just curiosity about his putt's technical specs. For starters, there's the nitrous setup, equipped with not one but two nitrous jets in each carb. A flick of the switch doubles the horsepower for a good five seconds of additional legwetttin' G-force.

Then there's the Lenco Airshift, 2-speed transmission. First gear tops out at 90 mph and is like fourth gear in a regular H-D. Mel figured the high end in second gear would be close to 215 mph.

A 24-volt aircraft starter goes in the front pulley to start the bike just like other dragsters. And speaking of airplanes, this modified Milwaukee missile uses Cessna 150 aircraft brakes in the rear to get back down from orbit.

"I wanted to build the fastest, Harley-Davidson, double-engine street bike," says Mel. "You expect to see something like





this when you go to the track—but not pulling up beside you at a stoplight.”

Working on bikes is more than just employment for Mel. It's not a job, it's a lifestyle. And as soon as one project's done, he starts another. Currently, he's working on putting a 350 Corvette motor into a two-wheel frame. It'll generate close to 400 hp and it'll be street-legal, too, 'course.

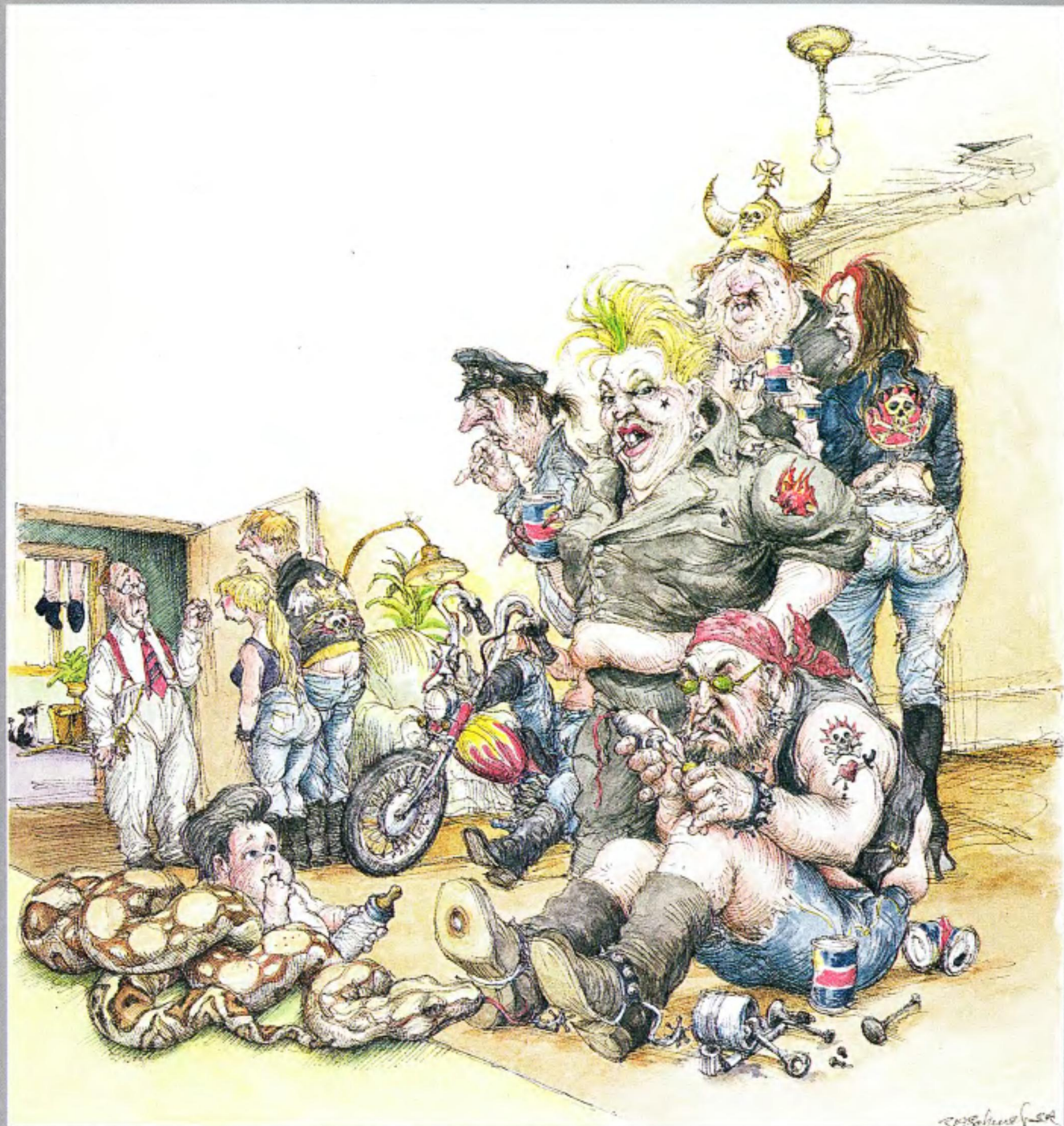
Mel has another wild idea: He'd like to build the first biker cemetery. You get buried on your putt and every month they start up a Harley in tribute. "Bikers will be dying to get in," he adds gravely. Keep 'em laughin', Dragon Man.

—Southern Connection



# Beware of the Scribes

The alliance between the journalists and the political bosses is as old as history.





**B**ack in July 1990, the *Los Angeles Times* made the astonishing (to them) discovery that newspapers can be guilty of bias in the way they present the "news." *The Times* made this astounding discovery in connection with the abortion issue, and piously noted that

"Responsible jour-

nalists

do try to

be fair," but since

most journalists

"favor abortion

rights," they

"frame the abor-

tion debate in terms that favor abortion-rights activists."

If they had really been paying attention, *The Times* would have noticed that just to say "abortion rights" at all reflects bias. No matter what your private feelings, the "right" to an abortion rests on some very shifty legal ground, and not everyone agrees abortion is a "right" in the same category with the right to vote.

*The Times* apparently looked at the abortion matter because it was relatively safe. That is, people are about equally

divided on the subject, and the issue generates enough heat and passion that bias is clearly visible. On the other hand, if *The Times* had really wanted to get at bias, it might have looked at the way the media, including *The Times*, treat oil companies,

smokers, the military, our genuine friends overseas, and bikers.

They would

have found an equally consistent

bias and could've run their series well beyond just three parts.

Like a dog pissing on a fire hydrant, the journalists can't really be blamed for their biases. It's their nature. They want to feel important, but don't have the hustle to actually do anything noteworthy, so they get their importance by substitution, by hanging around important people like movie stars and politicians, especially "liberal" politicians who constantly try to impose more control over the peons.

The alliance between the journalists and the political bosses is as old as history. The British Museum has a stone carving from around 3000 B.C. that shows a

**They want to feel important, but don't have the hustle to actually do anything noteworthy**



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## BIAS

bunch of slaves cutting rice. Right behind them stands the overseer with his whip, and right behind the overseer stands the scribe with his tablet and stylus. When the political bosses, e.g., the Department Of Transportation (DOT), National Highway Traffic Safety Administration (NHTSA), Bureau of Alcohol, Tobacco, and Firearms (BATF), the Drug Enforcement Administration (DEA), etc., want more laws about helmets, speed limits, inspection stickers, guns, drugs, and what you can wear on your back, the journalists sign on to convince the public that the world needs more regulation. As a result, the journalists will almost invariably endorse any law that reduces individual freedom.

Journalists will deny all this, of course, and some will point to the '60s, when the media were constantly giving the police heat for bashing student protestors' heads. "See there?" the scribes will say. "That proves we work against authority."

Oh, yeah? All that time they were accusing the police of "brutality," they were propagandizing the whole country in favor of all the Environmental Protection Agency (EPA) stuff, the Occupational Health and Safety Administration (OHSA) stuff, the DOT stuff on helmets, seat belts, and speed limits, the DEA, and so on. The scribes may not have liked local cops, but they loved any form of federal authority.

As with "abortion rights," the scribes never let up on bikers. For example, the *New York Times* reporter at Sturgis wrote that the T-shirts "rely heavily on themes of jingoism and sex." *Jingoism* means loving your country so much that it's bad, which to the *NYT* is loving it at all. The *NYT* much prefers Jane Fonda's attitude. Sex, of course, is okay if the taxpayers, through National Education Association (NEA) grants, pay for an exhibition of photographs of cocks dangling out of fashionable suits and pay a woman who pisses on the stage at Lincoln Center—after all, that's

"art"—but sex on a T-shirt means you're a slime.

The same *NYT* reporter wrote that Sturgis had the "surreal look of a 1960s movie about the Hells [sic] Angels taking over." You were there, so you can measure the truth of that—but what were all the citizens at home supposed to think? Why didn't the reporter say that Sturgis was the biggest, most good-natured party the country has ever seen? That would have been nearer the truth, and would have given citizens a totally different perspective of the matter. Answer: because the *NYT* doesn't like that view of bikers.

The paper closest to Sturgis, the *Rapid City Journal*, kept a platoon of scribes on duty in Sturgis, and tried over and over to get the local police to say something nasty about bikers. For all that, though, the *Journal* did report events fairly. They made the point, for example, that the fracas at Gunner's Lounge involved *individual* members of motorcycle clubs—note: "clubs," not "gangs"—and that the trouble rose among personalities, not from club rivalry.

By contrast, the Associated Press (AP) correspondent at Sturgis—and most of the newspapers in the country get their out-of-town news from AP—did his best to make people believe Sturgis was exploding. He used the word "violence" every chance he could find, and when an Australian full of PCP and LSD went rampaging with a knife and the local cops had to shoot him, the AP correspondent didn't mention the drugs at all and put the "Australian" detail down near the end of the article. Thus, he deliberately created the impression that one drug-crazed Aussie represented 300,000 American bikers. That is not bias. It is lying.

The AP correspondent began several of his dispatches with a reference to the fight at Gunner's, then followed with the fact that 11 people died during the Rally. Citizens, then, were supposed to understand that bikers were slicing each other up like bacon. If you read on, though, you eventually found out that nine of the 11 died on the road, several of them from heart attacks, and one died of carbon

## In spite of their efforts, *Current* Affair wasn't the prize scum at Sturgis



monoxide poisoning. That left one—the strung-out Aussie—and the scribe recycled him day after day, along with references to “violence” and “so many dead.” So, what will the Rotary Club and church people all over the country conclude about bikers from that?

In case citizens didn't read the newspapers, the TV hacks did their share. After the fight at Gunner's, the Sturgis police calmed things down nicely and, without disrupting what everybody else was doing, kept the thing from spreading into a major rumble. Yet, the local TV reporters said the police “Closed the town.” Not true, but very dramatic for people who got their Sturgis news from the tube.

If guys like Morton Downey Jr. represent “trash” TV, *A Current Affair* represents “sleaze” TV. We thank William G. Clark, of Pearl River, New York, for some quotations from *Current Affair*'s story on Sturgis. *Current Affair* tried to get the locals to condemn bikers, but the locals just said, “Hey, it happens every year and everybody has a good time.”

This wouldn't do, so *Affair* added its own spice, specifically saying that “The town awoke to an invasion by a marauding band of bikers”; “A motorcycle gang descends on an unsuspecting town blazing a trail of death and destruction”; and “The ravaged town is still rolling out the welcome mat to these barbarians.”

Well, *Current Affair* got part of that right: Sturgis does welcome bikers.

In spite of their efforts, *Current Affair* wasn't the prize scum at Sturgis. That honor goes to the *Sacramento Bee*. Now, you have to understand that the *Bee* is one of those country newspapers that gets praised by papers like the *L.A. Times* and the *NYT*. Right away, then, you know the *Bee* follows the liberal line right down to the last letter. For example, back in June (1990), the *Bee* ran this headline:

**Why Safety Experts Want Motorcycle Helmet Bill Defeated.**

The bill in question would have exempted riders over 21 from wearing helmets. The opponents didn't like the exemption, and opposed the law because they wanted helmets on everybody. Now, check that word “experts.” That's to tell the peons that the people who know best, the ones you're supposed to bow down to, want helmets, and so all you peons out there ought to want helmets, too.

When you got into the story, you found that the “experts” included—guess who?—Joan Claybrook. The other “expert” was a woman whose 18-year-old kid got killed on a bike. If having a friend or a relative killed



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# BIAS

makes you an "expert," bikers should be regarded as the best in the country, but the reporter who wrote the story, of course, never asked a biker what he thought.

The article was by Peter J. Hayes, who was identified as the *editorial page editor* at the *Sacramento Union*. The fact that the *Bee* would print this *Union* horseshit simply shows how the scribes all think alike, and that means the public gets fed only their biases.

After Hayes' stuff, the *Bee's* far-through-your-mouth column about Sturgis by one Pete Dexter comes as no surprise. Dexter reacted to Sturgis in the manner of a frightened, superior wimp hiding behind his pencil and paper. He minced through the gathering of bikers like he was too good to mingle with such swine, did a lot of sniveling because the TV hacks interviewed the bikers (instead of him), and wrote of the women that:

*Most of them . . . look like they would flatten the tires they sit on, and a surprising number are hairier than the springer spaniel riding in my car.*

*Many of the men are every bit as ugly and hairy as the women.*

*. . . there was something about her mustache . . . I just couldn't take my eyes off her face.*

Dexter wouldn't have had the guts to say that in Sturgis. Back safe in the *Bee* offices, he could write what he wanted—as long as he said it about biker women. If he'd said it about women on the streets of Sacramento, the local libbers would've lynched him.

Among men who have self-respect and, therefore, the guts to respect others, remarks about a guy's ol' lady are off limits. You may think a bro's woman is no prize, but you keep your opinions to yourself and treat his lady with courtesy. Dexter violates this tradition, a tradition as old as the concept of honor among men, and he does it to discredit bikers before the general public. Then, when the bosses want to harass bikers with more laws, ordinary people will say, "They're just bikers. Who cares? They probably need helmets."

Just like the *San Pedro News Pilot* and its big headline: *Speed Cycles Taking Deadly Toll In Port Area*. Get that? SPEED! DEADLY! CYCLES! So, if you've never ridden a bike in your life, the *Pilot* tells you what it's all about and just what to think about it.

The story under the headline

claimed that 750cc rice runs could make 150 mph. So much for the reporter's mental competence. The reporter did admit that one guy's helmet "offered little protection" when the guy slammed head first into a utility pole, and the reporter did allow that most of the "deadly" bikes were ridden by inexperienced riders who were operating far beyond their riding abilities or the limits of the machine. Still the point was made: SPEED! DEADLY! CYCLES! Better get more regulations.

Back in the '60s, when the cops were bashing protestors' heads and

## Ten years ago, people laughed at the idea of police roadblocks

the FBI was watching to find out where the protest money came from, the press never missed a chance to condemn "official police brutality." Eventually, the liberal Congress gutted the FBI and turned the corpse over to the Carter-era bureaucrats. In addition, the Congress worked up a bunch of juicy government grants for cooperative, deservng police departments.

The cops and the FBI got the message about who they better leave alone, so they shifted their attention to bikers. They could do whatever they wanted to bikers, since they knew the press would never raise an objection. In fact, the press would enlist to help. Check these headlines from the past several years:

*The Wild Ones: Rise In Crime Ventures By Motorcycle Gangs Worries U.S. Lawmen.*

*100 Hells Angels Members Are Arrested In Drug Sweep.*

*Raid On Cycle Gang Nets 80 Suspects In 8 States.*

*22 Members Of Motorcycle Gang Indicted On Drug-Traffic Charges.*

*Federal Agents Arrest 82 In 8-State Drive Against Motorcycle Gangs.*

*Five In Motorcycle Gang Slain In North Carolina.*

*FBI Begins National Roundup Of Motorcycle Gangs.*

*Lack Of Equality For Women Members Of National Motorcycle Gangs.*

You get the picture. All the drugs and killing in the country come from

"motorcycle gangs," and if that's not bad enough, biker women aren't "liberated"—but, thankfully, we've got "federal agents" and the FBI out there to protect us (don't you feel better already?).

But where is all that skepticism of the '60s, when the press disputed everything the cops, the FBI, or the BATF goons said? Times change, and the scribes don't question the bosses anymore. Rather, the scribes and cops work together on the same victims. The arrangement is that if the cops go after bikers, the scribes will represent cops as heroes. Here again, this isn't bias. It's lying. Actually, it's worse than lying: it's the guilt-by-association thing that puts you in jail under the Racketeer Influenced, Corrupt Organizations Act (RICO).

The conspiracy is not so much against bikers as it is against *everybody*—except the privileged scribes—and it is not so much against anything as it is in favor of more control. If the scribes can control public opinion, they can persuade the public to accept the control of the bosses, and the bosses will repay the favor by letting the scribes feel important by hanging out with them to write the regulations.

Thus, for example, the Los Angeles City Council is trying to outlaw smoking all over the city, and some even want to go state- or nationwide with the idea. The federal government may subsidize tobacco growers, and people may have been happily puffing for almost 400 years in this country, but no matter: now, the scribes have got society spitting on you for it.

Same way with guns. Guns, as much as axes and knives, built this country, but the scribes hate guns because they put power in the hands of the people. Back in 1988, when Mad Mike of Massachusetts said he would restrict guns to the cops and other official enforcers, the scribes all hollered, "Right on." When Mad Mike lost the election, the scribes whimpered that the peons just didn't know what was good for them.

In fact, the peons know best. When the Lithuanians told the Russians to fuck off, the first thing Gorbachev did was demand that they turn in their guns. Gorbachev understands—and so do the bosses and scribes.

People who like guns have to keep quiet about it. Loggers have to apologize for cutting the trees that supply the material for new houses. Even though the Alaskan salmon made a record run this year, despite the Valdez oil spill, the oil companies can't move a load without getting sued—and



then the scribes bitch and the Congress threatens if the oil companies don't move enough oil to keep gasoline prices down so they can run their 13 mpg Cadillac cars—completely ignoring the 50 mpg Harley that consumes 1/6 as much material and 1/8 the space on the highway.

Fifty years ago, the great F. A. Hayek warned in *The Road to Serfdom* that freedom would be lost by constant nibbling. Bad enough, bros, but you aren't being nibbled at right now: they're trying to swallow you whole. Ten years ago, people laughed at the idea of police roadblocks, but now you've got them all over the country, and the scribes report nothing but good of it. Radar cops are now going to laser systems, the better to get those evildoers who drive at speeds the interstates were designed for, and the papers praise the marvels of science. The insurance lobby sets up Joan Claybrook as their mouthpiece, and the papers herald this a mission of "truth."

The scribes aren't going to change and they aren't going to give up. "Achieving personal freedom by driving a motorcycle without a helmet is a myth," says Joan Claybrook, and she's got millions from the insurance industry to spread that word—only she doesn't really need the millions: the scribes will do the job for free. Claybrook, the scribes, and the political bosses live in rabbit-warren condos with doormen and are afraid to go out at night. They don't know that you "ride" a bike, not "drive" it, and they couldn't change a flat tire on a car if getting to their next press conference depended on it. Yet, these are the people who've claimed the right to dictate to the America of today—and the media scribes hang on their every word and pass it along as gospel fact.

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# BIAS

That Egyptian scribe had only papyrus and a stylus in a world where the peons couldn't read, write, or vote, so that's all they needed. Today, people can vote, but the forms of media and the machinery for spreading information—or, misinformation—have increased to the point that the good people never hear or see anything but the scribes' campaign against bikers, a campaign intended to get bikers' necks under the boots of the bosses so the scribes can

stand aside and feel superior.

The America of today certainly has its problems, but it came from the America of yesterday, the yesterday of men who weren't afraid of their own shadows, men who weren't afraid to take their chances with wilderness and wild adventures to live free, men whose women went along to share the hazards and hardships. The pioneers are gone and OHSA is after the last of the cowboys, so we're the last who respect and preserve the traditions of individual liberty arising from individual self-respect. Don't let the bastards take you down. You're all America has left.

## False Witness

**R**eaders Digest finally discovered the infamous study from Harborview Medical Center in Seattle, Washington, and couldn't wait to spread the bad news. The *Digest* noted that, according to the Harborview report, of 105 motorcyclists treated at the Center, 1% paid their own bills, insurance paid for 21%, and "public burden" money paid for 63%.

The *Digest* didn't account for the remaining 15%. They were more interested in getting to the point that all those "public burden" injuries justified helmet laws.

We don't know if the *Digest* took this approach out of simple stupidity or from the bias we talk about above in this issue, but we suspect bias. Truth is, Table II of the Harborview study itself shows 22 injured who paid their own bills, 56 with insurance, and 32 on public money, for a total of 110. We don't know how the *Digest* managed to twist its number out of those, but we do think we know why: They want helmet laws.

But the real significance of the Study is not in numbers of injured, but in length of time in the hospital. Those with their own money were out in an average of 8.1 days and those with insurance stayed an average of 10.5 days, but those on public money stayed 23.5 days. The bill for those with their own money averaged \$18,500; for those with insurance, \$62,190; and for those on public money, \$31,125.

Robert Stewart, a member of Bike PAC of Washington, pointed out these variations and asked why

being on public money made you stay in the hospital so much longer than if you had your own money or had insurance; and, why being on public money made your bill so much higher than if you paid it yourself. Stewart just raised the question, but his point was clear: hospitals and doctors are milking the public money.

The Harborview doctors got real pissed when Stewart called attention to their profiteering off bikers and said he was calling their integrity into question. Actually, Stewart didn't just call it into question: he also answered the question, and with numbers right out of Harborview's own study.

Stewart said that the Study didn't prove a need for helmets but, rather, proved a need for reform of the medical system, especially the way it dips into public money. The doctors got so embarrassed that they quit submitting the Study to the legislature as a justification for helmet laws.

So, now that the Study is so discredited that even the people who wrote it won't stand behind it, the good, wholesome *Digest* comes along to try to revive it. Makes you wonder why the crusading *Digest* didn't go after the real story, the story of public falsehood. Instead, the *Digest* reminds us of how tenacious the life of a falsehood can be, and of how hard truth has to battle to even be heard, much less listened to. If the *Digest* must save the world, let 'em put helmets on people in cars.

—D.S.



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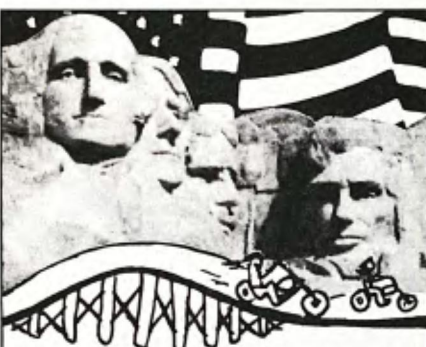
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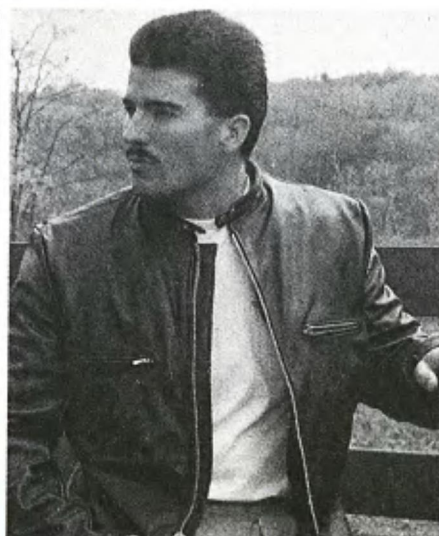


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# BEACH

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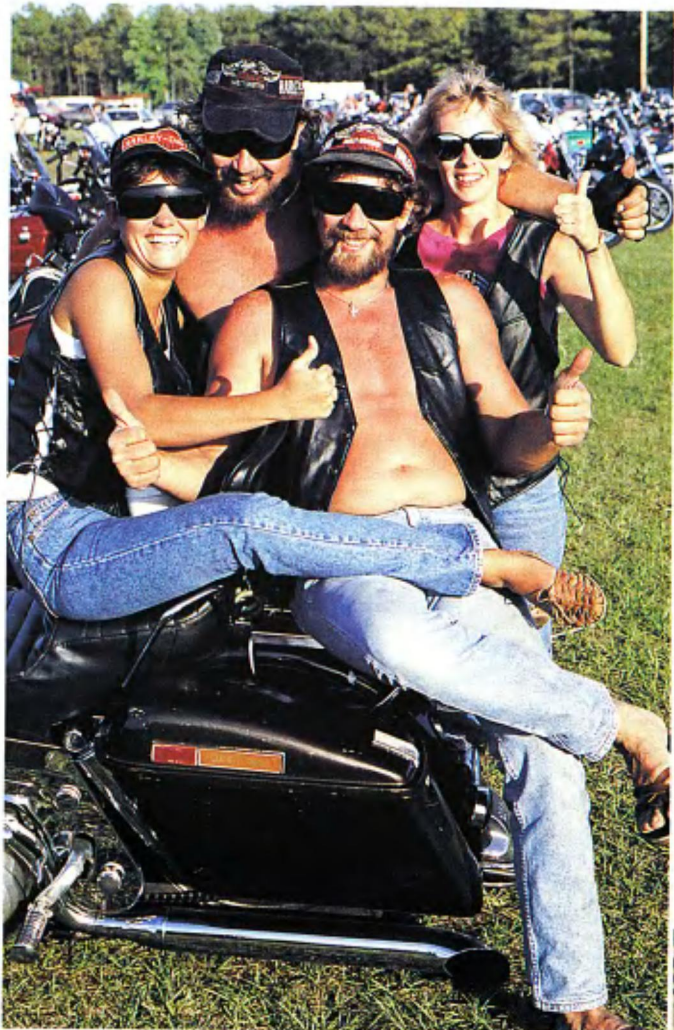


**B**ack in 1936, the Harley dealers in and around North Carolina wanted to show their appreciation for their customers, so they arranged a big party at Myrtle Beach, South Carolina. Everybody had such a good time they decided to do it annually. And they did, except for the war years. So, like the recent Sturgis bash, Myrtle Beach's party marked its own 50-year anniversary in May 1990.

Damn near 20,000 bikers showed up for three days of partyin'—demo rides; a Harley museum exhibit; a parade through town, ending with sled pulls at the speedway; and a bike show—fueled by tunes from Mel McDaniel and David Wise.

Nowadays, you rarely find a biker gathering that doesn't include a charity. For the second time, the Myrtle Beach festivities included a poker run and barbecue to benefit the Myasthenia Gravis (MG) Foundation. MG is one of those wretched diseases that turns your muscles to jelly.

Since there wasn't a pre-existing track, the original Myrtle Beach bikers raced on the beach. And since they didn't want to wander far from the beer barrel, they did drags. Drags have been synonymous with Myrtle Beach ever since. Ray Price, of Ray Price H-D, in Raleigh, N.C., says the 50th attracted more drag competitors than ever. If you didn't care for drags, they had a flat-track





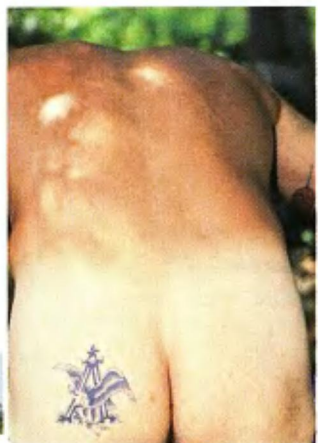
demonstration race, too.

As an event, Myrtle Beach does have a problem, though: the dragstrip and facilities don't meet the desired optimum standards for racing (see Rip's story), but Price says they'll be back. Put it on your calendar: the third Saturday in May 1991. The same way it's been for the past 50 years.

## Myrtle Beach Drags By Rip

This was the 5th Annual Harley Drag Racing Association (HDRA) race held in this location and while it was the biggest crowd to ever attend an HDRA event, it may've been the last for this track.

The weather was damn near perfect and the racer turnout was excellent, but the track's surface





is one of the worst I've ever seen. About 2/3 down the track is a large whoop-de-doo caused by the ground settling where a stream used to flow. If that isn't enough of a hazard, the turnaround area is in the track owner's backyard. The timing tower is made from sheets of unpainted plywood about 7-feet high. The time slips are passed down to the riders or pick-up man via a tube from the tower. The return lane to the pits is just wide enough for a motorcycle. There wasn't much room between the bleach box and start line, which made it difficult for some of the gas-class bikes to heat up their rear tires. This is a real no-frills drag strip. Just the basics.

"What a joke," I thought. But the times the pilots were turning were no joke. You have to be about half tough to ride one of these fire-breathing machines and these riders were more than a match for anything that came their way.

The North Carolina H-D Dealers Association, in conjunction with HDRA, put up \$20,000 in cash and contingencies. Plus, Jim McClure, who's never lost on this track, had a \$500 bounty put on his head if he was defeated in the eliminations. Guess what? Jim collected his own bounty. It was a nice piece of change—\$2,000 for coming in first in Top Fuel. The number one qualifiers in Top Fuel, Pro Dragster, Pro Gas, and Pro Stock, each took home an extra yard. The street class winners also received \$100 plus contingencies. That is, if they had that

particular manufacturer's product and sticker on their bike. They also had to notify the HDRA crew of each sponsor at the tech area before the race.

Saturday, during the first round of eliminations, Jamie Morocco went a swift 4.962 for a new track record, only to red light on the second round against Jim McClure.

The last round of Top Fuel saw Sonny Micolowski paired-off against Jim (The Judge) McClure. Jim was in the left lane, by his own admission, the worst lane on the track. But it didn't matter, his reaction time was a .5286 against Sonny's .5346

Saturday, during a break in the action and before the eliminations started, Dane Miller, one of the promoters, got out on the track and popped a giant wheelie. It was great fun. I'd like to see other promoters top Dane's riding ability. Then again, nah, most of these other Jap lovers don't even ride. They're strictly in business for the coins. ■

## The other class winners were:

**Pro Dragster - F. Robick**

**Pro Gas - M. Brodrick**

**Pro Stock - W. Miller**

**A/A - Jason Smith**

**A - Derek Wheelock**

**B - Bill Hodges**

**C - V. Laughlin**

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**E - Tim Loen**

**F - Jim Young**

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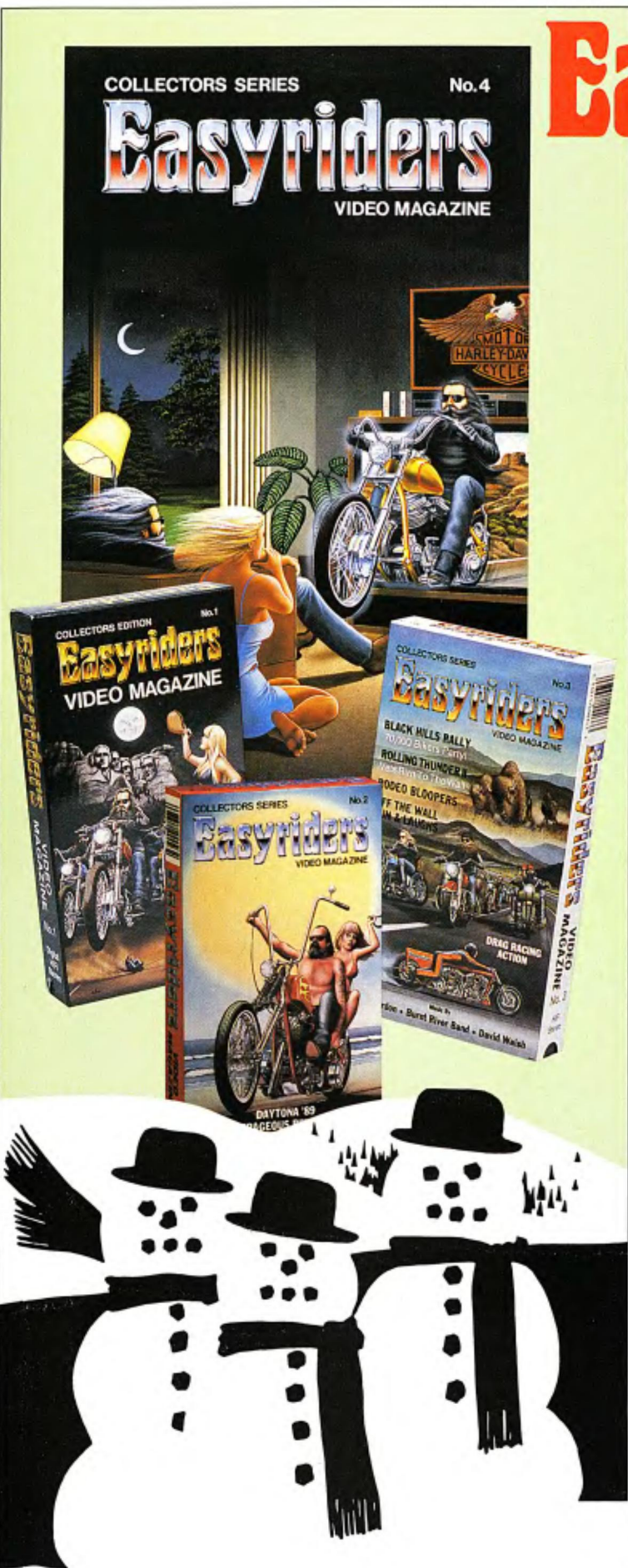
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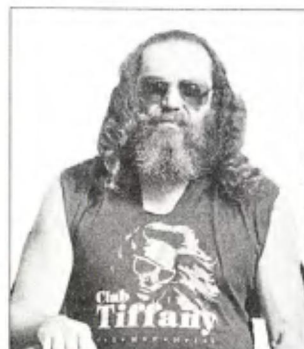




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## Ramblin' On By Rip

**L**eaving Sturgis, Tuesday around noon, Sugar and I rode I-90 east to Sioux Falls, South Dakota. I had received an invitation from Landshark and Sue to drop by for a visit. The 400-mile putt was a piece of cake. I hung around for a few days resting up and seeing the sights. Yes Virginia, there is a Falls in Sioux Falls.

Landshark is an Indian lover, as are most of his tight friends, many of whom were planning to go to the 19th Antique Motorcycle Club of America Inc. (AMC) Flea Market. It's held on Labor Day weekend in Davenport, Iowa. I've wanted to make this meet for a few years, but due to bad weather, scheduling, or one thing or another, hadn't. Until now.

I left Sioux Falls on the Thursday before the Labor Day weekend traffic got too nuts. The route I took was south on I-29 to I-680 east, which dumps ya out on I-80. Then past Des Moines to Davenport, Iowa. The 500-mile-plus ride was uneventful. The weather was great and Sugar felt and sounded good. I had her serviced back in Sioux Falls at J&L Harley-Davidson. One of the reasons I stopped there was that I wouldn't have to wade through a bunch of Jap crap to get to the service counter. J&L handles only H-D and *Easyriders* products. They said our videotapes are selling well. They did an excellent job on Sugar, even going so



Landshark and family in Sioux Falls, S.D.

far as to wash off the road grime. Check 'em out when you're in the area.

Anyway, back to Davenport. The Chief Blackhawk Chapter (CBC) of the AMC presented the 19th Annual Fall National Meet at the Mississippi Valley Fairgrounds at 2515 W. Locust St. I don't know of anyone who wouldn't want an old racer or antique for their very own. I dig these old spindly-looking vehicles. Just the way they

were made gets to me. The front ends, fenders, frames, and levers are just plain neat looking.

Friday, August 31, J&P Motorcycle Promotions from Anamosa, Iowa, sponsored the 2nd Annual Nostalgic Antique Motorcycle Half-Mile Flat Track Races at the fairgrounds. They were held in conjunction with the CBC. They had three race classes, a single-speed board track era class, a '36 to '51





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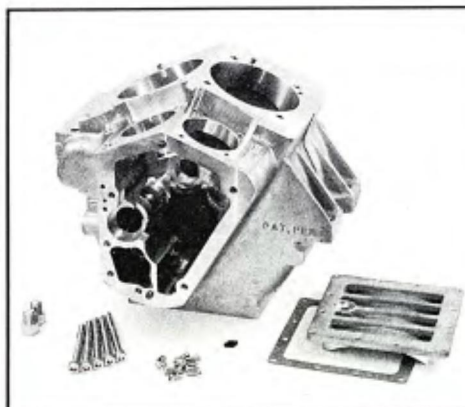
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hand-shift, foot-clutch class, and a '52 to '68 foot-shift, rigid-frame class. They started hot laps at 4:30 p.m. The actual races started at 7 p.m., after presenting each racer and saluting Old Glory.

I don't know who won 'cause I ran out of batteries for the video camcorder. It didn't matter as far as I was concerned, they were all winners just for getting out on the track and going for it.

I spent the next day, Saturday, trying to reach the 3rd Annual Easyriders Rodeo in Chillicothe, Ohio. I didn't get there at about 10:30 that night, just in time for the titty contest. You know I just hated that.

Oh yeah, before I forget. While en route to the Rodeo I saw a road sign saying that I wasn't too far from the house where, on May 26, 1907, one of my heroes was born: Marion Michael Morrison. I'm talking about John Wayne, aka The Duke. How could I pass up the opportunity to see where he was born? That side trip, trying to find Winterset, Iowa, put me back about two hours. But I was persistent and shot a complete roll of 36 exposures of the front of his old house.

The 500-mile ride to Ohio could have been quicker if I hadn't opted to go through Cincinnati. I got to see how that area is growing.

I worked the Rodeo, taking pictures with my still cameras till it was over with. Then I got out the camcorder and shot some video footage around the campgrounds. I got to see some old pals and meet some new folks. I had a great time.

After the Rodeo, Sugar and I rode over to the east central part of Ohio where I stayed with some friends who put me in touch with the Sentinels MC. This part of Ohio had been catching hell with terrible rainstorms, which swept many homes and lives downstream. Because of the accompanying high-rushing flash floods, these storms have devastated the Sentinels MC. They didn't lose any members, but they have lost much of their rolling stock. They damn near lost a trailer house, which right now is their official clubhouse. I forget how much stuff

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Two old-timers. Left to right: Jim Long and John Parham.

they lost but it was extensive. Many neighboring clubs came to their aid, helping the Sentinels hang on to what they had left and to help straighten their grounds into some kind of order.

The Sentinels are a happy lot and go through life rolling with the punches, not sniveling because of their losses. They were going on a run up to northeast Ohio, called the Sly Fox MC 12th Annual Beef Roast. They invited me along as their guest. We left the Sentinels MC clubhouse Friday morning, September 7, riding about 250 miles north along the Ohio River to Middlefield, Ohio—Amish country. We put our tents up in the dark and then it rained all night. What else is new? Lucky for us, it stopped before day-break and the sun started drying up the dirt track that was to be used for bike pulls and dirt drags. The Sly Fox MC has a really nice clubhouse and property. They gave away trophies to the top dragger and runner-up. Plus, the top sled puller received a large trophy. The Justice Brothers provided music that Saturday night.

The Grateful Dead were playing at the Richfield Coliseum, not too far from where we were camped. We went to check the fellas out, and they sounded as good as ever. The band members had smiles on their faces, things were obviously working. They drew a packed house, as is expected. I enjoyed myself backstage, visiting with friends before heading back to the Sly

Shifts on the right side.



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**F-Head H-D.**

Fox party. By then, the dirt drags and sled pulls were over. They did save me some food and it was delicious. The beer was free, all you had to do was grab a cup and pour it yourself.

No one dropped their bike during either the drags or sled pulls. This event by the Sly Fox MC drew many patches from the northeast Ohio area. Someone told me that they belonged to a coalition of about 20 different motorcycle clubs—as they say in Sturgis, “Unfuckin’ Believable.” We got wet going back to the Sentinel clubhouse but it wasn’t a cold rain ‘cause we made the putt during the day.

I left the next day, heading south on I-77 looking for dryer and warmer weather. While taking a break in Charleston, West-By-God Virginia, I gave Tony Harrison from Ashland, Kentucky, a call. I had received a letter from Melinda Conley telling me about Harrison Cycle Supply, which Tony owns. The address is 1712 Booth Quillen Road in Ashland. If you’re in

the area and need help, drop on by. He does engines and transmissions. Tony told me to, “Come on down,” which I did. Ashland is a border town and about an hour west of Charleston, W.Va. I took a group shot at the store later that evening. Then we split to the Bear Creek Bandits (BCB) clubhouse, which was out in the country. I spent the remainder of the night there. We stayed up half the night shooting the bull. Some of BCB also belong to the Kentucky Bikers Association (KBA) which showed up on the very first Rolling Thunder Run in Washington, D.C., back in 1988.

The BCB tried their damndest to make me stay for their 10th Annual Field Meet, September 15-16. It features a ride-in bike show, dirt drags, and field events—such as a water haul, wienie bite, and panty race. The latter sounded very interesting but I couldn’t hang ‘cause I had prior commitments. If someone from the club would have written me earlier with an invitation,

**K-models ruled.**





Harrison Cycle Supply, Ashland, Ky.

maybe I could have stayed, but as I said earlier, I had to peel out. I should add that they also gave away door prizes. The dirt drags were for two-wheel street bikes in three classes, 74-cubic-inch Big Twins, Sportsters, and open street. Anything goes and the top eliminator received both a trophy and cash. The BCB also gave away a brand new 1990 XLH Huggar on Sunday the 16th.

That brings me to the close of this segment. While I'm ramblin' on, I do need to stop and rest, possibly to take pictures and write about the people I meet. So how about a little mail? No, I'm not looking for a pen pal. What I want is information about the biker activities in your area. While you're sitting around this winter, waiting for the snow to melt, drop me a card or letter. As the Led Zeppelin song goes, "I've got to find my way, I've got to ramble on." Later.

Write to: Rip's Run, Box 3000, Agoura Hills, CA 91301. ■

Sly Fox MC prez and friend.



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# SPIN'S F

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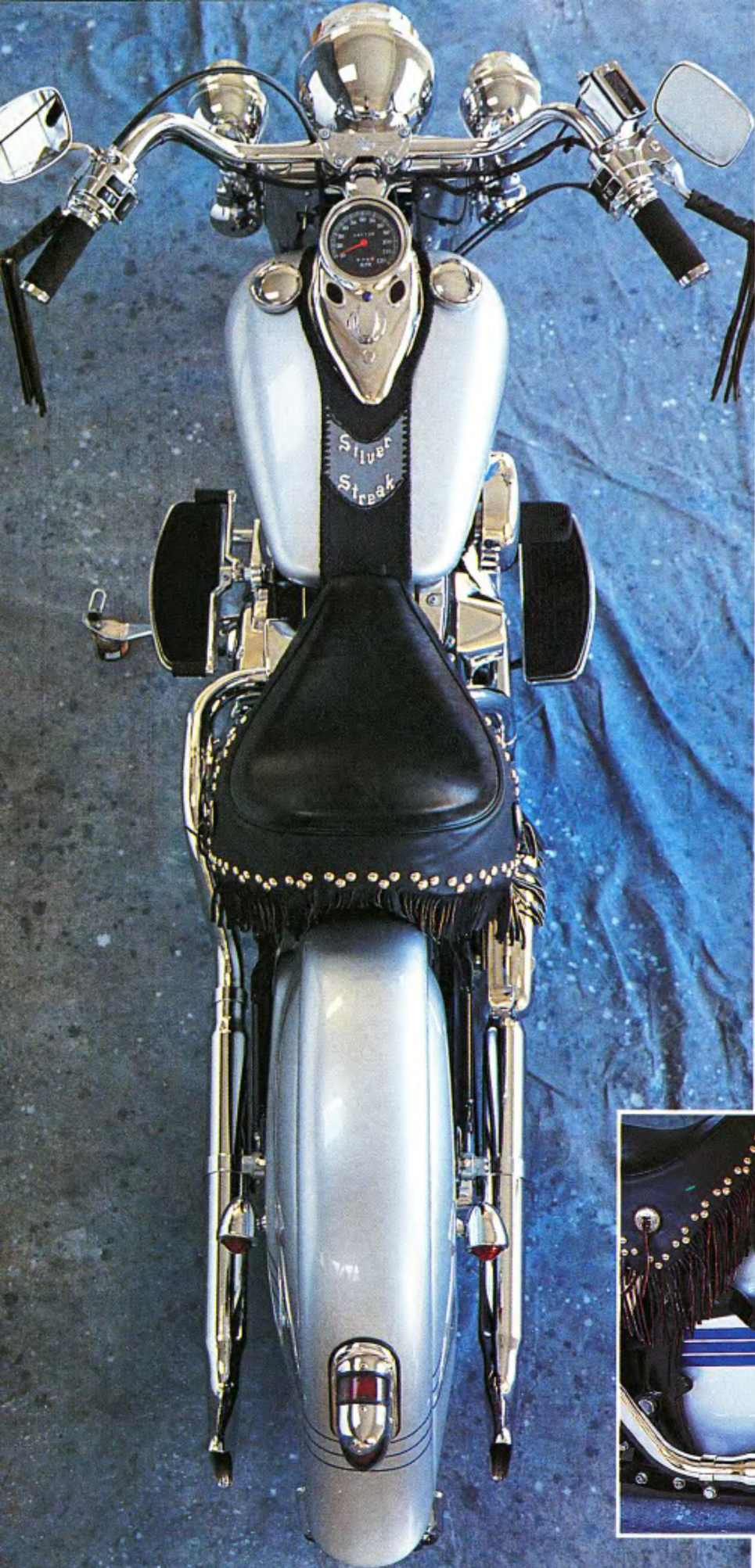


# ENDERS

Creative Minds

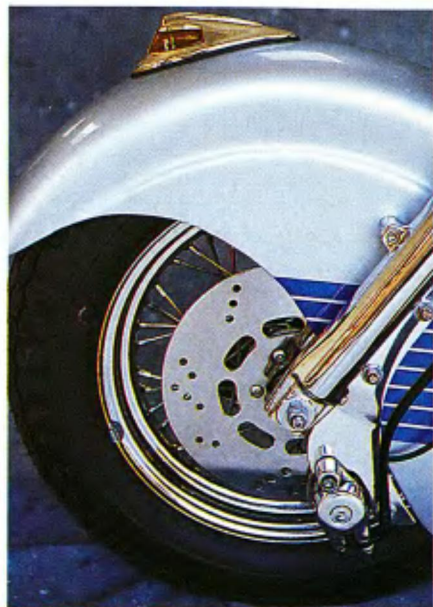






**H**ey, we all dig grabbin' ass, takin' gas, and plasterin' citizens with a dose of blisterin' chrome and raucous, screamin' straight pipes.

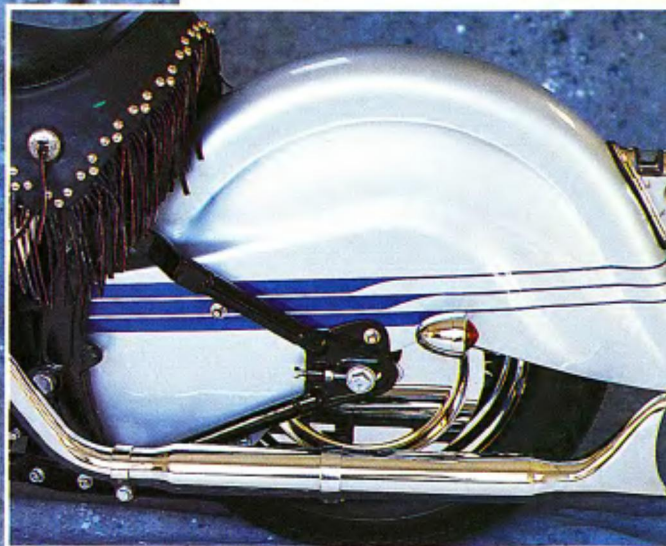
Unfortunately, somewhere between fourth gear and a broadside in front of a gin mill, somebody's gotta take care of business. I have always been astounded by the amount of energy and talent many



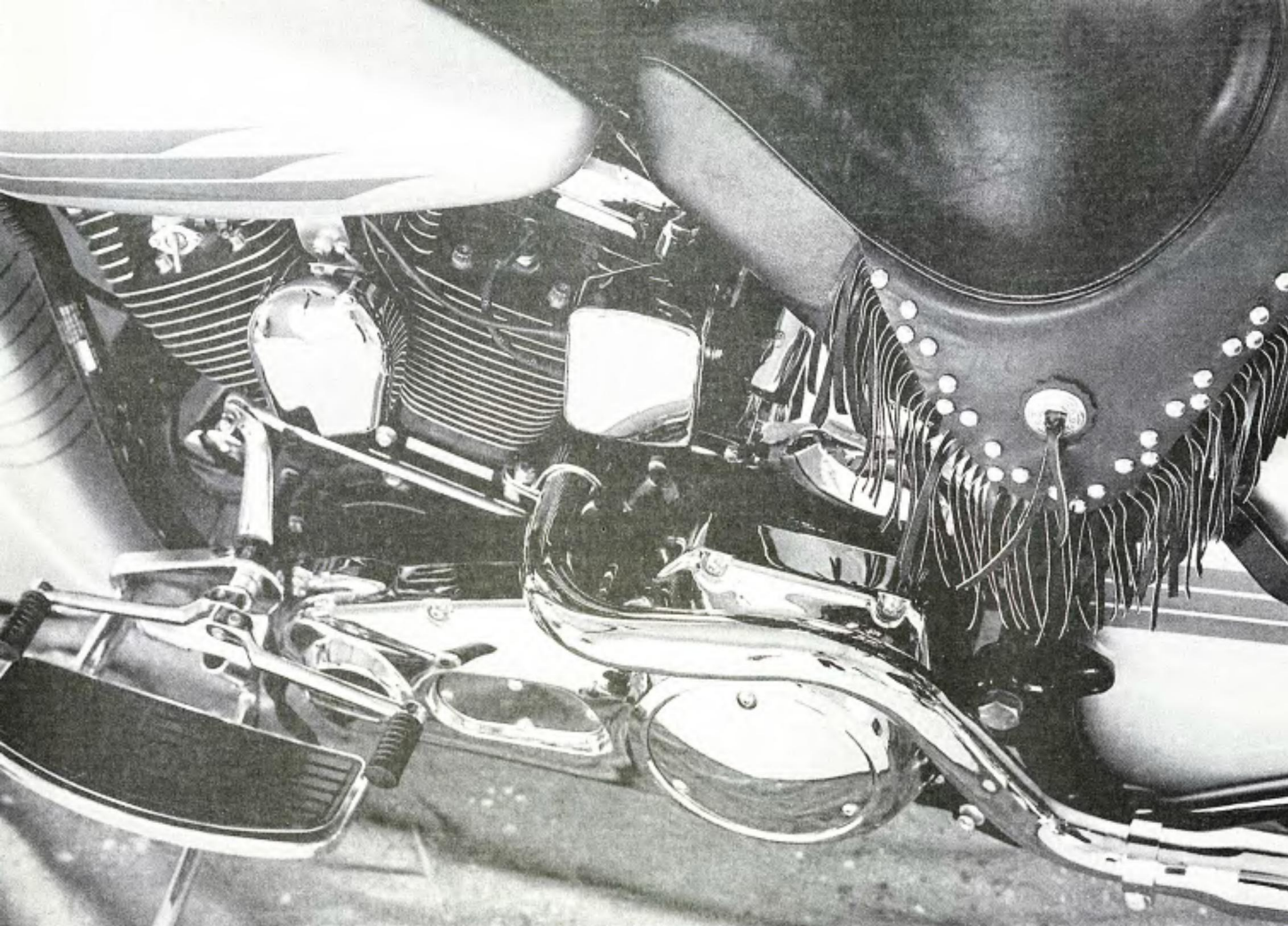
of my bros displayed, between partyin' till the sun came up and buildin' bikes all day.

Spin's a Southern California rider who has beaten the door of life down to toothpicks, several times, and still managed to educate his long hairs in the art and engineering aspects of fiberglass.

He did his time in 'Nam, then set







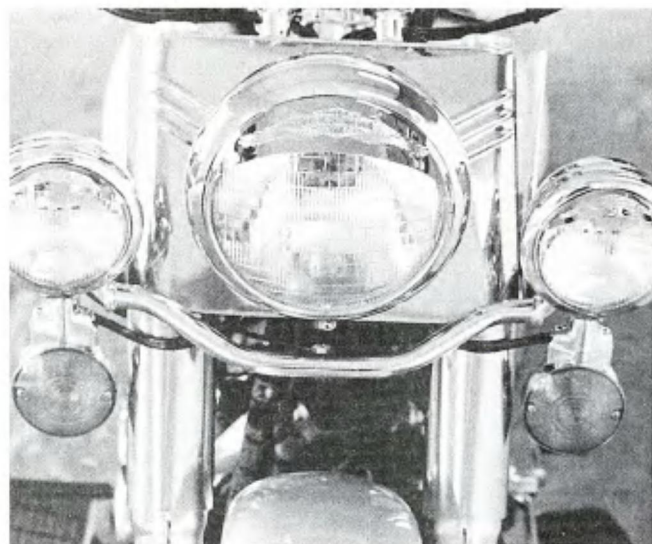
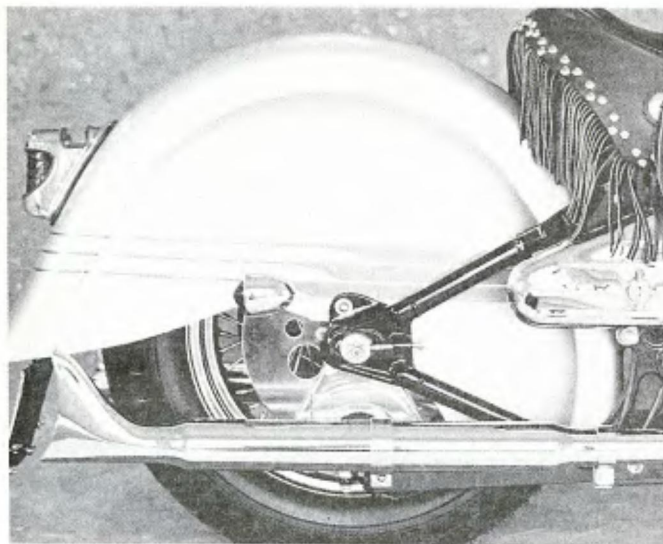
to burning up the streets of L.A. County in the late '60s. But he didn't let his service time disappear into the smoke of a bong. He studied plastics engineering for two years, then followed it with another two years at Virginia Tech for his degree. His postgraduate studies included injection mold design and die making.

While guzzlin' alcohol, slammin'

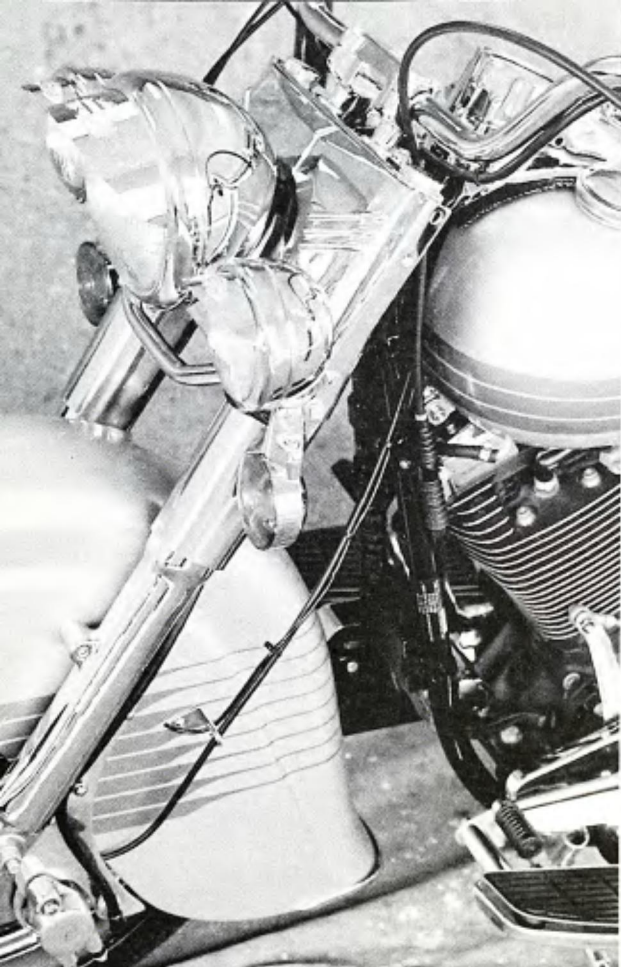
jockey shifts, chasin' girls, and leavin' wives, he went to work for Watson's Custom Cars and became immersed in Corvette repairs. His involvement with custom cars, 'Vette restorations, and fiberglass work grew. But there developed a dimension in his mind that overamped on the abuse he was putting it through, so he slowed the pace down some

and left the car scene.

His right brain kept his creative cells alive, though, and four years ago he stumbled upon some semi-destroyed, vintage Indian fenders. He quickly went to work creating molds of them to make reproductions. The front fender was rusted beyond hope, so he went in search of some cherry sheet metal. Ultimately, he found a







|                                                                                                                                                                                  |  |                                             |                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------|---------------------|
| <b>Owner(s):</b> JayBird                                                                                                                                                         |  | <b>City:</b> Desert Hot Springs, California |                     |
| <b>General</b>                                                                                                                                                                   |  | <b>Frame</b>                                |                     |
| Fabrication by: Spin's Customs                                                                                                                                                   |  | Year: 1990                                  |                     |
| Year and make: 1990                                                                                                                                                              |  | Builder: H-D                                |                     |
| Model: Heritage Softail Classic                                                                                                                                                  |  | Type: Softail                               |                     |
| Value: \$28,000                                                                                                                                                                  |  | Rake: stock                                 |                     |
| Assembly by: Spin                                                                                                                                                                |  | Stretch: factory                            |                     |
| Time: two months                                                                                                                                                                 |  | Other alterations: modified swingarm        |                     |
| Chroming by: Orange Co. Plating                                                                                                                                                  |  | <b>Accessories</b>                          |                     |
| <b>Engine</b>                                                                                                                                                                    |  | Bars: Highway Patrol V-Twin                 |                     |
| Year: 1990                                                                                                                                                                       |  | Risers: H-D                                 |                     |
| Model: Softail                                                                                                                                                                   |  | Fender(s): fiberglass, Spin                 |                     |
| Rebuilder: Yucca Valley H-D                                                                                                                                                      |  | Headlight: stock                            |                     |
| Ignition: Screamin' Eagle Sporty module                                                                                                                                          |  | Taillight: beehive                          |                     |
| Displacement: 80 cubic inches                                                                                                                                                    |  | Speedo: stock/catseye dash                  |                     |
| Lower end: stock                                                                                                                                                                 |  | Front pegs: footboards                      |                     |
| Balancing: factory                                                                                                                                                               |  | Rear pegs: none                             |                     |
| Pistons: H-D                                                                                                                                                                     |  | Electrics: 12-volt                          |                     |
| Cases: black wrinkle                                                                                                                                                             |  | Gas tank: 4.2-gallon fats                   |                     |
| Heads: can't warranty                                                                                                                                                            |  | Oil tank: wraparound                        |                     |
| Cam: Screamin' Eagle #2                                                                                                                                                          |  | Oil system: stock                           |                     |
| Lifters: hydraulic                                                                                                                                                               |  | Primary cover: H-D                          |                     |
| Carb(s): Screamin' Eagle                                                                                                                                                         |  | Seat: Just Me—Lisa                          |                     |
| Air cleaner: Screamin' Eagle                                                                                                                                                     |  | Sissybar: none                              |                     |
| Pipes: V-Twin                                                                                                                                                                    |  | Height: n/a                                 |                     |
| Muffler(s): V-Twin fishtails                                                                                                                                                     |  | Material: n/a                               |                     |
| <b>Transmission</b>                                                                                                                                                              |  | <b>Forks</b>                                |                     |
| Modifications: White Bros.                                                                                                                                                       |  | Type: wide glide                            |                     |
| Year: 1990                                                                                                                                                                       |  | Extension: lowered, White Bros. kit         |                     |
| Shifting: light finger shifter                                                                                                                                                   |  | Builder: H-D                                |                     |
| Engine sprocket: 22-tooth                                                                                                                                                        |  | Special features: Spin's caliper bracket    |                     |
| Trans sprocket: belt                                                                                                                                                             |  | <b>Wheels</b>                               |                     |
| Wheel sprocket: belt                                                                                                                                                             |  | <b>Front</b>                                | <b>Rear</b>         |
| <b>Painting</b>                                                                                                                                                                  |  | Size: 16-inch                               | Size: 16-inch       |
| Molding: none                                                                                                                                                                    |  | Hub: H-D                                    | Hub: H-D            |
| Painter: Spin                                                                                                                                                                    |  | Rim width: 4 inches                         | Rim width: 4 inches |
| Color: radiant candy base                                                                                                                                                        |  | Tire: Coker                                 | Tire: Coker         |
| Type: Ditzler Dau, acrylic urethane                                                                                                                                              |  | Brake: disc                                 | Brake: disc         |
| Special paint: Oriental Blue scallops                                                                                                                                            |  |                                             |                     |
| Other special modifications: Leather by Lisa (Just Me, Orange County, Calif.), rear swingarm modified for New Breed, fenders by Spin—(714) 530-5004. Foot brake bracket by Spin. |  |                                             |                     |

new '41 Chief fender, in its original crate. The fender you see here is a direct reproduction of that classic.

He built two sets, one original Indian and one to fit his own bike (the red shovel in the background). Spin likes to promote his painting talents and usually has a booth at all the SoCal bike shows and swaps.

After several years, Bandit ran into Spin at a local swap meet. Bandit flipped out over the fenders and, bein' the supportive sort, he encouraged Spin to let the world see 'em. They're handmade, with American-made materials. The edges are five

layers of two-ounce fiberglass (equal to 1/4-inch thick). The rest of the fender is 3/16-inch fiberglass (thicker than Corvette hides), and he coats 'em with 45 mils of black shiny gel coat. Spin's also a helluva custom painter who can put the finishing touches to the job.

The only other modifications required, to a stock Softail, are repositioning the brake calipers, cutting the fender struts off the frame, and weldin' a couple tabs on it for the new rear fender. Yes, a P-pad can be mounted. It doesn't take much work to make a Softail look this good.

The owner, William "JayBird" Assmussen, is also an outstanding, nonstop rider who, after snorting \$800,000 worth of the wild life, has defeated his wicked ways. He now spends much of his time traveling all over the country talking to high school kids about ways to save money and extend their lives.

Just goes to show ya what wild scooter tramps can accomplish from the time they crawl outta the rack after an all-nighter (close to noon) and 2 o'clock in the afternoon when the party starts all over again.

—Renegade



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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 1063, Glendora, CA 91740.

**BABES ON BIKES!** Intense 60-minute video shows totally nude sex goddesses riding big bikes. Beautifully shot from all angles with special effects. A real collector's item. Absolutely the best tape of its kind anywhere. Complete satisfaction guaranteed. Send \$39.95 to CVS, Box 23153, St. Petersburg, FL 33742-3153. For credit card orders call (813) 546-6407.

**TATTOO DESIGNS** direct from the artist. 200 on 43 sheets; \$32. Or send SASE for info circular. Gundelfinger, 1408 Blaise Ave., Simi Valley, CA 93065.

Tired of paying outrageous cable fees? Insider secrets revealed! Get all channels including HBO, Cinemax, Playboy; \$5. R. Chin, 4216 Beverly Blvd., #338, Los Angeles, CA 90004.

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

Deerskin Shirt Co.: Mens' and ladies' black, deersuede shirts. Also halter tops! Send \$3 for information (refundable upon order) to: Deerskin Shirt Co., 2367 St. Rt. 133, Blanchester, OH 45107.

Very unique, custom, handcrafted Indian leather garments, purses &occasins. Send for free catalog: Running Moon Leathers, Dept. E, Box 2044, Oshawa, Ontario, Canada L1H 7V4.

**REMOVE UNWANTED TATTOOS** EASILY AND INEXPENSIVELY WITHOUT SURGERY. COMPLETE INSTRUCTIONS. \$5. Warwood Graphics, 2521 Hazlett Ave., Warwood, WV 26003.

**GORGEOUS GIRLS, TOTALLY NUDE AND TOTALLY HOT!!** Shot live at Florida's hottest exotic night club. 60-minute video on the hottest and prettiest exotic dancers in the country! Up close and personal! Send \$39.95 to CVS-ER, Box 23153, St. Petersburg, FL 33742-3153. For credit card orders, call (813) 546-6407.

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

**HANDMADE LAMBSKIN LEATHER JACKETS** available factory-direct for 1/2 retail price. Best quality available. For catalog send \$1 and SASE to EUROLEATHER, 12021 Wishire Blvd, Box 848, Los Angeles, CA 90025.

**BUG UP YOUR ASS?** Get back in a BIG WAY. 2 ounces of Fly Cocoon (3000-plus), hatch within 5 days; \$15.99. More at \$5.99 per ounce. Plague Special, 25,000 at \$72. Great bait/pet food. Flies Alive, Box 1634, Flushing, NY 11354.

**FOR SALE:** Harley drag bike. Top gas/pro dragster/competition eliminator drag bike, USA. National record holder. (602) 889-7223.

**COLLECTORS!** 220-karat gold registered Sturgis commemorative plaques, only \$9.95. Add \$3 shipping and handling. Send check or money order to: Hartmann Crafts, 3201 Chapel Lane, Rapid City, SD 57702 (605) 341-7085. Allow 4-6 weeks for delivery.

**BOB HOGAN:** Your parents live in Florida from December to April. Their address is Upriver Campground Resort, 17021 Upriver Rd. 296, North Fort Myers, FL 33917, phone (813) 543-8711. We welcome his friends to call us collect. We have not heard from him in years. Would like to know how he is doing.

To all the brothers and sisters who went to the **Easyriders** Rodeo in Chillicothe, Ohio: All the brothers here at RCI salute every one of you for the show you gave us. It was a party for us, too! Thanks a million! We all loved the stunts, ladies, and we would like to give special thanks to the baby doll who went up on the hill for all of us and the ones who stopped out in front of us to show them jugs off. Ride hard, die free, from the Brothers at RCI and Raw Dog Huck, out in '91.

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

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

**Homemade Biker's BBQ Sauce:** Made for bikers. Tired of the same old shit? Wrap your lips around some great sauce you can make at home. Send \$5 for recipe today. Max Kraus, Box 322, Eldon, MO 65026.

**Little Lor-Lor:** Hope you had a good Turkey Day and we wish you a Merry Christmas. Love Mom, and Daddoo.

Remember Harley's Angels of the early/mid eighties—the lady in the golden gown with upraised wings? Derby covers, points covers, etc? I'm looking for a couple of big angels—the sissybar inserts—and will pay reasonable price depending on condition. N. Lanquist, 1120 Relations St., Safford, AZ 85546.

**Tina:** Wishing you a merry, merry a happy, happy and all the good stuff. Let's have fun in 1991. S.N.A.F.U.

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.

**STURGIS COLOR PHOTOS:** 8" x 10" of Main Street's thousands of bikers and bikers. Collectors item/souvenir. Satisfaction guaranteed. \$10 & \$2 postage. Visa/MC/Discover orders call (605) 224-7903 or mail to Miller's Studio, 313 S. Pierre St., Pierre, SD 57501.

**TATTOO FLASH!** Send \$1 for sample sheet and details. Suslovich, Box 9782, McLean, VA 22102-0782.

Linda Wesbecher: Where are you?? Anyone know her whereabouts? Last known address was in Valparaiso, Ind. Have her contact me at ISP or mom in Spencer, Ind. Dad has passed away. J.D.

**Skeeter Bandit:** Miss you much. Not giving up faith in you. You are a child of God. Love you dearly. Too many wake-ups without you! We ALL love you.

Inflate tires, tubes, etc. Make portable air compressors from junk found everywhere. USA send SASE plus \$10 for simple plans. Bruce Montgomery, 206 Briarwood, Somerset, KY 42501.

**NEW IDENTITY.** Report details how it's done. Send \$10 to Newman, 12311 N.E. Glisan #239, Portland, OR 97230.

**ATTN. HAMSTER JACK LUNA:** May a girl buy you dinner? Please write to Sidney, 19913 Beach Blvd., #161, H.B., CA 92648.

**HOT SPOTS:** Do-it-yourself budget, weekend plan for those seeking spicy entertainment in Tijuana, Mexico. Send \$2 to Odyssey, 716 N. Ventura Rd., Ste. 291, Drawer E, Oxnard, CA 93030.

**PRISON SUBS:** Locked-down bros and sisters, subscribe to **Easyriders** for 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!** Free brochure! Procorer, Box 1385, Greenville, NC 27835.

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

Beautiful aerial photo in color of Sturgis 50th Bike Rally. Offering packets of 20 photos for \$20. Ralph S. Angell Flying Service, Inc, Box 265, Austin, MN 55912.

Rich from Mass.: Miss you very much. Please call. Love always, Sheila.

**SCOOTER MATES:** Introduces biker men and women. 15 FREE profiles! Send name and address to Scooter Mates, RD 5, Box 209A, Middletown, NY 10940. Sorry, no inmates.

**SHOW US YOUR '90 STURGIS PICTURES.** 50th Anniversary Sturgis Commemorative Picture Book from photos that YOU send in. We need your photos, slides, or negatives NOW! Show 'em you were there! This hard-cover Special Edition will be distributed worldwide so SEND US AMERICA'S BEST '90 Sturgis pictures. We can't put your picture in the book if you don't send it! Send 'em to Box 127, Moundlake Terrace, WA 98043. Want 'em back? Send SASE. To reserve a First Edition copy, call now (24 hrs.) (800) SEE-HAWG.

**AUTHORIZED HARLEY-DAVIDSON WINE COOLERS:** \$6 per bottle, postage paid. Ray Shepard, Box 424, Pomona, CA 91769, (714) 629-3570.

"FLA" Tom Vitale (Owl): Need to talk or hear from you. Call (203) 589-6167 or write Doc Stachkwnas, Box 1212, Avon, CT 06001. About your daughter.

**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 46853, (800) 852-7394. Old biker jackets and tall lace-up boots wanted also.

**ROMA JEAN WEYANT** or anyone knowing her whereabouts: She is about 5'5", 125 lbs. She's a real party animal and hangs out at a lot of biker bars. Last known she was working at a bar called Whiskey Junction in Houston, Tex. Nobody from our area has seen or heard from here since 1985. We are told from other states that she has been murdered, but I don't know if that is a true fact. If you know of her, please have her contact her brother, David Weyant, at 740 Prairie St., #205, Elkhart, IN 46516. Roma, if you are alive and read this ad, please call me or write or anything to let me know that you are living and well. Please come home, your little brother is worried about you, Love, David.

**NEED YOUR HELP:** My husband has lung cancer which the doctors say is terminal. He can't do all the things he used to, but still loves to be in the wind. We have gone through some pretty tough financial times with a lot of hospital visits thrown in. If there is anyone out there who can help us find an old basket case of a bike or one that needs a lot of work we are willing to pay for anything we can find. I am not looking for charity, I put myself through school and have a good job to take care of us. Anyone who would be willing to help can contact us at Apache & Leba Oley, 3089 South Rutan, Wichita, KS 67210. Also, Joe (Landshark) or Verla, if you read this please get a hold of us. So much to tell you. Beautiful baby boy, Blake, born June 14, 1989. Miss and love you.

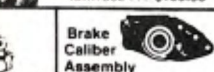
**LEATHER REPAIRED.** Returned ASAP. Call for estimates. Wade's, (702) 289-6443, 2325 Center St., Ely, NV 89301.



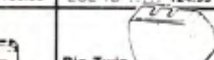
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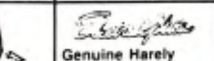
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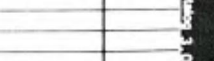
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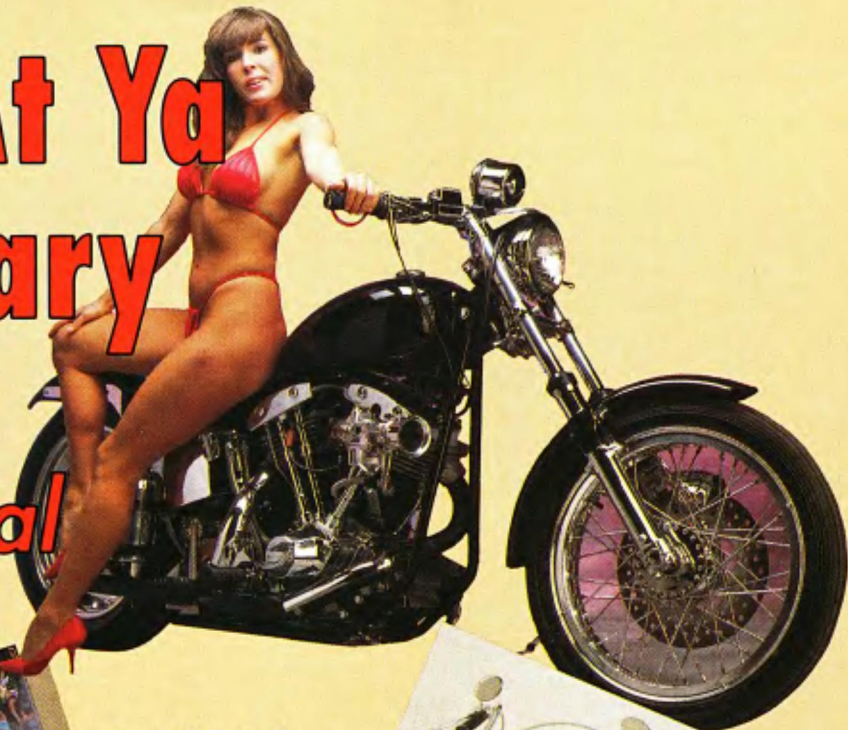
24 Hr. Fax (516) 421-1664

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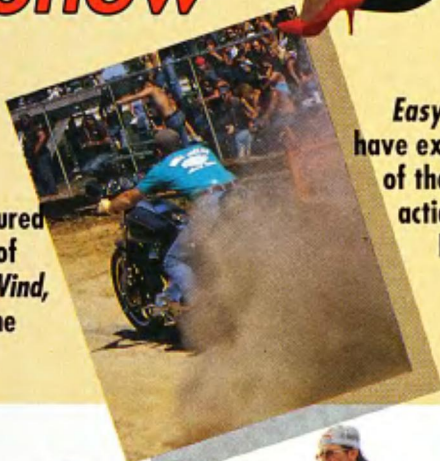


# Comin' At Ya In February Easyriders Super Annual Bike Show Issue

Presentin' every legwettin' bike featured in the 1990 issues of *Easyriders*, *In The Wind*, and *Biker*—all in one issue.



*Easyriders* Rodeos have exploded. A glimpse of the tread-burnin' action in Ohio and New York.



Dynamite bikes.

All the above, plus the latest in legislative news, tech tips, gut-wrenchin' fiction, and wacked-out wild stuff—Don't miss it.



On sale December 27, 1990.

**Rollin' next in the  
March issue of  
*IN THE WIND***

The *Easyriders* Streamliner story, from a humble start to its world-record finish of 322.15 mph.

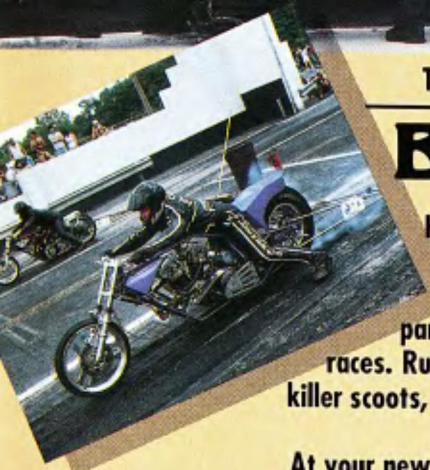


Wild Wind shots from the United States and around the world—wherever bikers roam.

This collector's edition goes on sale in December.

## BIKER

Hot and heavy drags from both sides of the fence at Atco Raceway—the party and the spine-snapping races. Runs from all over the country, killer scoots, and the finest looking women.



At your newsstand January 10.

## TATTOO

It was a tattoo gumbo party that could only happen in New Orleans. Join the fun and check out the Am-Jam summer tattoo contest and some of the most outrageous tattooed men and women in the world.



On sale January 3.



# Tell The World WE'RE NUMBER ONE!

The NEW Land Speed Record of 322.150 mph, set by the Streamliner on July 14, 1990, was EARNED by *Easyriders* and the American Bikers who sponsored it.

NOW  
Kawasaki  
knows that  
we weren't  
just makin'  
idle threats  
—WE  
GOT 'EM  
and are  
damn proud  
to show it!



YOU CAN GET A  
'90 SPONSORSHIP,  
FOR \$25, WHICH  
ENTITLES YOU TO  
ONE GOTCHA  
T-SHIRT, AND ONE  
SPONSOR  
CERTIFICATE.

**SPONSOR'S CERTIFICATE:** Sponsors can proudly display this official 8 1/2- by 11-inch certificate, with their name boldly imprinted, showing their dedication to sponsoring the Streamliner — "World's Fastest Motorcycle."

**VIDEOS 1 & 2:** Video #1, a superbly documented video of the '89 BONNEVILLE BLOWOUT is now available; the spectacular Video #2, **THE RETURN**, will be available for shipping in the Fall of '90.

Co-sponsored by *Easyriders* magazine and promoted by Teresi, Inc.



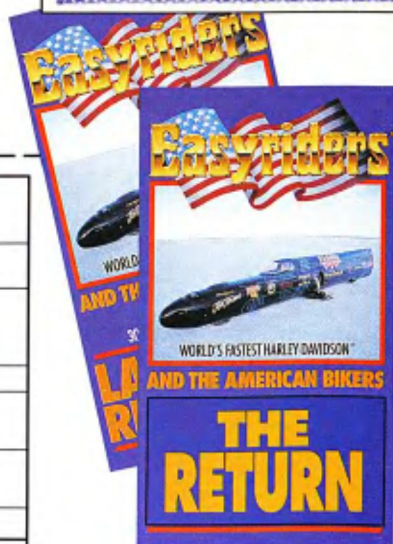
## STREAMLINER SPONSORSHIP AND PRODUCT FORM

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_  
Phone: Day (\_\_\_\_) \_\_\_\_\_ Night (\_\_\_\_) \_\_\_\_\_  
Enclosed: ☐ Check ☐ M.O. Charge my: ☐ VISA ☐ MasterCard ☐ AMEX  
Account # \_\_\_\_\_ Expiration Date \_\_\_\_\_  
Signature \_\_\_\_\_

NOTE: Credit Card purchases can be made by phone by calling: 1-800-247-6246. Proceeds on all products go toward the Streamliner (we went over budget — by a lot!). Make checks payable to *Easyriders Streamliner* and mail to: *Easyriders Streamliner*, Box 3000, Agoura Hills, CA 91301. Coupon may be photocopied, or information may be submitted on a separate sheet of paper.

| Qty. | \$25 sponsorship includes certificate and T-Shirt<br>_S _M _L _XL                                     | cost |
|------|-------------------------------------------------------------------------------------------------------|------|
|      | L.S.R. GOTCHA T-shirts only<br>@ \$15 ea. _S _M _L _XL                                                |      |
|      | Certificates @ \$10 ea. (these certificates may be purchased by '89 or '90 Streamliner sponsors only) |      |
|      | L.S.R. Run Video #1 @ \$19.95 ea.                                                                     |      |
|      | L.S.R. Run Video #2 @ \$19.95 ea. (available in fall of '90)                                          |      |
|      | VIDEO SPECIAL — Both L.S.R. Run Videos #1 and #2 @ \$29.95                                            |      |
|      | California residents add 6% Sales Tax                                                                 |      |
|      | <b>TOTAL</b>                                                                                          |      |

WE PAY THE POSTAGE AND HANDLING!





# David Mann T's

These are the newest designs in **Easyriders T-Shirts**. They're all quality 100% cotton Haynes Beefy-Ts. You can get yours sporting the new detail artwork of David Mann—America's most famous biker artist. NOTE: Ghostrider T-shirt is new, improved design.

M-XL, \$12.95, XXL, \$15.95

As shown top to bottom, left to right

David Mann's Knight Rider

David Mann's Discovering America

David Mann's Rendezvous

David Mann's Ghostrider

David Mann's Time Warp

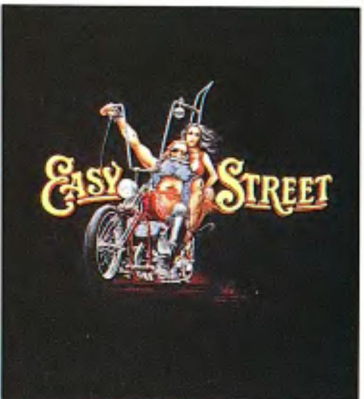
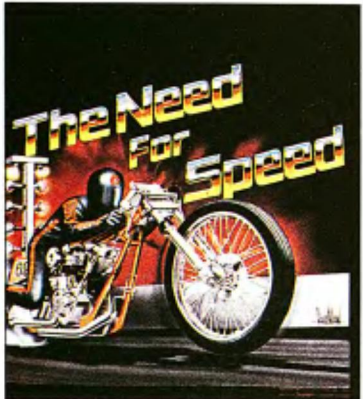
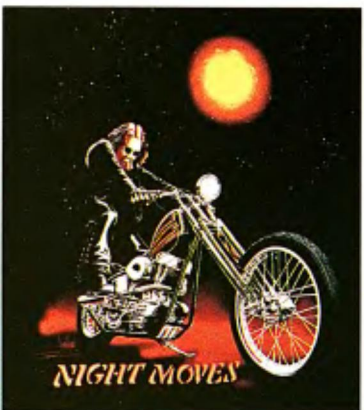
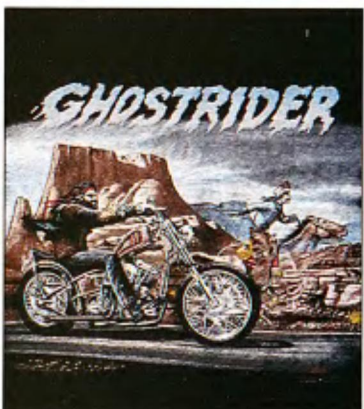
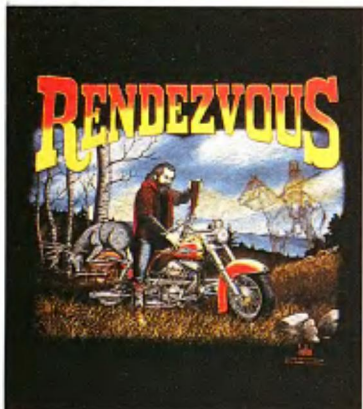
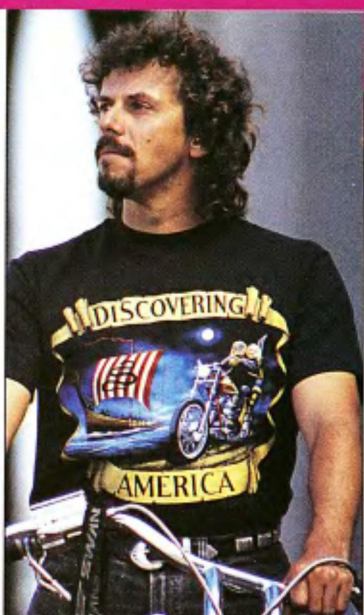
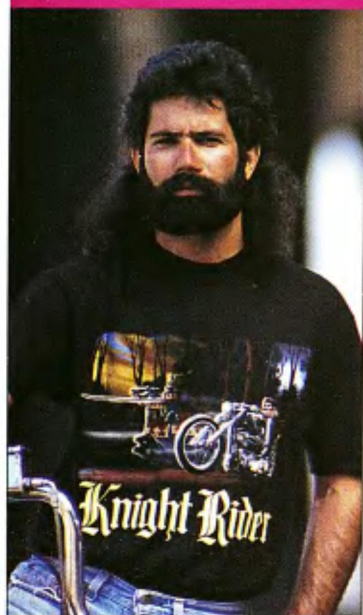
David Mann's Nightmoves

David Mann's Need For Speed

David Mann's Easy Street

**CALL 1-800-247-6246**

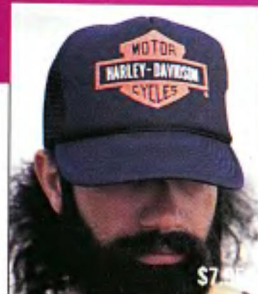
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location of your nearest dealer



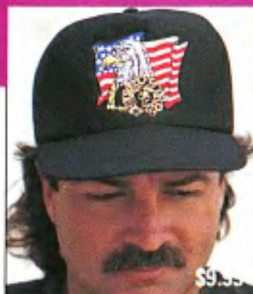
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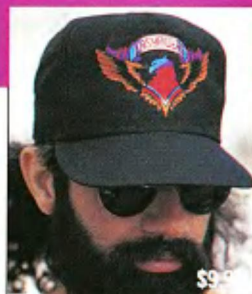
# Biker Caps



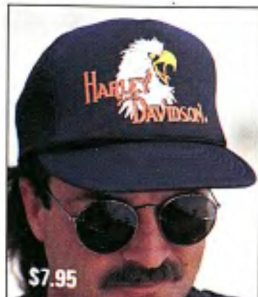
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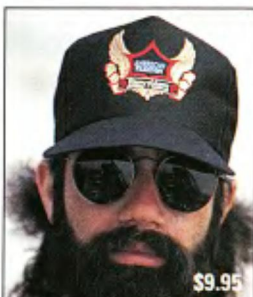
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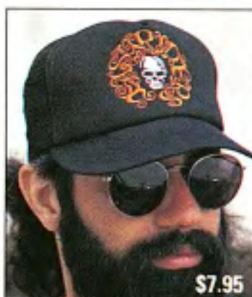
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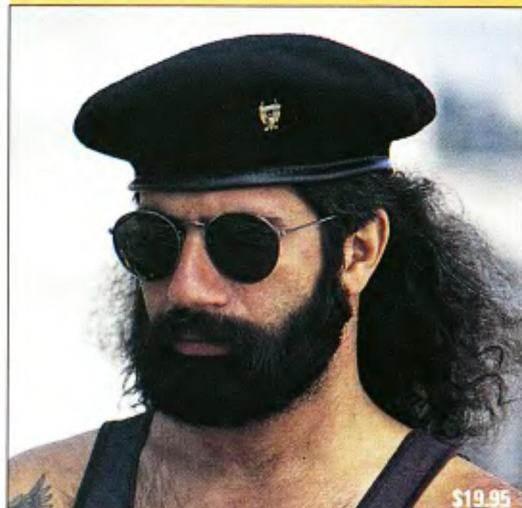
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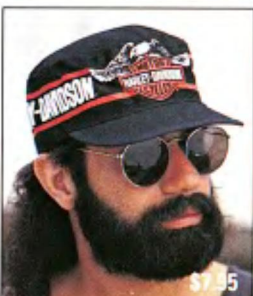
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\$19.95



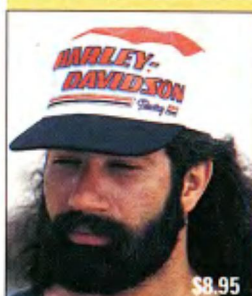
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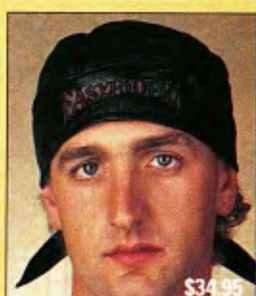
\$7.95



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\$8.95



\$34.95



\$21.50



\$25.00



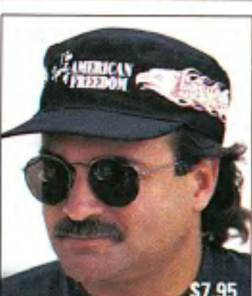
\$21.00



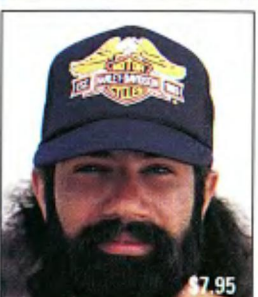
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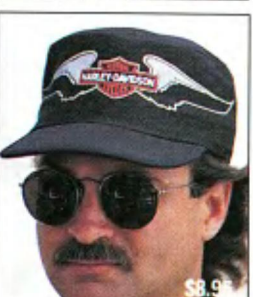
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\$7.95



\$7.95



\$8.95



\$7.95

## Beret

This increasingly popular military-style beret is 95% cotton and 5% nylon. It's black with a heavy, cross-stitched, black satin lining, with leather trimmed edge. The raised front is reinforced and totes an Easyriders gold and silver wing logo pin. **S-L, \$19.95**

## Fabric Caps

These top-quality Easyriders and H-D baseball, painter, and welders caps are fully adjustable. Baseball caps have mesh back (except for top which are adjustable & all cotton. One size fits all

## Leather Caps

These purely biker caps are of the finest leather and craftsmanship—years of wear will be had with these righteous toppers!

### Easyriders Flame Leather Bandana

One size fits all ..... **\$34.95**

### Easyriders Cycle Cap w/ Easyriders Pin

One size fits all ..... **\$21.50**

### H-D Greek Cap w/ H-D logo on strap

One size fits all ..... **\$25.00**

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One size fits all ..... **\$21.00**

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S-XL, ..... **\$18.25**

### Easyriders Flyers Cap (Goggles not included.)

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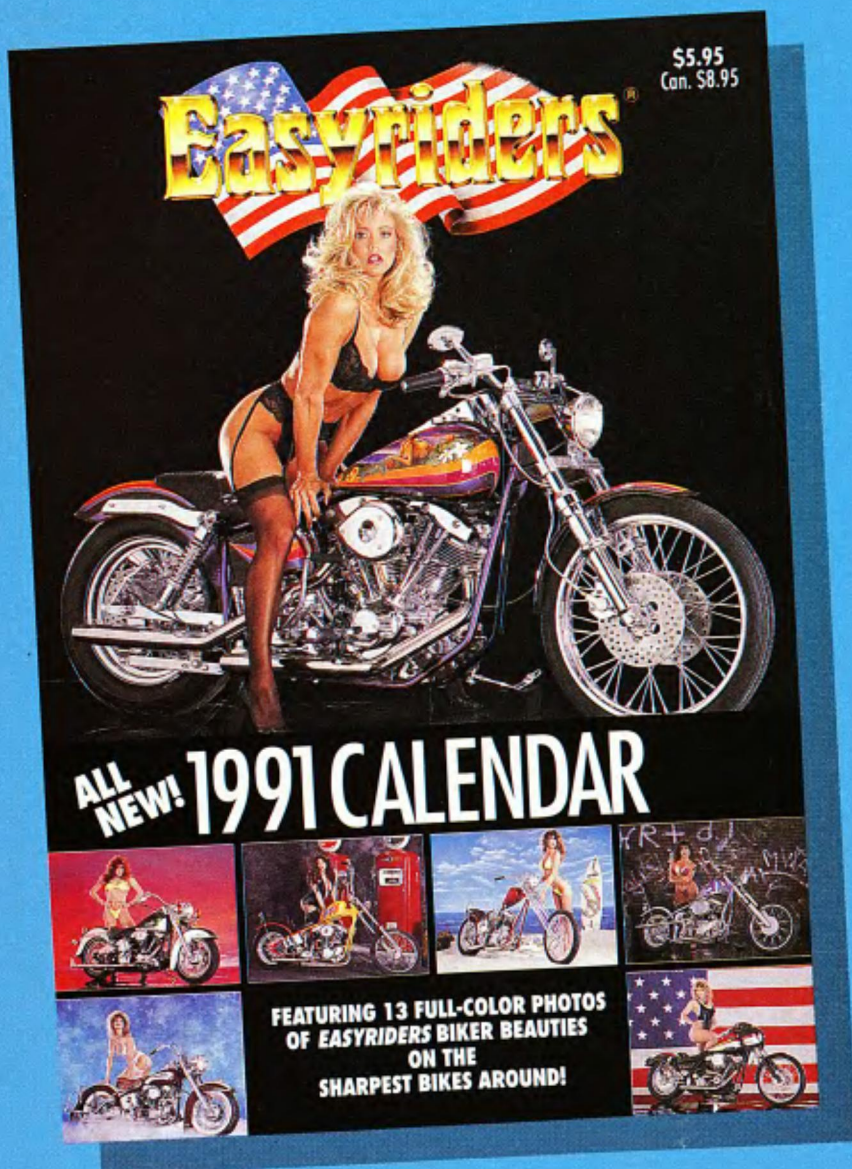
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