

GIANT ANNUAL ISSUE!

FEBRUARY 1991 ADULTS ONLY

Easyriders

212

Easyriders

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BIKES
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ISSUE!**

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NUMBER 212

ENTERTAINMENT FOR ADULT BIKERS

FEBRUARY 1991

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



The
Audit
Bureau



Printed in the USA

Cover photo of Amy on Mike Easterday's high-tech shovel from Precision
Cycle Concepts was by Raiko Hartman.

Easyriders magazine ISSN 0046-0990 Number 212, February 1991, Vol. 21. Easyriders is published monthly by Paisano Publications, Inc., with corporate offices at 28210 Dorothy Drive, Agoura Hills, California 91301, (818) 889-8740. Editorial mailing address is Box 3000, Agoura Hills, CA 91301, (818) 889-8740. Second-class postage paid at Agoura Hills, California 91301 and at additional offices. Copyright © 1990 by Paisano Publications, Inc. Nothing may be reproduced without the prior written permission of the publisher. Anything to do with the editorial content, letters to the editor, poison pen letters, threats of violence, love letters, dirty pictures, propositions, porno literature, stash money, goodies, and editorial contributions should be sent to this address. All rights in letters sent to Easyriders will be treated as unconditionally assigned for publication and copyright purposes and as subject to Easyriders' unrestricted right to edit and comment editorially. Good photographs, art, and manuscripts are welcomed, but they must be exclusive. All contributions must be accompanied by a stamped, self-addressed return envelope. Although we will try our damndest to take care of unsolicited material, Easyriders magazine cannot be responsible for damage to same in mails, nor does it assume responsibility or safety of artwork, photographs, or manuscripts. Subscriptions: All correspondence regarding subscriptions or subscription complaints and changes of address must be addressed to Easyriders Subscriptions Department, Box 390, Mt. Morris, IL 61054, (815) 734-6309. One year: \$29.95, two years: \$46.00 in the U.S. and its possessions. All foreign and Canadian orders, add \$8 per year. Single copy, \$2.95. Postmaster: Send address changes to: Easyriders, Box 390, Mt. Morris, IL 61054, (815) 734-6309. Advertising Easyriders, Box 3000, Agoura Hills, CA 91301, FAX: 818-889-4726.

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Here's a weirdo! In private hospitals he convinced 12 different women that they needed an enema. He stuck the tube up their butts and later called them on the telephone to question them about the experience. He wanted to know how it felt, among other things. The women thought he was the real thing (doctor, that is), but he turned out to be a fake.

This would come under the heading 'Nice Try.' He took a curvy, blow-up doll, punched it with his fists, and threw it against a plate glass window. He went back and told the shop owner that he wanted his money back, that the damn blow-up doll was no good. The owner refused to give him a refund when he saw a few telltale signs indicating that the doll had been used. Her mouth was dripping and so was her box. I guess the guy wanted a freebie.

His house smelled like a garbage dump for months before he figured out where the god-awful smell was coming from. It seems his ol' lady, whom he was jilting, wanted sweet revenge. So one night she sewed some dead shrimp into the tops of his living room curtains. Women can be mean.

She really dug screwing--the wilder, the better. But her apartment house manager had to kick her out. She apparently kept her neighbors awake during her orgies--with all that moaning and crying, they couldn't hack it.

A pissed-off businessman who was near death asked that his remains be cremated and the ashes mailed to the Internal Revenue Service with a note that said, 'Now you have it all.'

Surprise, surprise! A judge recently found that Evel Knievel was not an expert witness on motorcycles. Knievel was called as a witness to testify on behalf of a paralyzed man. The man was suing Honda, claiming he experienced a violent speed wobble that made him crash. Knievel testified for hours about his background and the numerous crashes he was involved in--jumping over cars, fountains, double-decker buses, and the famous Snake River jump. He testified as to why he thought the Honda had a speed wobble, but the judge said he was not qualified to testify. That doesn't surprise anyone!

Here's a way you can use a sexy female to steal. They sent their ol' ladies through the store, wearing only a pair of panties. The clerk was so fascinated by the women running around half nude that he didn't notice the guys took \$60 worth of

beer. He was so shook up that he couldn't remember whether the guys were black or white. But he did remember that the women were white (he couldn't take his eyes off them).

The police were called to a scene where the guy was trying to kill himself. When the police arrived, the guy put up such a struggle that they had to kill him to prevent him from committing suicide.

A research firm has come up with some startling statistics. They wanted to find out what type of person owns a gun. Offhand you'd think it was a sinister creep, but no! They found that the person most likely to own a gun is a well-educated white male, married and working at a well-paying job.

If your ol' lady thinks you have a beer gut, she can't complain about its being because of beer anymore. It's not the beer that gives you an inner tube around your belly. It's the nachos, cheese, and bean dips that go along with the beer. They discovered that the body can't convert alcohol into the body tissues, but it can slow down the body's digestive system. So if you scarf fattening foods while drinking beer, you'll gain weight.

They'll never convince me of this, but in testing hamsters they came to the conclusion that sex may be dangerous to your health. They found that sex greatly weakens the immune system of male hamsters. I don't know how the hell man relates to hamsters, but that's what they said.

Here's the dipshit of the month: A guy ran off with a woman's purse. The security people ran him down, and he was brought back to the station for questioning. When the victim walked in, before anyone could tell the suspect who she was, the dipshit jumped up and said, 'Lady, tell them I'm not the one who stole your purse.'

TAKING IT EASY

By Spider



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Thanks A Lot

☐ We're writing to the person who turned in a camera to the lost and found at the 1990 *Easyriders* Rodeo in Chillicothe, Ohio. In what other large group of people could you lose something and expect to have it returned—let alone a 35mm camera and case valued at around \$200.

We'll take honest bikers like you for friends and bros anyway! Thanks again, your honesty is deeply appreciated.

Todd and Chris
Bucyrus, Ohio

Help For Downed Bros

☐ I hate to ask you guys to resurrect a dead subject, but I know that "Mad Mike" Cudiz (November "Wordmonger") is wrong about the government not wanting to help downed bros when they get out. Here in Massachusetts the state classifies us as "disabled." They are giving me four years' worth of a college education to help me get over my "social disability."

I am also receiving S.S.I. payments because I was able to convince them that my "disability" is keeping me from living a productive life. All I needed was a copy of my record.

So no, they will not pay you for just doing time, but they will help you until you get over your "social disability."

Beer
Northampton, Mass.

Sporty Power

☐ In the August '90 issue Bill D. went off on the Evo engine. Bill, you were a little off base in what you said. Every H-D "marks its spot." So the fuck what? Bro Greg and I replaced my Sporty's front base gasket in 2 1/4 hours from start to finish without removing the engine (leave off front top engine mount to fix problem). And on a nice hot day when you're doing a rod adjustment, I'll be filling my teeth with bugs!

My 1990, 1200 Sporty may not be a Big Twin, but with a 88.9 mm bore and a 96.8 mm stroke, it can run with the best and leave most in the dust.

Look out, Big Twins, in '91 Sportys come with a five-speed trans! Love that Sporty!

J.D.
APO N.Y.

Thanks From The Troops

☐ Just a quick note from someone who thinks the American way is still the best. As a fellow scooter tramp and dedicated subscriber, Harley-Davidson and your mag help remind me of that all the time.

I just received your November '90 issue and had to drop a line of thanks to Gary Thornton on his comment about burning our flag. As a first sergeant for a squadron of over 250 people (including several bros who ride daily), we couldn't agree with him more. I had the article blown up and placed on the door to my office.

I've got guys in the Persian Gulf right now, and if I had my way, I'd be right there with them. It's

nice to know there are vets and other red-blooded Americans out there who feel the same way I do.

We'll keep fighting for our country if you keep providing us with great bikes, babes, events, and fighting for our rights as bikers. Raisin pie all around!

Allen W. Nicksich
MHAFFB, Idaho

Some Info

☐ In response to Kraut in the Nov. 1990 issue, the only motor vehicle that must be equipped with a working speedometer is a school bus.

Hurry or you'll miss yours.

Jeff
Lake Elsinore, Calif.

Question For Snake

☐ I've got a question for Snake. What the fuck are you on? That beautiful fuckin' ride on page 69 of the November '90 issue is a bit different from any pan I've ever seen. Could it be because it's a shovel? Also, the air cleaner resembles an S&S much more than a velocity stack. Can you say too high? The people at Departure Bike Works turn out a class machine like that and you fuck things up! Aside from that, you're all right.

(I won't bust your balls about the rear fender, but it didn't come off the front of a springer.)

K.R.D.
Somers, Conn.

☐ What the fuck? Either you guys are overworked and understaffed or are just doing some really good drugs. In the November issue on pages 69-73, you feature a nice-looking blue shovelhead. But on your spec sheet you list it as a 1978 panhead.

Send me some of those drugs. I can use them.

The Beast
Starke, Fla.

☐ Take your piece of raisin pie away from yourself 'cause ya fucked up.

Bones
Bristol, Fla.

■ We go hungry again.

More Rebuttals

☐ I'm a firm believer in a person's freedom of choice and think every rider should ride a machine that suits his need best. But who is this jerk who is pissed off? He seems to think I should question my intelligence for not knowing a better value like a Kawasaki 750. I should feel guilty for riding an American-made motorcycle and supporting the only American bike company that employs my friends in York, Pennsylvania.

There is more than one reason for supporting Harley-Davidson. Here are some examples: it will last a lifetime, no need for radiators, pumps, cooling fans, fuses, plastic crap and other bullshit. A lot of us just want a good primitive, basic ride,

no high-tech shit with computers, etc.

I like all motorcycles, but I prefer Harley-Davidson. In closing, I want to say if you work for your living, appreciate women, and ride a Harley, then you are my brother.

Lackey
Spring Church, Pa.

☐ In response to Pissed Off in the October '90 issue, you ol' lady who would divorce a guy for buying a Hog ain't worth a shit. Get your priorities straight! You should feel privileged that they even printed your trash.

Buy American. The country you support may be your own!

Hawkeye
FPO N.Y.

☐ You're a pussy-whipped dickweed for lettin' your ol' lady threaten you with divorce if you bought a Harley. If some bitch tried that with me, I'd tell her to pack her shit and get the fuck out of my house.

John D. Wise
Camp Hill, Pa.

A Goof

☐ On the index under "What's Happenin'" in the November '90 issue, it says page 75, but in the real world it's on page 50.

You can count better with your shoes off! Or is it just harvest time?

Wiz
Vermilion, Ohio

RAIN-X Again

☐ This is for Shoe who wrote a complaint about RAIN-X in the March issue and was refuted by the president of the manufacturer, Mr. Ohlhausen, president of Unelko Corp. Mr. Ohlhausen has no cause to berate you for publishing Shoe's letter. It revealed the truth about what RAIN-X will do to scooter windshields. I wish someone had warned me about it before I had the misfortune to use it.

All bikers should be forewarned not to be suckered by the tricky labeling on RAIN-X containers. The only thing RAIN-X has done for me as a motorcyclist is endanger my safety with blurred vision and cause me to have to buy a new windshield as a result of improper labeling.

My compliments to you for practicing responsible journalism and to Shoe for telling it like it is.

Darwyn Ivy
Austin, Tex.

☐ In the March '90 issue I warned everyone about RAIN-X. Unelko, the manufacturer, claims my letter was "inaccurate and distorted." They claim you showed "reckless disregard" by publishing my letter. I have a folder a half-inch thick of correspondence with Unelko, the NYS Department of Consumer Affairs, the Arizona Attorney General, and H-D to verify its accuracy.

Their bottle states "For ALL glass, acrylic &

polycarbonate transparencies." They warn that RAIN-X contains acidified isopropanol (isopropyl hydrogen sulfate) and not to get it in your eyes. Well, you would have to be a chemical engineer to know that means it could harm MR 4000 Lexan.

Even after they told me I was out of luck, I continued to use RAIN-X on my car because it really does work great on glass. But now, because I feel they have done a disservice to me and motorcyclists everywhere by failing to warn of potential damage, I will no longer use their product in any way.

Shoe
Westbury, N.Y.

Bleeding Hearts

☐ I'm sick and tired of hearing all this bleeding heart shit about bringing our troops out of the Middle East. It seems to be coming from the same assholes who jam the highways full of their gas guzzlers and motorhomes every summer. Where the fuck do they think the petrol for those vacations comes from? They seem to forget that over the past quarter of a century the U.S. has spent countless millions of dollars developing those oil fields. Now they expect the government just to walk away and let some fanatical desert donkey walk in and strong-arm our claim. Fuck that!

Americans seem to forget that the freedoms they take for granted every day were paid for by the blood of our brave men willing to die fighting pieces of shit like Saddam Hussein.

Let's show these fine men some support! If you know someone over there, write to them and let them know that you appreciate their dedication to the protection of your freedoms and the American way of life. America may be a long way from perfect, but it's by far the best deal goin'.

To all of you flag-burnin' jerks out there, burn a flag in front of this vet and I'll make sure you wear it to fuckin' hell!

Alan Maurer
Douglas, Ariz.

A Complaint

☐ I've been a faithful reader since day one. The fiction pages have always been the best.

For reasons only your drug-induced editor knows, less and less good fiction stories are being printed. Then comes issue #209. Not one fucking fiction piece! Time was I would read your rag and laugh so hard my eyes would water. Now I'm lucky to get a chuckle.

Bookworm
Tampa, Fla.

Happy Reader

☐ Thanks for printing "Moroccan Mind Trip" in the November issue. It was interesting, creative, well-written, and maybe the classiest piece of journalism you've ever published.

Truly excellent.

Patrick Branin
San Diego, Calif.

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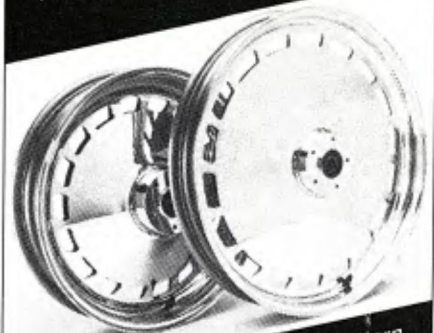
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Some Fans

☐ I've been in the Navy for 17 years, and right now my ship is hanging around Kuwait. I have all four of your videos, and the 120 guys in my division watch them three or four times a day. There are about 5,000 guys on this ship, and the word's gotten out so the tapes are well used and appreciated. Hurry up and make some more.

Sarge
USS Independence
Kuwait

I'm sitting here at the Diagnostics Unit of the Texas Department of Criminal Justice doing my 40 years for \$20 worth of speed. First time down.

One of the things that helps to make all this time a little easier to do is looking forward to the next issue of your mag at mail call. I fight off all the gimmers and head for my cell to curl up with your mag. All of my free world memories come flooding back. Thank you! You make it just a little easier to deal with.

Diablo Del
Huntsville, Tex.

Harley Sprint Parts

☐ For those people who are looking for Harley Sprint parts, the company that built them was bought by an Italian company. Their main distributor is in Southern California. They build dirt bikes and sell them under the name Cagiva. But they still handle the entire line of lightweight Harley parts.

I don't know the address or phone number, but just check Information in the Los Angeles area. Ask for Cagiva of North America.

Wells
Elk Grove, Calif.

Wants More

☐ Why don't ya tell something about the Fox Hunt winners—personal stuff like age, height, weight, and where someone can mail a proposal of marriage.

The Budget Gourmet
Elyria, Ohio

■ We don't know nuthin'.

☐ Why don't you ever feature any articles and photos on dressers? You know, Electra Glide customs, Sports, etc. Rarely even see any in your "In The Wind" section.

I used to own a Super Glide that was done over to almost "show" condition, and I got a lot of my basic ideas from your magazine. I finally had to give up my ride and buy an FLHTC and want to personalize it. When it's finished, it should look great, but you probably won't give a shit. How about some equal time—our rides are Harleys!

Rick Hathaway
Scarborough, Ontario

■ Let's see it.

Green Bike

☐ In response to the letter from Mad Dog in the November '90 issue who was wondering about painting his bike green, here's my story.

In May of this year I bought an '85 Low Rider that had been painted green by the previous owner. I'd heard stories about green bikes before buying it and more than enough after I did. I've put over 6,000 miles on it so far, and the bike didn't as much as cough once, the wheels didn't fall off, nor did any trees jump out in front of me.

The myth about green being bad luck falls under the same category as black cats crossing your path, walking under ladders, and stepping on cracks breaking your mother's back. Wasn't it a bunch of green bikes that won the big war?

So go ahead and paint that sucker green. You'll see how great it is to stand out in a sea of black.

Joe Malinowski
Terrace, B.C.

Help!

☐ I need some help in finding a tattoo artist named Skeet who worked out of Carpentersville, Ill. The man does great work, and I need some touch-ups and cover-ups. Anyone who can help call collect.

Vince "Wolf" Vaccaro
(708) 540-0382
Lake Zurich, Ill.

Reply

☐ This letter is a reply to Wrench in the November '90 issue. You can most likely pick up a manual and parts for your Italian Jr. Hog (ha) from Kesco's-Hoover's H-D, 603 E. Carson, Cushing, OK 74023, (918) 225-1818.

I had the same problem when trying to put up a '68 motorcycle for my four-year-old boy. I went to a half-dozen H-D dealers here in Oklahoma and got the big run-around. A lady at the H-D plant in Milwaukee pointed me in the right direction. Took some calls but I got my book.

Freddie J. Cartwright II
Cushing, Okla.

Reply To Looking For Biker

☐ In reply to Helen Jan Farber (October '90 issue), if your ex-ol' man was such a good-looking master in the sack, why did you let him go? Or maybe he looked around at the beautiful biker chicks and decided to scrape some shit off his shoe and discard it for some of us ol' racist, women-beating, fat, piggish, doped-up emaciated skeleton bikers. Nothing worse than a self-righteous piece of shit bitch that's picky!

Not just another pretty-faced sack master
Santa Ana, Calif.

☐ I think you'd better wake up and smell the horseshit. If you can't find your perfect biker, you might as well hang up your leathers and put on a golf shirt with an alligator over the pocket. You just haven't been looking through normal-colored eyes.

Krazy Wolf
Hubertus, Wis.

☐ Honey, your prayers were almost answered. Unfortunately, I'm already taken and my other half doesn't like sharing.

Mike
Las Vegas, Nev.

☐ As for your ex being a master in the sack, maybe he's your ex because he didn't think you mastered the same game.

Cecil
Reno, Nev.

☐ Not all bikers are fat slugs who droop over their scoots. I've seen bros in all shapes and sizes. You only see what you want, so maybe you've got a fetish.

Randy "Lightfoot" Clark
Bonifay, Fla.

☐ The only scraping I have to do is not off my shoe but with a number of women who are just a little too willing to fill my man's passenger seat.

Mrs. Sick
Leola, Pa.

☐ Helen Farber musn't be attending any runs—or else she's hanging out at the wrong bars! Drop the attitude, Helen, pack the tent and sleeping bag, and head for your next campout. Happy hunting!

Karen K. Anderson
Las Vegas, Nev.

Extra Pie

☐ Just wanted to let you know that you should get an extra slice of whatever this month. I'm referring to the layout of November's Fox Hunt winner.

She's without a doubt the sexiest redhead I've ever seen. Doesn't look anything like the photo first sent in. I guess some of the credit goes to the readers, too! She's one classy lady and I'm still waitin' to see some of that flamin' pussy. How about it?

E.G.P.
South Ogden, Utah

Pat On His Back

☐ I think this Jon Towle person you have been using as a cartoonist lately is fucking great. His drawings are topnotch and his sense of humor is hilarious. It really adds a bitchin' touch.

I met this character once a few years back and he's a helluva guy.

Jon Towle
Huntington Beach, Calif.

Looking For Ride

☐ I've been looking for a ride now for about two years and keep coming up empty. If anyone in the Great Lakes, Chicago, or Milwaukee area who has, or knows of someone selling, a '60s to '70s shovelhead could help me out I'd greatly appreciate it. The main problem I keep running into is the people selling them are usually selling show-condition bikes for \$7,500+, or the ones who have what I'm looking for don't want to sell them. I'm looking for a shovel with a decent frame, working motor, and tranny—and at a reasonable price. I was an auto mechanic so as long as it runs, I don't mind buying a "needs a bit of work" bike.

Chris Higgins
BEQ 635 Co 332 SSC/NTC
Great Lakes, IL 60088

A Correction

☐ I hate to say it, but you fucked up. I was reading the U.S./Canadian motorcycle laws in the Nov. '90 issue, and it said Indiana does not have a special license law. Wrong. I've been a resident for almost 20 years, and 10 of those years have been on two wheels. You have to have "Motorcycle" stamped on your driver's license.

Jack "Mac" McCartney
Tell City, Ind.

Proud Disciple

☐ I wish I could be telling you this face to face, and over a few beers.

Was I ever made up with seeing my ol' "Rosie" adorning the "Reader's Ride" pages of your Nov. issue, and when I got your invitation to the Easyriders Bike Show, well, you guys over there wouldn't believe how proud and honored I felt.

To drag this old Limey ass of mine across the USA on an old Harley is my ultimate dream (I promised myself it's going to happen one of these days) and to show off "Rosie" at your bash would make it the trip of a lifetime.

But, sadly, I find myself financially embarrassed. So holding any suicidal tendencies at not being able to get "Rosie" and me over there, we're just going to have to miss your show. But thanks for giving me one of the best Christmas presents I could ever ask for: My bike in your rag and an invite to party with you.

From a poor but proud Easyriders disciple.

Al Stevens
Southampton, England

■ 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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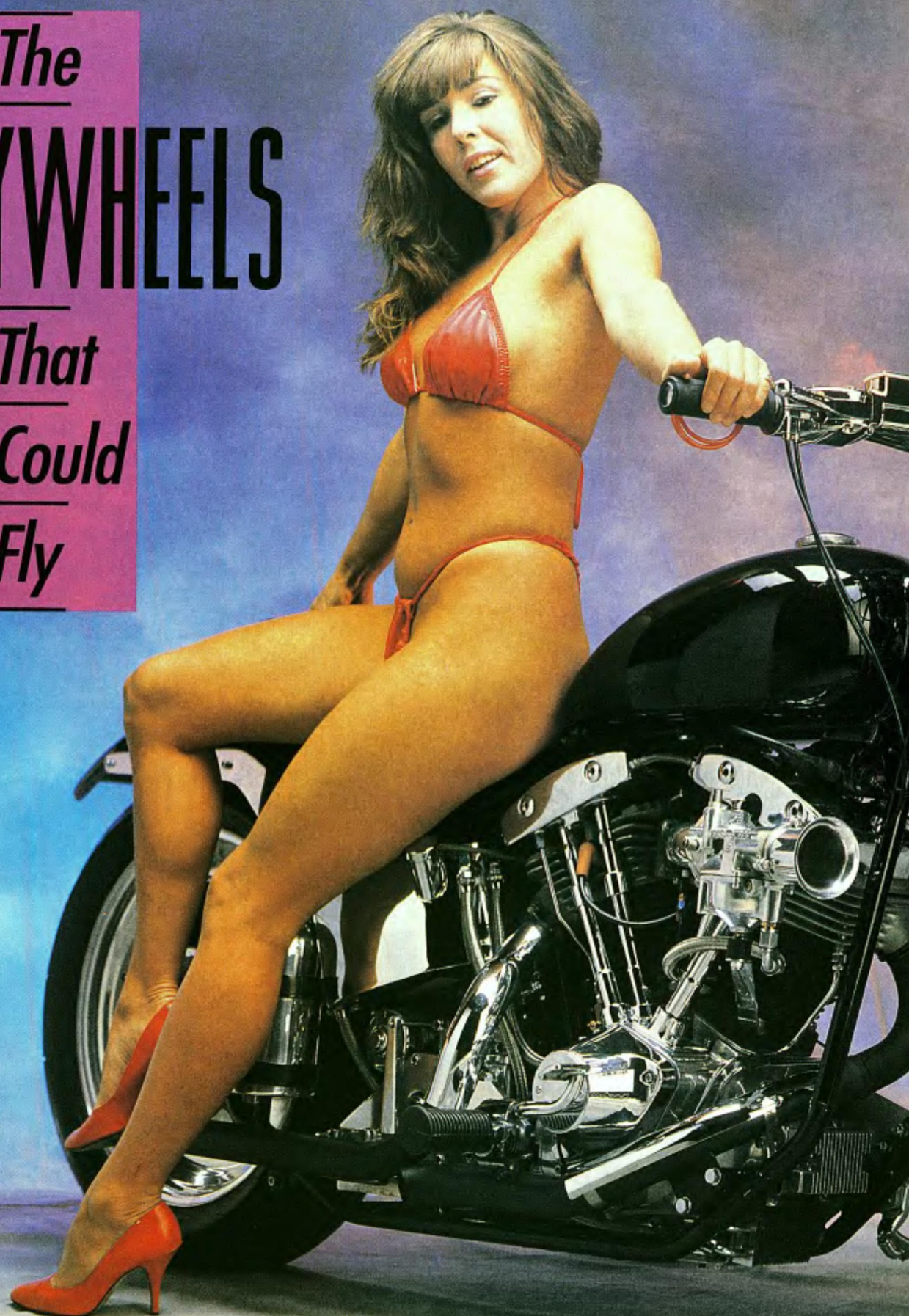
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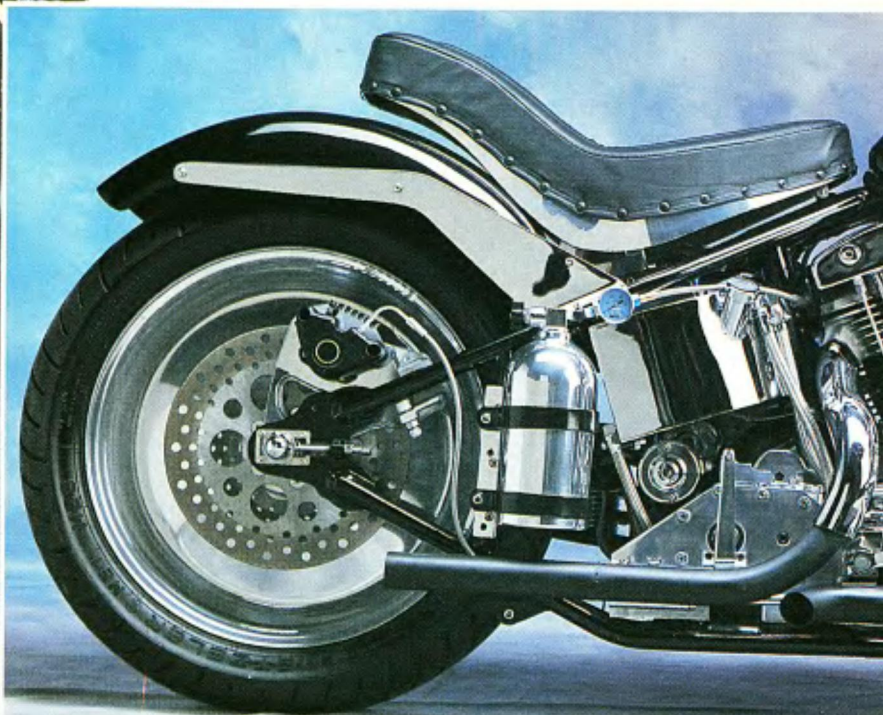
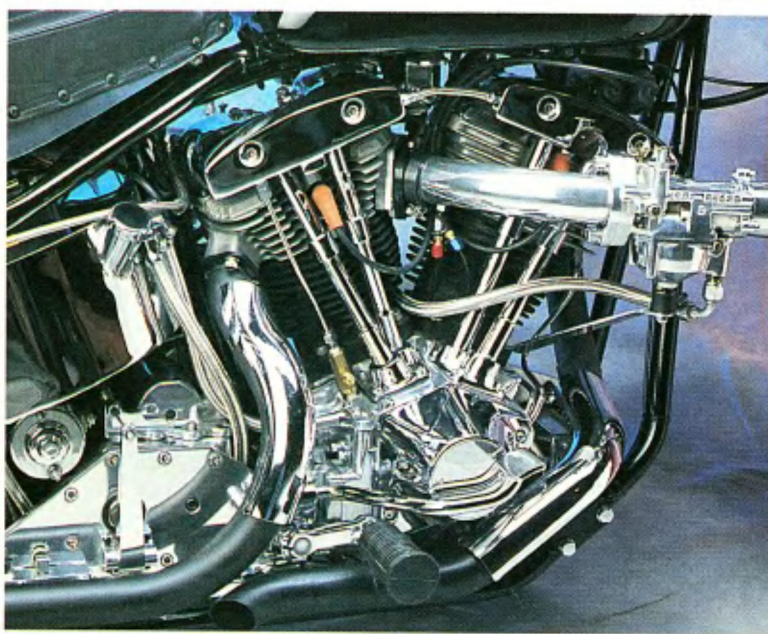
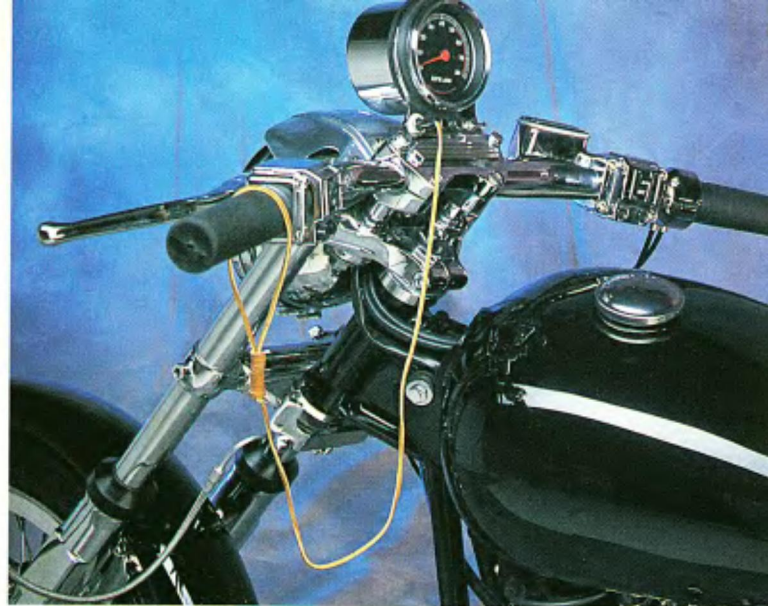


It all started in the late '60s and early '70s, when drag racing was fun and drag bikes were a novelty—screamin' mind blowers for the citizens who lined black tar strips up and down the East Coast.

Bob Fernandez and his crew, the Rat Pack MC, were among the handful of longhaired, bearded, grease-soaked bikers who bent parts on 114-inch shovelheads and pulled 160 mph (in the low 9's) in the quarter mile at Eastern tracks like: Atco (N.J.), Island Dragway (Long Island, N.Y.), Lebanon Dragway (N.Y.), Englishtown (N.J.), Epping (N.H.), and the Connecticut Dragway.

Bob was a machinist then, and an intern mechanic at the local Connecticut Hog shop. He and his Rat Pack bros built a black, electrical-taped, shovelhead fuel burner that could keep up with the double-engined models. Even though bikes blew the crowds away, the track owners would only pay 'em a measly \$100 to risk their lives on the lumpy stretch of asphalt. If they were pros at wheelstands, they got an extra \$10 for every crowd pleaser.

This ol', rigid-framed dragster took Bob up and down the track many a time, but, recently, his iron war-horse turned into a grenade. Bob turned the chromed drag bars over to a veteran half-track racer whose wife wouldn't let him drag the side of his steel-toed boot through dirt corners no more. Ed Smalley

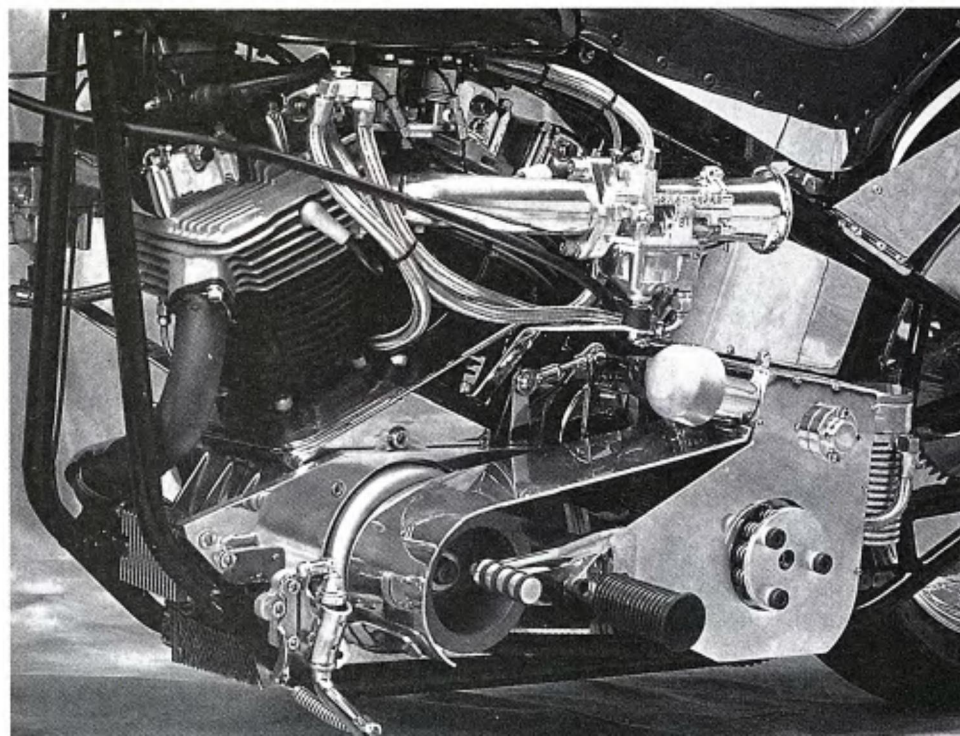


had lost an eye and shattered a leg during a race, and that was all the pain-racking experience the ol' lady needed. But being a man with fuel in his blood, he convinced her that drag racing was a mellow putt in the woods—and she went for it.

Ed brought his own fuel-powered BSA to the Lebanon Dragway, in Lebanon Valley, N.Y. It was 2 1/2 hours from Bob's home in Wolcott, Connecticut. There weren't no town around, and the track, surrounded by shoddy fences, sat deserted most of the time. The shutdown area, past the lights, was so short that screamin' riders had to drag their feet to keep from shooting off into the dirt.

Limpin' Ed loved racin' so much that he'd run his bike, then jam back to the pits in time to jump the Pack's bike for another ride, while his crew cleaned up his bike for the next shot. That BSA was fast, but the monster shovel was a rocket. The guy had the balls of a Civil War cannon.

One weekend they were livin' up to the biker reputation at the track—the citizens thought these foot-draggin' maniacs were nuts. Ol' Ed lit up the stroker in the bleach pit, and rolled it's thumpin' and coughin' bones up to the Christmas tree. He leaned out over the tubular fuel tank that was topped with 50 percent nitro and 50 percent alcohol (they didn't know what they were doin'—just experimentin' and havin' a blast.) He squatted in the seat, blinked his good eye to get the nitro fumes washed away from his pupil, and tried to focus on the lights. He edged the aluminum rim forward until the red light blinked, looked at the official, and tightened his grip on the bars. He glanced down the long, black, asphalt stretch in front of him, then concentrated on the lights. They began to blink . . . orange . . . orange, he twisted the throttle wide open . . . orange . . . green. The clutch snapped, the engine roared, and the rear wheel smoked—before it grabbed and projected his ass off the line and into a wheelstand bound for the red lights at the end of the track. Then, *crack*. Something snapped, but the bike kept going. As Ed's eyes widened, they conveyed a sense of misdirection. An explosion





Photos by Steve Coonan



Owner(s): Bob Fernandez		City: Wolcott, Connecticut	
General		Frame	
Fabrication by: owner/Cycle Engineer		Year: Paughco special order	
Year and make: 1988 H-D		Builder: same	
Model: street racer		Type: rigid	
Value: \$20,000		Rake: 3 degrees over	
Assembly by: owner		Stretch: nope	
Time: 18 months		Other alterations: widened for tire	
Chroming by: Brown's		Accessories	
Engine		Bars: drag	
Year: 1988		Risers: stock	
Model: shovelhead barhopper		Fender(s): fiberglass rear	
Rebuilder: owner		Headlight: Sportster	
Ignition: points, dual coils and plugs		Taillight: sidemount	
Displacement: 110 cubic inches		Speedo: nope	
Lower end: S&S wheels and rods		Front pegs: rubber	
Balancing: owner		Rear pegs: nope	
Pistons: Axtell cylinders and pistons		Electrics: 12-volt	
Cases: Delkron		Gas tank: Super Glide	
Heads: Sputhe		Oil tank: aftermarket	
Cam: Crane .600 lift		Oil system: cooler and cooler filter	
Lifters: S & S solids		Primary cover: owner electric/belt	
Carb(s): two S & S 1 7/8 inch		Seat: handmade aluminum	
Air Cleaner: velocity stacks		Sissybar: nope	
Pipes: owner, straight pipes		Height: n/a	
Muffler: no stinkin' mufflers		Material: n/a	
Transmission		Forks	
Modifications: Andrews cut-down gears		Type: 1974 Super Glide	
Year: 1988		Extension: standard	
Shifting: ratchet top		Builder: H-D/owner	
Engine sprocket: 3-inch belt pulley		Special features: polished	
Trans sprocket: Phase III belt		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 18-inch	Size: 18-inch
Molding: Fran Ciperano		Hub: H-D	Hub: Perf. Mach.
Painter: Fran Ciperano		Rim width: 3 -inch	Rim width: 5 1/2-inch
Color: black		Tire: 3 X 18	Tire: Metzeler 6.5-inch
Type: acrylic lacquer		Brake: H-D disc	Brake: 11-inch disc
Special paint: nope			
Other special modifications: nitrous system by owner, bike weighs 393 pounds, electric start off belt, drag bike clutch lever by owner, aluminum fender struts. Special thanks to Doc's Cycle in Waterbury, Conn., and Eastern Cycle Performance.			

ripped though the heavily-wrenched mill and lifted the bike off the pavement. From where Bob ducked, he could see parts flying. He put his forearm up to his face to ward off the oncoming shrapnel. The engine erupted in a ball of flames as Bob watched two sheets of metal soar over the adjacent field. The bike continued through the lights—with-out the engine—in 10 seconds flat.

Ed survived the explosion, but the two mysterious flying objects, the flywheels, were never found. The Rat Pack never lived down the Flying

Flywheels image. Oh, by the way, the whirling wheels passed over Ed's opponent during the run—they were so close the other rider sensed their speeding presence.

Back in those days, the Pack took blocks of steel to the local trade tech school to have finless barrels machined for his drag bikes by the students. They were school projects, and at just the right price for Bob's slim budget—free. When they went to the track they usually had only one tire and just enough fuel to burn them through the minimum passes.

Bob worked full-time for the Harley shop for a while, then opened his own business and supported his lifestyle for over a dozen years. Nowadays, he's semi-retired, services local bikes for gas money, builds a couple of scoots, and restores one a year. His shop's at home, on his couple of acres. No one bothers him there, so he can build innovative scoots like the one you see gracin' these pages. Look closely. When it comes to performance, he knows what he's doin'—he's been there.

—Bandit

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

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

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

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

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

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

Shovelhead, Panhead and Iron Sportsters are covered.

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

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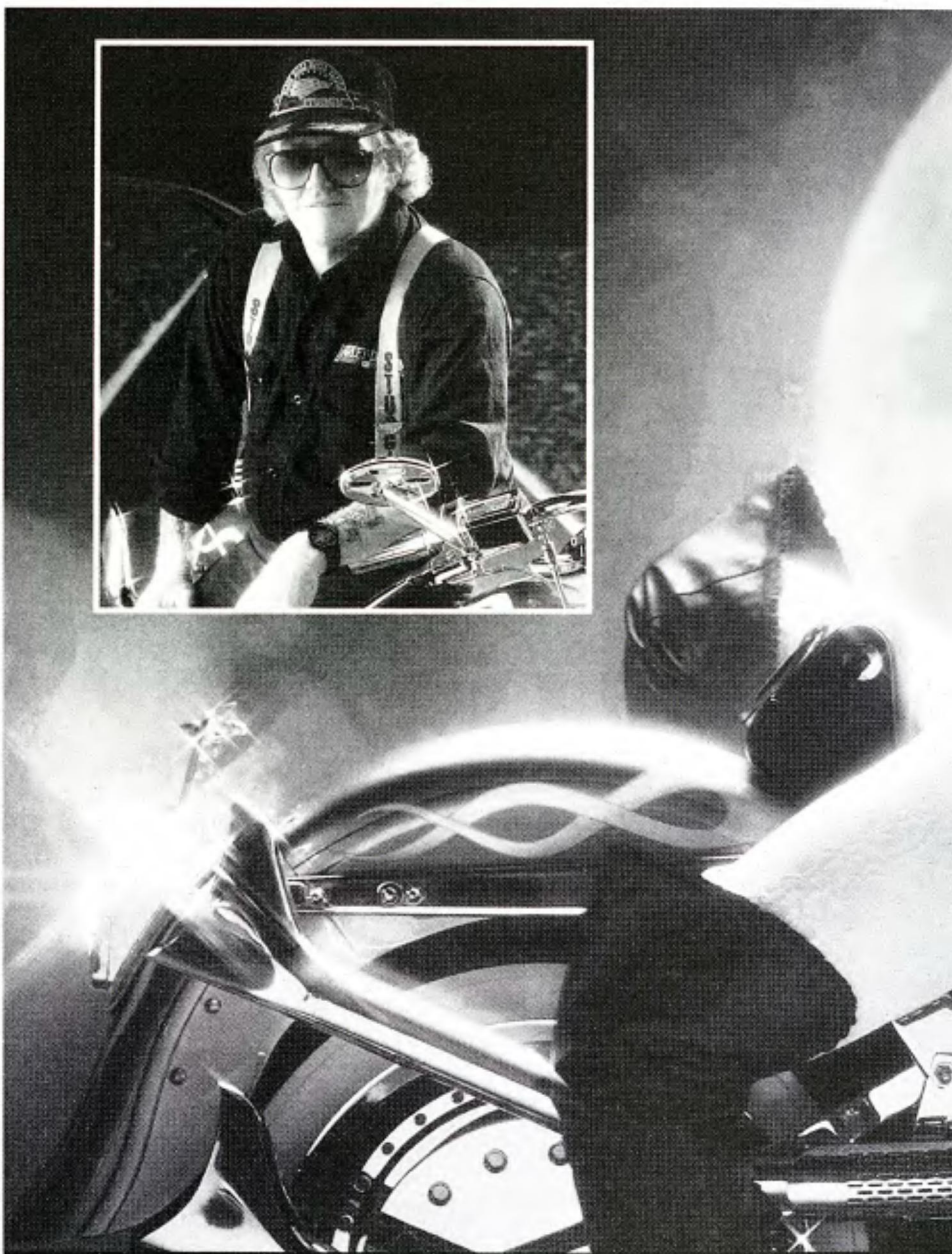
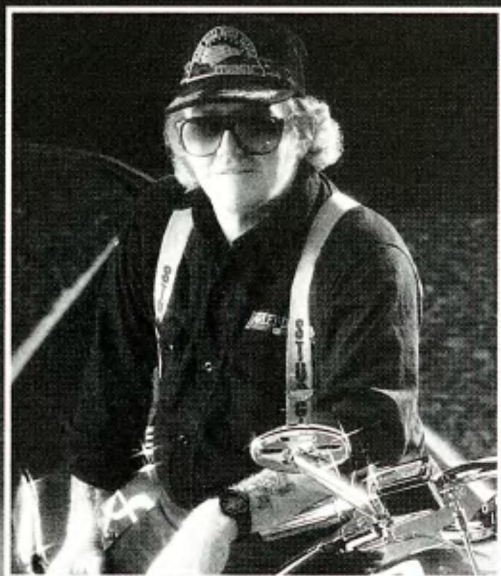
In broadening our horizons, flick-wise, we found ourselves on a desolate Arizona highway, under a harvest moon, with a bad case of full moon fever (apologies to Tom Petty), baying wolves, a new photog, a nervous Fox Hunt girl, and a guy who just wanted to get his ride in the rag. Rough assignment for this tough group, ya ask? Uhh, yeah.

Somewhere between Rebecca's disrobin' and lyin' on Joel's purty, 1988 Softy, we lost some valuable film. All's we can figure is that the Gila monsters, sidewinders, and roadrunners

are havin' a helluva slide show in the Painted Desert.

Twenty-eight-year-old Rebecca, your September Fox Hunt winner, has the town of Weiser, Idaho, talkin'. 'Course it's all positive. The daughter of the late Jack DeLay, a '50s and '60s Harley flat track racer, Rebecca reached for the moon and, as ya can see, she got right up next to it. She gave it her all in her modeling debut.

Joel Meyer is the owner of this custom 1988 Softail and his tale is as twisted as the turns in the Colorado River. He began his riding career in



Chicago, back in 1954, aboard a Harley Hummer. But after serving in Korea, he got out of riding completely. His life got bogged down with the duties of raisin' a family and workin' his butt off.

Moving to Arizona in the early '70s, Joel has worked for more than two decades as a highly successful landscaper. His Garden of Eden came through putting in 16-hour days, seven days a week. But while his business blossomed, his personal life stopped flourishing and, in fact, wilted. The bud was off the rose.

His return to the land of the living came a few years back through the acquisition of a Harley. Gettin' back in the saddle did wonders for his outlook. He went gung-ho, bringing his family with him all the way. They are firm believers in the philosophy that the family that rides together, stays together.

The Meyers make every weekend a puttin' one, with Joel packin' his daughter on his Softail, his wife, Judy, on her V-dub



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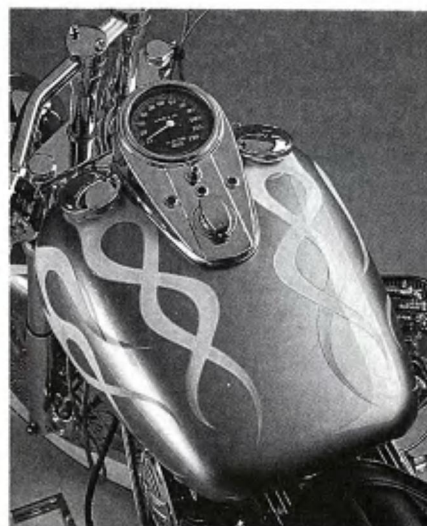
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Photos by Randy Logan

trike, and his son on his own Harley. They could be off to a H.O.G.-sponsored charity event, a bike show, or just cruisin' through the nearby states of New Mexico, Colorado, Utah, California, and, of course, Sturgis, South Dakota, every summer.

They're keepin' it all together through the power of bikin'. Joel has come full circle, from originally owning a Hummer in the '50s to the refining of his Evo into a showstopper of the '90s. He's been born again.

—Raider Rider

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	Ignition: Morris Magneto
	Carb: Dell 'Orto
	Pipes: upsweep fishtails, Paughco
Frame	
	Year: 1988
	Builder: stock H-D
Forks	
	Type: wide glide H-D, chromed
Painting	
	Molding: Crazy Larry
	Painter: Crazy Larry
	Color: cherry purple candy
	Type: urethane
	Special paint: graphics by The Doctor, Glendale, Ariz.
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FAREWELL TO ASCOT PARK



The Wrecking Ball Comes To A Historic Racing Venue

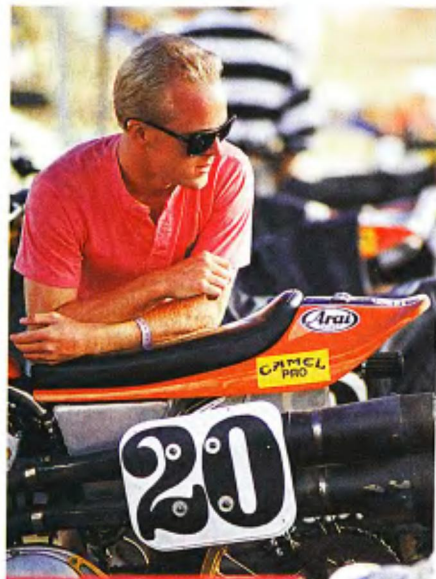
As progress continues its inevitable plodding march from sea to polluted sea, heaving and expanding with mini-malls and industrial business parks, not satisfied until it has filled every acre of open space, we can only sigh as we witness the downfall of another national landmark of motorcycling.

This time the bludgeoning comes to Ascot Park in Gardena, California. A 15-year lease expired December 31, 1990, effectively ending a 54-year love affair between motorcycle racing fans and the 36-acre complex that sat in the middle of three L.A. freeways.

The historic facility's doom had been impending for years. An option to renew Ascot's lease was turned down, with a developer's big bucks and a 99-year lease winning out over the public's desire to see the best in all types of racing action.

According to motorcycle historian Harry V. Sucher, Ascot got its name from promoters Paul A. Briggsby and Al Crocker (of Crocker motorcycle fame), a couple of Barnum and Bailey-types who, in 1936, were looking for a dignified title for their new racetrack. The name Ascot was adopted from a noted horse racetrack in London, England. It was high society. With a touch of pompousness and an air of elegance, Ascot suggested a certain regality. Their original arena was across town from the current site, in a decidedly inelegant setting in Norwalk, next to the Santa Ana freeway.

Ascot's demise follows a disturbing trend that has affected all motorsports. Decreasing competitor registrations in the American Motorcycle Association (AMA) along with escalating costs to racers to compete at top levels, have combined to virtually wipe out grassroots enthusiasts. Every sport requires that kind of participant backbone to create, and expand, interest levels. For example, there were 2000 racers registered with the AMA in the early '70s. That





number has dropped drastically to an abysmal 570 in 1990.

Couple that with spiraling land values that make it tough for promoters to compete with developers, and you have trouble in racin' city. There have been whispers that the San Jose Mile could be on its way out as well.

Despite a downspin in numbers, don't be lulled into believing a death knell has been rung for flat track racing. According to AMA Dirt Track Manager Art Barda, registrations are already up for next season, adding "We've hit bottom, it was about as bad as it could get, but on the positive side, we see interest on a national level. The Camel Pro Grand National circuit is healthy. What the sport needs is a shot in the arm, with a return to Class C [stock machinery] racing like back in the '30s and '40s, to get the novice involved with their own bikes."

For these up-and-coming racers, new tracks need to be added, not dismembered. Indications are that Ascot will be replaced, somewhere in the outlying areas of L.A. County, or out in San Bernardino County. Until then, the memory of nights like last September's 32nd Annual 20-Lap Camel/Pro Series Half-Mile, with Ronnie Jones





Photos by Michael Lichter

outdueling Harley factory racers Scott Parker and Chris Carr for the checkered flag, will have to do.

In recalling past successes on the fabled tight-cornered Ascot track, Harley-Davidson team member Chris Carr, of Valley Springs, Calif., reminisced about his accomplishments at Ascot. "I'm sorry to see it go. I had a lot of success there, with three victories and a second this past year. The bike's run well there with the cool night air. I prefer short tracks where it's tight and the rider's talent, not just horsepower, dictates who wins. It's got a clay surface, and was a good one for running on the bottom."

Chris Carr leaves the track with a record for the fastest single lap, a 21.175, on September 30, 1989.

To increase popularity and awareness, Carr, a 23-year-old, seven-season veteran, would like to see more television coverage, both cable and network, to reach a larger mainstream audience and provide bigger purses. He contends "the sport is definitely not dying. It's survived a lot of changes, but is still the closest form of motor racing, and that provides a lot of exciting entertainment for the fans."

The highlight of Ascot racing has always been the Harley-dominated AMA/Camel Pro Series National half-mile dirt track championship races. For the past 32 years, Ascot's roster of legendary names read like a who's who of flat track racing—Ed Kretz, Win Young, Cal Rayborn, Mert Lawwill, Bart Markel, Carroll Resweber, Gene Romero, and Dick Mann;

to more recent hot shoes, Jay Springsteen, Kenny Roberts, Gary and Hank Scott, Alex Jorgensen, Mike Kidd, Randy Goss, Ricky Graham, and Steve Morehead; and the young lions, Scott Parker, Chris Carr, and Doug Chandler. These men have all had their moments at Ascot's victory circle.

We made it down to the last National held at Ascot, along with a sellout crowd of 11,000 race-thirsty fans, not only to witness unsurpassed dirt track racing, but to pay homage to the passing of the shrine. A part of our heart was left there that night. Then again, maybe a little of Ascot's oval went with us. Either way, goodbye. Thanks go out to the Agajanians, Ben Foote, and the Ascot Park staff for the many decades of good times.

—Kim Peterson

Easynews

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

Score One For Warwick Bikers

One of the problems with the helmet business, a problem bikers ought to yell about more, is the fact that honest motorcycles get put in the same category with everything from mopeds to all-terrain vehicles (ATVs). Thus, bikers get the blame for what a lot of inferior vehicles, and vehicle operators, do.

In Warwick, Rhode Island, the local bikers got tarred with the ATV brush when the ATV assholes screwed up the parks and beaches, so the City Council banned all motorcycles from the parks.

The Rhode Island Motorcycle Association (RIMA) immediately got busy making phone calls and writing letters, getting the message out that bikers were not the ones responsible for messing things up. Their efforts paid off. Councilmember Barbara Fuyat proposed amending the ban to allow bikers back in the parks, and the Council agreed unanimously.

So, one small victory: the Warwick City Council had the honesty, and respect for bikers, to correct a mistake. But the bigger news in this affair came



from a letter Dan Huling, a frequent *Easyriders* contributor sent to the *Warwick Beacon*:

"The local bikers have agreed to police the actions of any motorcyclists in the parks," read the most significant section.

Now, suppose you got lazy and didn't pick up your picnic

garbage. And suppose a group of gentle, ever-so-friendly bikers gathered around and very quietly and politely urged you to clean up after yourself. Think you'd pick up that garbage? Odds are you would, right?

You see something going on here: a group policing its own

members, and thereby improving its relations with the public and its officials.

Think about it. Might be that bikers in other towns can think of goodwill gestures that would earn them a few points when the helmet issue comes up.

—Maestro

Stray Cocks Cost More Than Broken Heads

According to a newspaper clipping sent to us from a bro named Graybeard, the state of Oklahoma spent \$207 million in 1987 to help families started by "teen-age parents"—meaning mostly girls who got a kid without getting a husband in the deal. Graybeard pointed out that \$207 million represents quite a "public burden" and wondered what the national figures might be.

The 1989 *Statistical Abstract* doesn't give dollar figures, but it does show that 18.6 percent of the births in Oklahoma were to unmarried women. Utah, as you might expect, had the lowest number at 9.8 percent. And Louisiana, at 30.2 percent, beat even New York at 29.4 percent—those juicy little "Southern belles," ya know. But how come the District of Columbia was the champion at 57.7 percent?



Anyway, the *Abstracts* don't want to embarrass anybody, so they kinda hide unmarried mothers, teen-age and older,

amongst a lot of other recipients of government benefits, earned and otherwise, so you can't pick the cost out readily. The *Abstracts* do show that for 1987, the federal government shelled out \$3,897,000,000 under the Aid to Families with Dependent Children (AFDC) program.

A lot of that money goes to women who just recently lost their ol' men to drink, divorce, or down time—that is, women temporarily bereft rather than women making a career out of welfare. Fact remains, though, that most AFDC cases are just people who don't want to bear the cost of the fucking they did.

So here's a new crusade for the do-gooders: helmets for cocks to reduce the "public burden" of children without daddies to support 'em.

—Noose

OK, Daytona, Your Turn

If you watched real close at the Black Hills 50th, you might have seen a delegation of Daytona Beach people up there, too, scoping out the situation to see what they could learn from the folks in Sturgis.

The Daytona planners certainly want a few divisions of the Hawg Corps to show up for their 50th anniversary next spring (and drop some money while they're in town), but they're also worried about the news reports from Sturgis that misrepresented bikers as a bunch of partyin' pirates raiding a convent.

Friction between locals and bikers, of course, is an old story in Daytona, the recent difference being that Police Chief Paul Crow turned attitudes around considerably last year. The next step, then, is to build on the good feelings that Chief Crow got going.

The Daytona people took note of the fact that Sturgis doesn't just tolerate bikers (while they take their money). Rather, they actively welcome them. The

Mayor of Sturgis, Andy Szilvasi, wore a Rally T-shirt while the bikers were in town, and one church even set up a kitchen and served breakfast to shaggy bros in black leather.

"Big John," a member of the Volusia County (Florida) Council, thinks Daytona could benefit from more of that sort of thing, and he sees no reason why Daytona's 50th can't be as

big, as much fun, and as peaceful as Sturgis was. He'd like to see more events—races, drags, shows, bands, and the like—and Alan Robertson, chairman of the Bike Week Committee, agrees and says they're working on it.

Okay, so you went to Sturgis already. That was hills, history, and pioneer country. Daytona is sand, ocean, and palm trees, and that's good stuff, too. If you

can get new tires on the bike by next Spring (and can find another excuse to get off work), go to Daytona, too. Everybody had a helluva good time in Sturgis, without wrecking the joint, and the same thing can happen in Daytona. Meanwhile, Big John, Robertson, and Chief Crow will be working to get the Florida locals to see it that way, too.

—Sharp



Raped By Radar

If you're around 30 years old, you came of driving age in a 55-mph world policed by radar guns, and you may not know that 70 mph used to be the norm in this country.

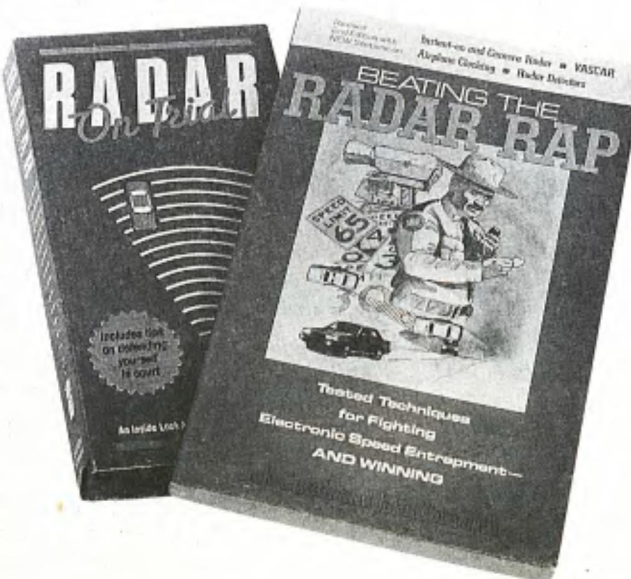
The 70-mph limit came from recognition of the facts that most people drove 70 and that accidents were fewer when all traffic ran near the same speed. Accordingly, the interstate system was designed for 70 and, in the late '50s, legislatures all over the country adopted it as the speed limit.

This good sense departed in October 1973, when ex-President Nixon imposed the national 55-mph speed limit and the states fell over themselves in their haste to adopt it. Now why would they such a stupid thing?

Easy answer: they did it to make money. By dropping the speed limit, they increased the number of speeders from 15 percent to 50 percent of the drivers, and they collected big bucks off them for speeding tickets. Unconfirmed reports from the '70s said that some states managed to avoid tax increases because they collected so much from speeding tickets. In 1988, for one example, the state of New York collected \$60 million in traffic fines, and that number doesn't even include New York City.

The 55-mph speed limit also brought back the speed traps little jitney towns set up to rob tourists. To help them out (with your tax dollars), the feds passed out around 12,000 radar guns to police departments all over the country. Since radar was "high tech," nobody would dispute it, right?

Besides states and municipalities, guess who else made big bucks off radar tickets? You got it. Insurance companies talked (paid?) the legislators into letting them raise your premiums if you got a ticket for going over 55 mph. Successive tickets, of course, raised your premiums even more.



All this looting depended on the accuracy of radar guns which, to tell the truth, aren't.

Bikers are already battling the feds over helmets, and they need to be objecting to radar guns, too. One way to do that is to contest every speeding ticket that depends on a radar gun. This fight gets help from the Radio Association Defending Airwave Rights, Inc. (RADAR) a nonprofit organization in Tipp City, Ohio.

RADAR arose to fight laws against radar detectors, and has since become a general anti-radar group. Membership costs \$20 a year, and gets you a bunch of stuff about how radar is mostly a bum rap, plus the monthly newsletter, the *RADAR Reporter*, that keeps you informed about what Big Brother is planning for you in the way of "camera" and "laser" radar and how to object to them.

RADAR also distributes the book, *Beating the Radar Rap*, by Dale Smith and John Tomerlin. Smith is an electronics engineer and Tomerlin, author of a lot of anti-radar articles in *Road and Track*, wrote the script for a TV program that discredited police radar and led to the dismissal of a slew of tickets in Florida. The book came out several years ago, and has just been re-issued

in a revised, updated edition.

The main objective of the book is to tell you how to defend yourself against a radar ticket in court. The book reviews the arguments against the 55-mph speed limit, surveys the failures of the common radar guns, summarizes the official reports that confirm those failures, and cites significant court cases.

Smith and Tomerlin suggest

you get a lawyer, if you can afford one, and they point out that if a speeding ticket will raise your insurance premiums, a lawyer may well be worth his fee. However, if you want to go alone, they tell you how. The book does not intend to make a lawyer of you, but it is an excellent do-it-yourself guide to fighting a ticket, and if you do what they say, odds are you'll beat the radar rap. To dramatize elements from the book, the TV program, *Radar on Trial*, has been issued as a videotape that includes a mock trial.

Despite the hassle of fighting a ticket, you need to do it if you can. It's part of the overall battle against helmets and all the other horseshit the politicians and the insurance lobby want to dump on you. The book costs \$14.95 and you can get it from RADAR, 4949 South 25A, Tipp City, Ohio, 45371, or order by phone from 800-448-5170. They take VISA and MC. If you want the full story, get the video, too, for \$29.95.

Could be money well spent.

—Noose

Insurance Scam Busted

Small favors to be thankful for: Roxani M. Gillespie, the California insurance commissioner, told Government Employees Insurance Company (GEICO) that they couldn't refuse to insure drivers who had radar detectors in the cars.

GEICO had refused to renew some guy's insurance because he admitted he carried a radar detector. Gillespie said carrying a fuzzbuster didn't prove you were a dangerous driver.

Apparently six other states won't let the insurance tycoons discriminate against you for carrying a radar detector, but

the GEICO honchos promise they're going to turn up "evidence" and come back to prove their case.

All this makes you wonder about all those laws. Are they really for safety? Or, are they merely designed to help the insurance companies make more money?

Anyway, check the rules in your state. Go ahead and raise a bitch if you feel the rules favor insurance companies.

Remember, the fight goes on all the time—and not just over helmets.

—Toejam

What You Don't Know Can Help You

Photo by Michael Farabaugh



Jack "Lips" Scott, a Region 11 instructor from the Indianapolis area, tells a group of experienced riders what they have to do to get really good.

After what Joan Claybrook has done with the word "safety," we don't like to use it at all, but the people at the Motorcycle Safety Foundation (MSF) have some credit coming, and we've got to give it to them.

For over a dozen years, the MSF has been running classes in motorcycle riding all over the country. Besides cutting the accident rate, the MSF classes make good arguments, and publicity, for the idea that training, not helmets, is the way to freedom on the road.

For example, ABATE of Indiana runs MSF classes in conjunction with the state Depart-

ment of Education. Since the classes began three years ago, the motorcycle fatality rate in Indiana has been cut in half.

Here lately, the MSF has added a sort of "graduate" program to its classes in the form of the Experienced Rider Course. The eight-hour, one-day course takes a rider into those out-on-the-edge situations and shows him how to get back with him and his bike in good order. The course gets deeply involved in the matter of traction.

For more information, call (714) 727-3227.

—Sharp

Yo! PT, Right On! Wise Words From People Who Know

Overall, PTs have more direct experience with messed-up bones, damaged cartilage, and short-circuited nerves than any other medical specialists. Last summer, their professional journal, the *P.T. Bulletin*, ran some stuff favoring helmets, and one independent-minded PT called them down for it. Here's the major portion of the letter:

Everyone should understand a few basic facts before we blindly follow the bias of certain politicians and industrial entities. . . . let's talk some truths based on experience—motorcycle helmets cause accidents. By way of limited vision, decreased hearing, [by] reduction of tactile stimulation (by way of air movement) to the receptors of the neck and [by the] elimination of the ability to detect pressure changes in the ear when another vehicle is approaching. Additionally, . . . temperature buildup around the skull can reduce reaction time, reduce spontaneous over-the-shoulder checking for other vehicles, and [cause] fatigue due to the extra weight of the helmet. Limitation



Photo by Mimi Harrick

of any or all of these defense mechanisms can and will result in contributing to an accident.

. . . as therapists and professionals we should consider . . . the complicity of the motorcycle helmet [in] increasing potential hematomas of the brain, cervical fractures and soft tissue injuries. We should also be aware, and it is apparent that most of us are not, that . . . the full-face coverage helmet, is a lethal device that actually increases [the] potential for death.

As a therapist, I am concerned about the safety and welfare of all people . . . As a motorcyclist I am concerned with the safety and welfare of all motorcyclists.

—Dyke Dickie, PT
Sunnyside, Wash.

Drag Racing News

Records are falling by the wayside. Let's take Jim "The Judge" McClure for instance. Jim started the year with an HDRA record run of 7.60, then at another HDRA race he did a 7.50.

Later in the season he did a 7.48 for IHRA, and then at Atco, N.J., Jim went 7.39 at an ECRA drag race. The Judge currently holds the 1/4-mile, Harley world record, set at Atco during an IHRA race, of 7.30. All this from a man who raced dirt in the '70s.

Master Performance Racing makes Jim's clutch unit. His bike has gone an unofficial 190 mph. You may see McClure hit the 6's, however tire technology needs to catch up and help.

The quickest, normally-aspirated gasoline drag bike, as of this writing, belongs to Bob "The Rat" Taft from Decatur, Ill. His shop is called Rat's Hole Place. Bob rides the first Big Twin to ever get into the 8's; doing an 8.793 in Cordova, Ill.

He uses a Brad Foote auto 3-speed trans with a huge rear tire. The frame comes from Puppet, of Race Visions, in the Buffalo, N.Y., area. They also made Jim McClure's frame. The body parts on the Rat's Hole Place speedster are from D.C. The Axtell motor's bore is 3 13/16 with a 5-inch arm. The heads are from STD, flowed by Bob.

Look for Kevin Cleary to

come back next spring with a high-breed top fueler.

Racing Programs, whether in the dirt or asphalt, have pro-

duced innovations later picked up by the factory. It makes for faster, safer, and more durable motorcycles.

—Rip

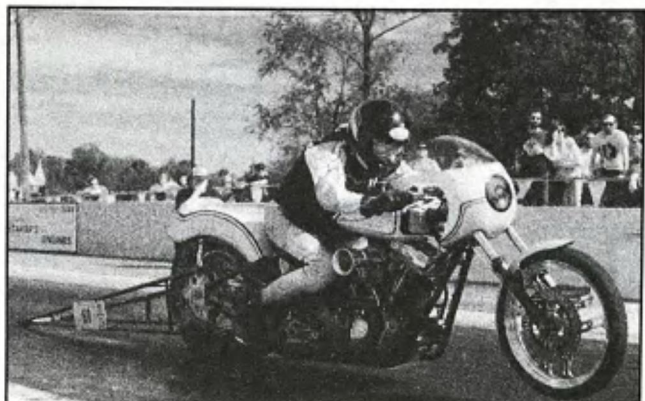
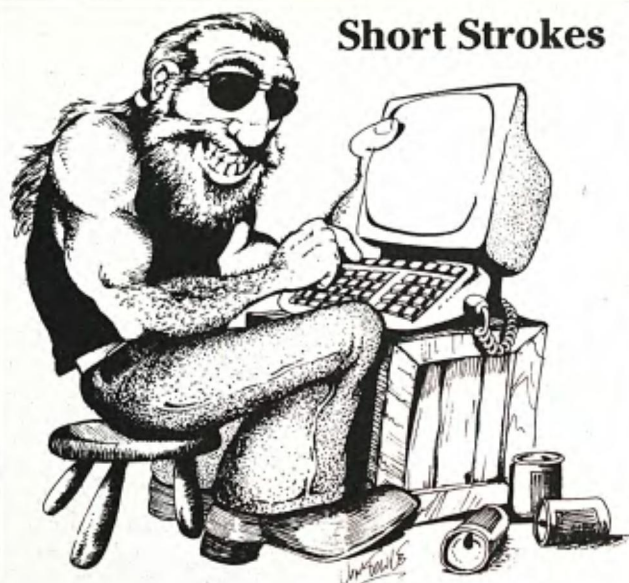


Photo by Jerry Cummings



Short Strokes

The Jagged and the Jumbled

As we were about to go to press the California Motorcyclist Association announced in fearful tones that if we don't support Pete Wilson for Governor we have little hope against a helmet law in California. The association, headed by Wayne Thomas, with immense support from the Hamsters and the bike industry in California, is trying to hold the freedom flag high for 1991....**Here's a wild one.** The Mountain States Legal Foundation is actively seeking information from victims of so-called "environmental sabotage." American citizens who have been the victims of acts of sabotage, violence or terrorism by environmental terrorists are asked to contact or call their hot line (303) TESTIFY. I'd hate to get mugged for riding a gasoline engine....**More and more riders** are going beyond the coasts of this continent. They're riding abroad. Now, there's an organization for these transcontinental putters, Transcyclists (TC). It's a worldwide network. To join, write Volker Lenzner, CPO Box 2064, Tokyo, Japan. They're gonna hafta change the location of their world headquarters, though....**Lee Barnes, editor of the Port St. Lucie (Florida) Tribune** recently wrote an editorial after the *Easysiders* rodeo came to town. He told the story

straight, unlike the usual "killer bikers come to town." Apparently he enjoyed the event as much as our brothers and sisters did—thanks, Lee....**Dukane, Illinois, ABATE** is a hustlin' group. On one page of their small newsletter they covered: The 2000-strong toy run for the kids in Fox Valley; their safety and education program, being taught by members in local schools; and their drive for voter registration (they can register voters at their meetings). They have the largest chapter in Illinois, 600, drive for active support for their own members injured in accidents, and have an abundance of female members who need rides to parties and events. Sounds like a helluva chapter....**Jeffery Hofsommer doesn't own a Harley**, but he was wearing an "If it ain't a Harley, it ain't shit" T-shirt when he went to court on a charge of driving with a suspended driver's license. The judge threw him in jail for contempt of court. A few hours later, the judge changed his mind and cut him loose....**And Richard E. Alaimo** was riding his '77 putt over to see his 85-year-old ma, when a cop ran a red light and ran Rich down. The cop got a ticket and was sent home....Well, the Santa Anas are blowin' them warm winds—I'm outta here. ■

U.S./Canadian Motorcycle Laws

	Special License	Helmet Law	Eye Guards	Lights on 24-hours
Alabama	No	Yes	No	No
Alaska	Yes	No1,11	Yes 13	No
Arizona	Yes	No2	Yes 3	No
Arkansas	Yes	Yes	Yes	Yes
California	Yes	No14	No	Yes8
Colorado	Yes	No	Yes	No
Connecticut	Yes	No 2,10	Yes 3	No12
Delaware	Yes	No5,4,1, 10	Yes	No12
Florida	Yes	Yes	Yes	Yes
Georgia	Yes	Yes	Yes 3	Yes
Hawaii	Yes	No2,4	Yes 3	No
Idaho	No	No2	No	No
Illinois	Yes	No	Yes	Yes
Indiana	Yes	No2,10	No 2,10	Yes
Iowa	Yes	No	No	Yes6
Kansas	Yes	No2	Yes 3	Yes8
Kentucky	Yes	Yes	Yes	No
Louisiana	Yes	Yes	Yes 3	No
Maine	Yes	No14	No	Yes
Maryland	Yes	No2,4	Yes 3	No
Massachusetts	Yes	Yes	Yes 3	No
Michigan	Yes	Yes	Yes7,3	No
Minnesota	Yes	No2,10	Yes 3	Yes
Mississippi	Yes	Yes	No	No
Missouri	Yes	Yes	No	No
Montana	Yes	No2	No	Yes
Nebraska	Yes	Yes	No	No
Nevada	Yes	Yes	Yes3	No
New Hampshire	Yes	No2	Yes 3	No
New Jersey	Yes	Yes4	Yes 3	No
New Mexico	Yes	No2,4	Yes 3	No
New York	Yes	Yes4	Yes	Yes
North Carolina	Yes	Yes	No	Yes
North Dakota	Yes	No2,4	No	No
Ohio	Yes	No2	Yes3	No
Oklahoma	No	No2	Yes 3	No
Oregon	Yes	Yes	No	Yes
Pennsylvania	Yes	Yes	Yes	No
Rhode Island	Yes	No 11	Yes	No
South Carolina	Yes	No9,4	No 9,3	Yes
South Dakota	Yes	No2	Yes 3	No
Tennessee	Yes	Yes	Yes 3	Yes
Texas	Yes	Yes4	No	No
Utah	Yes	No2	No	No
Vermont	Yes	Yes4	Yes3	No
Virginia	Yes	Yes	Yes 3	No
Washington	Yes	Yes	Yes 3	Yes
West Virginia	No	Yes4	Yes	Yes
Wisconsin	Yes	No2,10	Yes 13	Yes
Wyoming	Yes	No1	No	Yes
District of Columbia	Yes	Yes	Yes	No
Alberta	Yes	Yes	No	Yes
British Columbia	Yes	Yes	No	Yes
Manitoba	Yes	Yes	No	Yes
New Brunswick	Yes	Yes	No	No
Newfoundland	Yes	Yes	Yes3	No
Northwest Territories	Yes	Yes	No	Yes
Nova Scotia	Yes	Yes	No	Yes
Ontario	Yes	Yes	No	Yes
Prince Edward Island	Yes	Yes	No	Yes
Quebec	Yes	Yes	No	Yes
Saskatchewan	Yes	Yes	Yes3	No
Yukon	Yes	Yes	No	No

1. Required under age 19. 2. Required under age 18.3. Required unless equipped with windscreen. 4. Reflectorization required.5. Must have in possession. 6. Required for 1977 or newer bikes.7. Required at speeds over 35 mph. 8. Required for 1978 or newer bikes. 9. Required under age 21. 10. Required for instructional permit holders. 11. Required for passengers. 12. Required for 1980 or newer bikes. 13. Required unless windscreen is 15" above handlebars. 14. Required under age 15 1/2.

The Dashin' Duo

Point Saver

One of our own crew came screamin' into the garage one mornin' as if he'd just won the lottery. Ol' careenin' Kit had discovered a tech tip and just had to share it with the garage veterans.

Ya see, he'd broken down at about 2 a.m. near Solvang, California, and when he pulled his greasy, cone motor points cover off to inspect the points, he discovered the fiber tab that runs on the cam was worn completely off (yer supposed to grease the sucker). His points were closed and, natch, the engine didn't like the lack of spark and quit.

As Kit told the story—being the forthright, honest, grubby biker-type that he is—he stood up, stared down at the points, scratched his head with one of his totally-tat-covered arms, and said,

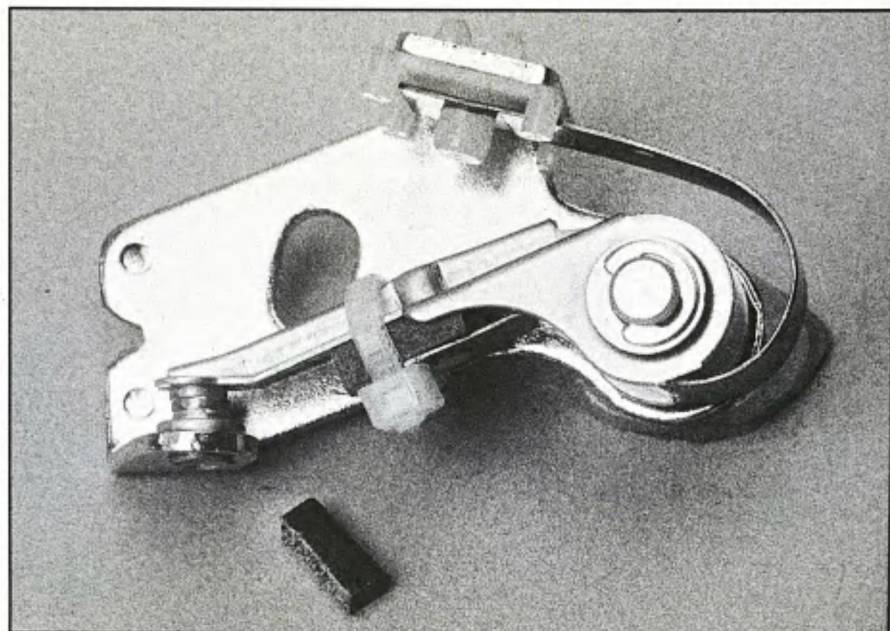
**When he pulled
his hands outta
his pockets, out
came a 3-inch
tie-wrap**

"What a fuckin' Mickey Mouse breakdown." He dug through his saddlebags but came up with nothin' 'cept rusted nuts and bolts. He stood upright again, shoved both hands into his pockets, and wondered what the hell he was going to do. When he pulled his hands outta his pockets, out came a 3-inch tie-wrap. Just about the time he was going to return it, a flash hit him. Without even removing the points, he slipped the wrap around the points, positioning the junction in the fiber block position. He pulled it tight with a pair of pliers, adjusted the points, lubricated the points cam with some grease from his rear wheel, fired the sucker up, and rode home.

We were so impressed with the suggestion, we all jumped our rides, rode down to the local cantina, and got drunk celebratin'.



Illustration by George DiLucca



Evo Valve Removin' Tool

Rip discovered this device at Young Harley-Davidson in Greensboro, North Carolina. He had stopped to get his bike serviced a few states back and it seems the mechanic took his feed line off the oil pump to drain the oil (bad idea). When the mechanic replaced the line he crimped it, cuttin' off a major amount of the oil flow.

Rip didn't notice it and blazed on through a couple of states until, just outside Greensboro, he caught up with a couple of racin' fools, grabbed a handful of throttle, and brought that 85,000 mile dresser into port. 'Cept when he docked the barge, he heard a terrible clatter.

He immediately pulled his ship into dry dock, and gave them the official Rip instruction (same instruction he gives the girls around here), "Fix it quick, I gotta get on the road."

That's where this tool came in, built by Sonny, one of Young's main mechanics coupled with the design abilities of the owner, Rayvon Young. They called Crane Cams, who overnighted a heavy dresser (1-1001) cam and springs. Sonny replaced

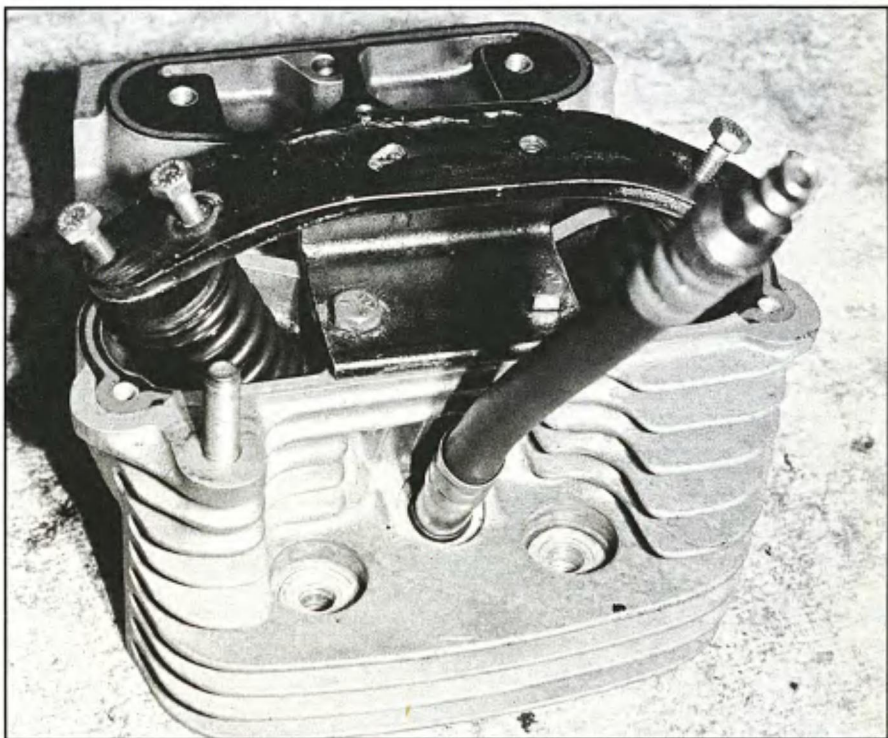


Photo by Rip

I can run the cam of my dreams

the cam, then pumped 100 pounds of air into one cylinder at a time (through the spark plug hole). This procedure automatically checks for burnt valves or busted rings, which hold the valves closed when the keepers are removed.

Then this tool was put into action, bolted to the two center rocker cover bolt holes. Two 7/16 head, 1-inch long, 1/4 X 24 bolts are used to hold down the valve collar and, when screwed down evenly, allow the keepers to be removed, and springs replaced. The old NASCAR trick tool is made out of plain old, 1/4-inch, mild steel strap, and a chunk of angle iron welded together, drilled and tapped. The two holes drilled and tapped in the center are storage for the two bolts used to bolt the tool to the head. And so it is, another major breakthrough in motorcycle technology.

—Wrench



Illustration by George DiLucca

BIKER HALL O' FAME

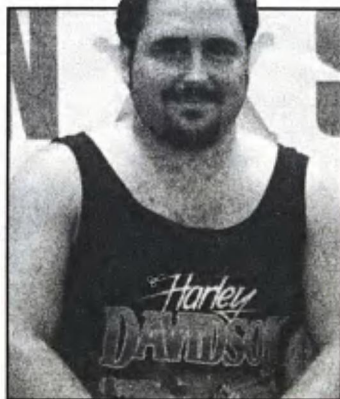
Brothers and sisters
who stand out in the
crowd

By Red Baron

Mark Gillen Pasadena, Maryland

By the time you read this, Mark may already have left his mark on the political scene in his home county in Maryland. Ya see, Mark was running for Sheriff of his home burg, Pasadena. Last we heard from him, they were just getting ready to count the votes.

Mark's been working as a deputy sheriff for the past five or so years, during which time he was fundamental in founding the first union to represent deputy sheriffs in Anne Arundel County. But Mark also loves being in the wind, and his current mode of transportation is an '87 Sportster. I wonder if this biker/sheriff's got a siren on his handlebars.



Dog Bodene, Tesuque, New Mexico

Sometimes the land of nuts and fruits doesn't agree with a man, and he's gotta leave. Dog Bodene, a 40-year-old, self-described herb nut, left 30 years ago. But due to his Indian heritage, he stayed with the nuts and fruits, combining health with fast Harleys and muscular car-powered trikes to keep his "mañana-like lifestyle" going in New Mexico.

Teaming up with John Harrison, a Green Beret and Vietnam vet, they've developed American Thunder Tryke with the idea of helping physically challenged individuals realize the thrill of riding again. The trike we saw was a Big Block 454 Chevy, sportin' a heavy-duty custom frame from Ed's Welding Specialists and Coachworks; outrageous, yet easy-handling 48-inch forks from Rhupa Machinists; and a solo, chromed, big-rig truck spring on the front end. John, with help from his brother, Bob, on electronics, assist Dog in the assembly of these big bastards. They're able to produce about two or three a year.

Dog and John have been working with, and getting valuable input from, Brothers of the Third Wheel, a club for disabled riders and trike enthusiasts in general. Best o' luck. You can reach 'em at: American Thunder Tryke, Box 157, Tesuque, NM 87574, (505) 988-1545.

—Buster



Photo by Kim Peterson

SHACK O' SHAME

Easyriders Staff Agoura Hills, California

Photo unavailable

It's time I dealt with some of the wimps around the office and gave 'em a piece of my mind. Now I'm no whiner, but it really burns my ass when Bandit, who deems himself the big cheese around here (Limburger, no doubt), jets off to Orlando "on business" just when another deadline happens around these caves. Matter o' fact, just the mere mention of the word "deadline" sends him off planning his next "business trip," while Snake, true to his name, has been known to use the same occasion to go "body surfing" down in Long Beach. Yeah, sure, Snake. Whose body are ya surfing on, anyway?

Come deadline, this place is a fuckin' tomb. Loudmouth's off "checking out a few things" at the Price Club and Bomber has to watch another game on the tube (God forbid his team would have to play without his armchair support; and what about the beer companies?) Don't misunderstand me, I really like these guys, and they'll give ya the shirt off their backs, but I ask myself, *Whydafuck am I the only one here doing everyone else's job?*

Ya can't count on Rip, 'cause he's usually in Bumfuck, Idaho, or some other obscure place and Clean Dean's always too busy droolin' over the Fox Hunt contestants. Dirty job, he says, but somebody's gotta do it.

Oh yeah, then there's Lisa, our main "word head." Sure, she says she's got too much work to do and she's gonna crack under the load soon, but every time I see her, she's off roping herself another cowboy at some sawdusted saloon. So who's left? Yeah, you got it, yours truly.

"Poor Red," ya say, "you're the only responsible person in the whole damn outfit. You deserve some raisin pie, if not a raise or even a company Harley."

I don't mean to be whimperin', but it sure chaps my hide when everybody's out having a good time when they should be working. Beats the fuck outta me how this rag ever makes it to the newsstand. I'm tired of carrying everyone else's load and making 'em look good. What's in it for me?

'Scuse me, my phone's ringing.

"Who? Bandit? Yeah, I know it's almost noon. Why am I not at work? Well, I was gonna, but..., uh, my ol' lady's dog is sick, and, uh..., yeah, my bike wouldn't start this mornin'. Oh, and I'm working at home..., on an important feature article..., yeah, Shack O' Shame. Yeah, just came to me. Okay, boss, you take it easy."

See what I mean? Those goddam parasites, always on my back, hounding me every fuckin' minute of the day. I think I need to go for a ride, let the wind soothe my nerves. Yeah, that's it!

See ya 'round.

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PASSIN' GAS

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay \$40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to Jokes, Box 3000, Agoura Hills, CA 91301.



"Take him off the critical list."

As the emergency-room physician began treating the young bro's numerous contusions, he asked the bleeding biker what the hell had happened to him. "I was at my girlfriend's house," the biker explained, "and we were doin' that new Spanish dance, the *lambada*. That's when her father walked into the room, took one look at us, and started beatin' the fuck outta me with his cane."

"Jeez, is the old guy crazy?" the medic asked.

"Naw, doc—he's deaf," said the bro.
—Wolf
Oshkosh, Wis.

George got his new splittail into the sack for the first time, but no matter how hard he humped away, the hardbelly wouldn't respond at all. Finally, in exasperation he asked her, "Whatdafuck's the matter?"

"It's your organ," she said. "I don't think it's big enough."

"Hey, lissen, bitch," George replied, "I didn't fuckin' know I was gonna be playin' in a cathedral."

—Norman Willhoite
Corcoran, Calif.

Where does an Iraqi soldier run during a U.S. air raid?
All the way down the back of his pants.
—Cade Plazinich
Rosharon, Tex.

What's the most expensive thing in the world?
A chick who's free for the evening.
—Dave Chance
Crescent City, Calif.

There's a new cocktail makin' the rounds in the bars. It's called a "Houdini"—drink two of 'em and yer out of it.
—Slow Ed
Pittsburgh, Pa.

"Tiny, I gotta level with ya—I fucked the milkman this morning," confessed the tearful house mouse over dinner.

"Fer crissakes, Cindy, why?" roared Tiny, slamming his fist on the table. "We owe the fuckin' butcher 20 bucks!"

—Hammer
Here



"It's not strictly legal, but I enjoy a trial by combat every now and then"

The old graybeard tramp had taken to being courteous in his later years, especially to the women. One day when airing his views on politeness, he remarked that he had never seen an ugly woman. A woman standing next to him, with a very flat nose and waffled cheeks, overheard this and said, "I beg your pardon, sir, but can you take a look at me and honestly say that I'm not ugly?"

"My dear lady," the noble tramp replied, "like the rest of your sex, you are an angel fallen from the skies—it's not at all your fault that you happened to land on your fuckin' face."

—J.M.
Graybar Hotel

The hooker had been out of commission and low on funds for several weeks because of a heavy dose of the clap, so she asked another whore to lend her \$50. "Just until I can get back on my back."

—Fat Boy
Rockies

Six-year-old Mary woke up about two in the morning and crawled into her mother's bed. "Tell me a story, Mommy," she pleaded.

"Hush, darling," said her mom. "Daddy will be in soon to tell us both one."

—Crisco
Richmond, Va.

What's the difference between a lawyer and a vulture?

A vulture can't take off his wing tips.

—Fat Boy
Rockies

Grandpa," said the little boy to the elderly farmer, "how come you always piss in the same place every time?"

"Well, boy," the old man answered, "you see this crossbar brace on the fence? When I was younger I used to hook my pecker under it so I wouldn't piss in my face... now I lay it over so I won't piss in my shoes."

—David Allen Kerr
Tenn. Colony, Tex.

MAN'S THREE BASIC FOOD GROUPS



PROTEIN



CARBOHYDRATES



PUSSY

Why does Miraculous Mutha shop for her bras at the local Datsun dealer?

It's the only place where she can find a 280 Z.

—Shetland Pony
Up North

Definition of *adolescence*: the stage of life between puberty and adultery.

—Lucky
West Coast

Then there was the biker who told his ol' lady, "Let's tell the kids to go outside and P-L-A-Y so that we can go fuck."

—Xtremely Fast
Baytown, Tex.

What new kids' cereal has little marshmallow scrotums in it?

Cap'n Crotch.

—Don Lindal
Winnipeg, Manitoba

There are only two things in the world that smell like fish. One of them is fish.

—Apache
Inside

What's the difference between a hunter and a fisherman?

A hunter lies in wait and a fisherman waits and lies.

—Skitz
Huntsville, Tex.

What tastes great on apple pie and cherry pie, but not on hair pie?

The crust.

—Jim Connig
Ames, Iowa

After 24 years of marriage, the biker's ol' lady hauled his ass to divorce court. When the judge asked her why she was seeking a divorce, she replied, "The worthless sonuvabitch hasn't spoken to me since our wedding, Your Honor."

The surprised judge turned to the tramp and asked, "Is that true? You haven't spoken to your wife in 24 years?"

"Yeah, that's right, Judge," said the biker. "I didn't wanna interrupt her."

—Mad Mike
Ormond Beach, Fla.

Whaddaya call the sweat on a matador's balls?

Oil of olé.

—L.V. Hood
Crescent City, Calif.



"How do ya like it, Warden? Nick carved it out of a bar of soap."

"Hey, Dad, did Thomas Edison make the first talking machine?" asked the rugrat while doing his homework.

"No, son," answered his father. "God made the first talking machine, but Thomas Edison made the first one that ya could turn off."

—Morris the Cat
In Lockdown

What's the difference between a Honda Gold Wing and a ton of dogshit?

About 1500 pounds.

—Spade
Tucson, Ariz.

What do Japanese men do when they get an erection?

Vote.

—Danny Osborne
Northumberland, England



"I love these new Divorce American Style toilets."



"Where's all the pussy?"

The farmer was whitewashing the interior walls of his country out-house and had the misfortune of falling through the opening. Standing knee-deep in the shit at the bottom, he began hollering, "Fire! Fire! Fire!" at the top of his lungs. The local fire department responded to the alarm on the double, with tires squealing and sirens screaming as they skidded to a halt at the privy and unrolled the hoses.

"Where's the fire?" called the chief.

"Ain't no fuckin' fire," replied the farmer as they hoisted him outta the two-holer, "but if I'd yelled, 'Shit! Shit! Shit!'—who the hell woulda rescued me then?"

—Norman Willhoite
Corcoran, Calif.

"For 20 years my ol' man and I were deliciously happy," said the tramp's ol' lady.

"What happened then?"

"We met."

—Mad Welshman
Walters, Okla.

Why are some chicks' brains the size of peas?

Swollen.

—Dr. of Darkness
Salmon Arm, B.C.

A biker who was wanted by the Oklahoma authorities had been photographed in six different positions, and the photos had been promptly circulated across the state. A few days later, a teletype from the chief of a small town came in. It read as follows:

I duly received the pictures of the six wanted felons whose capture is desired. I have arrested five of them, and the sixth is now under observation and will be apprehended soon.

—Jeremy
Keepin' on

A biker and his ol' lady were eating in a truck stop when she suddenly started choking violently on a piece of chicken-fried steak. Seeing that she couldn't breathe, the biker acted fast: he immediately grabbed her, ripped her clothes off, threw her face down on the floor, and started tonguing her asshole. Within seconds she began breathing again, much to everyone's relief.

A wide-eyed trucker sitting at the next table scratched his head and murmured, "I always wondered how to do that Hindlick Maneuver."

—Keith Nowak
Madison, Ala.

What does it mean when two lesbians make love?

It don't mean dick.

—Hawk
Inside



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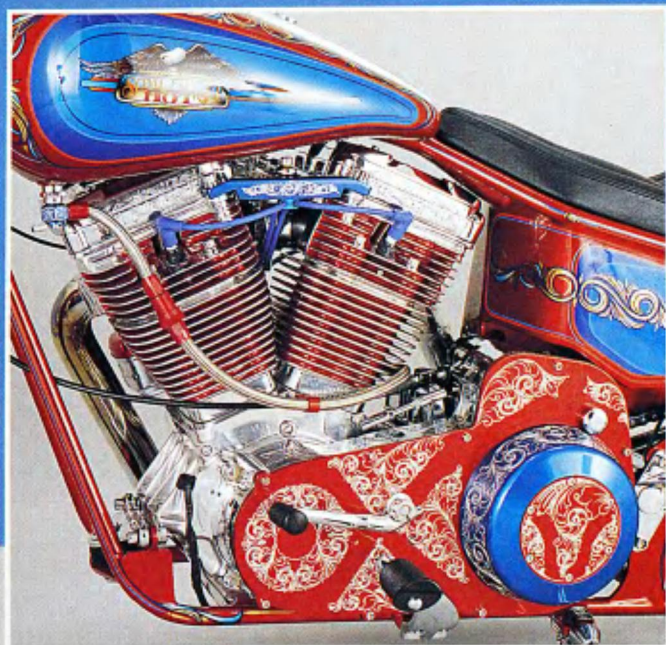
MARVELOUS MACHINE FROM MASSACHUSETTS



**Stops Traffic,
Wins Shows,
and Rides Easy**

“

just felt like building another nice bike,” says Mark Shadley of “Some Like It Hot,” the piece of blue and red jewelry you see here. To just say “building” understates the case. This eye-stopping creation represents several years of thinking, several months of working up parts, and five days of intense assembly.



hadley knew what he wanted in the mechanicals but reckoned he could use some help with the paint and graphics, so he called on Dave Perewitz, of Cycle Fab in Brockton, Mass. Perewitz enjoys a considerable and well-

earned reputation as a customizer himself, and he and Shadley worked out the scheme for the paint and engraving.

Now, look closely at those surfaces. That's not all paint. Some of it is anodizing. Shadley had seen a lot of anodizing of one color with complementary paint, and this time he wanted two colors in anodizing, with two colors of paint to match. Check the



primary cover: that's anodizing, and so is the clutch derby, and the two-color theme continues all over the bike in the paintwork, the silver filigree engraving sort of dancing along with it and getting a lot of aesthetic help from the tank and battery panels brushed on by Roy Mason.

This is clearly a bike for detail.

Close your eyes, lay a finger almost anywhere, and you'll hit a

Shadley special. Start with the

aircraft-type fuel lines (with red), follow through, by way of the blue spark plug wires, and head down to the Shadley-made, red-and-blue juice brake caliper mounts, front and rear. Shadley also widened the forks a bit, and machined up the trees, likewise anodized.

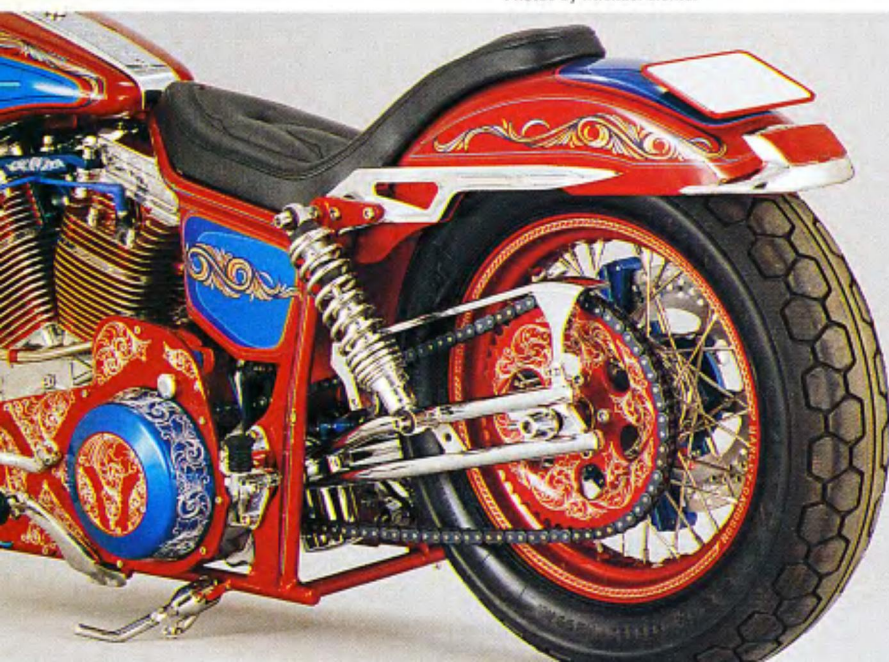
Shadley has little fondness for bikes that win shows but can't get down the street. "My bikes have to be good rides," he says, and while he doesn't go dirt-tracking or run in the salty slush of New England winters, he uses it every day in season and says it rides "super comfortable."

Part of that comfort comes from rubbermounts, part comes from the well-thought-out Ness frame and rear swingarm, and part comes from (finally) finding a use for some Asian stuff; namely, adapting





Photos by Michael Lichter



Owner(s): Mark Shadley		City: Hanson, Massachusetts	
General		Frame	
Fabrication by: Mark Shadley, Brad Lovely		Year: 1988	
Year and make: 1988 H-D		Builder: Arlen Ness	
Model: custom		Type: rubbermount	
Value: \$25,000		Rake: whatever Ness says	
Assembly by: Auto-Tec		Stretch: 2 1/4 inches	
Time: six months (and 15 years)		Other alterations: built-in oil tank, gas tanks	
Chroming by: Brown's, SS Chrome		narrowed 1 1/4 inches.	
Engine		Accessories	
Year: 1988		Bars: drag	
Model: Evo		Risers: H-D	
Rebuilder: Jim Thompson		Fender(s): fr., H-D rear, rev. FLH	
Ignition: dual Morris magnetos		Headlight: CCI	
Displacement: 103 cubic inches		Taillight: FLH front light	
Lower end: S&S		Speedo: none	
Balancing: Jim Thompson		Front pegs: H-D	
Pistons: S&S, 8.9:1		Rear pegs: H-D	
Cases: Delkron		Electrics: Mark Shadley	
Heads: Baisley		Gas tank: Brad Lovely	
Cam: Sifton		Oil tank: Brad Lovely	
Lifters: hydraulic		Oil system: Delkron pump	
Carb(s): S&S, 2 1/4-inch		Primary cover: Don Hotop	
Air cleaner: S&S		Seat: Dan Gray	
Pipes: Auto-Tec		Sissybar: none	
Muffler(s): none		Height: n/a	
Transmission		Material: n/a	
Ratios: 5-speed		Forks	
Modifications: Andrews 1st gear		Type: modified Kawasaki	
Year: 1988		Extension: 3 1/2 inches under	
Engine sprocket: 24-tooth		Builder: Mark Shadley	
Trans sprocket: 23-tooth		Special features: custom trees	
Wheel sprocket: 51-tooth		Wheels	
Painting		Front	Rear
Molding: Cycle Fab, Don Perewitz		Size: 19-inch	Size: 16-inch
Painter: Dave Perewitz		Hub: Honda	Hub: H-D
Color: blue and red candy		Rim width: WM-2	Rim width: WM-5
Type: House of Kolor		Tire: Metzeler	Tire: Metzeler
Special paint: Roy Mason		Brake: Perf. Mach.	Brake: Perf. Mach.
Other special modifications: Engraving by Cycle Fab; custom tanks, chain guard, fender rail, top mount, caliper brakes, and front tree; special thanks to the Hamsters.			

the tubes and lower legs of the forks from—get this—a Kawasaki. The Kaw stuff let Shadley pressurize the forks, and vary the pressure to suit the road. That doesn't sound so unique nowadays, but this bike was completed before H-D got around to pressurizing forks.

The whole project took about six months. Actually, it took about 15 years and six months, since Shadley's been cogitating about wild customs since he first put a supercharger on a hardtail Sportster many years ago. Makes ya wonder what he'll come up with to top "Some Like It Hot."

—Maestro

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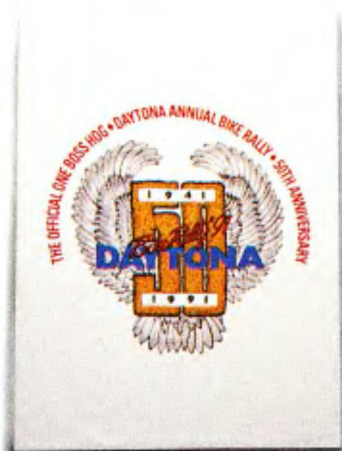
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It was a perfectly understandable proposition: Leila would stop shooting me when I started talking. Or so she said. I had the feeling she would probably shoot me one last time after I talked, in the temple or thereabouts. But maybe by then I would be grateful.

She smiled at me, white teeth set against full red lips, her black lustrous hair framing a beautiful face. She perched comfortably on the edge of the bed wearing nothing but the glow of spent passion.

Just moments before she'd been clawing my back with her long, lacquered fingernails. Now she was holding my gun.

I sat in the middle of the floor on a hard wooden chair in my rented room. Outside the second-story window a chorus of ships' horns mournfully scaled the octave as they threaded the Bosphorus. Istanbul was extremely hot this time of year and the creaking fan above me turned with little effect. But I wasn't sweating from the heat.

The gun in her hand was my Titan .25 caliber semiautomatic. I carry that particular pistol because it is eminently concealable. It looks like a toy but in the right hands it can be quite deadly. And hers were the right hands.

I wished her hands were still holding me.

"Did I break any teeth?" she asked. Her voice was smooth as warm honey and her aqua eyes studied me with concern. But I wasn't fooled; they name spiders after girls like her.

"I'm okay," I said, rubbing the side of my jaw where she'd blindsided me with a scissors kick. It was about the time I slammed into the wall that I realized she didn't work for Pan Am. And sleeping with me had only been part of the setup.

S SENTIMENTAL SOUVENIR

By Mark Petterson

SENTIMENTAL SOUVENIR

"I'm so very glad," she said. "I'd prefer not to hurt you at all."

"Thanks," I said sarcastically. But she was telling the truth. What she'd really prefer would be to get what she came for, then kill me and leave. She wasn't a sadist at heart. But she was a professional. She'd definitely do what she had to do.

"Shall I start with your kneecap?" Leila asked. "Put an end to your riding days? You'd only be crippled for life."

I stared at the petite automatic in her hand. I wanted that gun, more than she might have realized.

"You're not really a freelance photographer," she replied.

"Sure I am. I'm touring the world on my Harley. Magazines pay me money for pictures."

"Someone else is paying you money, too," she said.

I shrugged. Sometimes I freelance more than just pictures. It helps keep my dresser in the wind.

"We'll offer you more," she said.

I just shook my head. She wasn't the type to understand that some people's loyalty couldn't be bought and sold.

"You realize," she said. "I'll get what I came for. One way or another."

"I liked that way better," I said, gesturing at the jumble of sheets and pillows on the bed.

She gently caressed a creamy breast and her cherry-tipped nipples hardened.

"Where did you learn that trick with your eyelashes? It felt like—"

"A Thousand Butterflies At Dawn."

"What?"

"That's the Oriental name for it."

I watched a rosy blush spread down her taught belly and disappear into the warm, furry patch between her legs. I wanted to dive into that warmth again. I wanted to get my little pistol back.

She looked casually around the room. "Where did you hide it? I don't have time for a thorough search."

Even if she did have time she probably wouldn't find it. I had been extremely clever; or so I thought before she'd grabbed my gun.

What she was looking for was smaller than a pinhead. Yet an encyclopedia's

worth of information could be stored within it. Tough and super small, the old reliable microdot was still one of the best ways to smuggle information out of the Middle East.

Outside the window, dawn was brightening into day. On the streets below it was business as usual in a variety of foreign tongues.

I had chosen to stay in a tenement disguised as a hotel. Not too fancy, not too cheap, just the place a globe-wandering scooter tramp might spend a few nights while photographing the more picturesque sights.

I wondered when her little psychological game would end. I wondered how much pain I could take.

The Italian-made .25 carried seven rounds with room for one more in the chamber. I had carefully loaded it just half an hour ago with Remington 50-grain copper-jacketed hollow points. Using a hollow point round was my way of being clever. But I wasn't prepared to get shot with it, too.

Leila was no longer smiling. That was an ominous sign. "Be reasonable," she said. "I won't ask you again." I raised my hands in a gesture of conciliation.

The pain started out as mere agony, growing worse in waves

"Or how about your shin," Leila went on thoughtfully. "The bullet would probably smash the bone into splinters. I believe that might be painful, too."

Extremely, I thought, not at all up to the coming activities.

It wasn't supposed to come to this. I know more about F-stops and shutter speeds than the cloak and dagger business. But when an old Corps buddy had asked me to do a small favor... well, *Semper Fi* and all that. So here I was with Leila as she held the end results of my cleverness in her hand.

"Or maybe I'll shoot you someplace dramatic—" Leila pointed the gun at my lap. "Ever sing in a choir?"

What could I say? I would have to think of something.

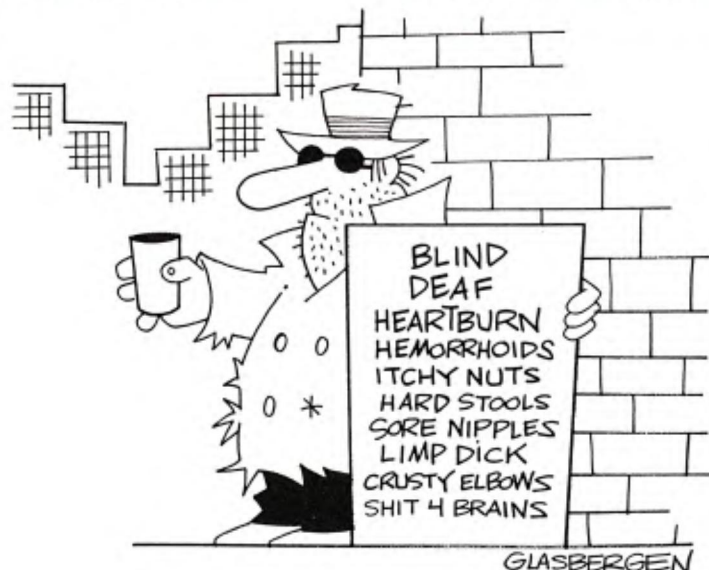
"Look—" I started out.

Then she shot me.

I heard the cracking pop and for an instant thought the gun had missed. But a sudden, excruciating fire ignited in my belly. She had chosen well, I couldn't scream. I could hardly breathe without fainting.

I looked down. The hole was small, and very neat, a little to the left of my navel. A crimson crescent slowly spread beneath the hole.

The pain started out as mere agony, growing worse in waves, pulsing as I gasped for air. It was excruciating, like



a red-hot iron stirring around inside of me. My eyes slicked over in a fever, my mouth clotted dryly. I could see the color of nausea; a pale, sick yellow.

"Seven more to go," Leila said, holding the pistol casually. For a moment there were two of her. "Do you need more convincing?"

I shook my head. One bullet was enough. That bullet was all I needed; call it my reward for being clever.

I struggled to my feet. It seemed to take several years. For a moment the dizziness almost overwhelmed me; I held on tightly to the back of the chair. Then, very carefully, I placed one foot in front of the other, as carefully as any tightrope walker. I reached the bureau in less than a decade.

My left hand was holding my belly, gently, but firmly. I had an absurd fear that my intestines would suddenly cascade out over my feet like some sort of gloppy waterfall—tripping me, ruining my escape. But it was really such a little hole, after all.

I eased the top drawer open, slowly, using all my strength. My hand crept inside like a sluggish mole.

Leila stood next to me, alert to any possibility that I might suddenly whip out a bazooka. But I didn't need a bazooka.

I wrapped my leaden fingers around a green plastic squirt gun. A child's

plaything. Leila laughed.

The squirt gun was a tribute to Vanessa, my first girlfriend in college. She was didactic, opinionated, very domineering, and the first girl I ever made love to. But behind her veneer of prefabricated feminist views and vitriolic chauvinism she was just a very scared person—scared of being bullied, scared of being mugged, and especially scared of being raped.

She taught me that blind dogmatism makes poor conversation. And she taught me a very good way to avoid getting raped.

expression on her face.

I pulled the trigger.

The stream of ammonia caught her right on the bridge of her nose, splashing up and into her startled aqua eyes. She shrieked and I dropped to the floor as seven small explosions spattered the plaster wall around me.

It was Leila who was in agony now, and I let her scream for both of us as I crawled to the door, fighting my own white pain.

I don't remember the hall, or the steps. I vaguely remember sitting on my bike without the strength to kick it

I vaguely remember sitting on my bike without the strength to kick it over

I raised the squirt gun carefully, moving in slow motion. Then I turned. Leila watched, a puzzled, expectant

over. Drops of scarlet blood were staining the black seat. Somewhere in the distance I could hear the sing-song



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SENTIMENTAL SOUVENIR

claxon of an approaching ambulance. And then there was a doctor, ordering me to lie still. But I had to tell him something important, very important. And I made him promise to do it before I sank into the darkness.

I woke up in a long, brightly white-washed room on a bed in a row of a dozen or so other beds. A smell of disinfectant hung in the air, unable to mask the stronger smell of human pain and misery.

For Turkey it was a very good hospital, and I was lucky. But it was hard to sleep among so many people, many of whom were dying in great pain. And while I still had pain, I was still living.

The doctor who attended me was French. A common type of expatriate. The purple threading on his nose told me everything: a once promising career, too much sauce before an important operation, and suddenly his reputation and his bright career were in shambles. Perhaps his license was even revoked.

But that was of little concern here, where medical skills are in demand. And, in truth, he seemed competent. I, at least, was still alive. And from all indications, recovering.

As soon as the tube was removed from my throat, I attempted to speak with him. His English was terrible, my French worse. I finally made him understand and in a short while a nurse brought me a small box. I thanked him for keeping his promise. "Morbidity," he said with a coarse accent.

In five weeks I was practically whole again. At least on the outside. The bullet had creased one thing or another, nicked something else, and destroyed maybe 2 feet of my colon.

It was amazing what damage the hollow point did to my insides. They'd sold my bike and everything else to cover the bills.

They did not roll out the red carpet for me at the embassy. Matter of fact, they kept me waiting in the lobby for three hours. Perhaps they were busy.

When I was finally ushered into a back office, it was to confront one

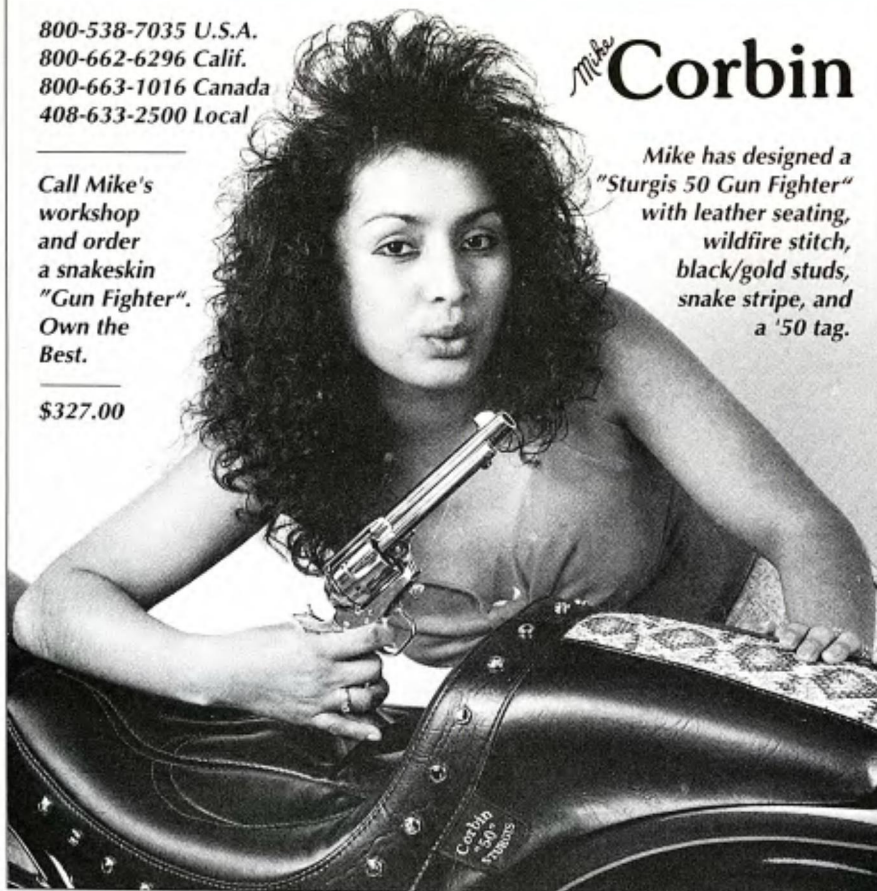
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Anthony W. Chalmers, a less-than-sublevel bureaucrat of intense mediocrity. His smile was shallow. He looked up from some sort of dinner invitation list he was preparing. Then he looked at his watch.

"I was shot," I said by way of opening the conversation.

Chalmers stared back through rimless spectacles. His eyes were like pools of brown gutter water.

"But I'm recovering nicely."

He folded his long, delicate fingers together and looked at his watch again.

"You wouldn't believe how such a tiny piece of lead can hurt." When he didn't reply, I dug the small box from

"What Leila stole is worth a small ransom. If we could find her maybe we could buy it back."

"Leila won't be seeing anyone for a while," I said.

Chalmers gave me a last, withering look, then gestured at the door.

"We've no more to discuss."

I stood up. "Well, if it's worth a small ransom . . . perhaps I could sell it on the open market . . ."

"What?" The blood drained from his face. "You still have the microdot?"

"Not on me," I said with a smile. "But I can reach it quick enough."

Suddenly Mr. Chalmers was wearing his Sunday suck-up face, beaming like a

I found exactly the place I was looking for—the seediest bar on the waterfront

my pocket and opened it. "See? See how small the bullet is?" I set the bit of metal on his desk. "I had the doctor save it. I thought I'd keep it as a souvenir. There's something sentimental about getting shot and living."

Chalmers looked at the hollow point for a moment. It was hardly deformed at all. Then, with obvious distaste, he gingerly picked it up and dropped it in his ashtray. "Your maudlin sentiments are of absolutely no interest to me."

"What about my scooter? My camera? I'm out a lot for you."

"Your loyalty is appreciated. Perhaps we can arrange a medal."

"I got enough medals in 'Nam. All I want is fair compensation."

"For what? For losing priceless information?"

"You should've warned me about Leila. I don't play in the same league."

"No, you don't. You're just a freelance photographer."

And a rather unlucky one at that."

I kept my voice steady. "I think you owe me."

"I think not. The only thing we're interested in now is where Leila is."

"What difference would that make?"

He looked at me like my head tapered to a sharp point.

third-rate maitre d'. "I'm sure we can reimburse you for—ah, expenses. Perhaps even arrange a small bonus . . ."

"Why don't you make it a small ransom instead?"

His happy face dropped like a collapsing scaffold.

"That's extortion," he hissed. "Maybe even treason."

"You would have paid Leila."

"But you work for us."

"Correction. I'm a freelance photographer. And a rather unlucky one at that."

His finger drifted toward a button.

"Maybe we can change your mind —"

But before he finished, I'd poked my new little automatic between his eyes.

"Or perhaps I can change yours," I replied, pulling back the hammer with the faintest of clicks. "Believe me, you won't like getting shot . . . not with a hollow point . . ."

It took less than an hour for the embassy people to put together the small ransom, even though I'd perversely specified *Krugerrands*. I found the leather valise satisfyingly heavy.

Chalmers accompanied me to the bank and watched with furious eyes as I made a sizeable deposit. Now that my ransom was safe there was only me to worry about.

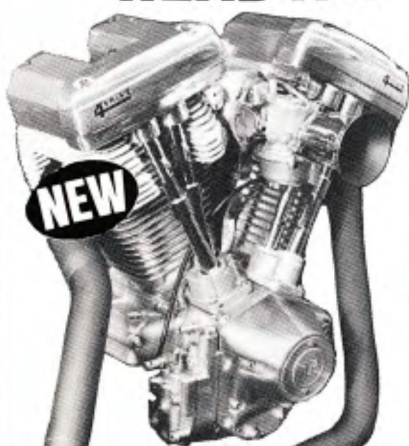
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SENTIMENTAL SOUVENIR

We cruised around until I found exactly the place I was looking for—the seediest bar on the waterfront.

Chalmers wrinkled his nose as we entered the dark interior and he was right, the place *did* stink. I sat him down at a greasy table and copied the number from the phone on the wall.

"I'll call you soon," I told Chalmers.

"If you don't—" he snarled, letting the words hang in the air. But I had no intention of jeopardizing the rest of my world tour . . .

. . . Though perhaps I shouldn't have dallied so long in the airport lounge—three hours at least. But it was cool and pleasant and I couldn't help picturing Chalmers in his three-piece suit sitting among the cutthroats and whores of the waterfront, waiting for the phone to ring.

I called him just before the final boarding call for Paris was announced. Paris seemed like a nice place to visit while I waited for my new Electra Glide to be delivered.

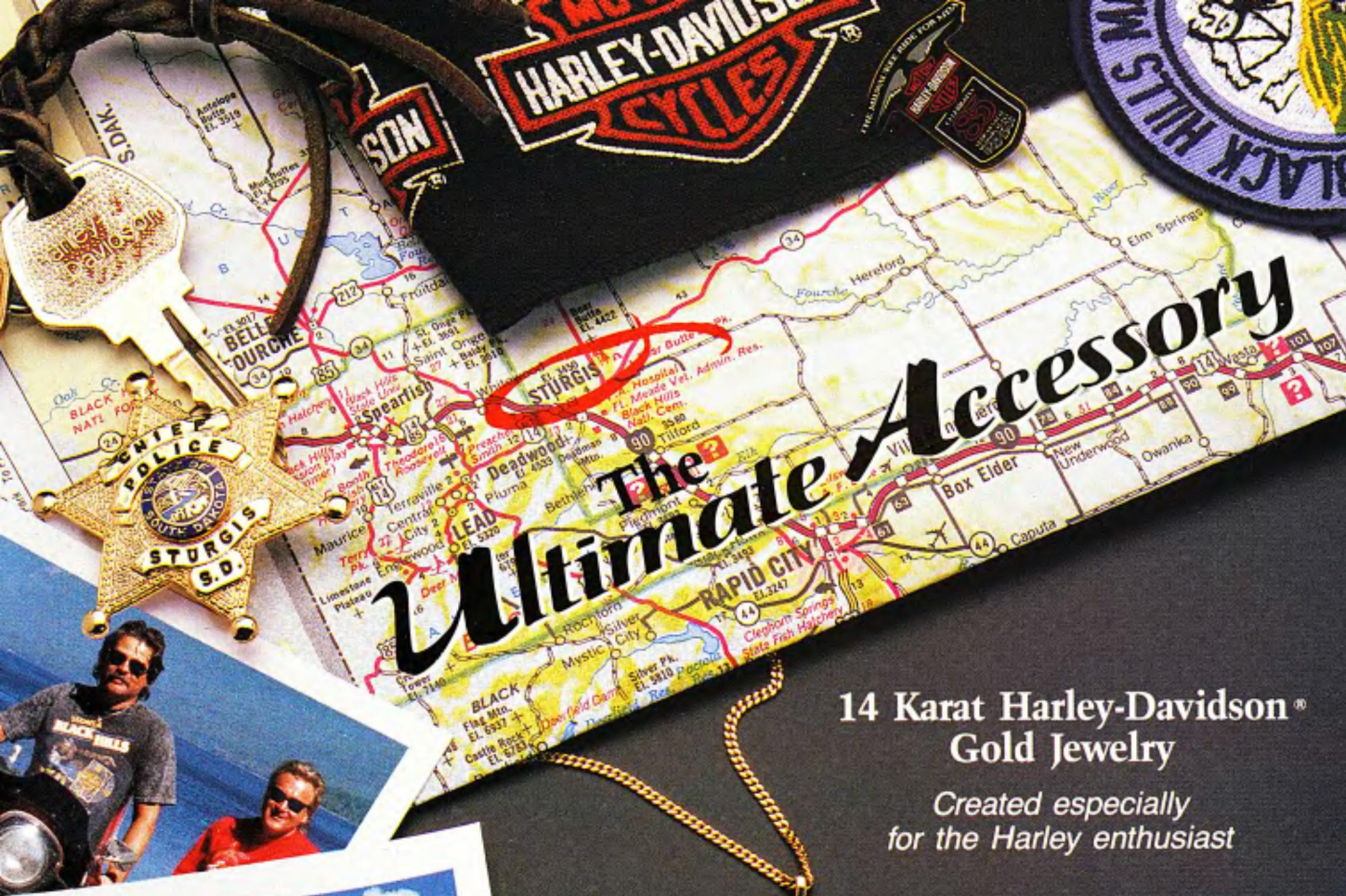
"You bastard," Chalmers raged. "Tell me where the microdot is."

I laughed. "Look on your desk—in the ashtray."

Sometimes there's more than just sentiment attached to a souvenir—especially if it's a hollow point. ■

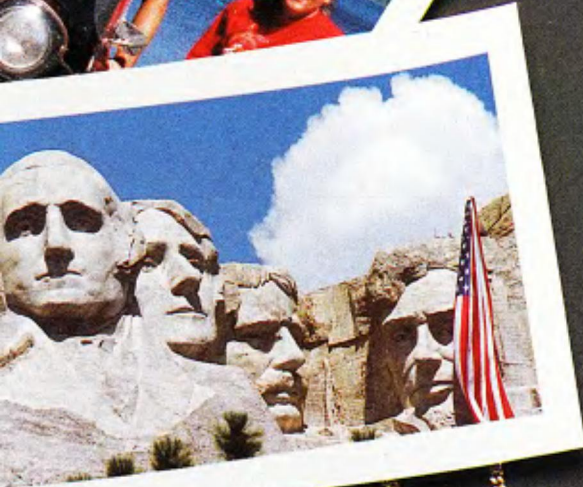


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CRAZY-ASSED ARTIST

Out on the West Coast of Florida lives a scooter tramp who, by his own admission, couldn't believe someone would want to see his paintings, let alone someone from this rag. And even though John Bailey does some outrageously creative, surrealistic fine art, the main thing that this skillful talent wanted to impart was that he can take his '84 Special Edition FLH apart and put it back together again—blindfolded.

Okay, cool, John, so what about your art? Well, there's this other thing that the 50-year-old biker/artist also wanted in—he's been ridin' 32 years, and was a paratrooper in the Army. In an ill-fated jump back in 1987, the chute failed and he crashed, breaking his back. Could be an insight to his canvas work.

That lead him to a year of gettin' his body in shape. "After a month and 8000 miles on the road, my back felt



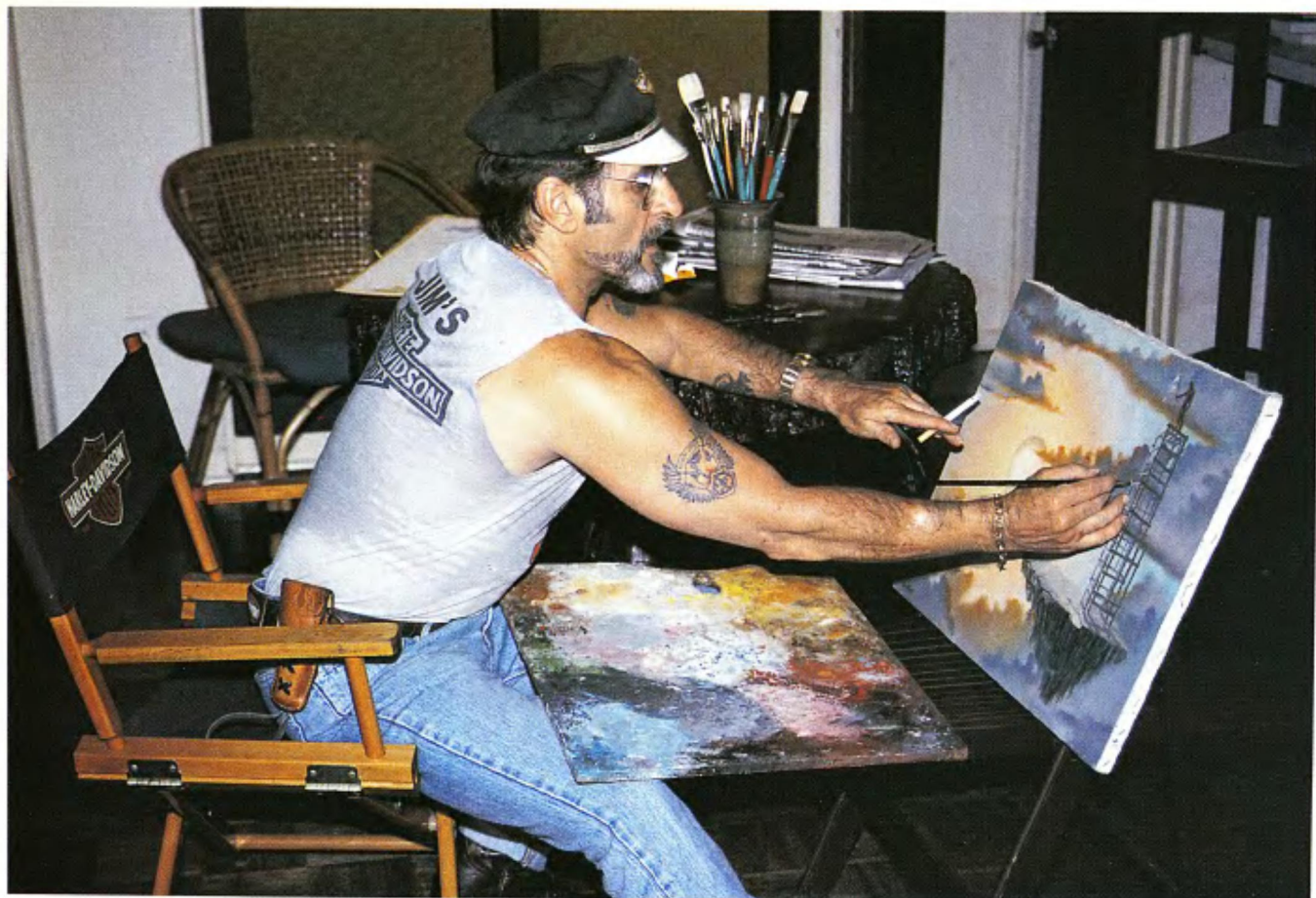
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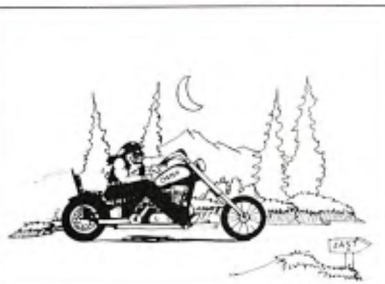
good as new. I'm living proof that a Harley-Davidson is good therapy."

After 20 some years of painting pictures, riding wild, and raising hell, John decided it was time to get a grip before he killed himself. So he went to school and graduated in May of '90 as a Registered Nurse. Now, before you pistonbrains shit yer shorts, let 'im explain. "I was a medic in the Army. I've seen so much death that I don't have a jacket big enough for all the memory patches. Death is a cold-blooded whore I love to fuck. That's my job, fucking death. I work on a progressive care unit where I regularly snatch people back from that lustful bitch's embrace."

Like most artists, John's art is personal, and he's not into talking about it. He draws on his experiences, which ain't so pretty sometimes. Let your eye be the critic.

—Bomber





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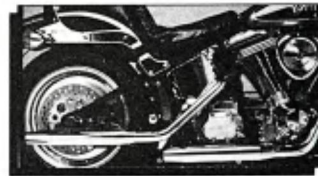
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ALL-AMERICAN MOTORCYCLE SWAP MEET—February 8 in Glendale at the National Guard Armory. Sponsored by Mike and Melanie Flaherty. For info, write Box 461246, Los Angeles, CA 90046, or call (213) 656-3164.

ALL-AMERICAN MOTORCYCLE SWAP MEET—March 24 in Santa Barbara at the Earl Warren Showgrounds. Sponsored by Mike and Melanie Flaherty. For info, write Box 461246, Los Angeles, CA 90046, or call (213) 656-3164.

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13TH ANNUAL COLORADO MOTORCYCLE SHOW & SWAP MEET—February 2-3 in Denver at the National Western Show & Complex, in the Hall of Education at 170 and Brighton Blvd. For info, write to Jack Portice at Box 15022, Como, CO 80432, or call (719) 836-2403.

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Illinois

5TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA—January 27 in Belleville at Belle-Clair County Fairgrounds, Rt. 13 & Rt. 159, just off Rt. 15. Sponsored by J&P Swap Meet Promotions. For info, write Box 405, Anamosa, IA 52205, or call Bill at (319) 462-4605.

10TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA—February 3 in Peotone at Will County Fairgrounds. Take I-57 south of Chicago. Sponsored by J&P Swap Meet Promotions. For info, write Box 405, Anamosa, IA 52205, or call Bill at (319) 462-4605.

Michigan

SMC SWAP MEET—February 17 in St. John's at 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

1991 JERSEY ABATE STATE LEGISLATIVE MEETING—January 19 in Manville at the Manville VFW from 9 a.m. to 4 p.m. Admission \$10 in advance for members, \$15 at door. Speakers, lunch, workshops, etc. For those staying overnight, the Somerset Ramada has discount rooms, (201) 560-9880. Sponsored by Jersey ABATE, Box 10442, New Brunswick, NJ 08906, (201) 549-1990.

Ohio

3RD ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA—January 20 in Toledo at Toledo Sports Arena, #1 Main St., downtown Toledo. Sponsored by J&P Swap Meet Promotions. For info, write Box 405, Anamosa, IA 52205, or call Bill at (319) 462-4605.

5TH ANNUAL MOTORCYCLE SWAP MEET—February 24 in Wooster at the National Guard Armory on St. Rt. 302. Sponsored by Hawg Dawgs Cycles. For info, write 920 6th St. NW, Canton, OH 44700, or call (216) 456-0958.

South Dakota

11TH ANNUAL SWAP MEET & BIKE SHOW—March 23-24 in Sioux Falls at Ramkota Inn Exhibit Hall from 10 a.m. to 5 p.m. each day. Dance Saturday night. Sponsored by ABATE of Sioux Falls. For info, write Box 864, Sioux Falls, SD 57104, or call (605) 335-8772, or (605) 335-7829. For room reservations, call (605) 336-0650.

Texas

11TH ANNUAL PRE-DAYTONA AMA PRO RACES & SWAP MEET—February 24 in Dallas at Devils Bowl Speedway. Gates open at 9 a.m., races at 2 p.m. For info, call Bob Bagwell at (817) 488-9133.

3RD ANNUAL SPRING HARLEY-DAVIDSON EXPO/SHOW & SWAP MEET—March 10 in Arlington at the Arlington Convention Center. For info, call Bob Bagwell at (817) 488-9133.

Virginia

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

Wisconsin

"A SEA OF BLUE" TATTOO SHOW—February 2 in LaCross at G's Catering. Tattoo artists, show, and much more. Sponsored by ABATE of Wisconsin. For info, write Boogie at W4520 County Hwy. Q, Mindoro, WI 54644, or call (608) 857-3100.

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

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Atlantic Inn	1 mile north of Main St. (formerly Quality Inn)	5	75	Street/Ocean
		4	95	Street/Ocean
Granada Inn	6 miles north of Main St. (low traffic, 2 pools)	5	79	Oceanfront
		4	88	Oceanfront
Whitehall	1/2-mile north of Main St.	8	79	Oceanview
		5	95	Oceanview
		4	105	Oceanview
		3	119	Oceanview
Daytona Inn Broadway	Main Street Area	4	88-98	Street/Ocean
		4	98-108	Suite
Ivanhoe	5 miles north of Main St.	5	89	Oceanview
		4	99	Oceanview
Carriage House	3/4-mile north of Main St.	5	94	Street/Ocean
		4	99	Street/Ocean
Hilton	3 miles south of Main St.	3	155	Street/Ocean
Marriott	Boardwalk	5	170	Oceanfront
Americano Beach Lodge	1 mile north of Main St.		t.b.a.	

Also: Thunderbird/Treasure Cove/Showboat/Speedway/Condos/St. Augustine

Easyriders Inv. Bike Show in Columbus

Feb. 22-24.

Travel Star: Official travel agency for hotel room & airfare!

Rates quoted are single or double, per room per night, plus tax. 3 or more people in same room raises price at all hotels except Whitehall and Carriage House. Call for details.

TRAVEL
STAR

TRAVEL
CRAFT

TravelStar/TravelCraft, 1725 Hwy. 951, Suite 101, Naples, FL 33999, (813) 455-5140 455-5149 Fax

READER'S RIDE



Tony Mills, Tulsa, Oklahoma 1965 Harley-Davidson Police Special

In '65 the cops were stylin'. It was the year the Police Special got an electric start and those long, highway-cruisin', 5-gallon fatbobs.

Tony had to have one—he'd collected parts for three years, from 10 different states, before he found his bike. It'd gotten to be a joke to his bros around Tulsa—he'd constantly get teased that his cop bike was in the paper for \$2,000. 'Fact, he almost fucked off a call 'bout an ad in the local bargain shopper—selling a '65 Police Special for \$3500. *But there it was.* He'd finally copped his cop bike.

Tony and bike builder, Jerry Orcutt, became good friends during the eight months of intense restoration. They logged 25-30 hours a week wrenchin' and perfectin'. The project cost Tony a wad of money and his marriage.

Everything's original or new old stock (NOS), from the working police options to the cadmium-spoked wheels. The police radio even works—they're as rare as hen's teeth. The Goodyear Super Eagles are also authentic—they haven't made 'em for 20 years. Other options include: siren, fire extinguisher, first aid kit, adjustable strobe light, and pursuit speedometer.

This perfectionist's \$18,000 rebuild earned him a first-place trophy in each of the nine bike shows he entered.

Tony owns a dozen classic scoots, but none of 'em affected him the way this Police Special did.

—Clean Dean

YEAR: 1965 Harley-Davidson

MODEL: Police Special

ENGINE: rebuilt 74 cubic-inch panhead

TOP END: NOS pistons, valves, and guides

LOWER END: genuine shafts and pins

TRANSMISSION: rebuilt 4-speed

FRAME: stripped and repainted with original H-D paint

FINISH: original Harley-Davidson Birch White

CREDITS: Special thanks to Jerry Orcutt for restoration help, Mason Morton for engine rebuild, and Harley-Davidson for providing valuable Police Special restoration information.

FORKS: rebuilt with NOS parts

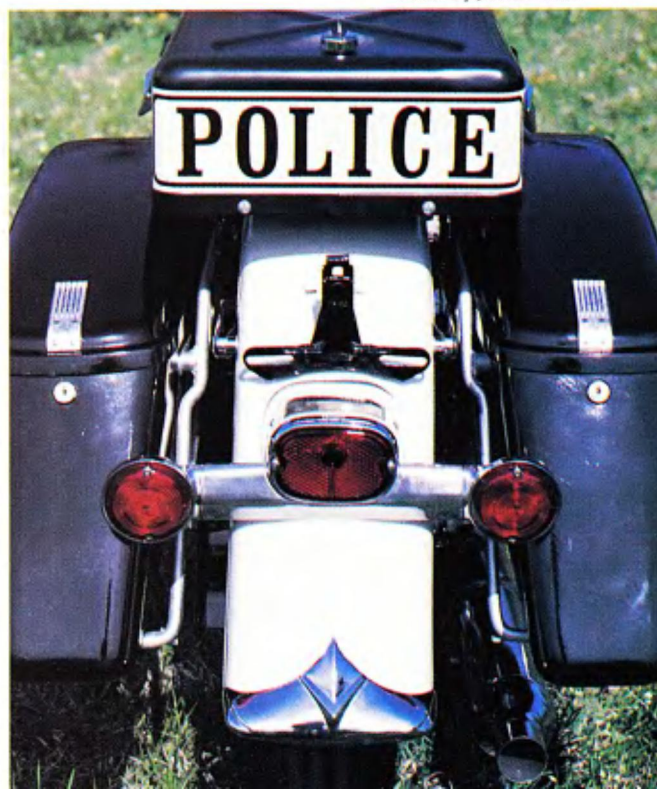
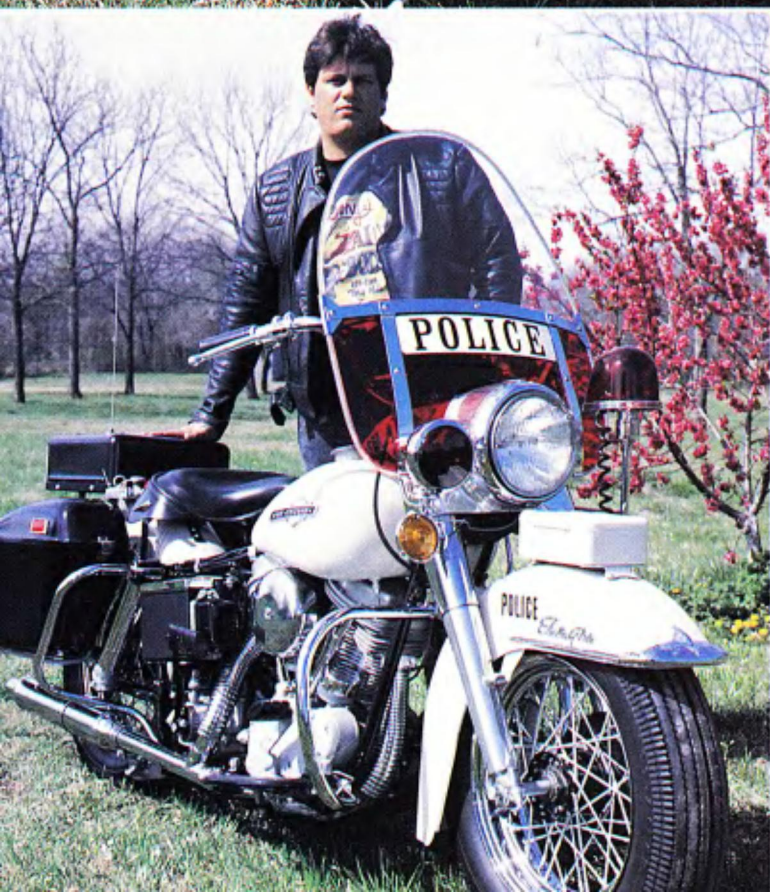
WHEELS: stock; original cadmium spokes and star hub

ACCESSORIES: full police option equipment including: police radio, siren, fire extinguisher, first aid kit, pursuit speedo, and adjustable strobe light.

SPECIAL MODIFICATIONS: original Harley-Davidson parts



Photos by John Southern



THIRD ANNUAL

\$25,000

INVITATIONAL BIKE SHOW

You pick the winners — by phone or mail voting

Our Third Annual Invitational Bike Show and Custom Bike Review is upon us. This is your opportunity to cast your votes for the best bikes featured in the 1990 issues of *Easyriders*, *In The Wind*, *Biker*, and, for the first time *Easyriders* Video Magazine. It is also your chance to tell us which monthly Fox Hunt winner or foxy feature model deserves to be the *Easyriders* Fox Of The Year.

We want your opinions about the bikes we feature, and which styles you want to see more or less of. After all, *Easyriders* is constructed by scooter tramps for scooter tramps, and you have the inalienable right as a rider of American iron to express yourself and vote for the scoots that you want (no matter where in the world you live).

Here's how it works — it's as easy 1-2-3:

1 Look through the next 32 pages and choose the five bikes you like the best, and note the three-digit number in each photo. You may cast one vote apiece for your five favorite bikes.

2 Look over the foxy gals on pages 72-75 and decide which one of them, or all of them, you'd like to hear a recorded message from, telling you why she wants to be the *Easyriders* Fox of the Year. Be sure to note the three-digit number in her photo.

3 Dial our national 900 number: 1-900-234-B-I-K-E (1-900-234-2453). You'll be lead step-by-step

through the process of voting for the bikes and the *Easyriders* Fox of the Year. You can also leave a recorded gripe or raisin pie compliment for the staff.

The charge for the call is just 89 cents per minute. Most areas are accessible, but a few are not set up for 900 numbers yet. Go ahead, give it a try — if it doesn't ring through, there will be no charge to your phone bill. The 900 number will be available for voting 24 hours a day from December 10, 1990 to February 14, 1991. The Fox Hunt vote also shuts down February 14.

For those of you who can't get through on the 900 number, you can still vote by mail. Write the three-digit number of the bike or Fox you choose on the outside of a 3-1/2 x 6-1/2 envelope with a 25-cent stamp affixed (or proper foreign postage). No postage-due mail will be accepted. You may vote for only one bike or one Fox Hunt contestant per envelope. (This is the only way we can stop Ballot Box Stuffing!) Mail to: *Easyriders* Bike Vote or *Easyriders* Fox of the Year Vote, Box 3000, Agoura Hills, CA 91301.

To find out more about the Third Annual *Easyriders* \$25,000 Invitational Bike Show, February 22, 23, and 24, 1991, at the Veterans Memorial Hall, Columbus, Ohio—or how you can enter your bike—turn to the opening pages of the program.

Easyriders

THIRD ANNUAL BIKE REVIEW AND \$25,000 INVITATIONAL BIKE SHOW

*Join Us In Columbus, Ohio, For A Big Time Bike Show
—And You're The Judge*



All from *Easyriders* 1990:

- Feature Bikes, Foxy Riders, Readers' Rides
- Dazzlin' Monthly Fox Hunt Winners
- Feature Bikes From *Easyriders* Video Magazines (series #3-#6)



Scooters from our entire family of bike publications, including *In The Wind* and *Biker*.

Third Annual

***Easyriders* Invitational**

\$25,000

BIKE SHOW

***DOOR PRIZES
DAILY!***

**FRIDAY ♦ SATURDAY ♦ SUNDAY
FEBRUARY 22, 23, & 24, 1991**

***ALL INDOOR
SHOW***

VETERANS MEMORIAL

300 W. BROAD ST., JUST WEST OF THE SCIOTO RIVER

COLUMBUS, OHIO

INCLUDING

- ★ Bike Show ★ Trade Show ★ Live Music: 8 p.m. to midnight Friday and Saturday
- ★ Display of *Easyriders* Streamliner and Videos of World Record Run
- ★ Leather Fashion Show on Saturday and Sunday ★ Biker Art and Memorabilia
- ★ Have your photo taken with the *Easyriders* Fox of the Year!

***Easyriders* Fox
of the Year and other
biker celebrities**

YOU'LL SEE

***Award Ceremonies
starting at 3 p.m. Sunday***

MANY OF THE GREAT SCOOTS FEATURED IN ***EASYRIDERS***
NEW SCOOT TO BE FEATURED NEXT YEAR
THE WORLD'S FASTEST STREAMLINED MOTORCYCLE
"EASY RIDER" MOVIE REPLICAS

**Friday 6 p.m.—midnight • Saturday 10 a.m.—midnight • Sunday 11 a.m.—6 p.m.
Seller spaces available, call Cathy Chaffin (818) 889-8740**

Sponsored by *Easyriders* magazine — Promoted by Teresi, Inc.

\$25,000 BIKE SHOW

Classes — Prize Money — Trophies INVITATIONAL CATEGORY

Here's how it works. All the bikes that appeared in *Easyriders*, *In The Wind*, *Biker*, and *Easyriders* Video Magazines, during the 1990 cover-dated issues, are listed in this 32-page section. You, the readers and spectators, pick the winners by voting on the 900-234-BIKE phone number, through the mail or at the show. The bikes on these pages must be displayed at the show to be eligible to win. No bike may win more than one class; for example, if overall Best of Show winner is a shovelhead, then the shovelhead with the next greatest number of votes takes first place in the shovelhead category, and so on.

\$20,000 & TROPHIES

Best of Show — \$10,000

1st \$5,000				2nd \$3,000			3rd \$2,000		
Shovelheads* \$2,000				Blockheads \$1,000			Panheads \$1,000		
1st \$1,000	2nd \$500	3rd \$300	4th \$200	1st \$500	2nd \$300	3rd \$200	1st \$500	2nd \$300	3rd \$200
Knuckleheads \$1,000				Sportsters \$1,000			Restored \$1,000		
1st \$500	2nd \$300	3rd \$200		1st \$500	2nd \$300	3rd \$200	1st \$500	2nd \$300	3rd \$200
Readers' Rides \$1,000				Fox of the Year \$1,000 Plus transportation, lodging & <i>Easyriders</i> outfits			Foxy Riders \$1,000		
1st \$500	2nd \$300	3rd \$200					1st \$500	2nd \$300	3rd \$200

*Shovelhead class pays more because there are many more shovelheads competing.

Enter Your Bike, Too!

Special Preview Category \$5,000 & Trophies

Yes, you can enter your bike, too, and the staff's gonna be on the lookout for 1991 feature bikes. So you can score double — win some bucks and a trophy this year and you may be eligible for the bigger bucks next year! Only votes cast at the show will determine the 15 winners of the Preview class. You must call (818) 889-8740 (ask for Bonnie or Danielle) before February 12, 1991, to reserve your space.

But when they're gone, they're gone, so do it NOW!

\$5,000

1—\$2,000 2—\$1,000 3—\$500 4—\$300 5—\$200
6—\$100 7—\$100 8—\$100 9—\$100 10—\$100
11—\$100 12—\$100 13—\$100 14—\$100 15—\$100

All entries will receive a participation trophy and admission for two for all three days.

Easyriders

This first section includes all the bikes featured on the pages of *Easyriders* during 1990. Along with each shot is the title of the feature, the owner's name and hometown, the builder, and the issue it was in (so you can check out that particular rag). We organized this vast assortment of bike photos into one book, not only for the show and for your voting pleasure, but also to give you a supplement of bike building ideas and to give the builders an extra shot of recognition. It's an invitational/open show because we're inviting owners of every bike featured in our rags in 1990, but anyone can enter a bike. And you do the voting—no judges.



01

01 Class Construction
Owner: Auto Fine Trim
 Fresno, California
Builder: Danny Blevins
Model: 1948 FL panhead
Issue: *Easyriders*,
 January '90
 Photo by Silvermoon



02

02 Red Indian
Owner: Hans "Shag" Ransom
 Georgetown, South Carolina
Builder: owner
Model: 1948 Indian Chief
Issue: *Easyriders*,
 January '90
 Photo by Silvermoon



03 The Future Looks Bright
Owner: Bill Colson
 Irvine, California
Builder: owner/Ralph (45) James
Model: 1946 45 WL
Issue: *Easyriders*,
 January '90
 Photo by Raiko Hartman

04 Deuces Wild
Owner: Jim McDermott
 Malibu, California
Builder: McCloskey/Gatt
Model: 1969 FLH
Issue: *Easyriders*,
 January '90
 Photo by Pete Chiodo



03



05

05 Man With A Mission

Owner: John Clapper
Central Village, Connecticut
Builder: C&L Hog Shop
Model: 1988 FXSTS C&L
Issue: *Easyriders*,
February '90
Photo by Michael Lichter

06 Two-Wheeled Therapy

Owner: Mark Wagnon
Fontana, California
Builder: owner
Model: 1950 panhead
Issue: *Easyriders*,
February '90
Photo by Silvermoon



06

07 Nostalgic Pan

Owner: Dan Ballard
Lyons, Colorado
Builder: owner
Model: 1953 FL panhead
Issue: *Easyriders*,
February '90
Photo by Michael Lichter



07

Call: 1-900-234-BIKE (2453) and cast your vote.
(89 cents a minute.)

08 Incognito

Owner: Stan McCollum
Fort Madison, Iowa
Builder: Don's Speed &
Custom
Model: 1987 Spec. Const.
shovelhead
Issue: *Easyriders*,
February '90
Photo by Michael Lichter



08

FEATURE BIKES *EASYRIDERS* 1990



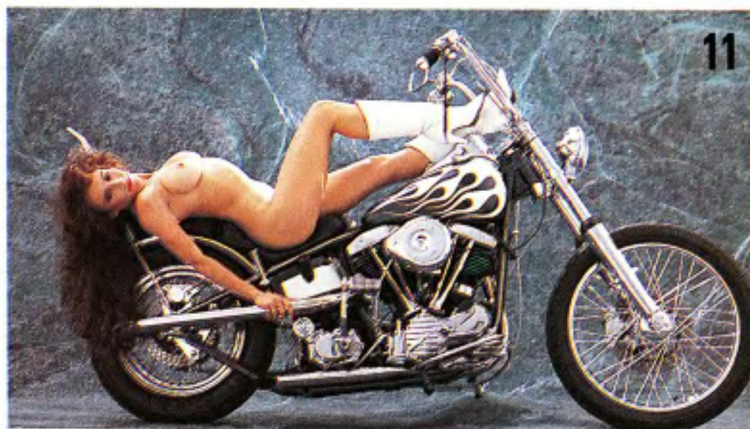
09



10



12



11

09 C-Cab Knuckle?

Owner: George Ferguson
Denver, Colorado
Builder: George's Custom
Cycle
Model: 1940 custom knuckle
C-Cab
Issue: *Easyriders*,
March '90
Photo by Michael Lichter

10 The Boss' Ride

Owner: John Bilecky
Los Angeles, California
Builder: Showcase Cycle
Model: 1985 FXWG
blockhead
Issue: *Easyriders*,
March '90
Photo by John Bilecky

11 Ladies Love Outlaws

Owner: Charlie McDonald
Van Nuys, California
Builder: owner/Troy Tumm
Model: 1959 FLH pan/shovel
Issue: *Easyriders*,
March '90
Photo by Raiko Hartman

12 Rick's Recycle

Owner: Rick Brown/Stereo
Rod
Guerneville, California
Builder: Rick Brown's
Model: 1969 Spec. Const.
shovelhead
Issue: *Easyriders*,
March '90
Photo by Silvermoon

13 Bill's Blast

Owner: Bill Baltz
Wahoo, Nebraska
Builder: owner
Model: 1975 FX shovelhead
Issue: *Easyriders*,
April '90
Photo by Michael Lichter



13



14

Call: 1-900-234-BIKE (2453) and cast your vote.
(89 cents a minute.)

14 Performance Plus
Owner: Carl Morrow
Santa Fe Springs, California
Builder: Carl's Speed Shop
Model: 1986 Heritage
Issue: *Easyriders*,
April '90
Photo by Silvermoon

15 She Calms Him
Owner: Modesto Soler Jr.
Golden, Colorado
Builder: Mickey Soler/Ron
Roti/EAMCI
Model: 1963 custom
shovelhead
Issue: *Easyriders*,
April '90
Photo by Michael Lichter



15



16

16 Knee-High
Owner: B.G. King
Daytona Beach, Florida
Builder: Skeeter Todd/
owner
Model: 1955 Model K
Issue: *Easyriders*,
April '90
Photo by Michael Lichter

17 New York Restoration
Owner: Rich Gallucci
Syracuse, New York
Builder: owner/H-D
Model: 1953 FL
Issue: *Easyriders*,
May '90
Photo by Silvermoon

18 The Skull
Owner: Wolf-Man Jack
Shavlik
Kewaunee, Wisconsin
Builder: Ed Vaness
Model: 1976 shovelhead
Issue: *Easyriders*,
May '90
Photo by Chuck Emery



17



18

FEATURE BIKES *EASYRIDERS* 1990

19 Back In Black

Owner: Gene Shacove
Beverly Hills, California

Builder: owner

Model: 1987 Softail

Issue: *Easyriders*,

May '90

Photo by Raiko Hartman



20 Crossover

Owner: Dana Levine

Van Nuys, California

Builder: owner/Vic's Custom
Cycle

Model: 1969 FLH

Issue: *Easyriders*,

May '90

Photo by Peter Dokus



Call: 1-900-234-BIKE (2453) and cast your vote.
(89 cents a minute.)

21 Low Rider

Owner: (when built) Ricky
Ramirez

Sylmar, California

Builder: Ricky Ramirez

Model: 1946 EL knucklehead

Issue: *Easyriders*,

June '90

Photo by Silvermoon

22 Tribute

Owner: Ron Simms

Hayward, California

Builder: Bay Area Custom
Cycles

Model: 1989 Softail

Issue: *Easyriders*,

June '90

Photo by Silvermoon

23 \$5,000 Exhaust System

Owner: Dave Perewitz

Brockton, Massachusetts

Builder: owner/Cycle Fab.

Model: 1988 rubbermounted
FXR

Issue: *Easyriders*,

June '90

Photo by Steve Coonan/
Mark Sokol





24 Desert High
Owner: Tasmaniac
 Lancaster, California
Builder: owner
Model: 1977 FLH
Issue: *Easyriders*,
 June '90
 Photo by Pete Chiodo



25 Awesomeness
Owner: Arlen Ness
 San Leandro, California
Builder: owner
Model: 1990 Ness
Issue: *Easyriders*,
 July '90
 Photo by Michael Lichter/
 Barry Chall



26 The Fourth Of July
Owner: M.C. Blair
 Burbank, California
Builder: H-D/Richard Brown
Model: 1935 VLD
Issue: *Easyriders*,
 July '90
 Photo by Peter Dokus

27 Happy Trails
Owner: Ken Dirkes
 St. Cloud, Minnesota
Builder: Indian Motorcycle
 Company
Model: 1946 Indian Chief
Issue: *Easyriders*,
 July '90
 Photo by Chuck Emery



FEATURE BIKES *EASYRIDERS* 1990

28 Road Bike

Owner: Ernie Wilson
La Vale, Maryland
Builder: owner
Model: 1977 FX shovelhead
Issue: *Easyriders*,
July '90
Photo by Michael Lichter



29 Transition

Owner: Butch Bennett
Belmont, Massachusetts
Builder: owner
Model: 1976 shovelhead
Issue: *Easyriders*,
August '90
Photo by Michael Lichter



30 Pat's Tats

Owner: Pat Kennedy
Oceanside, California
Builder: Kennedys Custom
Cycles
Model: 1990 Stretch Evo
Issue: *Easyriders*,
August '90
Photo by Raiko Hartman



31 Carpenter's Ride

Owner: George Gomez
Baldwin Park, California
Builder: owner
Model: 1973 FLH Super Glide
Issue: *Easyriders*,
August '90
Photo by Silvermoon



Call: 1-900-234-BIKE (2453) and cast your vote.
(89 cents a minute.)

32 Visions of the Future

Owner: Larry Luman/
Joe Helferty
Weiser, Idaho/Reseda,
California
Builder: Race Visions
Model: 1990 Pro Fuel
Issue: *Easyriders*,
September '90
Photo by Raiko Hartman

33 Easy?

Owner: Dennis Dardanelli
Custom Painting
Fort Lauderdale, Florida
Builder: owner
Model: 1978 1/2 FXS
Issue: *Easyriders*,
September '90
Photo by Silvermoon



34 Who Says This Ain't A Family Mag?

Owner: Mike II
Fresno, California
Builder: Dad
Model: 1971 X90 Shortster
Issue: *Easyriders*,
September '90
Photo by Peter Dokus

35 Museum Art

Owner: Dale Walksler
Mount Vernon, Illinois
Builder: Richard Gard/
Karen Maxey
Model: 1971 Spec. Const.
Sportster
Issue: *Easyriders*,
September '90
Photo by Chuck Emery

36 Just In Time

Owner: Don "Hawkeye"
Hotop
Fort Madison, Iowa
Builder: Hawkeye/
Sieg Weiler
Model: 1988 low and lean
Evo
Issue: *Easyriders*,
September '90
Photo by Michael Lichter

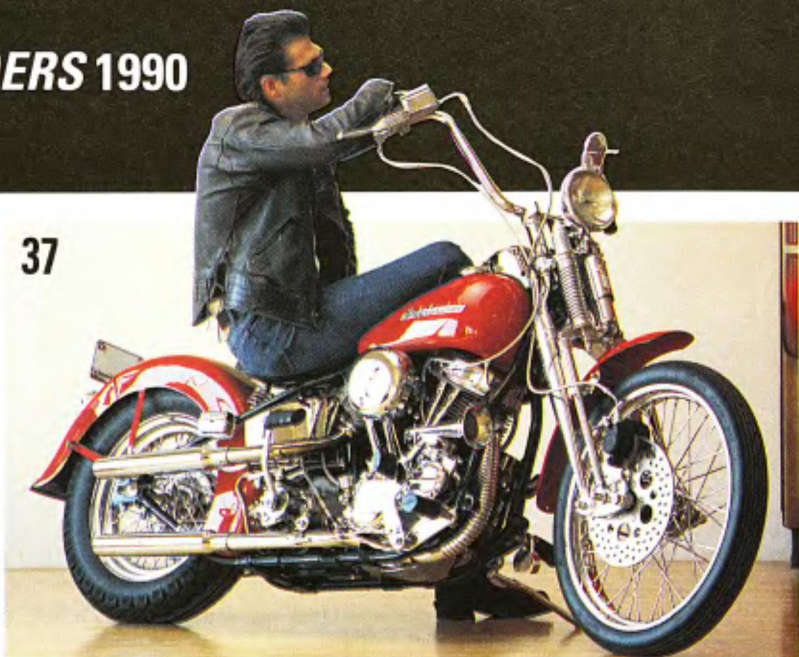


FEATURE BIKES *EASYRIDERS* 1990

37 The Runner

Owner: El Coyote
Burbank, California
Builder: owner/bro Mike
Model: 1963 panhead
Issue: *Easyriders*,
October '90
Photo by Peter Dokus

37



38 This-A-Way

Owner: Lorney O'Connor
Poway, California
Builder: owner
Model: 1941 EL an' nothin' but
Issue: *Easyriders*,
October '90
Photo by Silvermoon



38

39



Call: 1-900-234-BIKE (2453) and cast your vote.
(89 cents a minute.)

39 Killer Fine

Owner: Rick Magee/
Rey Sotelo
Gilroy, California
Builder: Rick Doss
Model: 1987 FXR
Issue: *Easyriders*,
October '90
Photo by Raiko Hartman

40 It's A Nightmare ...

Owner: Rick Wright
Coeburn, Virginia
Builder: owner/Wright
Brothers
Model: 1949 FL panhead
Issue: *Easyriders*,
October '90
Photo by Michael Lichter

40





41 Pan Demonious Pan
Owner: Lisha & Randy Smith
 Huntington Beach, California
Builder: owner/Custom
 Cycle Eng.
Model: 1965 panhead
Issue: *Easyriders*,
 November '90
 Photo by Raiko Hartman



42 Back to the Future
Owner: Sonny Heflin
 Bowie, Maryland
Builder: owner
Model: 1978 Low Rider
Issue: *Easyriders*,
 November '90
 Photo by Michael Lichter



43 The Means
Owner: Mystery Man
 Greater Virginia
Builder: Departure Bike
 Works
Model: 1978 Big Twin
Issue: *Easyriders*,
 November '90
 Photo by Michael Lichter

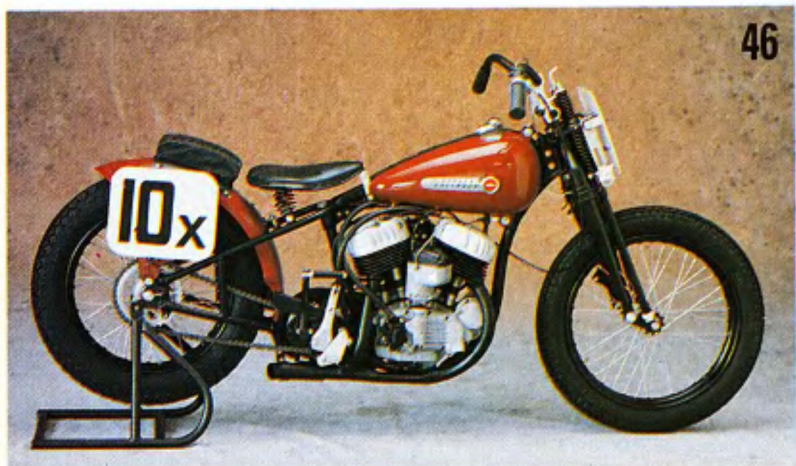
44 Harley Lore
Owner: Glen Fisher
 Lakewood, Colorado
Builder: owner
Model: 1933 VE
Issue: *Easyriders*,
 November '90
 Photo by Michael Lichter

FEATURE BIKES *EASYRIDERS* 1990

Call: 1-900-234-BIKE (2453) and cast your vote.
(89 cents a minute.)

45 Now He Knows . . .
Owner: Richard Ramirez
San Jose, California
Builder: owner/Puccio
Welding
Model: 1978 Eliminator
shovelhead
Issue: *Easyriders*,
December '90
Photo by Raiko Hartman

46 Antique Racer
Owner: Tom Moeller
Grand Island, Nebraska
Builder: owner/Ed
Osantowski
Model: 1949 WR flat track
racer
Issue: *Easyriders*,
December '90
Photo by Peter Dokus



47 Christmas Rush
Owner: Lou Falcigno
Ft. Pierce, Florida
Builder: C&L Hog Shop
Model: 1958 FLH
Issue: *Easyriders*,
December '90
Photo by Silvermoon/Lichter

48 One Pair . . .
Owner: Michael Jackson
Burbank, California
Builder: owner/Performance
Machine
Model: 1956 FL/FXR Evo
Issue: *Easyriders*,
December '90
Photo by Raiko Hartman



Here're the Reader's Ride and Foxy Rider bikes from the 1990 issues of *Easyriders*. Even though they weren't feature bikes, these scoots have as great a chance at winning the Bike Show as any of the others.

If your favorites are here, cast them votes!



Call: 1-900-234-BIKE (2453) and cast your vote.
(89 cents a minute.)

51



50 Steven J. Straub
W. Hempstead, New York
Builder: owner
Model: 1989 Heritage Softail
Issue: *Easyriders*,
January '90
Photo by Steve J. Straub

49 Debbie Bearup
Mt. Morris, Michigan
Builder: Larry Bearup/Rod
Shop
Model: 1979 Low Rider drag
bike
Issue: *Easyriders*,
January '90
Photo by Michael Lichter

51 Tim Dill
Citrus Heights, California
Builder: owner
Model: 1978 Super Glide
Issue: *Easyriders*,
February '90
Photo by Larry Newbill

VETERANS
MEMORIAL

WELCOME
TO
COLUMBUS

◀ EXHIBITION HALL

EASYRIDERS

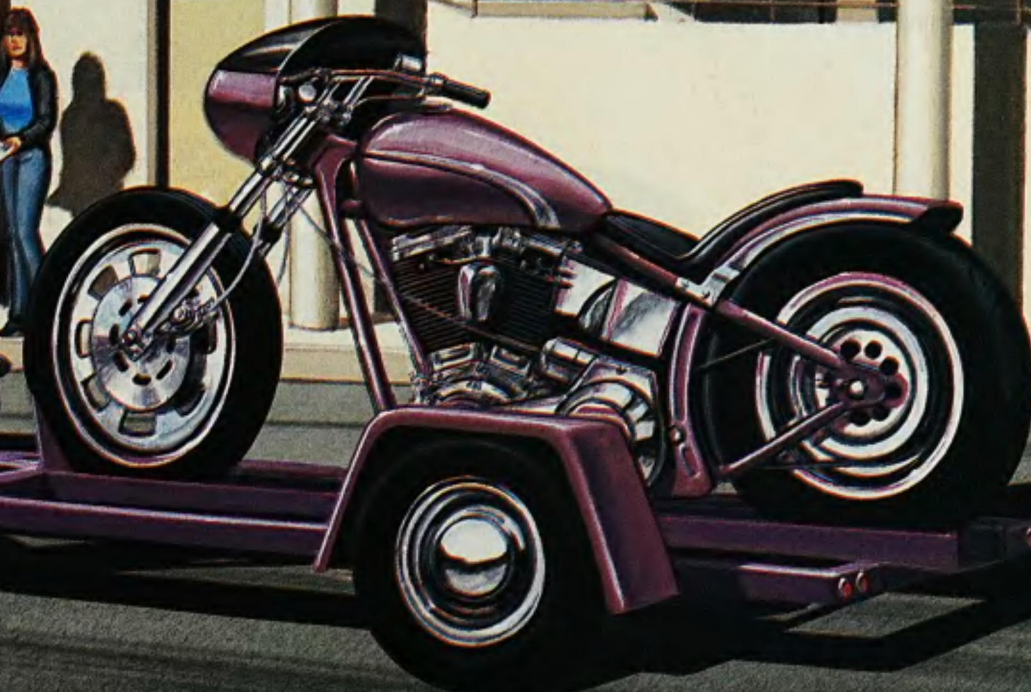
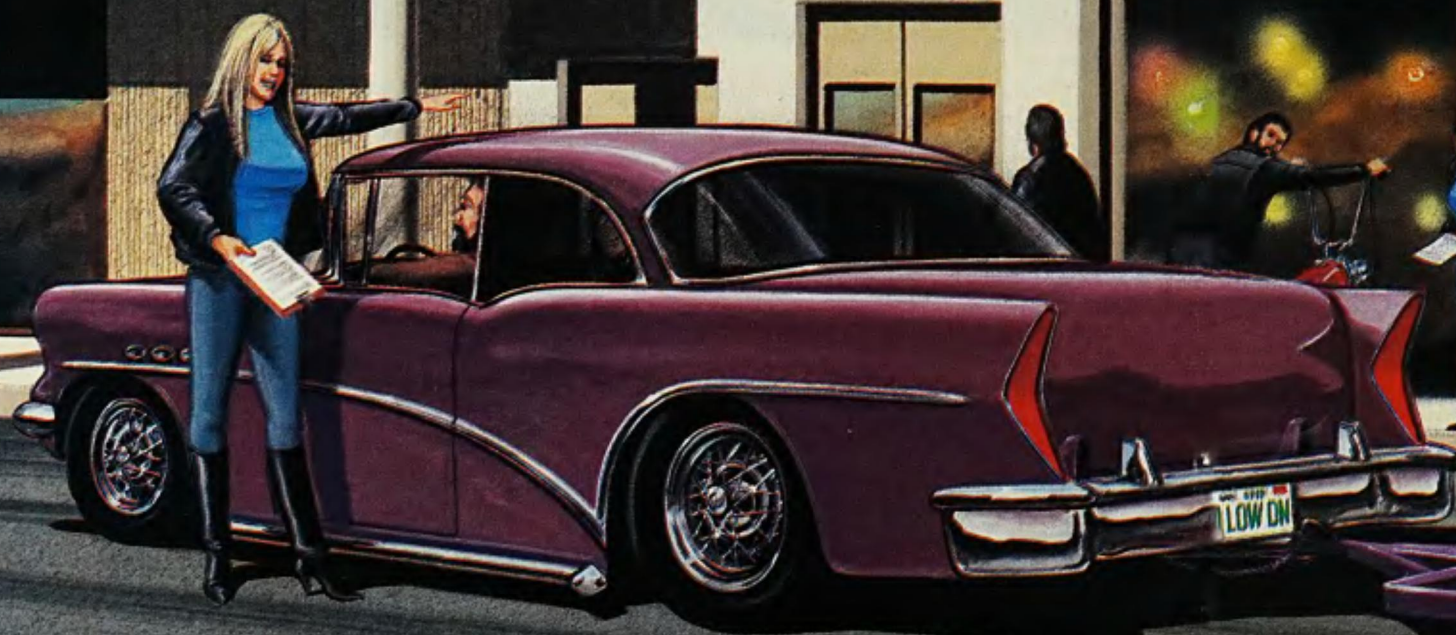
THIRD ANNUAL INVITATIONAL BIKE SHOW

VETERANS MEMORIAL BUILDING

COLUMBUS, OHIO

FEB. 22, 23, 24 - 1991

EXHIBITORS



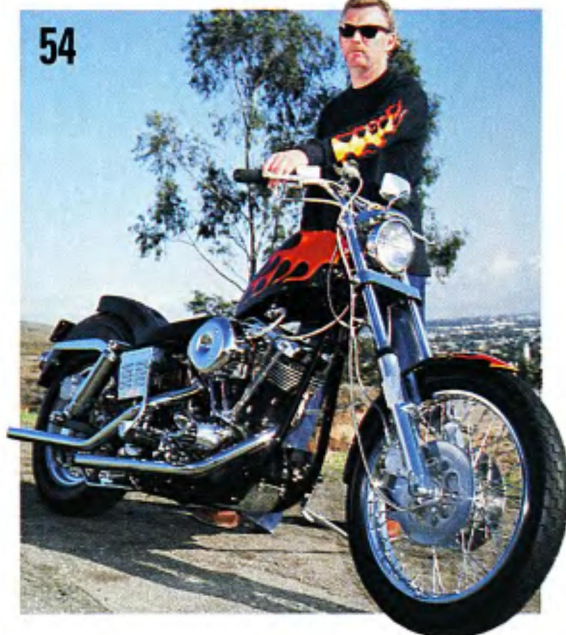
D. M. H.

READER'S RIDES & FOXY RIDERS *EASYRIDERS* 1990

52 Dana Patrick
San Diego, California
Builder: Gypsy
Model: 1985 Spec. Const.
knucklehead
Issue: *Easyriders*,
February '90
Photo by Michael Lichter



53 Kelly Ann McCloud
Minneapolis, Minnesota
Builder: Sam/owner
Model: 1980 Low Rider
Issue: *Easyriders*,
March '90
Photo by Billy Tinney



Call: 1-900-234-BIKE (2453) and cast your vote.
(89 cents a minute.)

54 Randy Winkle
Oak View, California
Builder: owner/Perf. Cycle
Model: 1976 FXE
Issue: *Easyriders*,
March '90
Photo by Kim Peterson

55 Ron Arbaney
El Jebel, Colorado
Builder: owner
Model: 1951 Indian Chief
Issue: *Easyriders*,
April '90
Photo by Angelo Cardillo





56



57



59



58



60

58 Bob Tyson
Baltimore, Maryland
Builder: owner
Model: 1968 FLH shovelhead
Issue: *Easyriders*,
June '90
Photo by John Jordan

56 Tracey Dankovchik
Lake Elsinore, California
Builder: owner/Gary
Dankovchik
Model: 1946 knucklehead
Issue: *Easyriders*,
April '90
Photo by Kim Peterson

59 Uwe Neumann
Kassel, West Germany
Builder: owner/Haunzi/Fred
Kodlin
Model: 1948 flathead
Issue: *Easyriders*,
July '90
Photo from Uwe Neumann

57 Dwayne "Arlo" Landry
Madison, Maine
Builder: owner
Model: 1978 1/2 FXE
Issue: *Easyriders*,
May '90
Photo by Michael Lichter

60 Ellen Mott
Orland, Maine
Builder: owner/Harley Dave
Model: 1982 XLHA Sportster
Issue: *Easyriders*,
August '90
Photo by Harley Dave

READER'S RIDES & FOXY RIDERS *EASYRIDERS* 1990



61 Robert Sanger
San Francisco, California
Builder: Panhead Chuck
Model: 1975 FLH Police
Special
Issue: *Easyriders*,
 August '90
 Photo by Paul McLaughlin

62 Bruce Watson
Ludlow, Vermont
Builder: Harley Motor Works
Model: 1947 FLH
knucklehead
Issue: *Easyriders*,
 September '90
 Photo by Rogue

63 Margo Young
Apache Junction, Arizona
Builder: H-D/owner
Model: 1983 Wide Glide
Issue: *Easyriders*,
 September '90
 Photo by Bob Newland/Paul
 "Woody" Hover

64 Bill Dructor
Stockton, California
Builder: Valley H-D
Model: 1980 FXE shovelhead
Issue: *Easyriders*,
 October '90
 Photo by Bill Dructor





65

Call: 1-900-234-BIKE (2453) and cast your vote.
(89 cents a minute.)



68



66



67

65 Cindy Cassell
Kensington, New Hampshire
Builder: Dave Perewitz/
Cycle Fab.
Model: 1988 883 Sportster
Issue: *Easyriders*,
October '90
Photo by Steve Coonan

66 Rob Glazier
St. Petersburg, Florida
Builder: owner
Model: 1973 FLH shovelhead
Issue: *Easyriders*,
November '90
Photo by Pat Randle

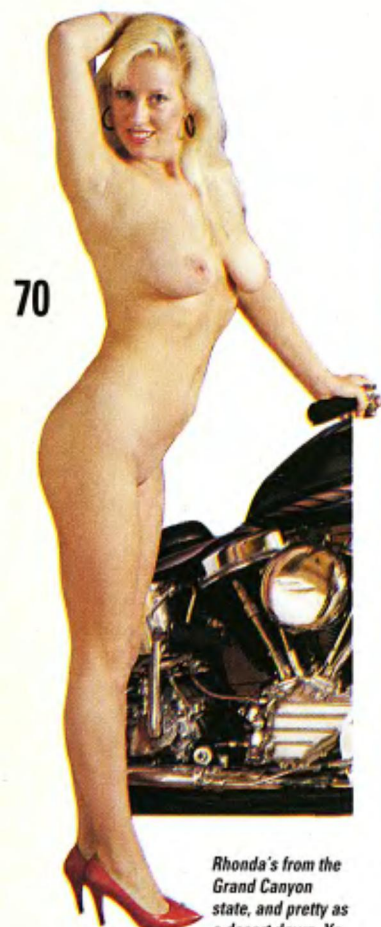
67 Karen Elsenboss
Ormond Beach, Florida
Builder: Ed Duncan
Model: 1990 rigid blockhead
Issue: *Easyriders*,
November '90
Photo by Al Sherman

68 Rick Horridge
Wurtsboro, New York
Builder: owner
Model: 1972 FL
Issue: *Easyriders*,
December '90
Photo by Smokey

Fox Hunt

The lovely ladies . . . The *Easyriders* Fox Hunt Winners that go oh-so-well with bitchin' bikes. They're the deserving monthly winners of 1990. Now you get to pick which one goes to the Bike Show, wins \$1,000, and becomes Fox of the Year.

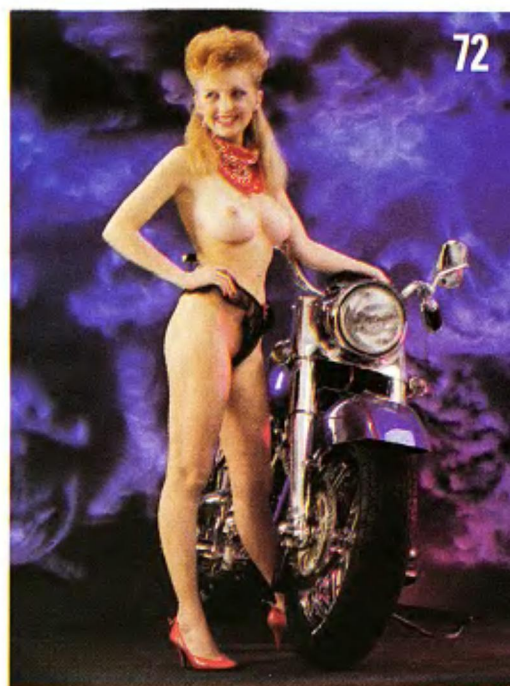
Call 1-900-234-BIKE to hear each Fox persuade your vote. Each girl will have a message for you to listen to, then you cast your vote or listen to their sensuous voices again. Remember, the winner will represent all of us at the 3rd Annual Bike Show—so pick carefully. If you can't activate the 900 number (some U.S. areas aren't set up for it yet) you can mail your vote to: *Easyriders* Fox of the Year Vote, Box 3000, Agoura Hills, CA 91301.



Rhonda's from the Grand Canyon state, and pretty as a desert dawn. Ya can't go wrong with a vote for Rhon.



Tiffany is a true Longhorn treat. This well-built, '60s rockin' gal will dance ya into the dirt.



Penny is a peach of a carrot-top. She drives limos in Georgia, and can drive us home anytime.

69 Tiffany
Houston, Texas
August '89
Fox Hunt Winner
featured in January '90
Easyriders
Photo by Raiko Hartman

70 Rhonda
Phoenix, Arizona
September '89
Fox Hunt Winner
featured in February '90
Easyriders
Photo by Michael Lichter

71 Jenny
Sunland, California
October '89
Fox Hunt Winner
featured in March '90
Easyriders
Photo by Raiko Hartman

72 Penny
Union City, Georgia
November '89
Fox Hunt Winner
featured in April '90
Easyriders
Photo by Michael Lichter



Jenny gyrates for dough behind a glass cage where, obviously, she creates quite a rage.

73



Kimberlee, fondly referred to as bazooka boobs, also sings.

74



Sweet an' slim Vikki came in outta the rain from Oregon and left our tongues wet an' hangin'.

75



Attitude, from Kentucky, displayed a good one to us. Get yours adjusted by voting for this foxy filly.

76



Arizona's sultry Sherrie showed her beautiful Yuma stuff in the buff and it turned out to be enough.

**Call 1-900-234-BIKE (2453) to listen to the ladies and cast your vote.
(Only 89 cents per minute.)**

73 Kimberlee
La Habra, California
December '89
Fox Hunt Winner
featured in May '90
Easyriders
Photo by Raiko Hartman

74 Vikki
Portland, Oregon
January '90
Fox Hunt Winner
featured in June '90
Easyriders
Photo by Mark Sokol

75 Attitude
Ferguson, Kentucky
February '90
Fox Hunt Winner
featured in July '90
Easyriders
photo by Chuck Emery

76 Sherrie
Yuma, Arizona
March '90
Fox Hunt Winner
featured in August '90
Easyriders
Photo by Raiko Hartman

FOX HUNT WINNERS *EASYRIDERS* 1990



78
Voluptuous Veronica is from overseas, and with your approval would love to please.



79
Kim's a slender West Virginia country girl who'd like to give the top Fox title a whirl.

77 Dee
Orlando, Florida
April '90
Fox Hunt Winner
featured in September '90
Easyriders
Photo by Chuck Emery

78 Veronica
Holland
May '90
Fox Hunt Winner
featured in October '90
Easyriders
Photo by Raiko Hartman

79 Kim
Rivesville, West Virginia
June '90
Fox Hunt Winner
featured in November '90
Easyriders
Photo by Michael Lichter

80 Anna
Ft. Lauderdale, Florida
July '90
Fox Hunt Winner
featured in December '90
Easyriders
Photo by Silvermoon



77
Delightful Dee, outta Orlando, Florida, wants it bad (your vote, dummy).

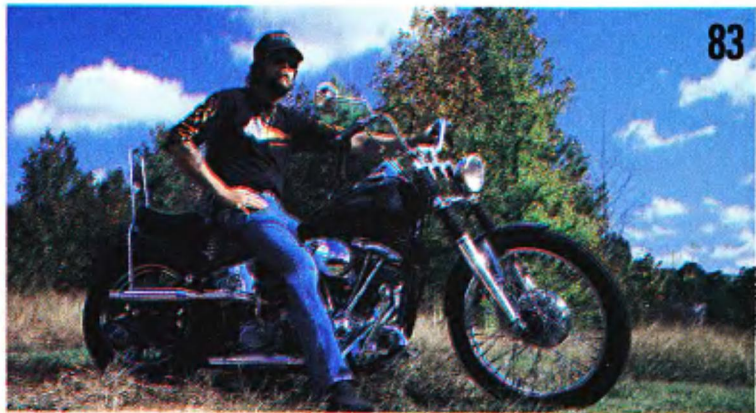


80
Anna's a fine-lookin' Gator gal, who's more at home on a Harley or a beach than in a swamp.

IN THE WIND

This section spotlights scoots from 1990's infamous *In The Wind* books. We're hoping y'all will set down that cold one, reach over to the phone, and give us a call. We want your valued opinion about the bikes we featured.

Phone votes are only 89 cents a minute, or if yer pen's closer than the phone, or it's still broke from the last time you threw it against the wall, don't forget that you can write in your votes. *Easyriders* Bike Vote, Box 3000, Agoura Hills, CA 91301.



81 Dewey and Ginny Morris
West Palm Beach, Florida
Builder: Heritage Cycle
Model: 1986 FXSTC
Issue: *In The Wind*,
January '90
Photo by Col. W.D. Naylor
(Ret.)

82 John Downey
Fresno, California
Builder: Classic Cycles
Model: 1987 FXRSP
blockhead
Issue: *In The Wind*,
January '90
Photo by Steve Gunn

83 Jeff Kinsel
Longview, Texas
Builder: owner
Model: cone motor shovel
inna rigid frame
Issue: *In The Wind*,
January '90
Photo from Jeff Kinsel

84 Sammy Roth
Van Nuys, California
Builder: owner
Model: 1987 Softail
Issue: *In The Wind*,
March '90
Photo by Steve Gunn

FEATURE BIKES *IN THE WIND* 1990



89 Bernie "Bush" Doss
Danville, Virginia
Builder: Rick Doss/Rick's
Custom Harlees
Model: 1986 Softail
Issue: *In The Wind*,
March '90
Photo by Teresa Crane



86 Bob Lafrance
Glendale, California
Builder: Harleys Only/
House of Choppers
Model: 1968 FLH
Issue: *In The Wind*,
March '90
Photo by Kim Peterson

88 Phil Cowan
Frazier Park, California
Builder: owner
Model: 1983 shovelhead
Issue: *In The Wind*,
May '90
Photo by Michael Lichter

87 Laura "LoLo" Berryman
Riverside, California
Builder: owner/Rotten Ron
Model: 1947 knucklehead
Issue: *In The Wind*,
May '90
Photo by Rotten Ron

89 Jeff Shorr
Tucson, Arizona
Builder: owner
Model: 1969 FLH
Issue: *In The Wind*,
May '90
Photo by Jim Kelso





Call: 1-900-234-BIKE (2453) and cast your vote.
(89 cents a minute.)



92 Rainbow
Searchlight, Nevada
Builder: Bob Brown
Model: 1985 FXWG
Issue: *In The Wind*,
July '90
Photo by Kim Peterson

90 Larry Stanley
Oakland Park, Florida
Builder: owner
Model: dual sportster
dragster
Issue: *In The Wind*,
July '90
Photo from Larry Stanley

93 Micah McCloskey
Canoga Park, California
Builder: owner
Model: 1987 FXR
Issue: *In The Wind*,
July '90
Photo by Steve Gunn

91 Jay Roberts
San Antonio, Texas
Builder: owner
Model: 1987 FXRS
Issue: *In The Wind*,
July '90
Photo by Billy Tinney

94 John St. Clair
Tucson, Arizona
Builder: owner
Model: 1949 FL panhead
Issue: *In The Wind*,
September '90
Photo by Jim Kelso

FEATURE BIKES *IN THE WIND* 1990

Call: 1-900-234-BIKE (2453) and cast your vote.
(89 cents a minute.)



95 Steve Brankin
Lancaster, California
Builder: owner
Model: 1951 FL panhead
Issue: *In The Wind*,
September '90
Photo by Kim Peterson

**96 Brazos Valley Drag
Racing Team**
Houston, Texas
Builder: John Storage/
Week-End Frame Co.
Model: 96-inch sportster
drag bike
Issue: *In The Wind*,
November '90
Photo by Rip

97 Ed Tuduri
Van Nuys, California
Builder: Sammy Roth
Model: 1988 1200cc
Sportster
Issue: *In The Wind*,
November '90
Photo by Steve Gunn

98 Frances Arnold
Charlotte, North Carolina
Builder: owner
Model: 1975 1000cc
Sportster
Issue: *In The Wind*,
November '90
Photo by Rip



BIKER

Here are all the scoots ya saw previewed in the pages of *Biker* '90. Vote for the *Biker* bikes you thought were best.

The bros on the milk crates scribbled down all the essential info, but if you want the specifics on a particular scoot, you can order the appropriate back-issue and they'll send it your way.

All the scoots featured in *Biker* in 1990 are part of the voting, and will be invited to the Bike Show in February.

Call: 1-900-234-BIKE (2453) and cast your vote. (89 cents a minute.)

Write: *Easyriders* Bike Vote, Box 3000, Agoura Hills, CA 91301.



99



100



102



101



103

99 Geno's Stock Exchange
Owner: "Geno" Neiheisel
 Arvada, Colorado
Builder: owner
Model: 1957 FL panhead
Issue: *Biker*,
 February '90
 Photo by Michael Lichter

100 Dark Star
Owner: Al Reichenbach
 Janesville, Wisconsin
Builder: Arlen Ness
Model: 1986 built up Evo
Issue: *Biker*,
 February '90
 Photo by Pete Chiodo

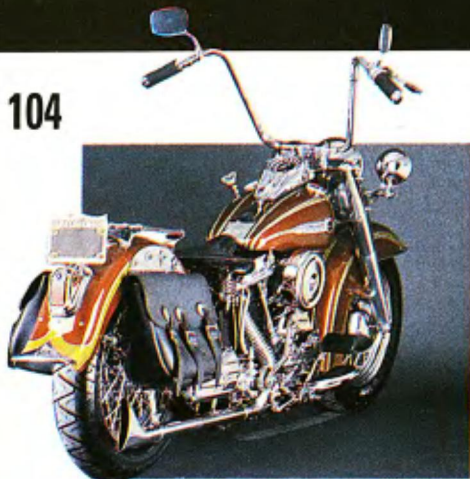
101 The Liberator
Owner: Jim Martin
 Palestine, Illinois
Builder: owner
Model: 1938 EL knucklehead
Issue: *Biker*,
 April '90
 Photo by Smokey/
 Chuck Emery

102 Hockshop Chop
Owner: Woody Holman
 Orangeburg, South Carolina
Builder: Arlen Ness
Model: 1988 blockhead
Issue: *Biker*,
 April '90
 Photo by Michael Lichter

103 Bringing Home The Bacon
Owner: L.D. Stuck
 Richmond, Virginia
Builder: owner/Mr. Giggie
Model: 1974 FLH shovel
Issue: *Biker*,
 June '90
 Photo by Michael Lichter

FEATURE BIKES *BIKER* 1990

104



105



106



108



Call: 1-900-234-BIKE (2453)
and cast your vote.
(89 cents a minute.)

104 Poetic Justice
Owner: Papa Joe Lombard
Aguanga, California
Builder: Chopper Place
Model: 1949 FL panhead
Issue: *Biker*,
June '90
Photo by Silvermoon

105 Junkie Jim's Horny Harley
Owner: Jim Fisher
Louisville, Kentucky
Builder: owner/Ed Fisher
Model: 1960 WL & G
flathead
Issue: *Biker*,
August '90
Photo by Billy Tinney

106 Zig's Rig
Owner: Gary "Ziggy" Adams
Fresno, California
Builder: owner
Model: 1958 FLH panhead
Issue: *Biker*,
August '90
Photo by Silvermoon



107 One Cat's Cheshire Chugger
Owner: Kitchens
somewhere in Minnesota
Builder: Middlesex MC
Model: 1982 Showrider
shovel
Issue: *Biker*,
October '90
Photo by Silvermoon

108 Against All Odds
Owner: Rich Gallucci
Syracuse, New York
Builder: owner/Marty
Model: 1973 FLH shovel
Issue: *Biker*,
October '90
Photo by Silvermoon

109 Gimme Some Skull
Owner: Richard "Hippie"
Salinas
Carson, California
Builder: Ed Walker
Model: 1963 panhead
Issue: *Biker*,
December '90
Photo by Raiko Hartman

110 Blackguard
Owner: Felix LaFore
Lakewood, Colorado
Builder: owner
Model: 1974 shovel
Issue: *Biker*,
December '90
Photo by Michael Lichter



110



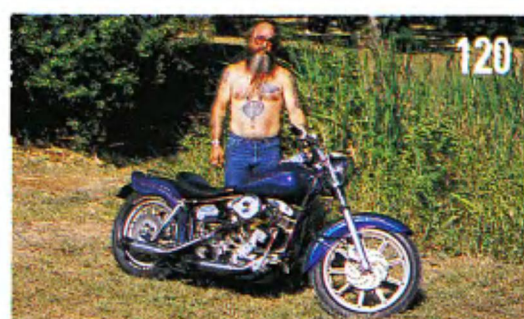
Easyriders VIDEO MAGAZINE

Here's a new one—*Easyriders* Video Magazine has committed to releasing four videos a year—these feature bikes come from the series numbers three through six.

If any of these scoots are your favorites, vote for 'em!

If you're missing any of the exciting video series in your collection, you can order any, or all, of them through the *Easyriders* catalog.

For voting call: 1-900-234-BIKE (2453) and cast your vote (89 cents a minute) or write: *Easyriders* Bike Vote, Box 3000, Agoura Hills, CA 91301.



111 Johnny Kool
Green Lane, Pennsylvania
Builder: owner
Model: 1947 flathead
Issue: Video No. 3
Photo from Johnny Kool

112 Gary Burns
Waverly, Ohio
Builder: owner
Model: 1963 Sportster
Issue: Video No. 3
Photo unavailable

113 Bones Bagbey
Louisville, Kentucky
Builder: owner
Model: 1947 knucklehead
Issue: Video No. 3
Photo unavailable

114 Hank Mueller
Franklin, Ohio
Builder: owner
Model: 1956 Hydra Glide
Issue: Video No. 3
Photo from Hank Mueller

115 Mike Grieco
Rancho Cucamonga, California
Builder: owner/Paul Althouse
Model: 1990 Evo Custom
Issue: Video No. 4
Photo from Mike Grieco

116 Rick Norton
Quartz Hill, California
Builder: owner
Model: 1964/1969 pan/shovel
Issue: Video No. 4
Photo by Raiko Hartman

117 Arlen Ness
San Leandro, California
Builder: owner
Model: 1987 FXRP
Issue: Video No. 4
Photo unavailable

118 Mark Brockwoldt
Camarillo, California
Builder: owner
Model: 1981 FX shovelhead
Issue: Video No. 5
Photo from Mark Brockwoldt

119 Big Al Hogan
Lynn, Massachusetts
Builder: Dave Perewitz
Model: 1988 FXRSP
Issue: Video No. 5
Photo from Big Al

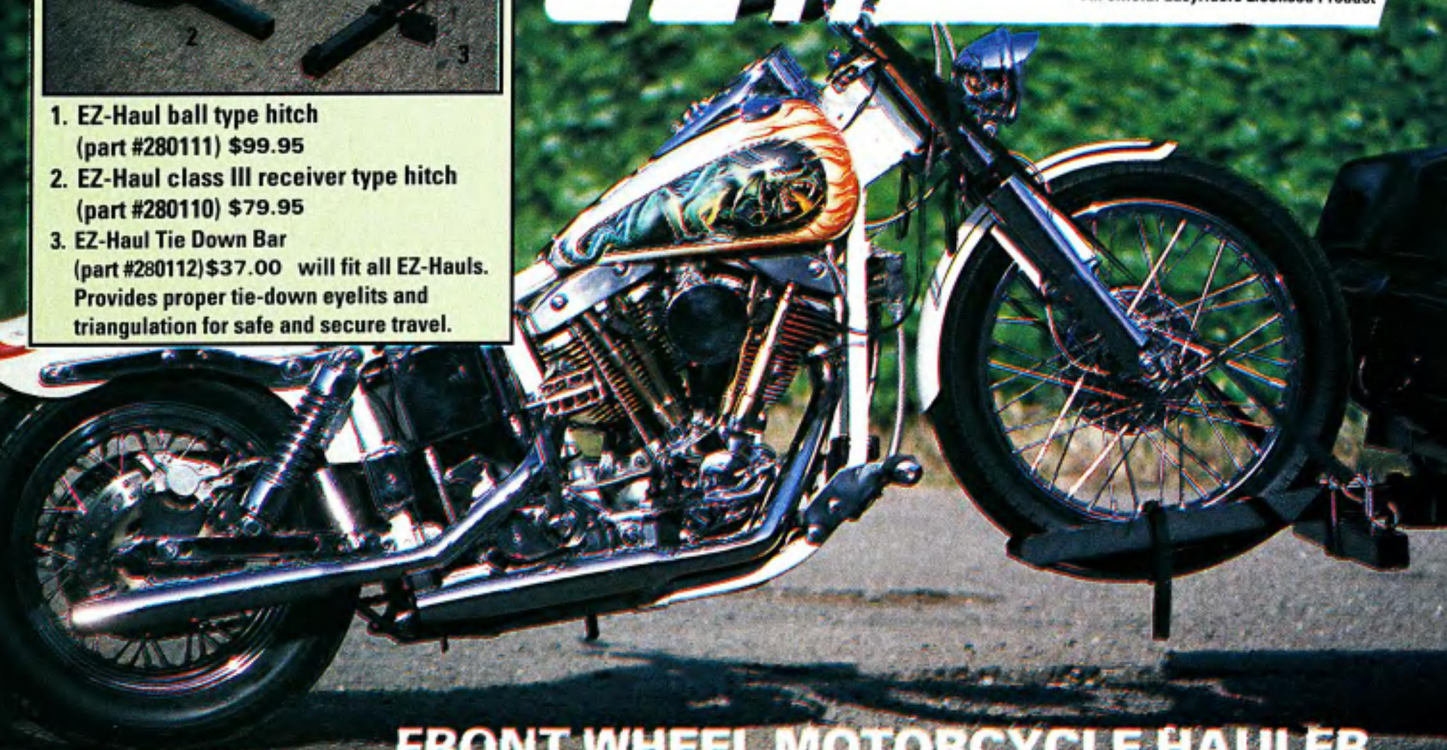
120 Badger
Houston, Texas
Builder: owner
Model: shovelhead
Issue: Video No. 6
Photo from Badger



1. EZ-Haul ball type hitch
(part #280111) \$99.95
2. EZ-Haul class III receiver type hitch
(part #280110) \$79.95
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(part #280112) \$37.00 will fit all EZ-Hauls.
Provides proper tie-down eyelets and
triangulation for safe and secure travel.

EZ-HAUL

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FRONT WHEEL MOTORCYCLE HAULER

All the benefits of a trailer, without the hassle; and it's always with you! EZ-Haul is a truly unique product that conveniently fits in your trunk or behind your seat. It attaches to your bumper-hitch for converting your car or truck to a motorcycle hauler in seconds.



Fits in trunk or behind seat—takes up no more room than a jack.



Fits directly to bumper hitch—installs in seconds with no more tools than a crescent wrench.



Loading motorcycle and securing—can easily be curb-loaded and, with use of tie-down bar, secured by one person.



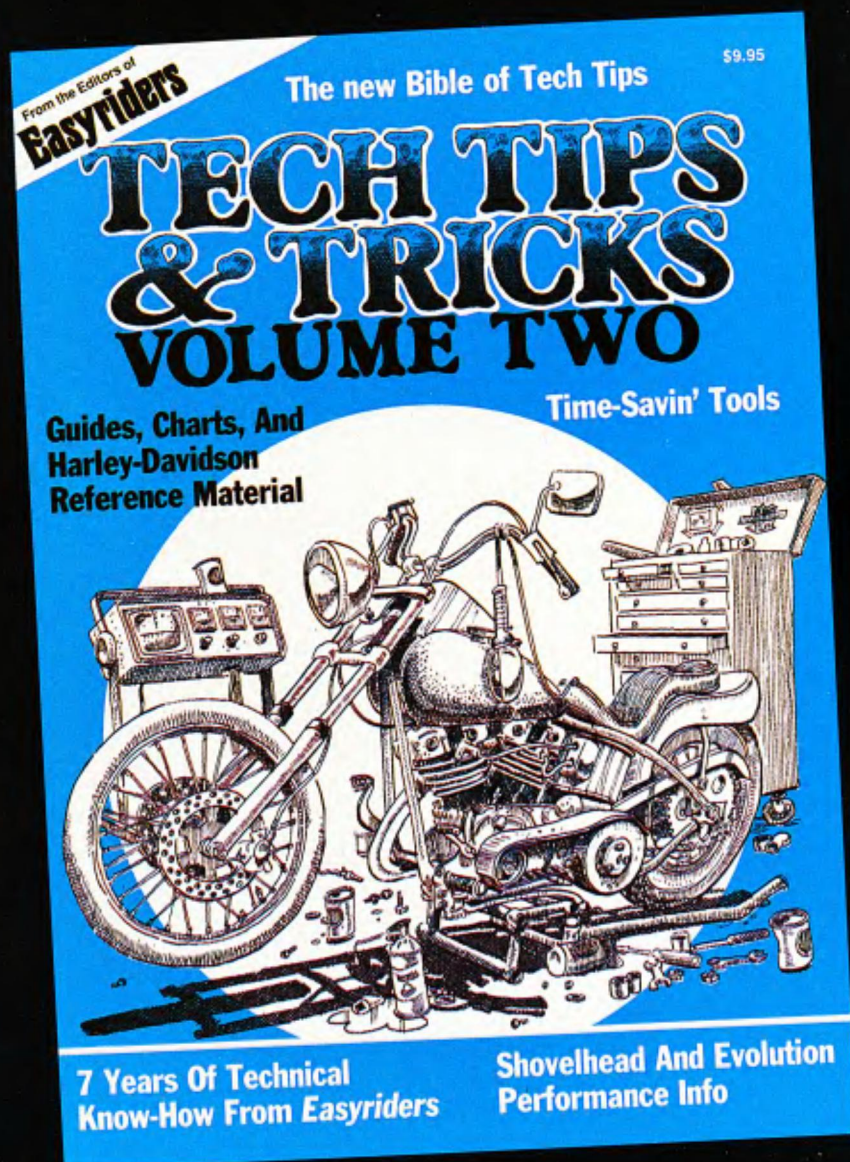
Transporting—for emergency or pleasure . . . you're ready anytime.

For free catalog and name of your nearest dealer call (800) 247-6246.

Easyriders, Box 1025, Agoura, CA 91301
ER 212

All New

Tech Tips & Tricks, Volume II



Another great reference guide

from the writers of *Easyriders*

Life – Savin' ideas

Hop – Up tips

Time – Savin' tools

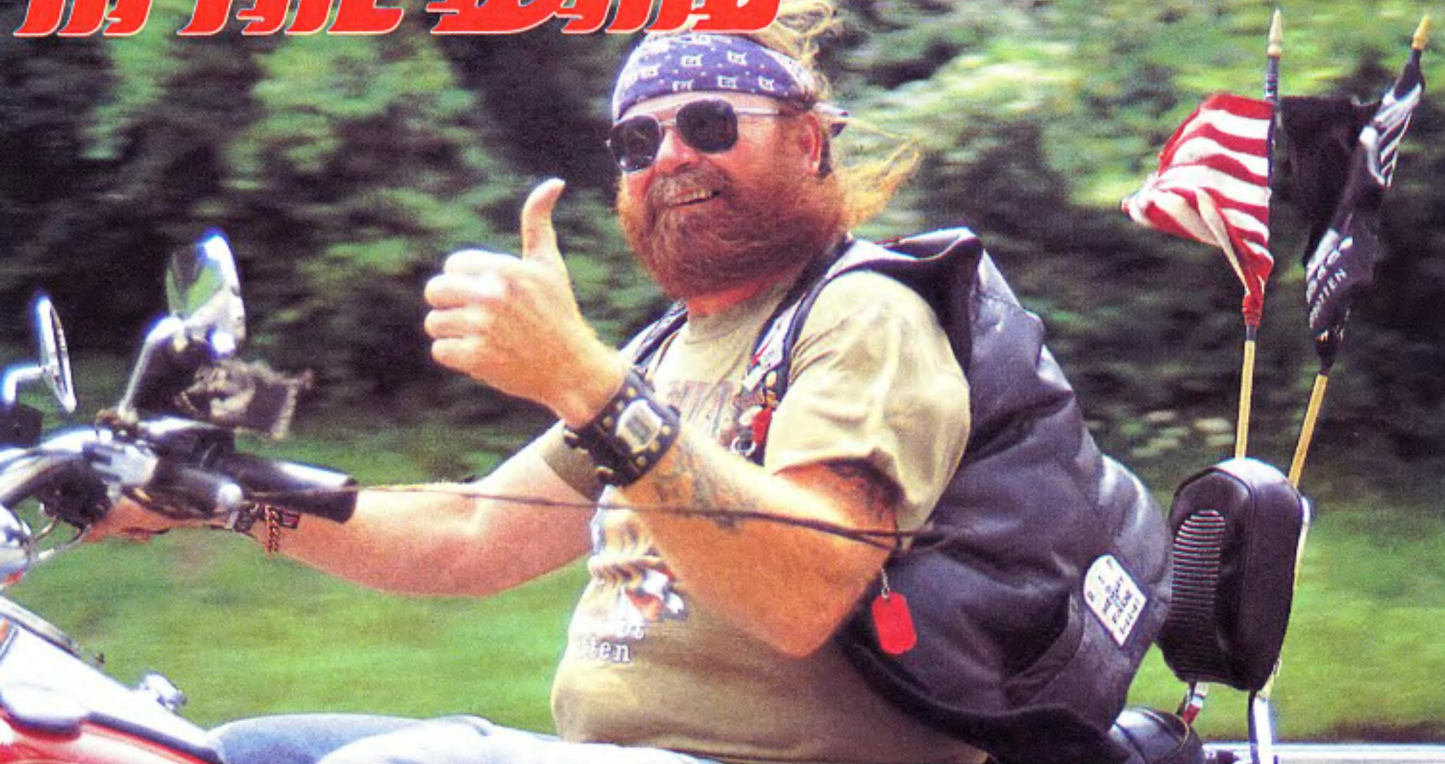
Especially helpful to the

shovelhead and blockhead

owner

Check for it at your local Easyriders Dealer or send a measly \$9.95 plus \$1 postage and handling (U.S.), \$2 Canada or foreign (Int'l. Money Order in U.S. funds) to Easyriders Products, Box 1025 Agoura Hills, CA 91301

IN THE WIND



—Kim Peterson, Adlai Stevenson Expwy., Chicago, Ill.

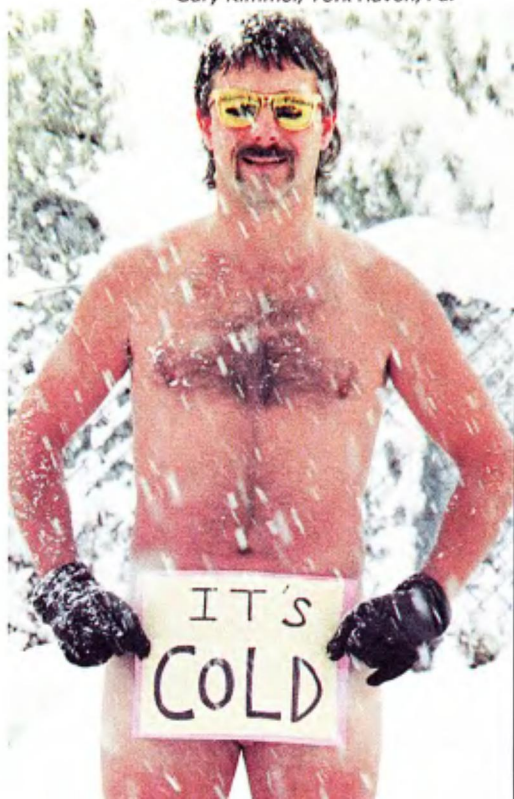
Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2 1/4 X 2 1/4)—nothing else. Whether it's the exhilaration of a dude and his chick flyin'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

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

—Dan Huling, Sturgis, S.D.



—Gary Kimmel, York Haven, Pa.

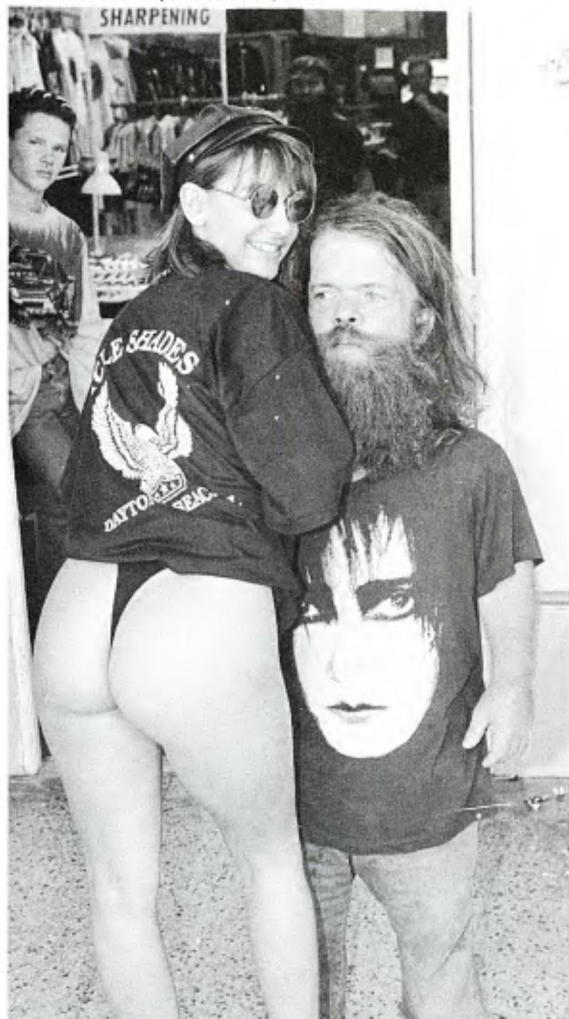




—Pat Randle, Daytona Beach, Fla.

—Angel Alper, Annapolis, Md.

—Red, Gold Beach, Ore.





—Char Lacroix, Mission, B.C.



—Jon Reeners, Rochester, N.Y., 1917

—Thug Mitchell, Tunnel Hill, Ga., 1949





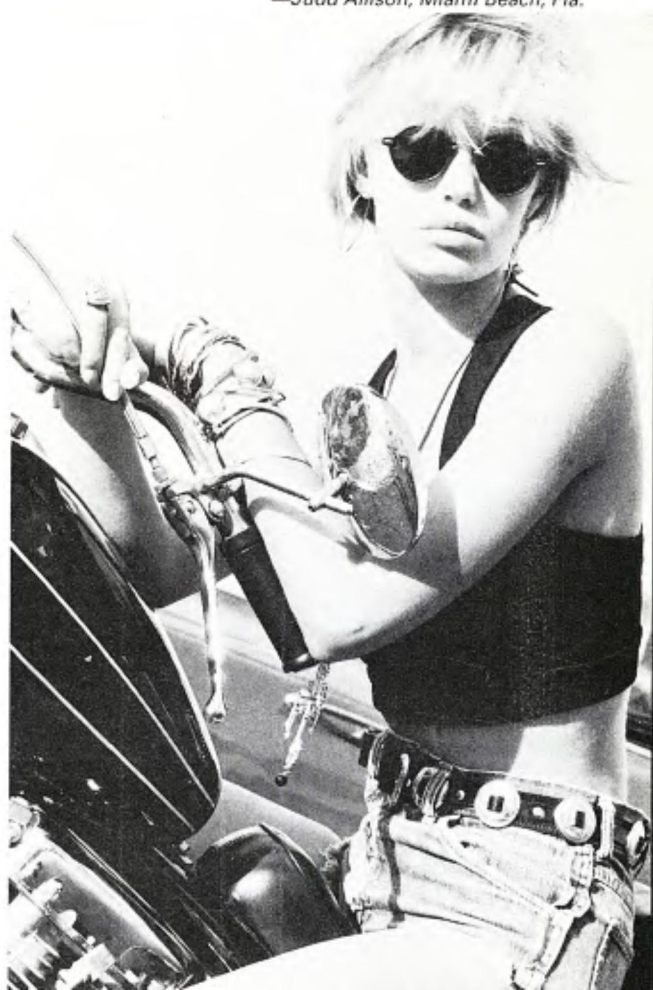
—Blue Bike Mike, Danbury, Conn.



—Debbie Ullman, New York, N.Y.



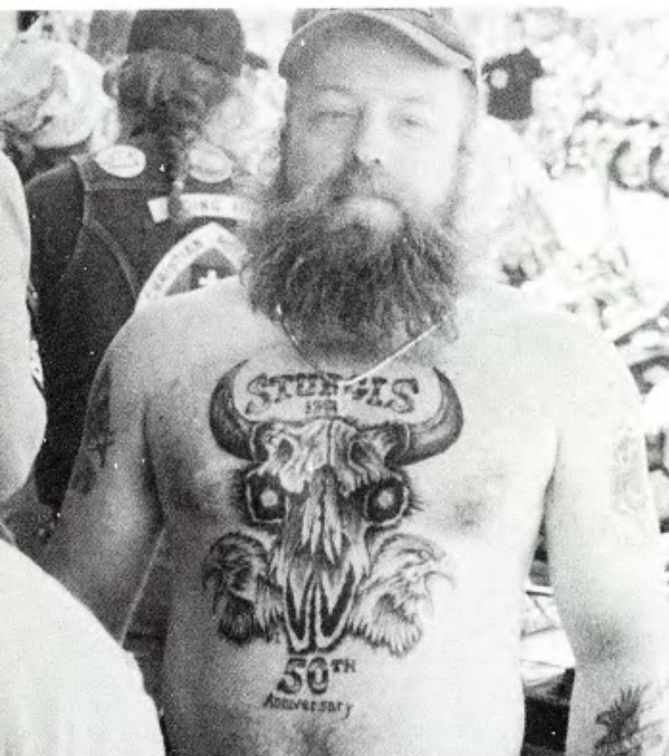
—Willem Handgraaf, Leiden, Holland



—Judd Allison, Miami Beach, Fla.



—Debbie Ullman, New York, N.Y.



—H. Lee Bowman, Henderson, Nev.

—Blue Bike Mike, Mariaville, N.Y.



—Char Lacroix, Southern Tusker Rally



Not Only Do They Look Good, They Talk Real Nice
 — **CALL 900-234-BIKE** —
 To Listen And/Or Vote For Your Favorite Lady. 89¢ A Minute.

SEPTEMBER *Fox Hunt* WINNER



Rebecca is a biker to the bone. Having been born, bread, and reared by bike-riding folks in the Sacramento, California, area, her earliest memories are of ridin' dad's '47 knuck. In the past year she's been severely tested and had to be tough—overcoming the deaths of both her father and father-in-law. Yet, on she trucks. She's got a wild streak in her—never expecting to be chosen as a contestant—just callin' her ol' man, Dee's, dare. Her winning has been the talk of Weiser, Idaho, making rides on Dee's '70 shovel all the more pleasurable.

—Loudmouth



There's nothing like riding on a Harley, with the wind in my hair and the smell of a man in leather.

Michelle, California — 900-234-BIKE — Ext. #401



I like the mood my ol' man's in after a good long putt.

Caroline, British Columbia — 900-234-BIKE — Ext. #402



I love the stimulating pulse of the engine throbbing between my legs while holding my man.

Laura, Tennessee — 900-234-BIKE — Ext. #403



My tits pressed against my ol' man's back, the wind blowing through my hair, and vibes between my thighs, that's a ride.

Darlene, Michigan — 900-234-BIKE — Ext. #404



H-D is the only bike. You won't catch me on any Jap crap!

Judy, Pennsylvania — 900-234-BIKE — Ext. #405



I'd love to see California from a bike, and at the same time, show bikers everywhere a little Southern hospitality.

Pat, West Virginia — 900-234-BIKE — Ext. #406

**LOOKING FOR A FRIEND?
1-800-988-RIDE**





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 January 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 #212 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

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

We'll print the winner in the June issue.

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



Here she is, bros, the 10th monthly winner in our 12th Annual Fox Hunt, Debee, #403, from Surrey, England. See more of her next issue.

FOX HUNT

Box 3000

Agoura Hills, CA 91301

212

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph and/or use any taped interview of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, or interviews in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

I am _____ years of age, born _____

I will pose Topless _____ Full Nude _____

I will give a 30-second taped interview _____

Model's Signature _____

Photographer's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

Photographer's Signature _____

Notary _____

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

Notary Seal _____

212

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

PARTS BOX

Tell 'em Snake sent ya



Red Bikini

I know, it's the dead of winter, the snow's knee-deep outside, and it's colder than a witch's tit, but this may be the time you need to see a fine babe in a bikini the most. Well, presto, here's one. Just send eight bucks to Laura Morosan, Dept ER, 1147, East Broadway, Suite 447, Glendale, CA 91205.



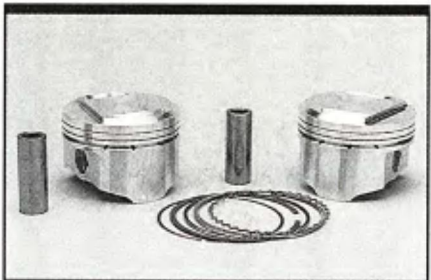
Bad Boyz/BadToyz

What the hell would we do without a black T-shirt in each issue? So what's so fuckin' neat about this one? The colors. This radiant design is painted in neon for that, "Ya can't miss 'em" look. To surround your girth with brilliant colors, contact the wild creators of this T who live and work in godforsaken Yucca Valley, Calif. Drop an asbestos-coated (it's hot as hell out there) postcard to BadBoyz, Dept ER, Box 748, Yucca Valley CA 92284. Or make a hot phone call to (619) 364-3029.



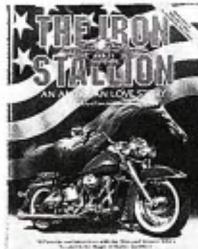
Photo Watch

Time must be of the essence to us scooter tramps, 'cause, for the second month in a row, we've got a new timepiece for ya. Last issue, we had a watch with H-D's logo on it. This month, we have a watch where the hands of time swing around the sundial with your own well-reproduced photo embossed on the face. They call it a Ridin' Time watch, and ya can take your favorite photo and have it reduced and put on a watch face. You can keep an eye on yer putt, or even the ol' lady, if yer desperate. It's quartz, water-resistant, available in four resin-band colors, and done with class by the folks at Timex and Kodak. If ya wanna classy custom watch, send yer flicks or negatives and \$38.95 to Trivista Marketing, 12021 Wilshire Blvd. #223, Los Angeles, CA 90025.



Wiseco Forged Pistons For Evos

The White Bros, outta Orange County, California, are doing a helluva job. Actual brothers, Dan and Tom have been riding together since they were tykes. Evos respond to increased compression like babies to mothers' milk. So the brothers are working on a kit that'll make any Evo a torque monster with these pistons, special heads, cams, a Trapp exhaust and Mikuni carbs—watch for it. In the meantime, the pistons are out through their development with Wiseco. The result is a much lighter piston (60 grams) for faster acceleration and a hi-silicone, forged design for tight clearance, and quiet, long lasting performance. They are 10:1, but can be modified to any compression ratio from 8.5:1, up to 10:1. For the straight performance poop, send for their catalog. White Bros., Dept ER, 14241 Commerce Dr., Garden Grove, CA 92643, (714) 554-9442.



The Iron Stallion

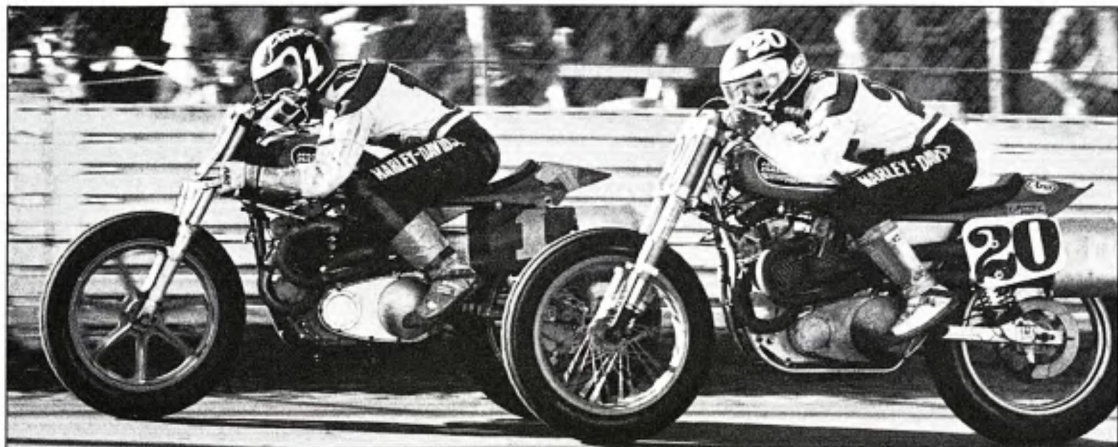
A rider wandered into our garage about awhile ago to ask Bandit if he would give him an interview for the book he was workin' on. Well, the big guy was flattered and worked with the mysterious rider. Unlike many of the yahoos who attempt to write a book about the Harley mystique, this Softail pilot saw his project to fruition. The cover is a knockout in itself. The book is made up of interviews from riders all over the country. It's easy reading and gives the lifestyle a decent shot in the arm. You can purchase *The Iron Stallion* through our catalog, or call (800) 247-6246.



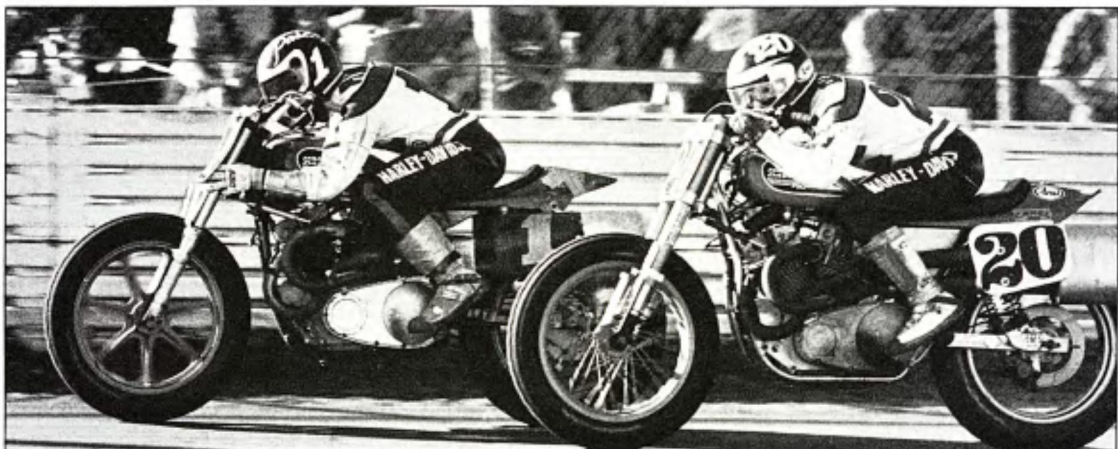
More Flamed Knowledge

John Kosmoski, the man who makes the colors and owns the company, House of Kolor, has been painting flames for decades. He researches the business and materials constantly and occasionally gives seminars. If you're serious about custom painting, you need to watch his video, *Kustom Painting Secrets*. He explains everything from paint to how to hook up your compressor and gun. If you follow his advice, you can paint like a professional. 'Course if your selection of colors is bad, it'll still look like shit. Anyway, if you're serious, get the 72-minute tape in VHS or BETA from House of Kolor, Dept ER, 2521-27th Ave. South, Minneapolis, MN 55406, (612) 729-1044. ■

1988



1989



1990



Can you say "Parker and Carr" three times fast?

Congratulations to Scott Parker for winning his third AMA Grand National Championship, and to Chris Carr, who also scored his third consecutive 600cc National Championship. And finally, thanks to tuners Bill Werner and Kenny Tolbert for helping us win the manufacturer's trophy for the third straight year. That's "Harley-Davidson, Harley-Davidson, Harley-Davidson."



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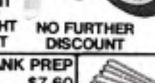
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T H E
PARTNERSHIP

DROP

EVERYTHING

AND DO

WHAT

YA LOVE



Photos by Raiko Hartman



Greg Jones and Joe Scott are cohorts in this creation. No, not the girl. Amy's a sassy SoCal bitch, who looks fuckin' great on their ride. But these bros have more than just this bike in common. They've been partners in a shop, Precision Motorcycle Concepts, in steamy Glen Avon, California, for several years.

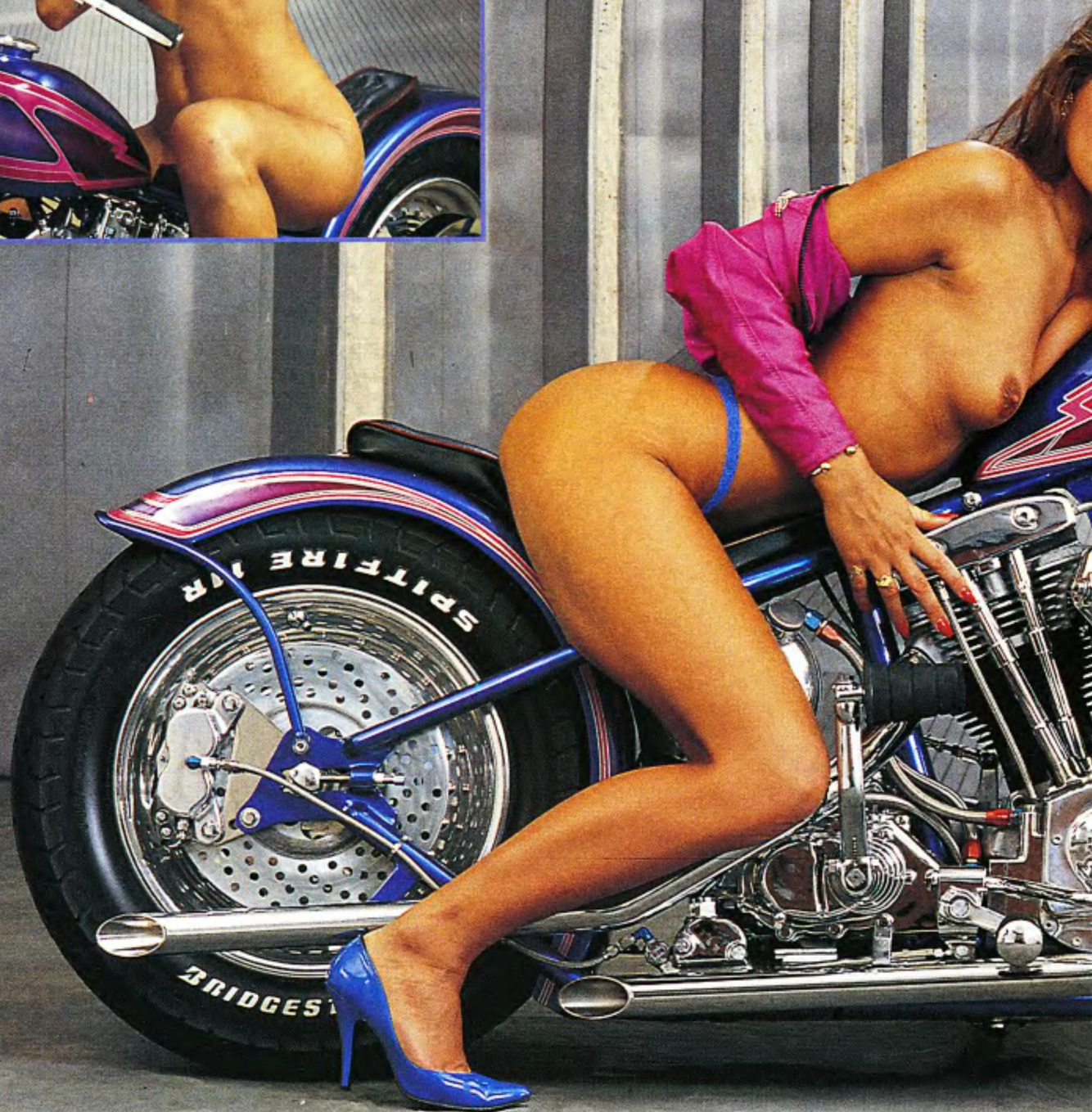
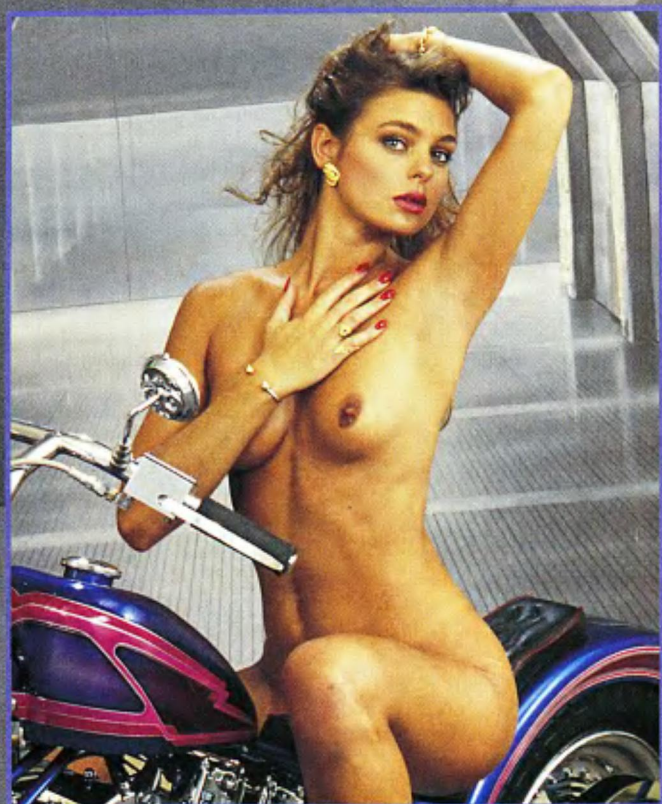
Greg's been wielding chrome handlebars around the Coast for 25 years. A metal fabricator by trade, he spent years stretching truck beds and buildin' semitrailers. But one day it all came to a screechin' halt. He'd been constructin' a semitrailer, to haul monster sandhoppers, in his backyard. The bastard was 60 feet long, 3 inches high, and so damn wide that when he finished his last weld, he couldn't squeeze it outta the driveway. He had to rent a forklift to get it out to the street, where it could be turned and hitched to the truck. After that nightmare, he'd had

enough. He started working on his bike, bro's started hangin' around to get their bikes tuned, and, next thing he knew, he was fabricatin' jigs so he could manufacture his own frames.

This frame is clean, sleek, and light. Greg bought a mill with digital readout micrometers and created a jig that would be dead straight. Initially, he built this frame to test his race bike motor. Then he built a tube bender so he could



Owners(s): Mike Easterday		City: Chino, California	
General		Frame	
Fabrication by: Precision M/C Concepts		Year: 1989	
Year and make: 1990 H-D		Builder: Precision M/C Concepts	
Model: Special Construction		Type: rigid/low	
Value: \$10,000		Rake: some	
Assembly by: Precision M/C Concepts		Stretch: don't think so	
Time: two months		Other alterations: yes	
Chroming by: polishing by Buck		Accessories	
Engine		Bars: drag	
Year: 1978		Risers: included	
Model: shovelhead		Fender(s): yes	
Rebuilder: Precision		Headlight: 5 3/4 Bates	
Ignition: magneto		Taillight: yes	
Displacement: 93 cubic inches		Speedo: no	
Lower end: S&S		Front pegs: ISO	
Balancing: Precision		Rear pegs: no	
Pistons: Arnes		Electrics: very little	
Cases: polished		Gas tank: Sportster	
Heads: no lead/conversion by Prec.		Oil tank: aluminum with filter	
Cam: S&S		Oil system: works well	
Lifters: solid		Primary cover: Precision	
Carb(s): Dell 'Orto by Rivera		Seat: Precision	
Air cleaner: yes		Sissybar: no	
Pipes: drag		Height: n/a	
Muffler(s): no!		Material: n/a	
Transmission		Forks	
Modifications: close ratio gears		Type: hydraulic	
Year: 1978		Extension: 4-inch	
Shifting: foot/hydraulic clutch		Builder: Precision	
Engine sprocket: Primo belt		Special features: brake T internal in trees	
Trans sprocket: Karata belt		Wheels	
Wheel sprocket: Karata belt		Front	Rear
Painting		Size: 19-inch	Size: 15-inch
Molding: by hand		Hub: Sportster	Hub: Precision
Painter: Precision		Rim width: WMII	Rim width: 4 1/2 inches
Color: blue and pink		Tire: Avon	Tire: Bridgestone
Type: lacquer with urethane clear		Brake: H-D	Brake: 4 piston disc
Special paint: yes			
Other special modifications: rear wheel is Chevrolet centerline, 1 1/8 inch tubing on frame, handmade primary covers, fork clamps, controls.			



bend the material to make the frames. But I'm gettin' off track.

Joe Scott's first bike was a Whizzer, followed by a Cushman, Mustang, Triumph, and then, after a move from Missouri to Southern Cal in '59, a '47 Matchless. Joe was a wild man in his day, racin' through the inland valley for some 20 years. During that time he built offroaders.

He survived the risks of racing, but was caught by a car accident that left him with a couple of crushed feet and ankles. While laidup in the hospital for a year, then in a wheelchair for another, he watched his bros beat the streets with Harleys. Joe was faced with the frustration of gazin' at those freedom machines, and not bein' able to ride one. But, with Greg's help, he overcame his handicap.

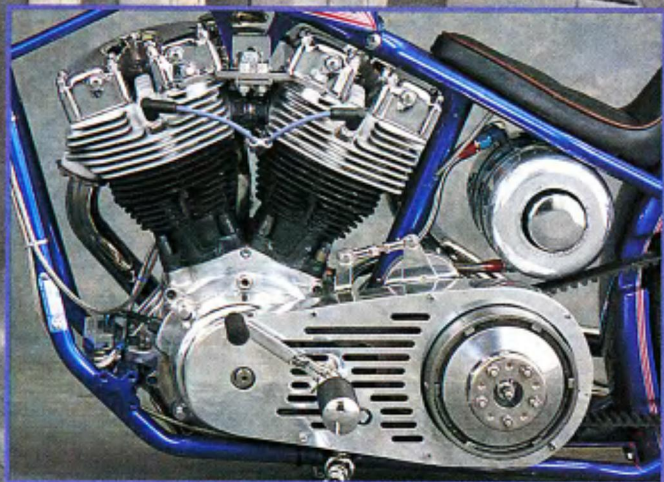
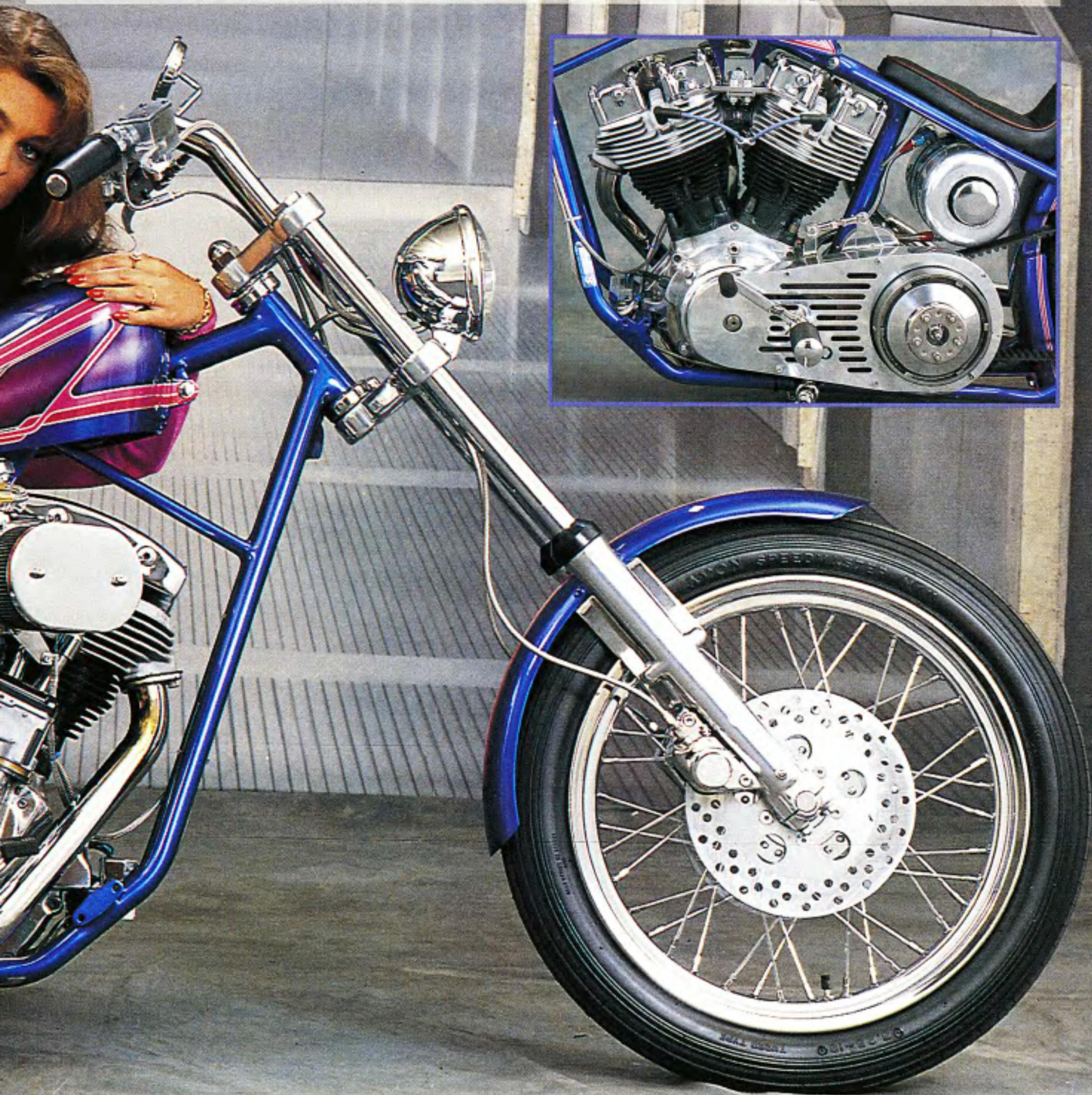
Like I was sayin' before, Greg built the frame to test his race motor. It worked. He took the motor outta the frame

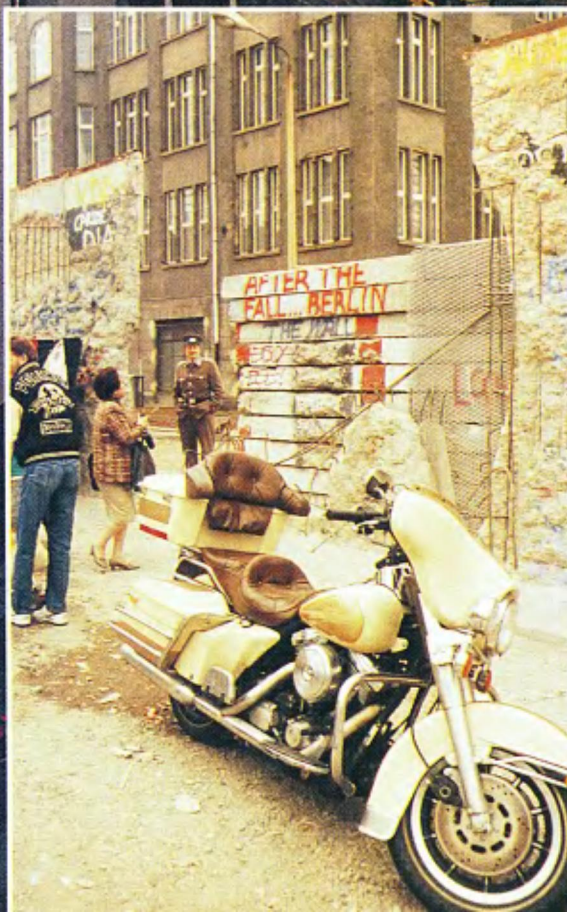
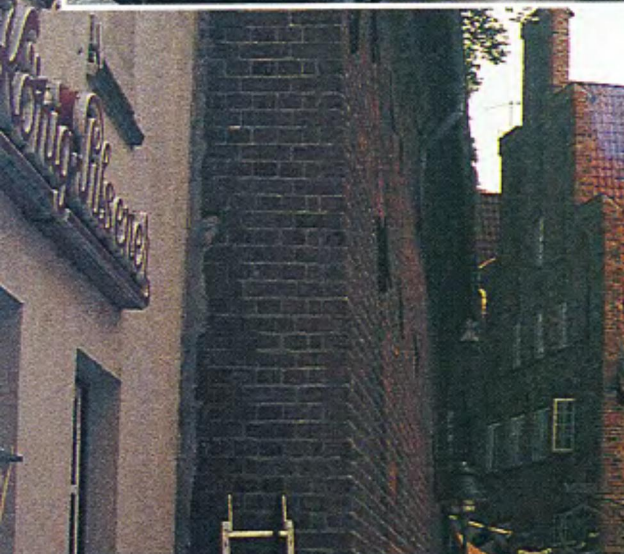
and the chassis sat in a corner collecting dust for the next year. Then he primed the frame and began construction, one piece at a time. It was almost half built when Greg hit a dry spell. The scooter sat again.

Then, early one morning, Joe ambled into the shop to discover Greg bent over the mill, customizin' a Chevy centerline wheel for the rear of this bike. Aluminum shavings flew as he ground the hubs, triple trees, brake caliper brackets—you name it. These calipers are the same ones the grand national race cars use. "The bike will wear out before the pads do," says Greg.

This motorcycle demonstrates veteran ingenuity, strong lines, and simple design. May the partnership continue to flourish.

—Bandit





ACROSS EUROPE ON A HOG

By Roadhog

Harley- Davidson's "Fly-And- Ride" Program Spells

I saw the sign: a red circle around a white center. Normally that means "Do Not Enter." But I couldn't read what was written beneath it. It was in Czech. And besides, there were cars going across the intersection ahead of me. They were going my way, so I followed them.

I barely made it across, before the siren had caught up with me. Two police officers flew by me in their *Skoda*, the one in the passenger seat was waving his arms at me, indicating I should stop. I pulled my bike to the sidewalk and was immediately surrounded by



Adventure And Fun On Two Wheels

a throng of curious Czechs, oohing and aahing at this huge, foreign two-wheeler. "Harley-Davidson!" The words could be heard over and over again, as the citizens of Prague marveled at this American legend.

"You can't drive here." Both police officers had gotten out of their *Skoda* and approached me slowly. "You don't see sign?" the shorter one asked me, swinging his baton.

"Yes, I did," I answered, "but I couldn't read what was written beneath. I just followed the other cars."

"Please, your papers." The two officers kept

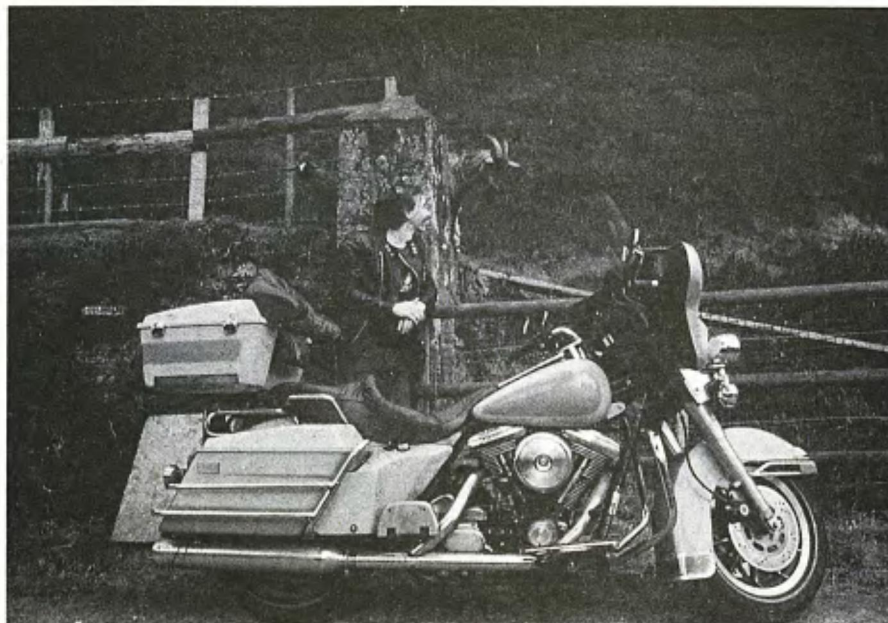
Photos
by Roadhog

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TITLE: *Easyriders*
PUBLICATION NO: 0046-0990
DATE OF FILING: 10/1/90
FREQUENCY: Monthly, 12 issues per annum
ANNUAL SUB PRICE: \$29.95
MAILING ADDRESS: P.O. Box 3000, Agoura Hills, CA 91301
OWNERS: Paisano Publications, Inc. Joseph Teresi
KNOWN BONDHOLDERS: None
PUBLISHER: Joseph Teresi
EDITOR: Keith Ball
MANAGING EDITOR: Gregg Daniel

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Amidst the Ruhrgebiet, Germany's industrial center, nature can still be found.

staring at my bike, seemingly uncertain about what to do next. I handed them my driver's license. They turned away and discussed the situation. The crowd just stared.

"Only taxis can go across here, not cars or motorcycles," the other one explained to me. "You must pay 50 *Koruna*, and you can go."

I started arguing with them. How was I supposed to know it was for taxis only? I was just following the traffic. Besides, I didn't have any *Koruna*, I hadn't changed my money yet. No, I didn't have any dollars, either. *Deutschmarks*? Forget it. My passport? It was at my hotel.

"You follow us!" With that they got into their car, waited until the crowd released me from its midst, and took off. Off to the police station, I was sure.

The border to East Germany before Reunification. The sign reads: Germany is over there, too.



I had just gotten into Prague an hour before. After trying to steer my Harley across a maze of one-way streets that constituted downtown, I had given up and parked near a pedestrian zone off Hyberniska Street. I figured that being on foot would make it easier to get my bearings and find accommodations.

I found out quickly that the fall of the Iron Curtain had brought rise to an onslaught of tourists, predominantly Germans and Austrians. The narrow streets of the inner city were as crowded as the freeways of L.A., and hotel rooms within Prag's city limits were as rare as . . . well, as a Harley. Even the tourist centers couldn't help me out. "Sorry, all filled up," was the answer I heard everywhere.

Leave it to a taxi driver to come to my aid.

"You need a room?" Josip was standing at the entrance of the fourth tourist center I had tried. His English was great. "I used to live in New York, you know," he explained. To make a long story short, he found me a hotel room no more than 400 yards from where my bike was parked. The only problem now was to get the bike to the hotel. And that's where the police came in.

When we stopped, both officers got out again. We were right across the street from my hotel. "You pay 50 *Koruna* now," (about \$3), one of them insisted. I gladly handed them 50 Austrian *Schillings* (twice the amount asked for), for which I got what looked like a receipt you might get at a restaurant. They stood there for a couple of minutes, just staring at my bike, while I tried to get across the traffic-laden



street. Then they tipped their hats to the bike, gave me a big smile, and took off. "Great guides," I thought and parked my bike. I got my hotel room, stored my stuff, and headed into the city. It was here that I had my first taste of the original beer that made the city of Budweis famous.

But Prague's nightlife leaves something to be desired, particularly during the week, so that night I slept like a log. I had been on the road for almost a week, some days averaging 400 miles, other days barely 40. Europe was different on a Harley, much like any place is different on Milwaukee's finest.

I was on the road on two wheels thanks to H.O.G.'s (Harley Owners Group) European "Fly-And-Ride" program, an alternative to the time-consuming and expensive idea of bringing your own Harley across the Atlantic. Using "Fly-And-Ride" is like renting a

H.O.G. memberships have grown to beyond 100,000 in number

car at your destination. You simply get on the bike and head for adventure.

The only condition is that you are a H.O.G. member. And to become one, you only have to own a Harley. But as more and more people are looking beyond the "greasy biker" stereotype and into buying Harleys as a serious, as well as fun, means of transportation for themselves, so H.O.G. memberships have grown to beyond 100,000 in number. And why not? As expensive as a brand-new Harley-Davidson Softail may be, as cheap (\$30 annually) it is to join the club.

So far, in the U.S., H.O.G. Harleys can be leased in eight different cities across the country (Glendale, Calif.; Reno, Nev.; Tempe, Ariz.; Fort Collins, Colo.; Orlando and Miami, Fla.; Everett, Mass.; and Honolulu, Hawaii), as well

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as in Canada's Vancouver, B.C., and Frankfurt, West Germany. A member must live at least 300 miles from the place he or she wants to rent the bike. Certainly Europe qualifies here. However, the only place to rent a Harley there is at Harley-Davidson West Germany (H-D Germany now).

H-D Germany is actually headquartered in Raunheim, a small town some 30 miles southeast of Frankfurt International Airport. It is Harley-Davidson's only official importer in Europe and distributes all motorcycles destined for the Continent from there. Herr Zobel is its manager.

"Harley has been implementing its Fly-and-Ride program here for the past eight years, right after it was started in the U.S.," he says. "But there have been some problems in the past."

The problem, according to Hans Wechta, H-D West Germany's PR person at the time, was that all reservations had to be made through Milwaukee, and "no matter what bikes we did or didn't have available at the time, we had to deliver what Milwaukee dictated. So, at times, they had bikes reserved that we didn't even have at the time, maybe due to an accident or repairs. But as we are working closer with headquarters, we are experiencing more freedom of operations."

Of course, everybody working there only rides Milwaukee's finest, and so it's no surprise that the eight bikes available for leasing are in top shape.

"Our mechanics are not only experts but also enthusiasts," Wechta announced. "We lease our bikes yearround, but of course, our main riding season is between June and September. Those months we are booked solid. October can be nice, and



The town of Ribe, on the west coast of Denmark, looks as if Hans Christian Andersen could step into the picture anytime.

April and May, too, particularly, if you're heading south, like Italy. Of course, your bike can go wherever your passport permits you." But Italy or parts south weren't in my plans.

After getting to Raunheim from Frankfurt airport by train, which took 10 minutes, I couldn't find a hotel room. Frankfurt always seems to have conventions, and Raunheim, being almost a suburb of Frankfurt, had no hotel rooms left. Mr. Zobel finally found me a room at the Attache Hotel, mere walking distance from H-D Germany. Clean accommodations and a friendly host who seemed to speak every conceivable language under the sun were its main features. Fifty bucks a night might seem steep for an impoverished scooter tramp like myself, but after

spending 11 hours on a plane without sleep, I would've gladly paid for a suite at the Frankfurt Sheraton, just to get a shower and a bed to stretch out in.

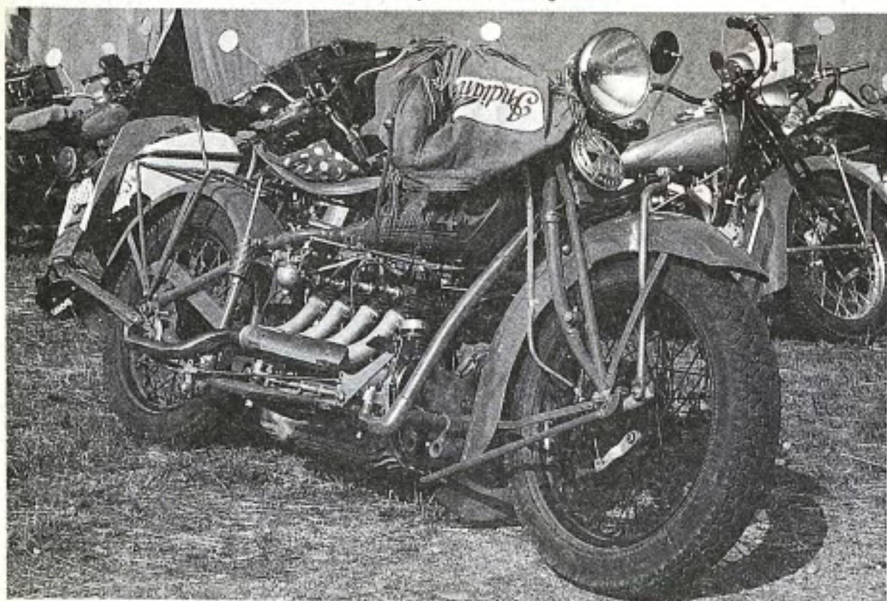
The day after my arrival I booked a room for my return, packed my stuff and walked into H-D Germany to pick up my bike. I signed the contract, checked the 1989 Electra Glide, a full dresser that was to be my home for the next three weeks, and was off.

Although here at home I enjoy the simplicity of a stripped down Low Rider, with the wind blowing in my face and nothing obstructing my view but the cage in front of me, the full dresser did have its advantages. Two solid saddlebags and a TourPak easily stored everything I had with me: camera equipment, clothes, sleeping bag, and other necessities, while its fairing and a windshield offered some protection from the elements, which, particularly in Northern Europe, can be unpredictable.

Riding a bike on the Autobahn is an adventure in itself. At an average speed of 90 mph, it was a rush to experience the draft wind of a Mercedes or BMW zooming by me at twice my speed, something I wasn't used to. The hectic pace of German traffic was soon relieved by Austrian *Gemütlichkeit* (laidbackness), and the rural Alps were a distinct contrast to the industrial boom in Bavaria. But by the time I got into Salzburg, tourist traffic there had turned Mozart's home town into a sluggish mess.

A coupla days later I wound my way north, through Braunau, birthplace of the infamous Führer, Adolf Hitler, back into Bavaria. It was there, of all places, that I had to go through the most thorough check of my entire trip. All my

An old Indian from Czechoslovakia at the First Annual Harley-Davidson Meeting in Austria.



papers were scrutinized, and lots of questions were asked. Even going into Czechoslovakia was easier, and the only thing more hostile there was the bite of the icy winds that greeted me atop the Ore Mountains, at the border to East Germany. But I'm jumping ahead again.

From Braunau, the road meandered along the foothills of the Alps north to the ancient three-river city of Passau, and on through the Bavarian Forest, site of many a Grimm Brothers' fairy tale, to Czechoslovakia. At times it did feel like I was part of some unwritten tale. Low-lying fogs and smoking chimneys spread around the little hills gave this neighborhood an eerie edge, and I was expecting some ogre to jump out of the dense woods at any moment to try to devour me, or at least to turn me into a tree stump.

I left Prague early in the morning,

Potholes the size of mine craters littered every highway

during heavy rainfall, but by the time I got close to the East German border, the sun had come out again. Climbing the hills toward the border, I noticed the dying forests, results of many years of industrial pollution. It's a particular problem for the European countries, because each nation blames its neighbors for the pollution in its own back yard. The big surprise, however, came once I entered East Germany. The Ore Mountains provided a spectacular background to a fantastic ride along curvy country roads and between great, old houses that reached back in time to when kings and land barons ruled this once powerful Prussia. Their opulence held no trace of the 45-year domination by the spartanic Communists.

Once in East Germany, all roads lead to Berlin, or so it seemed. But those roads, a cheap version of the

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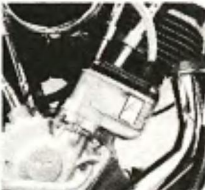
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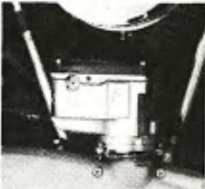
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The Cold War as tourist attraction: East German and Russian army gear are sold at the Wall.

Autobahn, were at times so horrible that despite the posted 130 km/h (90 mph) speed limit I couldn't go any faster than 40 km/h or less. Potholes the size of mine craters littered every highway, particularly the ones leading toward Poland. And that's where I wound up by accident.

All highway intersections are called "Berliner Ring," but there are no signs showing you the way to Berlin. Tourism isn't a big thing in those parts, so it is assumed that the traveler knows his way already. Of course, I didn't. At least I got to see a lot of East Germany by the time I did get to Berlin. Against all expectations it turned out to be as beautiful in parts as any European countryside. But the main features there were its friendly people: more than once a kindred soul guided me personally through the maze of East German cities like Dresden, Görlitz, or East Berlin.

And the further north I got, the warmer the locals seemed to get. From Berlin, where I stayed with some friends and visited the Wall, a longtime friend, Wolfgang (seems, all Germans are named Wolfgang), and I headed toward the Baltic Sea and into the old Hanse town of Lübeck, where Wolfgang lived with his wife, Kirsten. I had been there before, and traveling along the small river that previously had constituted part of the Iron Curtain, I remembered the sights and experiences from my last visit: tall, long fences, interspersed by huge watch towers every 500 yards or so, roads that lead to the East and suddenly stopped, or a bridge leading across the small river, which literally was cut off in mid-air, going nowhere. The feeling was entirely different this time around.

After a few fun-filled days in Lübeck, where I also visited the Rider's Cafe (one of the best biker bars in Germany), it was time to head north to Puttgarden, where I caught the ferry to Denmark. It only took two days of "easy riding" to get across this flat and tiny kingdom, which is half the size of North Carolina and shaped like a finger desperately trying to hook its nail into Scandinavia, thereby actually stretching as far north in latitude as the southern parts of Alaska. The country is nice, but very expensive. Gas was four bucks a gallon—even before the recent oil crisis. I kept moving, time was not on my side; I had to be in Belgium by the end of the week to make it to Europe's biggest biker bash, the Super Rally, and I still had to visit a few more friends and parties along the way.

I'd traveled more than 3,000 miles by the time I made my way back to Raunheim via Belgium, France, and Luxembourg, comparable to crossing this great nation from Los Angeles to New York. H-D Germany had provided me with a list of associated dealers in Central Europe in case of a breakdown, a list I fortunately never had to use.

Other things I never encountered were anonymity and boredom. Riding a Harley, no matter where, served not only as topic for endless conversations, but those conversations were usually generated by strangers at the mere appearance of this American legend.

"You know," a French biker said to me at the end of the huge, three-day Super Rally, not too far from the French border, "If it wasn't for rock 'n' roll or Harleys, America wouldn't have any culture at all. *Au revoir*."

He revved his 80 cubic-inch V-twin engine and roared off into the rain. ■

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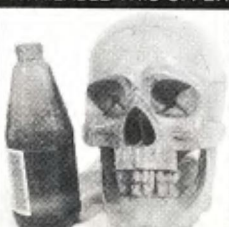
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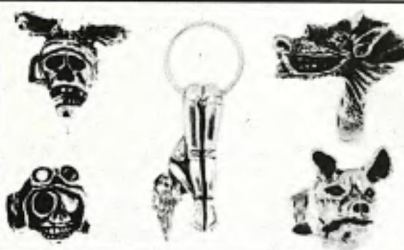
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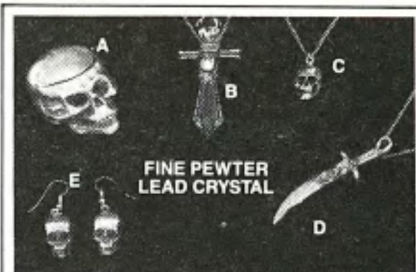
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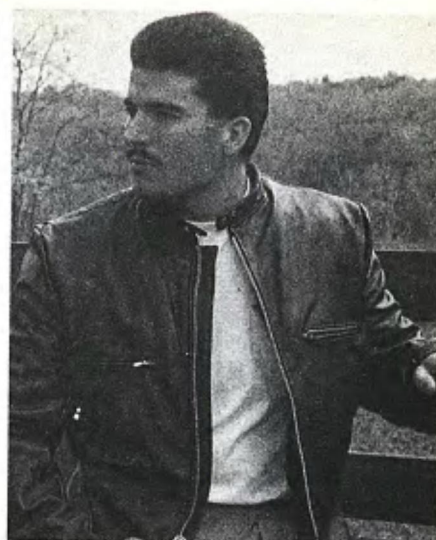
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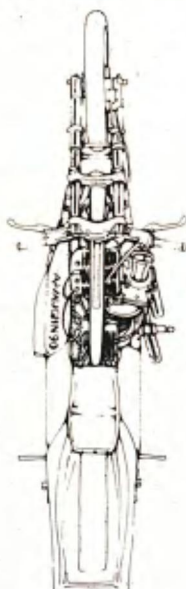
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Rask Cycle, Road #2, Box 277, Evans City
Montgomery County H-D, 1217-19 South Trooper Rd., Norristown, PA

Puerto Rico

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

South Carolina

Doug's H-D, 2790 Pamlico 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

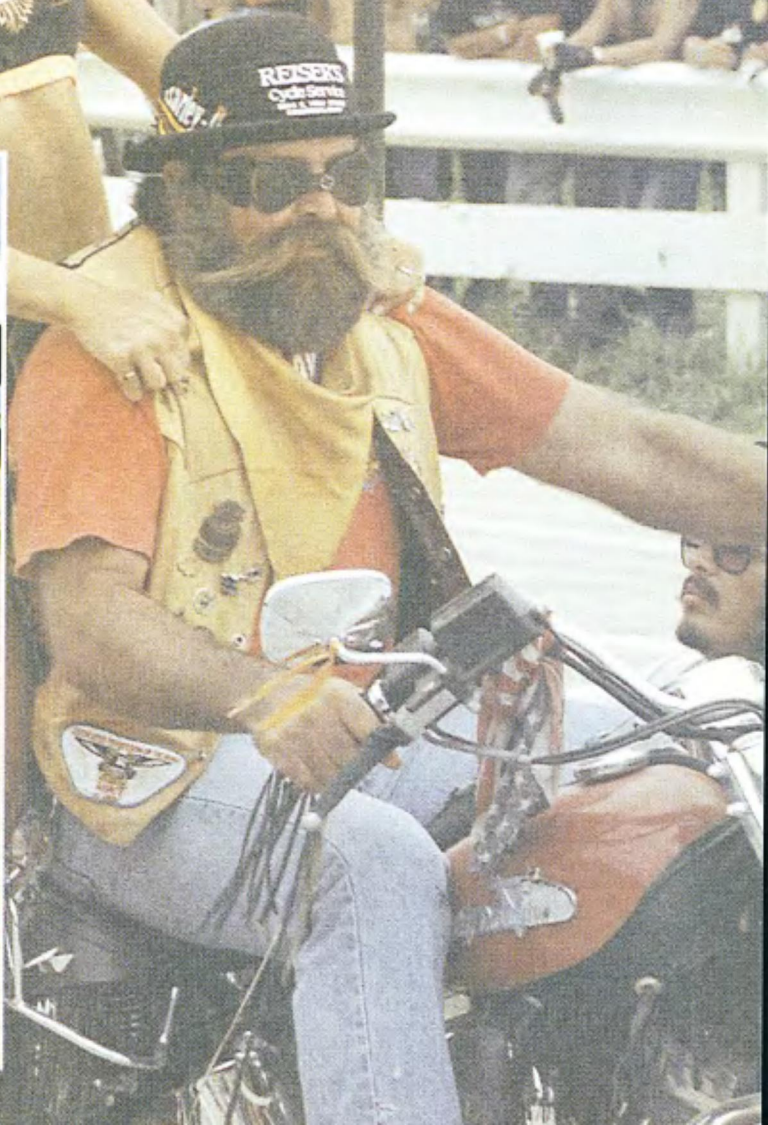
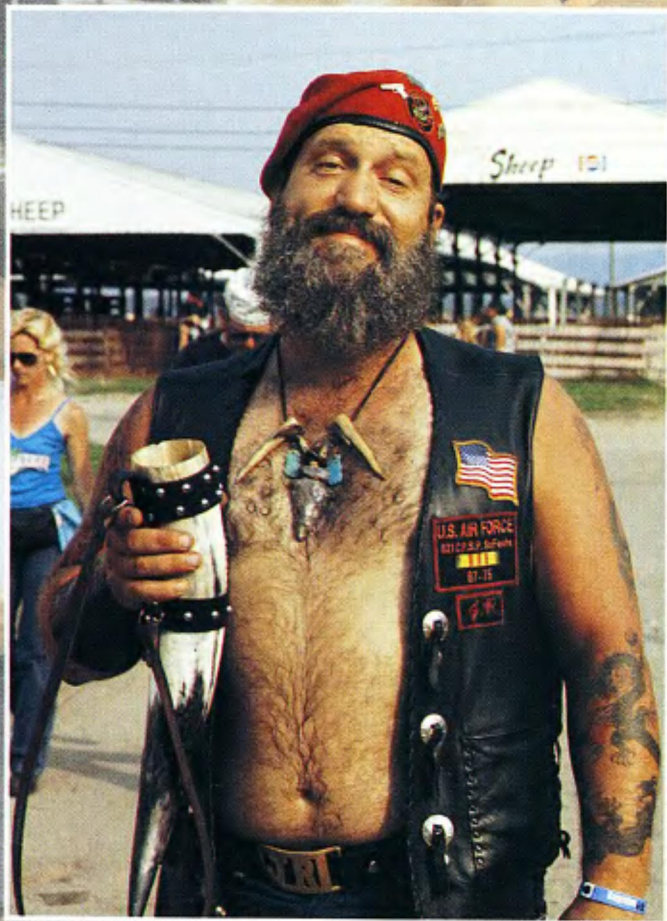
Washington

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

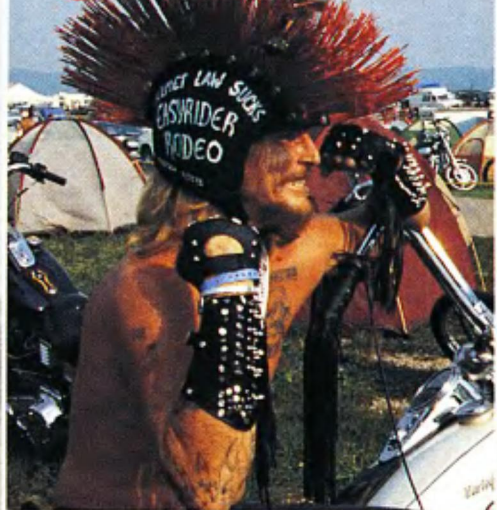
Wisconsin

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

THE RODEO STORM



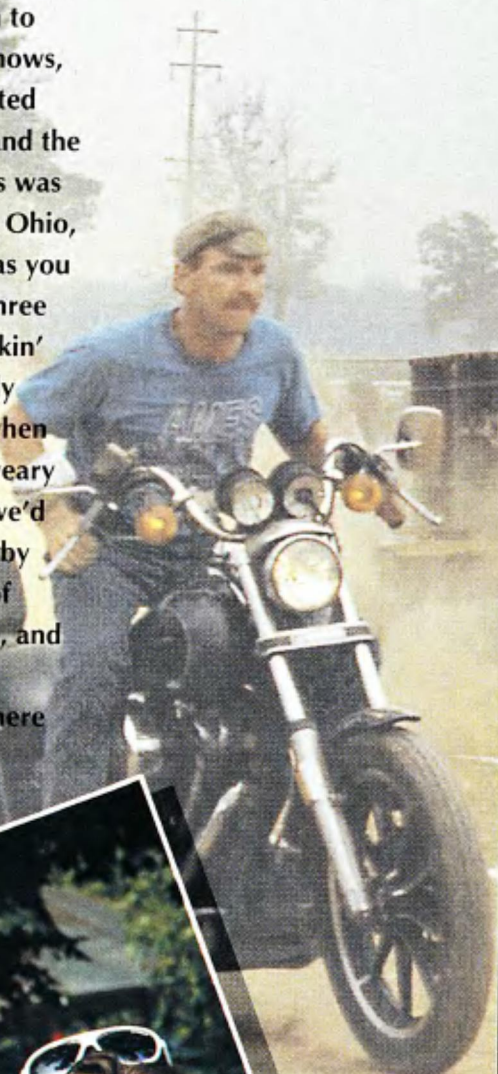
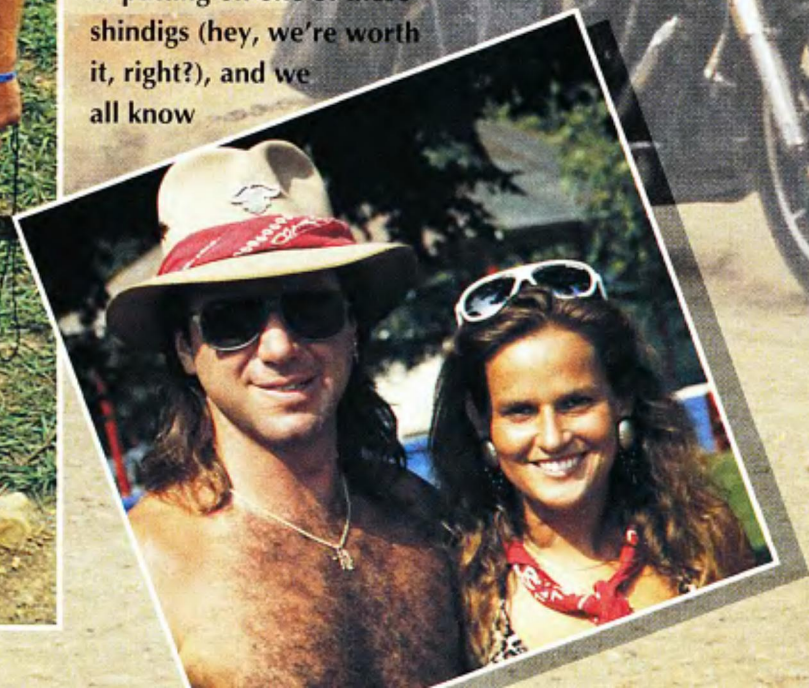
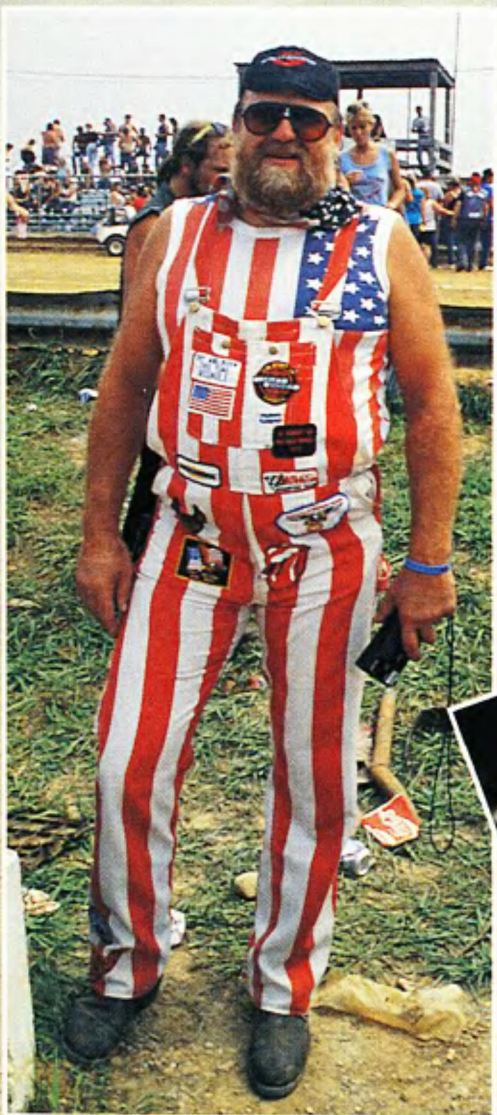
STORM



Out of the thunder they came, by the thousands, with flashing colors and blinding chrome. The late-summer thunderstorm had moved on down the Ohio countryside a while before, but the quiet little town knew this sound. This was pure Milwaukee rumble, and it heralded the start of the *Easyriders* Rodeo.

From all over, brothers, sisters, and their young'uns rode in to enjoy themselves and the shows, thanks to ARROW (Associated Rodeo Riders On Wheels) and the *Easyriders* events crew. This was the fourth time Chillicothe, Ohio, was host to the event and, as you can see in the pics, it was three days of sud-swillin', ass-shakin' good times. All in all, nearly 9,000 folks showed. And when we finally rode out, bone-weary and lip-smackin' satisfied, we'd boosted the local economy by \$1.2 million. Just our way of saying thank ya, Chillicothe, and all your 24,500 people.

But big bucks go everywhere in putting on one of these shindigs (hey, we're worth it, right?), and we all know



that hybrid machines are *expensive*. But merely calling them "expensive" doesn't come close to showing what the top-points riders have invested—like vats of midnight oil, skinless knuckles, abused bank accounts, and irritable women.

"Tampa Bay Ray" Tewksbury has what it takes and proved it with the bossman slot in the sled pulls. Rico Padilla placed for second and Gary Freel showed third. These machines are sponsored by FFALP (Family, Friends and A Lot of Paychecks). Gary Freel's came from his job as a night worker for the city of Ames, Iowa. Who the hell needs sleep anyway, eh Gary?

Danny Heath, from Columbus, Ohio, outran Tampa Bay Ray in the Trike Fuel Class and Gary Freel was there for third. The Monster Trike Class is still somewhat limited, seeing how there's only two of 'em in the known world (so far) but Tampa Bay Ray and Leon "Big Toe" Hatcher, outta Fresno, California, did their "grudge match" tug-of-war anyway. Ray won again, as Leon's tranny went belly-up. But word is that Leon's found out where the beef is—so watch out next time, Ray!

In the finest ride department, Tom Slick took best of show with his slick, trick ride. Roger Teague snatched second and John Hopper's good-lookin' scooter took third.

And did we mention the Trophy Girl Contest? Or the gypsy vendors there? Or how the Ohio hills rocked deep into the night to the sounds of Burnt River Band and Hardtail? And, did we further tell ya how we wished the fun had never ended?

Well, it didn't—a month after we rolled outta one happy town in Ohio, we up and hot-footed it to Middletown, New York, and did it all over again.

The Orange County Fairgrounds are located in upstate N.Y.,



within a couple hours of almost all the heavily-populated areas of the Eastern Seaboard. You know those roadways got to rumbling. Despite Ma Nature's offering of a rainy and chilly weekend, over 6,000 rodeo fans showed heart and rolled in for the festivities, boosting the small town of Middletown to 35,000-plus people.

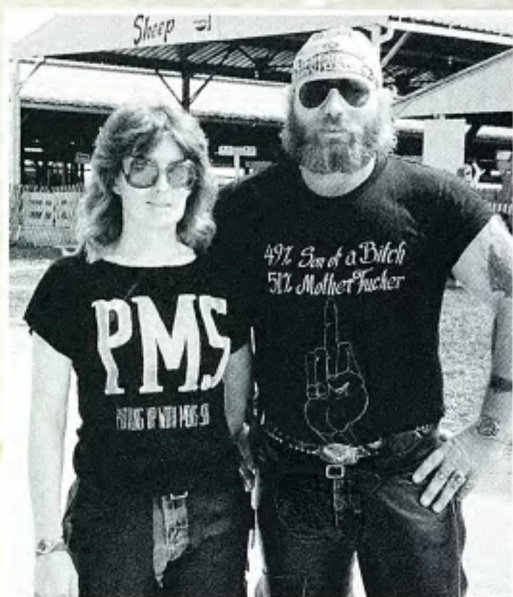
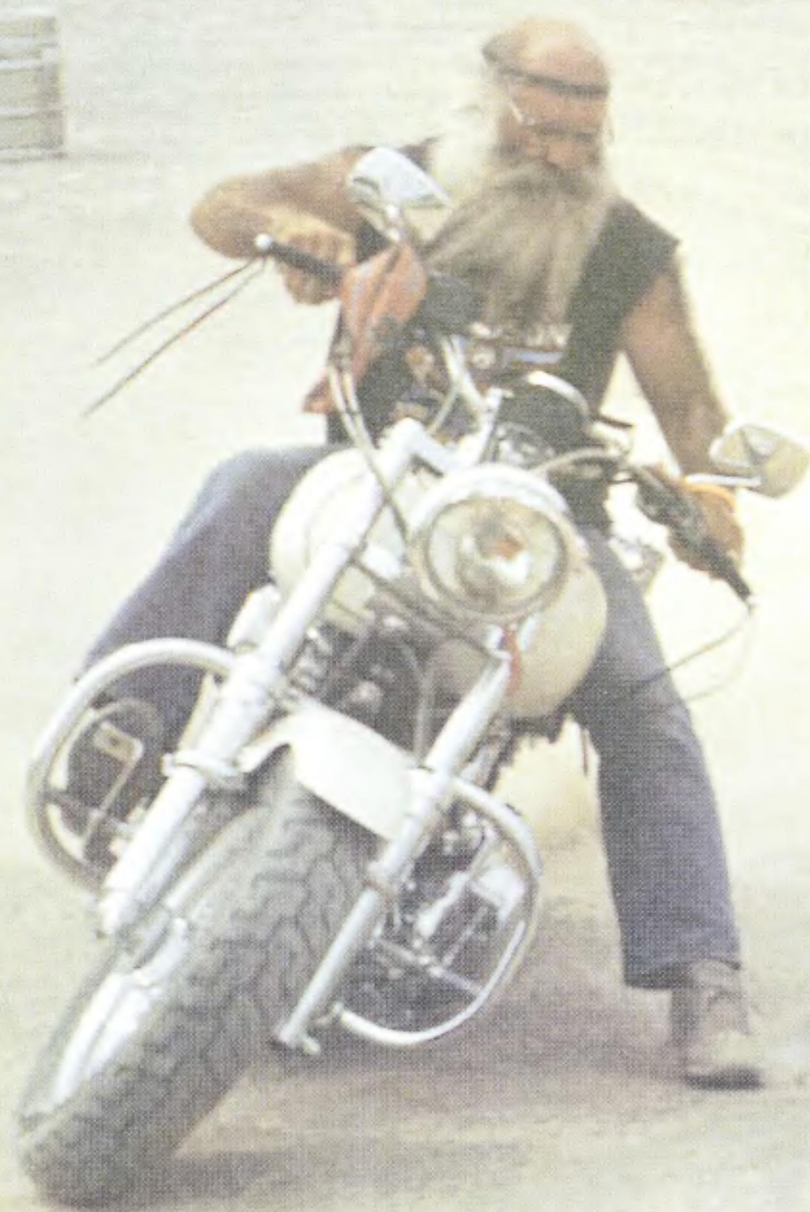
Tom Duffee, state coordinator of ABATE, did a bang-up job on security for the event. Tom's a masonry contractor, teaches for the Motorcycle Safety Foundation (MSF), and just all-out loves scoots. The crew was very appreciative of the efforts he and his bros put into making the event safe and fun.

And bein' pure, born-in-the-saddle types, the top-points contenders did battle in the shiverin' showers of the New

York area. The ever-present vendors were also hard at it, supplyin' the usual goodies Some girls bit wienies (clean up them thoughts there) and then strutted their stuff in the you-know-what contest. Then, upstate rocked into the wee hours with Hyway and Hogwild, two kickass bands.

Another grand shebang fadin' fondly into history, along with the ritual fattening of the city coffers. We're much obliged folks, see ya soon.

—Glider



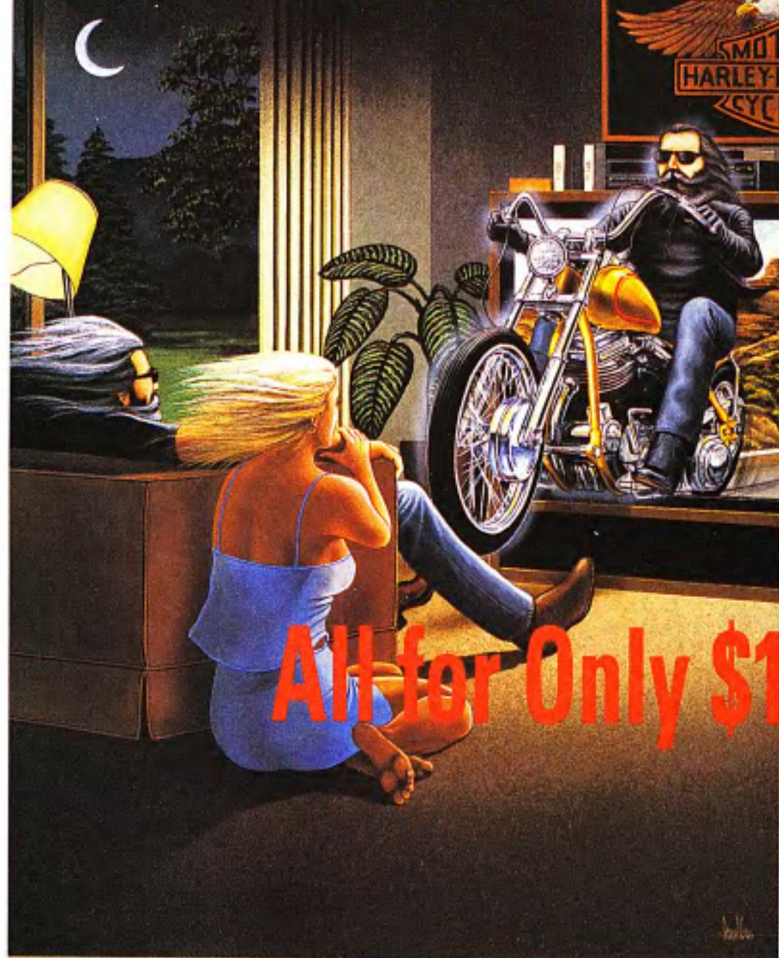
Photos by Denis Clark, Smokey, and Rip



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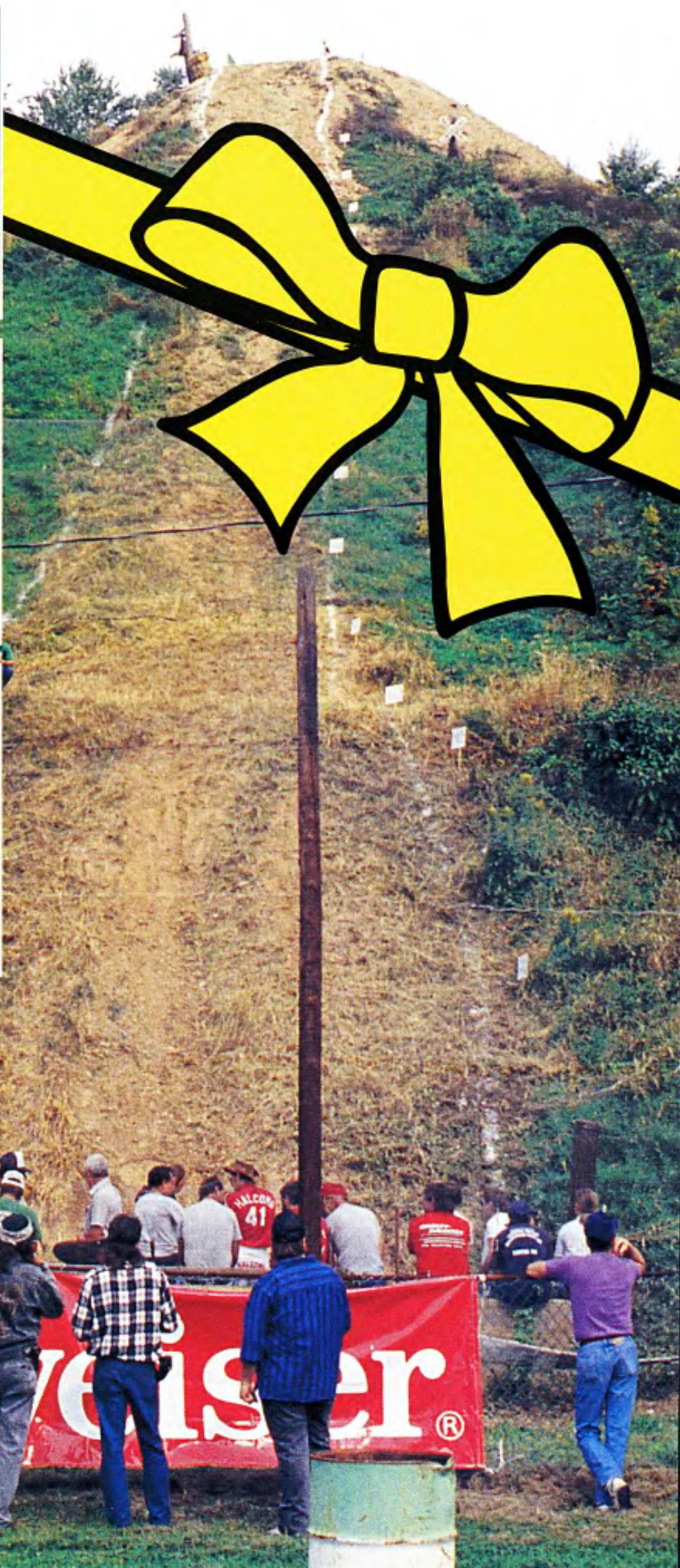
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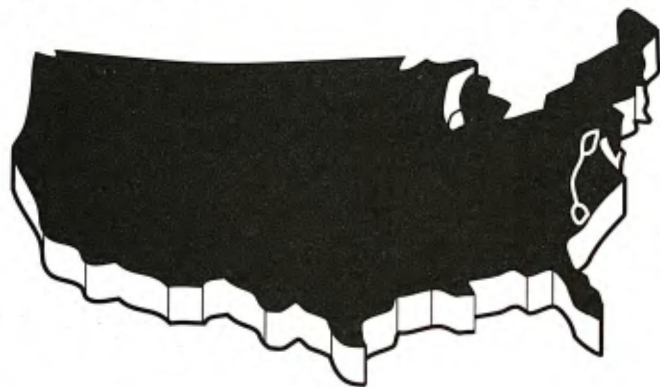
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RIP'S RIDE



**CHECKIN' OUT
THE YORK FACTORY
AND A HARLEY
HILLCLIMB**



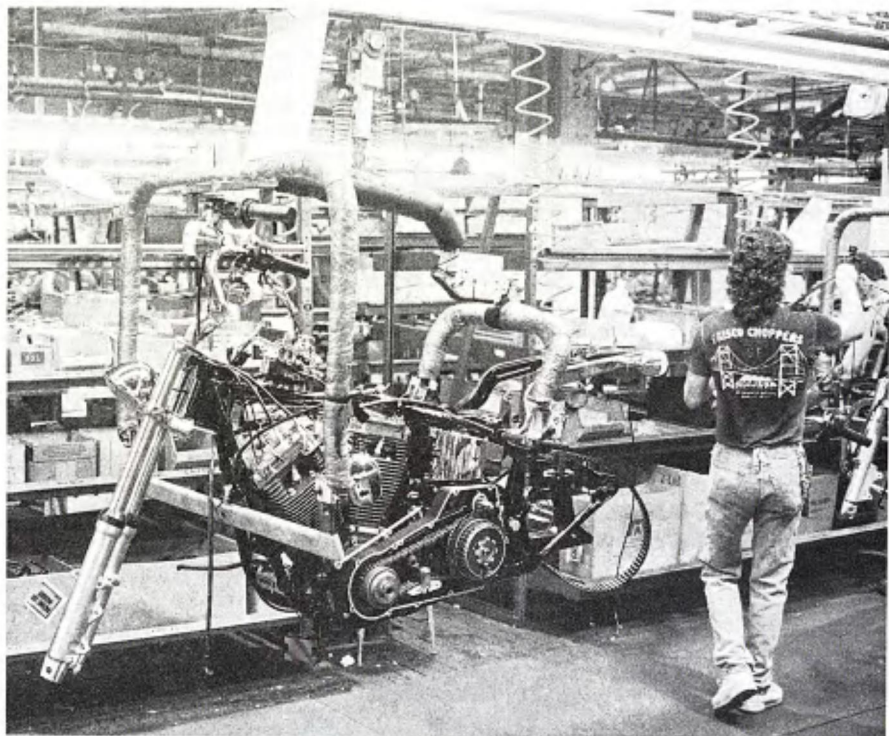
Humpin' By Rip

Leaving Ashland, Kentucky, Sugar and I rode east to Charleston, West Virginia, then south on the W. Va. turnpike to Ace Paschal's house in Burlington, North Carolina.

I hung around his house doing my laundry, notes, and charging my batteries till it was time to ride north to York, Pennsylvania, for three different biker-related activities. Ace took the weekend off so he could ride along. He'd never been to the factory, nor to a hillclimb. Ace was road captain for this adventure for two reasons: number one, he knew the trail; number two, he has a radar unit, which saved us from getting traffic tickets a couple of times. He putts a scoot like mine, a 1989 FLHTC, same color, only a year older. We stayed at Grant and Sandy's house in Maryland, just a few miles from the Pa. line, or maybe I should say the Mason-Dixon line.

Grant and Sandy produce Harley drag racing videos. They live out in the country, which was just the ticket for this mission. It was a short putt from their house to the factory in York, Pa., ditto the political meeting in Carlisle, Pa. and the White Rose Motorcycle Club of York County, Pa.'s hillclimb.

The Sixth Annual Motorcycle Riders Foundation Meeting of the Minds was presented by ABATE of Pa. The political bosses were covered Saturday afternoon. I rode in, took several group



Coming together.

shots, then split. These guys are dedicated to bird-dogging restrictive legislation. In other words, making sure that we get our share of the road, that we, as Americans, are entitled to. Whatever it takes. Call it freedom of the road—we should be able to move around in our nation whenever, however, and wherever we damn well please. Compared to other vehicles on our nation's highways, we conserve

energy, don't tear up the roads, and don't pollute. Washington needs to wake the fuck up and give us our due instead of working against us. There are way too many motorcycle rights organizations to list here. We know who you are. To you, I say keep up the excellent work. It's extremely necessary, and we all appreciate it.

That night, four of us went by Daniel's Bar outside of Baltimore. Daniel's is

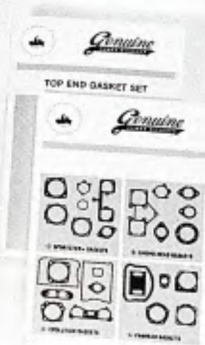
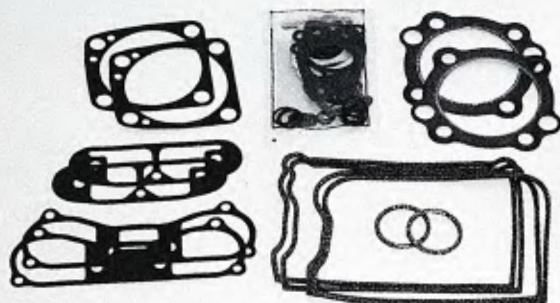
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Suckin' face at the climb.

where one of the biggest turnout of bikers shows up to ride in the annual Toys for Tots run. It's sorta out in the country. They have a porch on two sides of Daniel's, from which a person can sit outdoors and watch the bikers come and go. The food ain't half bad, either. Drop by, grab a brew, and kick back.

Okay, let me tell ya about the assembly plant in York, Pa. It was fantastic. I took both still and video footage. The folks on the line, both male and female, were cordial. I got a big charge out of watching the bikes slowly being born as they moved down the line—from the time the engines were bolted to the frame and the wheels were hung on them, to the time they were crated and packed in the back of one of those big orange and black semis. The tour guides were great, they didn't rush ya.

The Rodney Gott Harley-Davidson Museum (RGHDM) was fun. The displayed bikes were elevated, which made for better viewing. They could have used more light, but I'm speaking as a photog. Usually ya can't take cameras inside, but for the H.O.G. open house they lifted the ban. Ya may need to check this out 'cause I can't see where a compact camera would hurt, but it's Harley's gig. It may be for safety's sake—like if a worker was blinded from a flash and lost fingers, etc. Also, on the daily tours, I'm not sure that visitors aren't shuffled

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Deadhead hillclimber.

through in a pack. Lots of folks rode the 1991 demos on the test track.

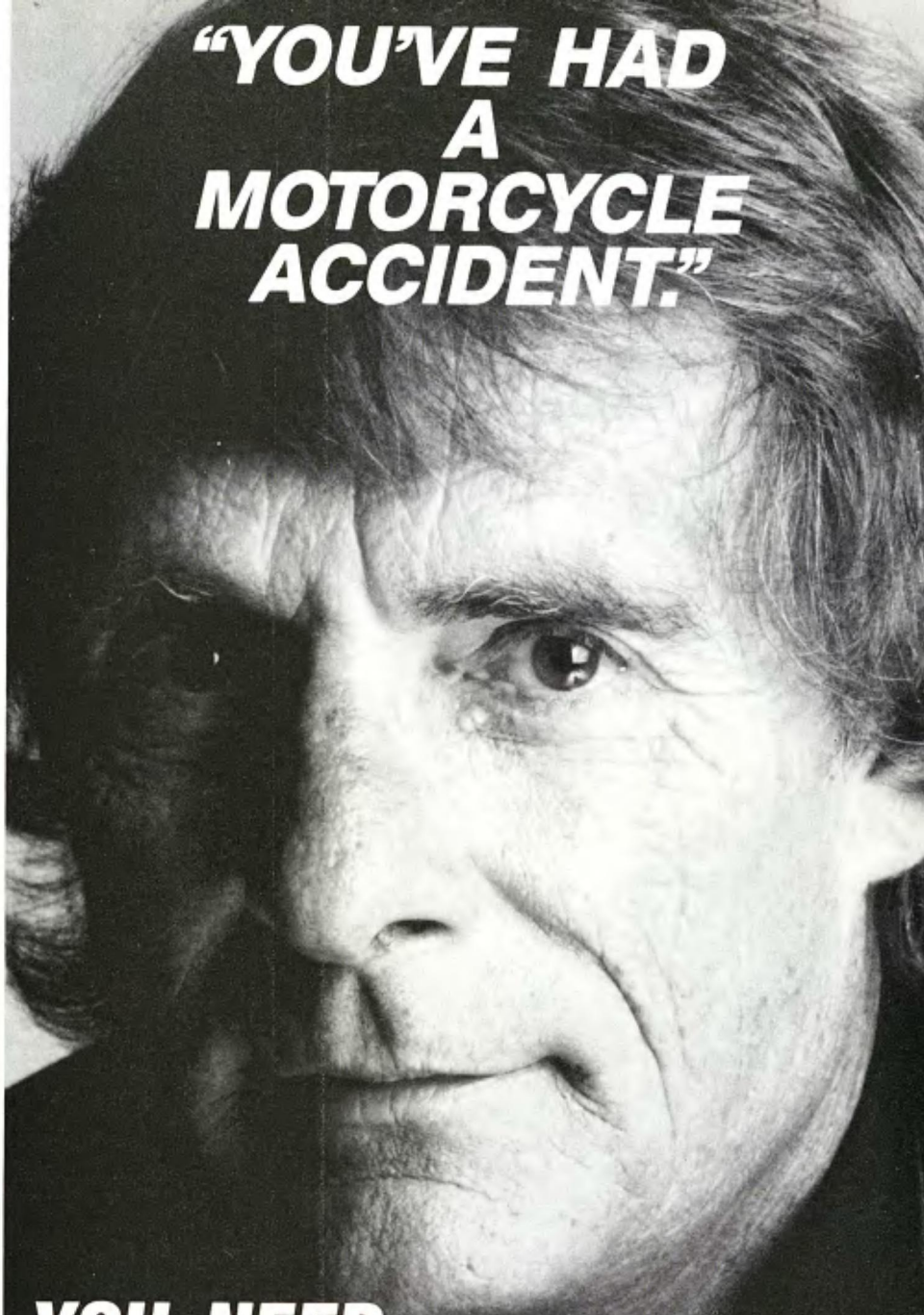
H.O.G. also had a poker run to some of the local taverns Friday. Live music and food was provided after the poker run. 10 Pennsylvania Harley dealers had displays in tents set up behind the factory. There was H.O.G. merchandise along with leather products, the samo-samo seen at dealerships. H-D souvenirs were available in tents at the entrance and exit gate. I missed the premier fashion show but I did get an autographed picture of the current Ms. Harley, Gailian Reedy. She was very pleasant and easy on the eyeballs. All in all I would definitely recommend this tour of the assembly plant in York.

Sunday, a group of us rode to the White Rose Motorcycle Club's 4-Star Professional Hillclimb near Jefferson, Pa. It said rain or shine on the club poster, and they meant it 'cause before the hillclimbs were over with, it started raining. It wasn't a driving rain, it was more like a steady drizzle. The nitro-fueled racers continued till it was over. It was nearly an all-Hoosier finish.

The eventual 800cc winner was Jeff Yoder from Goshen, Indiana, aboard an H-D. He broke the beam at a rock-throwing, dirt-slinging 5.7472 seconds. His father-in-law, and oft time favorite, Lou Gerencer, from Elkhart, Ind., was also H-D mounted, he came in 2nd with a 6.0153. In the 540cc class Tim Frazer, also from Elkhart, won on a Beezer (BSA). His time for the 300-foot killer hill was a 6.582. Right on his tail was Ted Wilkins on a Wood-Rotax. His time was a 6.583. Can ya get much closer? Ted is a Canadian bro from Kimmdunt, Ontario.

Each rider got two tries at the hill. The first part of the hill was a mother, almost straight up. Then if you still had fire, you could get up enough speed on the second terraced-graded area where they got air, from there it was a short

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ride to the lights. A couple of guys got hurt going over the top. They should have killed their engines and coasted by. But, oh no, they had to have the power on.

If you've never been to a really good hillclimbing event, you owe it to yourself to see one up close. I'm not talking about a ring-ding hillclimb, but a professional climb where nitro is used for fuel. The sound these fire-breathing units make clawing their way north is great. The soundwaves bounce off the hillside back to the spectators just a fraction of a second later. When a rider wicks it and throws a shower of rocks and dirt into the air, it's a show in itself. I dug it, the sounds, the smell, the excitement, the dirt, the rain, the climb, I liked it all. I've seen old dusty black and white photos when hillclimbs were really popular. The most famous of these hillclimbs—1,500 feet of torture—Utah's Widomaker, isn't happening anymore. The Bee's MC used to conduct it. That's a shame, but perhaps someone out there could

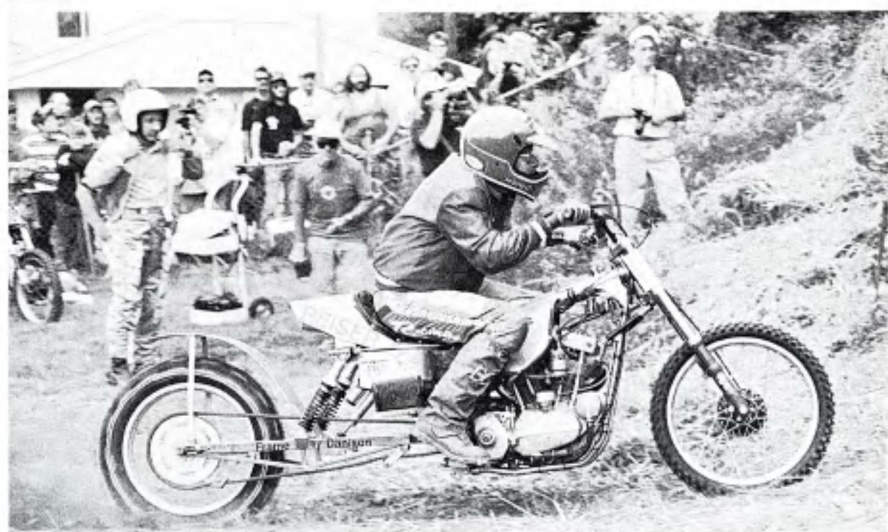
get it going once again.

Later that week we rode south to Fayetteville, North Carolina, to visit the Diffin twins. They race a fuel bike at the drags. The G.I. town of Fayetteville was empty. Our boys are over in Saudi Arabia on a mission called Desert Shield. We love ya, come home soon.

Ace and I crashed in town that night and left early the next morning to visit with Little Jim from Doug's H-D in Florence, South Carolina. Jim had written Rip's Run so I made a point of taking a picture of him and his fellow employees. Doug's H-D is what I'd call a medium-size shop, not too big, not too small, just right. They have all a person would need to service his, or her, machine. Plus, they carry the usual motor clothes and parts, chrome or otherwise. It's a good place to stop. They have a Sturgis model with a low number.

From Doug's H-D, we cruised our dual, black Electra Glides to Myrtle Beach, S.C., for a visit with one of Ace's girlfriends. Whatta lucky dog, he's got them all over. That night, we started off

Go for it.



Photos by Rip



From left to right: Little Jim, Becky, Doug.

our party at P.J.'s in North Myrtle Beach, but not too much was going on. They only had a couple of putts out front and they left shortly after we arrived. How many times has this happened to you? They have billiards and games, and are open on Sunday's, but no live music. From P.J.'s we rode into downtown Myrtle Beach and checked out the Rock Burger at 1107 N.Ocean Blvd. The front of the building is made to look like a giant jukebox. We had a great time. The band inside rocked out, playing some current and not-so-current tunes. I scarfed down a burger and fries and found them palatable, they tasted pretty good, too. R.B. also sells pitchers of a potent drink called a Blue Motorcycle. It has vodka, rum, gin, and takillya in it. It goes for eight bucks a pitcher. Yes it's blue, yes it's powerful. It will do a number on the ol' gourd, believe me.

I'll be waiting for that card or letter. Take care and drop me a line whenever ya want. Write to Rip's Run, Box 3000, Agoura Hills, CA 91301. ■

Marilyn Shields, co-owner of Keystone Motorcycle Press.



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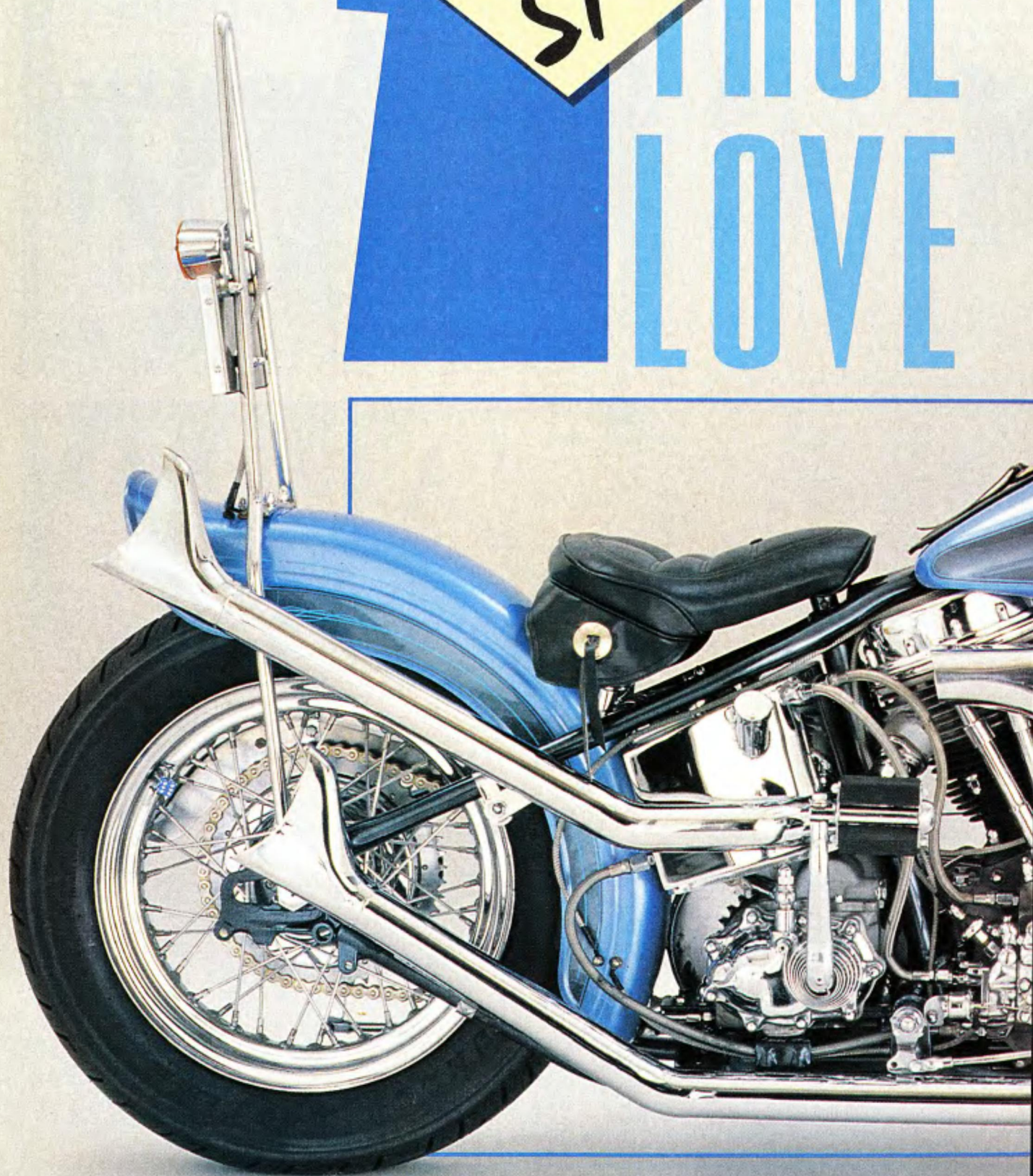
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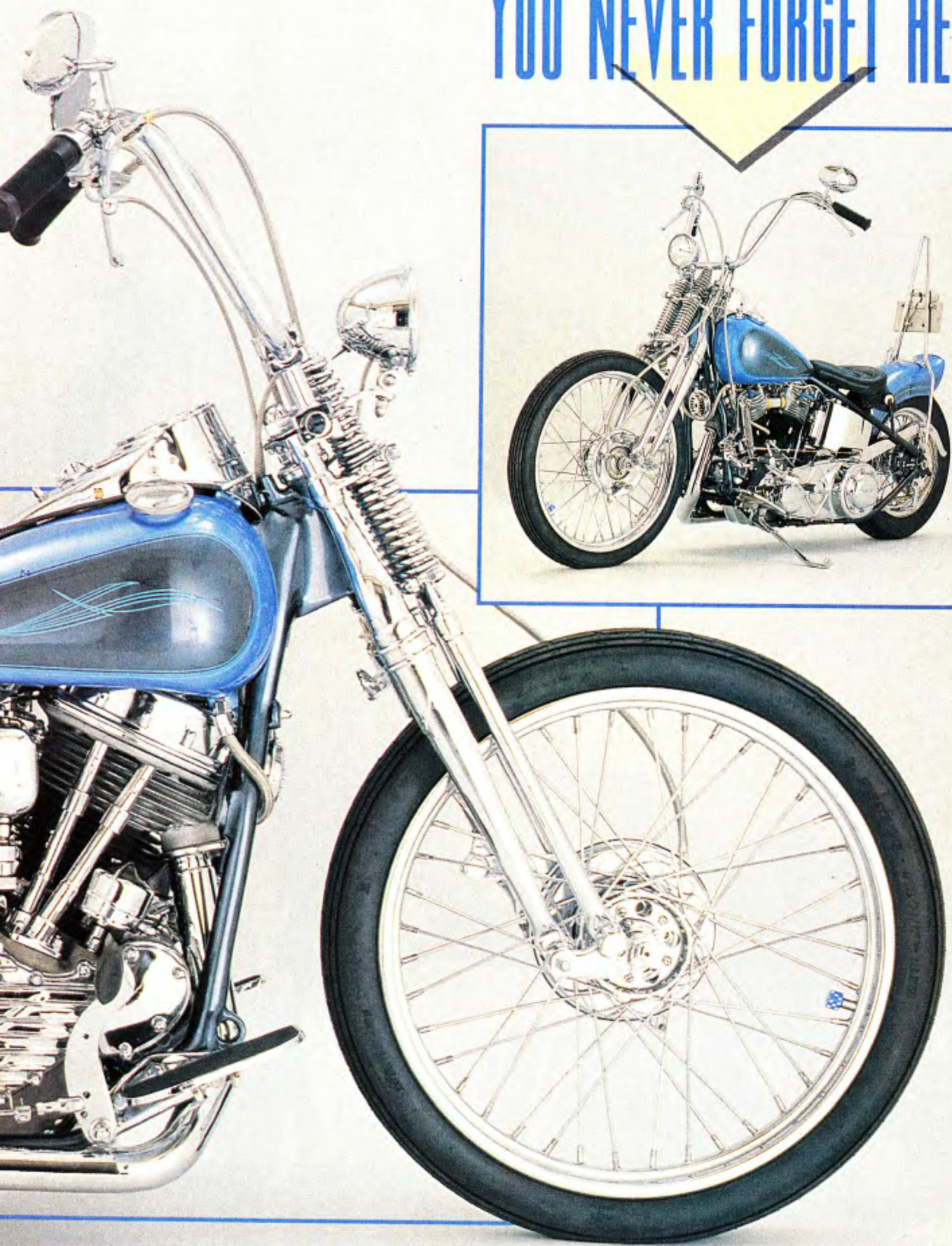
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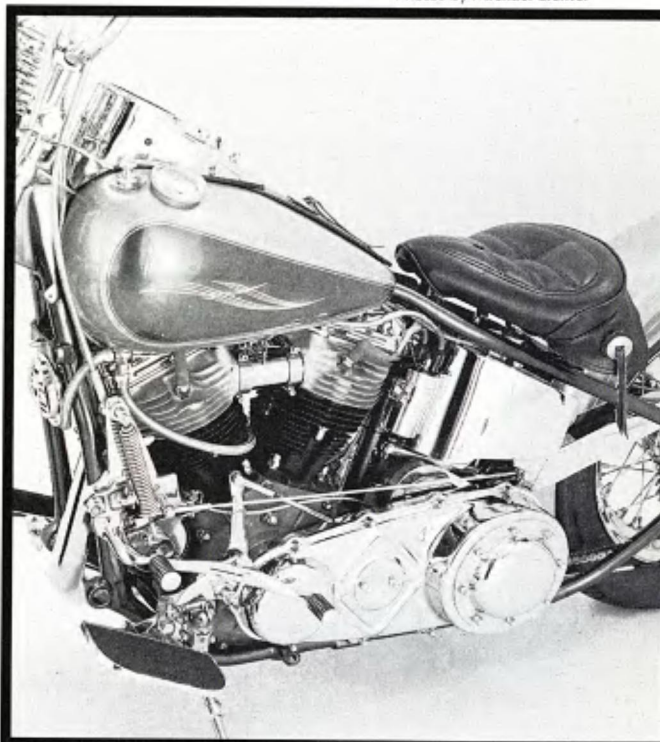
The time was 1972, and this 1950 pan was all stock except for the 10-inch-over wide glide with a 21-inch Hallcraft rim. It had no front brake setup and someone had torched the tank tabs and slapped on a peanut tank under pullback bars. But she was just about the finest thing young Denny ever saw, and the first time he straddled her, he knew he was hooked for life. He scrounged up



Owner(s): Denny Yeagy		City: Hagerstown, Maryland	
General		Frame	
Fabrication by: owner/Castle's Custom Cycle		Year: 1950	
Year and make: 1950 H-D		Builder: H-D	
Model: FL panhead		Type: rigid wishbone	
Value: undetermined		Rake: stock	
Assembly by: owner/ Castle's Custom		Stretch: stock	
Time: two years		Other alterations: molded	
Chroming by: Mesa Plating/Brown's		Accessories	
Engine		Bars: apes/ Drag Specialties	
Year: 1950		Risers: dogbone/ Drag Specialties	
Model: panhead		Fender(s): Mid-West rear	
Rebuilder: Castle's Custom Cycles		Headlight: Mid-West	
Ignition: battery		Taillight: Mid-West	
Displacement: 1200cc		Speedo: stock	
Lower end: stock		Front pegs: Mid-West	
Balancing: Castle's		Rear pegs: none	
Pistons: H-D		Electrics: 12-volt	
Cases: stock		Gas tank: fatbobs	
Heads: rebuilt Dragon		Oil tank: stock	
Cam: stock		Oil system: braided lines	
Lifters: solids		Primary cover: Mid-West	
Carb(s): Linkert		Seat: Gary Bang	
Air cleaner: 1937 EL		Sissybar: Drag Specialties	
Pipes: Santee		Height: 24 inches	
Muffler(s): straight pipes		Material: chromed steel	
Transmission		Forks	
Modifications: none		Type: stock springer	
Year: 1950		Extension: none	
Shifting: foot		Builder: H-D	
Engine sprocket: 23-tooth		Special features: chrome	
Trans sprocket: 21-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Curt Plunkard		Hub: star	Hub: star
Painter: Curt Plunkard		Rim width: stock	Rim width: stock
Color: pearl blue/charcoal		Tire: Dunlop	Tire: Dunlop
Type: Sikkens polyurethane		Brake: 1948 FL	Brake: mechanical
Special paint: pearl			
Other special modifications: Thanks to Bud Hess and Dick Castle.			



Photos by Michael Lichter



\$400, tossed in a '67 Ford van, and got to take her home.

In 1975, after five years of ravenous ridin', Denny figured she was 'bout due for a top end job. While she was down, getting doctored up, Denny cut the front end to 4 inches over and added buckhorns, 3 1/2-gallon fatbobs, and a mousetrap eliminator. For the final touch on this overhaul, he painted her a nice blue. Finally, everything was all fixed up nice and ready to roll again. But, sometimes things don't always go accordin' to plan.

The very next week, Denny laid her down—bummer. Disappointed, he said to hell with it and rode the pan primed for the next five years.

In 1980 he parked the pan and bought a 1979 Low Rider, which he rode for the next seven years. It was a seven-year breakup for the once inseparable pair—a time to rest

perhaps. During that time, he didn't forget about his first love, though. He collected parts—two springers, a mouse-trap, new wheels, a Linkert carb, and a front brake setup—had the heads reworked to take shovel pipes, and had a complete top and bottom end job done by Castle's Custom Cycles.

He got it all together just in time for Daytona Bike Week '89, where we snagged him for this photo shoot. It was the pan's third trip to Daytona, and maybe its best. The bike placed at Big Daddy Rat's Custom Bike Show.

They say you never forget your first, and Denny's livin' proof of that. After almost 20 years, Denny's first true love has been his finest.

—Calamity



THE STRUTLESS® BIG-TWIN FENDER
For Big Twins with four-speed frames. Fender will carry passenger's weight easily. All steel, mig welded. Requires very little molding, easily bolted on. Part #1010. \$159, shipping \$10. U.S. Pat. #301391020. Bike pictured has short shocks #2222. Taillight: \$19.95



SPORT BOB
One of our best-selling fenders, with welded in taillight bracket. Fender is all steel, 1979-81 Sportsters, part #5050. 1982+ Sportsters, part #6060. Price: \$89, shipping \$10. Taillight: \$19.95. Bike above shown with our short shocks. Part #3333.



THE STRUTLESS® SPORT FENDER
For 1952-1978 Sportsters. All steel, mig welded, and, as with all our bob fenders, the taillight bracket is welded in place. Part #4040. Price: \$159, shipping \$10. U.S. Pat. #301391020. Bike shown has our short shocks. Part #1111. Taillight: \$19.95.



THE STRUTLESS® DRESS FENDER
Hinge still works. All steel, mig welded. Will carry passenger's weight easily. No taillight cut-out, easily bolts on. Part #2020. Price: \$175, shipping \$12. U.S. Pat. #301391020.



THE STREAMLINER
For 5-speed frames, uses stock fender rails. All holes drilled, taillight bracket welded in, and seat holes drilled with nuts welded to fender. Five-speeds to 1986, part #7070. 1987+, part #7777. Price: \$115, shipping \$10.00. Taillight: \$19.95.



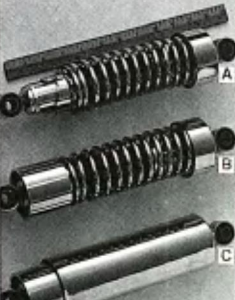
STRUTLESS® FENDER FOR SOFTAILS
Designed for 1984 & 1985 Softails—'86 and later Softails can mount this fender if frame fender struts are removed. Taillight bracket welded in—all you need is a taillight. Part #3033. Price: \$215.00. Taillight: \$19.95. Dresser style also available. Price: \$259 (includes shipping). State year of bike.

DON'T WANT TO BUY NEW SHOCKS?

Send us yours and we'll shorten them. Ship your shocks to us by post office or UPS to address above. Enclose a money order for \$69. This includes the shipping back to you. Turnaround time at M.B. is one to two days. For two-day airmail back to you, enclose \$79.

Shortened Lengths

'79 + later Sportsters	11.5"
'82 + later 5-speeds (no air shocks)	11.1"
'52 to '78 Sportsters	13.5"
'73 + later FX, FXE, FLH 4-speeds	11.1"
'58 to '72 FLH round swingarm	13.0"



LOWER YOUR HARLEY with Short Shocks

MIKE'S SHORT SHOCKS

Lengths are measured from center of eye to center of eye. For '79 & later sports and '82 & later Big Twin 5-speeds. Measure your shocks eye to eye and subtract our shock length to find how much your bike will be lowered. Specify shock length when ordering. Add \$5.00 for shipping.

BELOW FITS '79 & LATER SPORTSTERS AND '82 & LATER BIG TWINS W/ 5-SPEED FRAMES

Lengths in inches	Style	Part #	Price
10.7, 11.1 or 11.5	A adjustable spring tension	#3311	\$159
10.7, 11.1 or 11.5	B adjustable spring tension	#3333	\$185
11.1 or 11.5	C adjustable spring tension	#3322	\$219

(LATE SPORT & 5-SPEED SHOCKS SHOWN AT LEFT)

For '79 & later sports and '82 & later Big Twin 5-speeds. Measure your shocks eye to eye and subtract our shock length to find how much your bike will be lowered. Specify shock length when ordering. Add \$5.00 for shipping.

BELOW FITS ALL FX, FXE, FLH 4-speed frames w/ square swingarm '73 + later

Lengths in inches	Style	Part #	Price
11.1	Lowers bike 1.5", chrome spring, looks like stock, adjustable	#2211	\$159
11.1	Lowers bike 1.5", full chrome covers looks like stock, adjustable	#2222	\$179

BELOW FITS '52-'78 SPORTSTERS

13.5	Lowers bike 1.5" chrome spring, looks like stock adjustable	#1111	\$159
13.5	Lowers bike 1.5" full chrome covers adjustable	#1122	\$179

BELOW FITS '58-'72 FLH with ROUND SWINGARMS

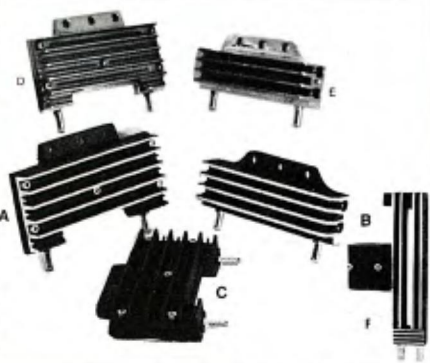
13.0	Lowers bike 1 inch, chrome spring, looks like stock	#4411	\$159
13.0	Lowers bike 1 inch, full chrome covers, looks like stock	#4422	\$179

ALUMINUM OIL COOLERS

OIL COOLERS

Pat. #7090923. Made in U.S.A. Designed by M.B. These aluminum oil coolers dump heat to the surrounding air flow the same way as the cooling fins on the engine. Get rid of large amounts of heat. Add \$5.00 for shipping.

PART NO.	STYLE	PRICE
8080	B - 4 Fin Highlighted fins	\$59.00
8888	B - 4 Fin Polished	\$79.00
1001	C - 5 Fin Black 25-36	\$79.00
1002	A - 5 Fin Highlighted Fins	\$79.00
1003	A - 5 Fin Polished	\$109.00
1004	D - Clamp on vertical cooler (all black)	\$85.00
1005	F - Vertical Cooler Highlighted	\$85.00



SKULL & DICE

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

Dice is machined from Billet Aluminum and polished available in two sizes one inch square Price \$10.00, or 2" square shown Price \$24.95.

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



BIKE LIFT

Two piece, all steel, mig welded, does the same thing all the rest do, part #0030. Price: \$39.95, shipping included. Double Lift lifts the whole bike, part #0031. Price: \$89.95. Top bar needed for longer front ends (for Double Lift only). Included at no extra charge.

SKULL AXEL CAPS

Skull Head Axel Caps polished aluminum sold in Paris. Part #9966. Price: \$29.95 shipping included.

LOWER PRICES

OIL GAUGE MOUNTS

All are original designs of Mike Bernstein. The purpose of each gauge mount is for the easy reading of the oil pressure while seated on the bike.

Top Right: the rocker box oil gauge mount for shovelhead Sports & Big Twins Pat. #301703. '71 & later, part #0011, price \$14.95; '52 to '70 Shovels, part #0022. Price: \$14.95.

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

Lower Right: Big Twin Evolution gauge mount. All fittings and line included part #0505. Price: \$18.95.

Oil Gauge, part #9999. Price: \$19.95



SKULL HEADS TO REPLACE HANDLE BAR GRIP END PLUGS

Polished Aluminum sold in Paris. Part #9955. \$29.95 price includes shipping.

SKULL OIL GAUGE MOUNT

Skull head rocker shaft end plug. Oil gauge fitting for all shovel heads. Polished Aluminum Part #9922. \$24.95. Chrome Part #9811 \$29.95.

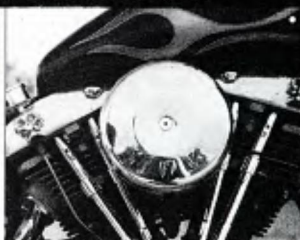
SKULL FOOT PEGS

Made in the USA. These Heavy Duty polished aluminum foot pegs feel more like a floor board than a foot peg. sold in pairs price \$35.00. Female mount (shown). Part #9503. Male mount (not shown) Part #9904.



SUPER FLOW AIR CLEANER

Super flow air cleaner now available for '89 & later sports and 1990 Big Twins with it's Highly contoured cast aluminum backing plate The Super Flow out flows any air cleaner on the market and comes as close to an open velocity stack as you can get. Super Flow comes with flow test comparison chart. Add \$5.00 for shipping.



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

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

Choppershopper

Classified advertisements are accepted at the discretion of the publisher. Sample of catalog, pamphlets, leaflets, information packets, recipes etc. **must be submitted with payment**, and ad copy if applicable, or ad will not be accepted. Rates are 75¢ per word for private individuals, \$2.50 per word for businesses. 10 word minimum for all ads. Check or money order must accompany clearly written copy. No charge for zip codes. Box rentals are available with mail being forwarded unopened to the advertiser at an additional charge of \$6.50 per advertisement. Send check or M.O. and ad copy to: **Classified Department, Box 3000, Agoura Hills, CA 91301.**

For more information on the above and/or closing and on-sale dates call C.J. at (818) 889-8740, or write to the above address.

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DRUG TESTING CONQUERED! PASSING THE URINE DRUG TEST IS EASY. GUARANTEED FOOLPROOF, PROVEN METHUENS. MANUAL \$5. Wilshire Labs, 2521 Hazlett Ave., Warwood, WV 26003-E.

JOBS. UP TO \$1,000 DAILY. FREE LIST. ZINCEO, Box 585, Dearborn, MI 48120.

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

MONSTER: I love you! The Maverick

BEHIND THE WALLS: Voices from inside, legal news and reporting, poetry and creative writing, exciting articles, contacts and resources, networking info., special programs, announcements, and much more! Send \$1.50 for your copy today (stamps accepted from prisoners)! To advertise in *Behind The Walls* (BTW) and get the word out about you and your organization, call or write for rates. *Behind The Walls*, 5 Star Press, Box 4167, Halfmoon, NY 12065, (518) 383-0459. Ask for Ted.

Easysiders in binders; 1979, 1980, 1981, 1982, 1985 and 1986, \$25 each year. Keith Baker, Box 4574, Las Vegas, NV 89127.

Gopher: Happy 35th birthday! Hope it's as special as you are. Love ya! Always, Jaimy.

TELL 'EM HOW YOU FEEL! "HELMET LAW SUCKS" stickers. Weatherproof, black on yellow, 1" x 5". Send SASE and \$3 per sticker to James R. Bunting II, 1316 West Chester Pike, Ste. 169, West Chester, PA 19382.

Be a bounty hunter. Book \$15. For details send SASE and \$1 to Burton, Box 3571, Santa Barbara, CA 93130.

AMERICAN INDIAN HANDMADE STERLING SILVER JEWELRY, genuine turquoise, onyx, etc., slave bracelets, biker rings, and more. Send \$5 for catalog. OVERSEAS SHIPPING NO PROBLEM. CHIEF WILDFIRE, 2816 W. Sahuaro Dr., Tee-Pee #29-105, Phoenix, AZ 85029.

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

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

Jill (Breezy) from San Diego, where are you? My name is Scott and I was out in Ocean Beach, Calif., when I met her. We had a very special relationship, but it was cut short when I got arrested in Yuma, Ariz., on my way back to California. She doesn't know what happened to me. If anyone knows her whereabouts, please have her contact Scott M. Campisi #76444, Box 3200, Goodyear, AZ 85338. If the letter gets returned I may have been moved to 10000 S. Wilmot, Tucson, AZ 85777-004.

Locked down—legal work—earn up to \$8 an hour. I do. Must be able to print. For information, send SASE and \$3 in stamps or M.O. to Russell Carey, HCDC, Box 846, Bel Air, MD 21014.

NEVADA BROTHEL stock certificates. Staff photo included. Great novelty gift. Send \$5 to Darlin's, Box 81738, Las Vegas, NV 89103.

Deerskin Shirt Co.: Mens' and ladies' black, deersuede shirts. Also halter tops! Send \$3 for information (refundable upon order) to: Deerskin Shirt Co., 2357 St. Rt. 133, Blanchester, OH 45107.

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

Swedish, European girls, freedom lovers, coming to USA, want to meet adventurous guys. Call Britt (900) 234-6600, (\$2 per minute). Free photos.

NEW—Writer of #1 hits for David Allan Coe, Johnny Paycheck, George Jones, and others. "JUNKYARD" Gentry with "USED PARTS BAND" gives you the best X-rated biker songs you can buy. Order your 10-song cassette, "Heroes and Hogs" today. For fast delivery charge it—MC or Visa. Call (800) 553-3610, 9 a.m. to 5 p.m., CDT, or send cash, check, or money order to HOGS & HEROES, 4815 Trousdale Dr., Suite 375, ED, Nashville, TN 37220. Allow 3 to 4 weeks for delivery.

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

LITTLE LOR LOR: Merry Christmas to you all. I've let your other Mom know about this. Kris gave a hug on Oct. 8-Day from you. Cecelie had 1st birthday—liked her cards the best. Sher and I both there. Says "Hi Gramma" already. May God's peace keep you content all through the year. Love, Mom and Daddo.

Rude, sick, and offending jokes! Disgust your friends and neighbors. Send \$1 to Megabooks, Box 1563, Kent, WA 98035.

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.

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.

Jimmy Neu or anyone knowing him: Have him write to Sister Ruthie, c/o *Easysiders*, Box 3000, Agoura Hills, CA 91301.

PRISON SUBS: Locked-down bros and sisters, subscribe to *Easysiders* for only \$14 a year (U.S. funds only, please). Mail to: *Easysiders*, 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 27835-1385.

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.

WANTED: 1986 and 1988 Harley-Davidson Christmas plates. Cash or trade. Call (602) 799-6962 or 747-7304.

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

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

SCOOTER MATES: Introduces biker men and women. 15 FREE profiles! Name, 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 hardcover 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, Mountlake Terrace, WA 98043. Want 'em back? Send SASE. To reserve a First-Edition copy, call now (24 hrs.) (800) SEE-HAWG.

MUDS, CANADA: Got you card from Sturgis. You asked for a line back from me. Can't do it without your address. Send it to me, same place as before. Molly in Colorado.

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

DON'T TRASH THOSE OLD WORN OUT MOTORCYCLE BOOTS! Turn them into cash. Collector of used motorcycle boots wants engineer boots by Chippewa, Harley, Nasty Feet, Red Wing, and Wesco, sizes 10 to 13. ABSOLUTELY ANY CONDITION, deterioration, holes, rips, scuffs. Brand and height determine price. \$30 to \$100. Vintage Clothing, Box 3298, Marion, IN 46953, (800) 852-7394. Old biker jackets and tall lace-up boots wanted also.

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

Wife of Harley lover trying to earn extra money so husband can buy scooter of his dreams. Send SASE and \$3 for 30 of the best food, drink, and dessert recipes ever! Dreamer, HCR63, Box 84, Brooklin, ME 04616.

SADD: Happy 31st birthday, Cliff, 2/18/91. Love, Donna.

Your trail 70th buddy: I'm getting married one month after you. Never thought, ME! Miss you and everything around you. Happy holidays and B-day! Our love, The third me!

We Will Beat Any Price... in this Magazine on Parts we stock



36thru46 ... \$119.95

Brake Caliper Assembly
Fits FI front 72-83,
rear 73-80, FX rear 73-80
ECI-1B 124.95

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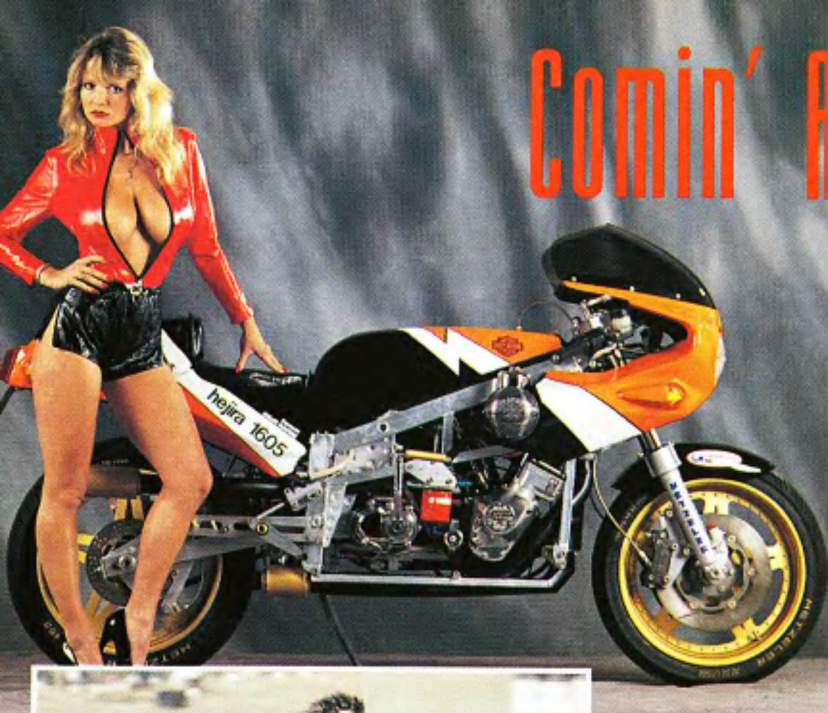
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A guide to the finest tires and wheels in the industry

Outrageous road-racin' British shovelhead and an eye-poppin' blonde

Easyriders Grand National Rodeo results, plus tech tips ya can't live without—Don't miss it!

On Sale January 29, 1991



May Madness:

The incredible Tattoo Rendezvous in Kansas City.

Larry Allan's shop in Anchorage sends us north to Alaska.

The most exotically tattooed women and men in the world.

On Sale February 28, 1991

Comin' In May:

All the hijinks and off-the-wall flicks from our own readers' viewfinders

IN THE WIND

Sexy women, brawny bros, and bitchin' bikes Bein' themselves in the streets

On Sale February 12, 1990

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.

NEW
T-SHIRT!



NOW
Kawasaki knows
that we weren't
just makin'
idle threats...

—WE
GOT 'EM
and are
damn proud
to show it!

Gotcha!
322 MPH*

We're Gonna...



322
MPH

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Gotcha!

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

NEW LAND SPEED RECORD "WORLD'S FASTEST MOTORCYCLE"
T-SHIRT: Slendid new modern design, as shown above, proclaiming the Streamliner is definitely number one! Sizes M to XXL.

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

World's Fastest
Motorcycle



AND THE AMERICAN BIKERS INCLUDING

Your Name Here

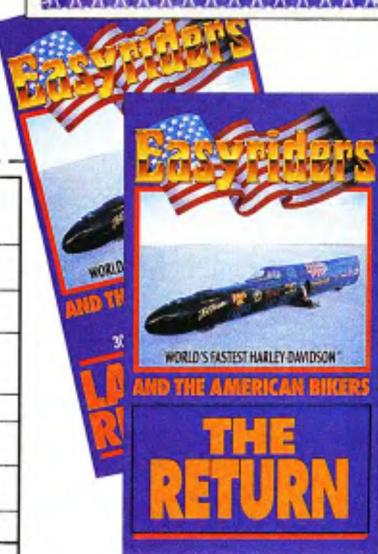
Set a World
Land Speed Record

322.150 mph

THE FASTEST MOTORCYCLE IN THE WORLD!

The *Easyriders* Streamliner established a new
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on Saturday, July 14, 1990.

Joe Teresi
Promoter



STREAMLINER SPONSORSHIP AND PRODUCT FORM

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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.

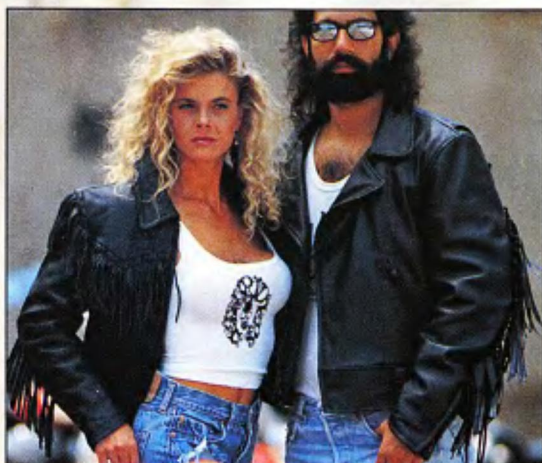
Qty.		Cost
	\$25 sponsorship includes certificate and GOTCHA T-Shirt M L XL XXL	
	L.S.R. GOTCHA T-shirts only @ \$15 ea. M L XL XXL	
	NEW L.S.R. "Fastest Motorcycle" T's @ \$15 ea. M L XL XXL	
	Certificates @ \$10 ea. (these certificates may be purchased by 89 or 90 Streamliner sponsors only)	
	L.S.R. 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	
	TOTAL	

WE PAY THE POSTAGE AND HANDLING!

*Subject to F.I.A. Ratification

For The Authentic Traditional Biker Look...

Call *Easyriders*
at 1-800-247-6246
for catalog and
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nearest dealer.



Cheyenne Ladies' Fringed Leather Jacket, 32-42, \$288.95,
44-48, \$299.95. Fringed Biker Jacket, 38-50, \$324.95.



Cheyenne Ladies' Fringe Vest,
S-XL, \$159.95.



Men's Montana Chaps,
S-L, \$299.95, XL-XXL, \$308.95.



Ladies'
Montana Chaps,
S-L, \$299.95.

Come to Easyriders.®

Call *Easyriders*
at 1-800-247-6246
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Men's 17" Nasty Feet Boots, \$149.50, Men's 11" Nasty Feet Boots, \$124.50, Women's 17" Nasty Feet Boots, \$132.50.

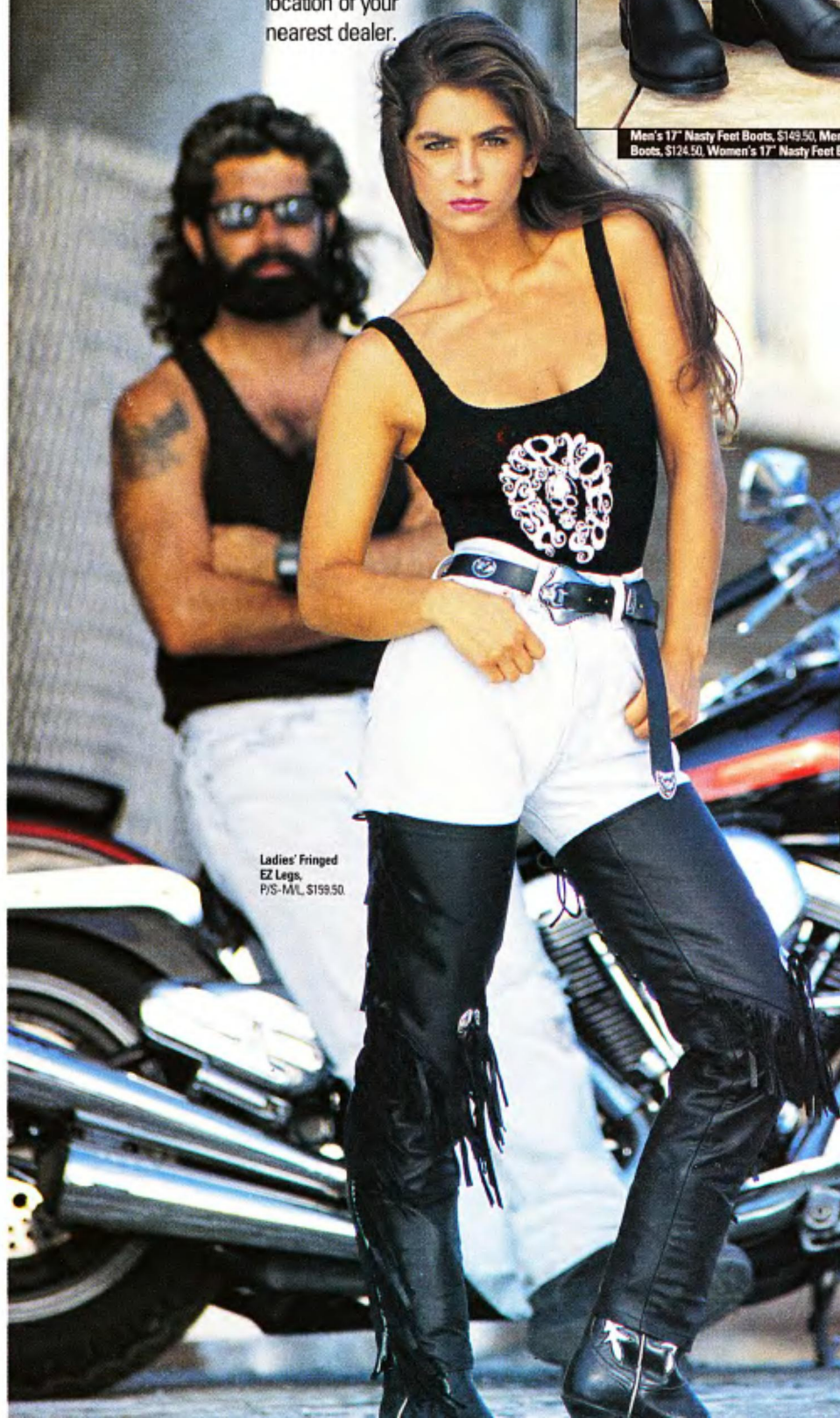


Women's *Easyriders* Heart Bootchain, \$19.95.



Men's *Easyriders* Boot Strap, \$19.95.

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EZ Legs,
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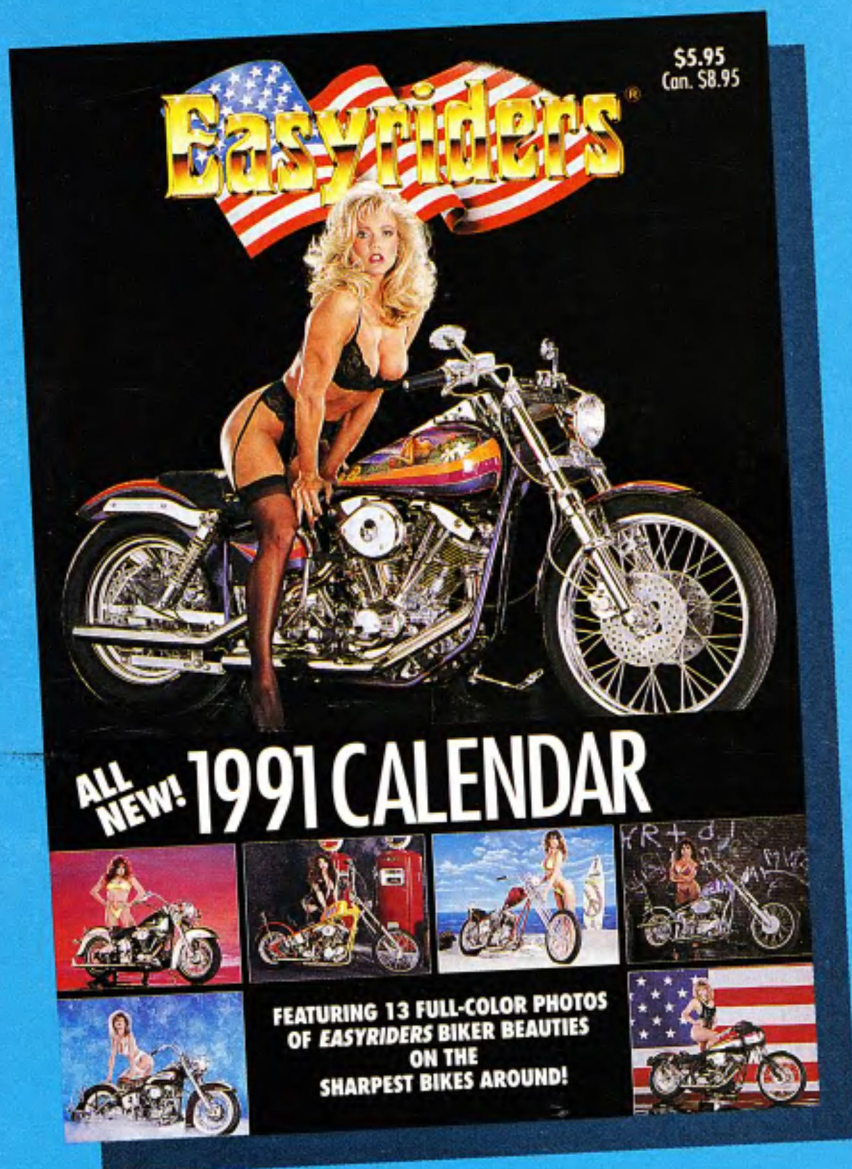
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