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213

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MARCH 1991 ADULTS ONLY

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Easyriders MAGAZINE

NUMBER 213 ENTERTAINMENT FOR ADULT BIKERS MARCH 1991

Bike Features

- Mark Berres does it right with purple and white 8
- Misty's tats look fine over Craig's pan 55
- Kennedy brothers' blockhead shows off their unique style 73
- Wild English racer has all the right stuff ... 120

Readers' Rides

- 1973 shovelhead/Joe Little 50
- 1968 XLCH w/sidecar/Captain Neusch 82

Foxy Rider

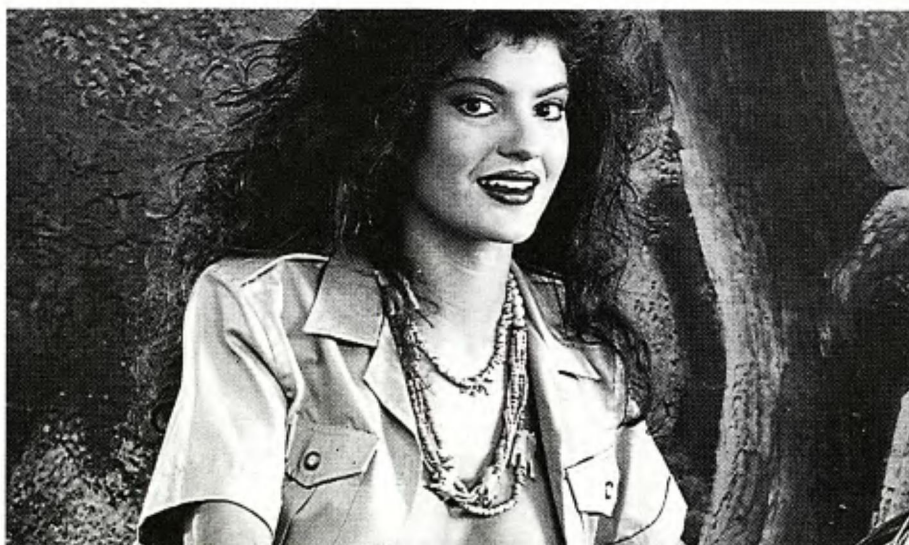
- 1973 Sportster/Patty Crandell 62

Events

- 1990 Rodeo action winds up in Vallejo 16
- Old scoots head for the mountains 38
- Desert Shield Run for our servicemen 118

Features

- Biker Hall O' Fame**
Gopher State and Big Island bros take the spotlight 32
- Shack O' Shame**
The dreaded Kawasaki disease 32
- Nonfiction**
J. J.'s rebuttal to environmentalist's attack 66
- Fiction**
Payback ... Bud
Vietnam vets can't give enough 92



Page 73

Articles

- Tire and wheel guide 26
- Tech letters 34
- Starter and motor wiring for strokers 48
- Fox Hunt winner Debee 44

Columns

- Spider 4
- Rip's Run 110

Departments

- Wordmonger 6
- Easynews 21
- Passin' Gas 30
- Fox Hunt 44
- Parts Box 70
- Biker's Bulletin Board 99
- In The Wind.. 84
- General Store 98
- Choppershopper 108

What's Happenin'

- What events are down the road from state to state 36

Comin' At Ya

- What fabulous stuff's comin' up next month 126

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

Cover photo of Melissa, on the Kennedy's antique-looking Evo, by Raiko Hartman.



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The Audit Bureau

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Remember a couple of months ago when I told you about the man who had his foot attached to his arm until his leg was well enough to have the foot reattached to his leg? Well, after a 12-hour operation, I'm happy to report that the foot has been removed from his arm and successfully reattached to his leg. I wonder where they would attach your joint if you had it lopped off.

He stopped his police car to pick up some debris left on the road due to an earlier accident. He was no sooner out of the car when he was rammed by the car behind him. He got himself all puffed up and was ready to give the driver hell for not seeing his big red lights. He was psyched up, looking mean as shit and about to give the other driver hell when he discovered it was his own mother.

Well, they've gone a few steps further.

The federal officials and the police departments are pleased with their success in encouraging people to report anyone suspected of possessing a gun. On the first day they had 12 calls from people turning in suspects. If a felon is reported and he possesses a firearm, he faces 10 years in a federal prison. Of the 12 people reported on the first day, they were able to catch one of them with a firearm. Big Brother is watching you!

His ol' lady was complaining about how stinky his tennis shoes were. Then a local skunk fell in love with them. (I don't know if she had anything to do with it.) The skunk was so protective of the shoes that when the owner went into the garage to get them, she (the skunk) sprayed him. She was so in love with them that she even curled up with them all night. The owner thought the infatuation would last for a day, but the damn skunk has been lovey-dovey with the sneakers for over a week now. He doesn't care if his wife is snickering or not—he wants his damned shoes back.

She was walking down a busy road guzzling beer and generally enjoying herself when all of a sudden she decided to bare her ass to passing motorists. She proceeded to pull her pants down around her ankles. When one of the drivers saw her standing in the middle of the road, he about lost it. He slowed down his car but not enough to avoid her, and he clipped her butt as he passed by. She was treated for minor bumps and bruises in a local hospital and released. So much for fun and games.

In the first six months of 1990 the number of prisoners in the U.S. increased by 42,862 which amounts to a 6 percent increase. The big reason why so many people are being locked up is due to the increased 'war' on drugs. About 10 percent of state prisoners are in jail for violating drug laws. And, according to a 1989 study by the General Accounting Office, almost half of federal prisoners are drug offenders, though 94 percent of them have no record of violent activity.

Everyone knows how tight money has been, but good old Washington is up to the same thing. They recently offered a \$200,000 grant to anyone who would undertake a study. Do you think they're talking about military equipment? Or how to come up with a plan to house the poor people of our country? No, the \$200,000 is for a study on how older people walk.

Well, it seems the police departments have a new problem. You know these drug-sniffing dogs that go around sniffing for your stash? Well, they've found that if the dogs sniff around too much, they get hooked on the dope they're searching for. They not only sniff, but they sometimes scarf it up, also causing an overdose. For some reason the dogs become overly excited with their 'finds' and lose their appetites and weight.

We all know how mean our ol' ladies can get at times. This guy's ol' lady was sick of his running around so she thought she'd take off his wooden leg so he'd stay at home. But she didn't know how to get it off so she poured kerosene on it while he slept and struck a match. The fire quickly spread to the bed sheets and ignited her ol' man's night clothes. She tried to drag him out of the house but couldn't so he burned up along with his leg.

TAKING IT EASY

By Spider



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.

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Shovelhead, Panhead and Iron Sportsters are covered.

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WORDMONGER

Thanks, Gang

☐ Just walked in the house and checked the mail. Staring me in the face is the November issue, and all I can see is GOTCHA! Well, I gotta go shopping—need a new skid lid (swelled head), new jacket (swelled chest), and new pants (I shit mine).

To say thanks to the Streamliner crew doesn't seem like enough. You folks put some serious pride into a shitload of Harley lovers—so thanks, gang. It feels righteous as hell!

"Tom Cat" McKillips
Kinzers, Pa.

She'll Find It

☐ I keep reading about how someone can't find this or that, or a manual, etc. This lady can find anything or your money back. I looked for six months for some OEM parts for a 45 tranny for my ol' lady's trike. Betty found them.

Betty Luback
Parts Finders Service International
454-458 West Lincoln Highway
Chicago Heights, IL 60411
(708) 481-9685

Dave "Dr. Dirt" Bergquist
Carbondale, Colo.

Doing Uncle Sam Time

☐ I'm doing time for Uncle Sam and am now on a ship doing circles in the Persian Gulf, waiting for the word to go trash some towelheads. There're quite a few of us on board who ride, and we're all feeling pretty bummed about being 12,000 miles away from our motors. If any of you back there in the beautiful U.S. want to cheer up some squids on the other side of the world, please send a card, letter, pics of your putt, stories of this year's Sturgis, etc. Hell, even hate mail is better than no mail. The address is:

Jerry F. Kardash
OE Division
USS Fort McHenry (LSD 43)
FPO San Francisco, CA 96665-1731

Stay in the wind for those of us who are unable to right now.

Dash
North Arabian Sea

Needs Competition

☐ Hey, 883 owners in the Northeast! Where the hell are you? What the hell are you? Harley sponsors an entry-level, road-racing class (U.S. twin sports), and I'm the only novice to show up at all the AMA CCS spring races in the Northeast region. Do any of you wimps even know what road racing is? You sissies can profile on the boulevard for only so long before your act wears out. If any of you think you can handle road racing, write to me. I'll tell you how to get started. We need more Harleys out there to keep this class going and I need more competition.

Lenny Wehrle
882 Summit Ave. #64
Hackensack, NJ 07601

Agrees With Magilla Gorilla

☐ What kind of shit are you assholes trying to pull? This rag is supposed to be for bikers, whether they are free or locked down.

I make 65¢ a day and spend a full month's pay to get the rag sent to me only to read "Choppershopper" and find Scooter Mates saying "Sorry no inmates." What's the deal?

I still own two Harleys, have long hair, a potbelly, and lots of tattoos. What makes you any better than me? I'm here for killing some useless bastard for discriminating against bikers.

What's the ad doing in a biker rag if a biker can't even use it?

Shotgun
Locked Down

More Sturgis Opinions

☐ In response to Scot McHaney's (Dec. '90) definition of a true biker as "one who wouldn't dare trailer his bike to a run," all I can say is who died and left you in charge? This bullshit of who is and who isn't a "true biker" is nothing more than small minds attempting to elevate themselves to an elitist position that just doesn't exist.

I trailed my Harley halfway to Sturgis with the truest bro I've ever known. We live in California and, due to business problems, I had to leave my original group behind. Seeing how bummed I was at missing the 50th, this bro, who's never owned a bike, bought a used Harley in dire need of service and we hit the road that same day. With no time to ride all the way, especially with a bike that was a daily trial of our limited mechanical abilities, we needed to trailer halfway there.

If there is such a thing as a "true biker," this bro would be it. I don't give a shit if you have long or short hair, if you wear a tie to work or coveralls, or if you need to trailer your bike now and then to compromise in a difficult world. All that concerns me, and for that matter most of the people I've met riding Harleys, is the sense of pride and freedom and the innate brotherhood that comes from riding a true American legacy.

Dean Bordigioni
San Francisco, Calif.

☐ Regarding Scot McHaney's letter in the Dec. issue, he's right about the "trailer boys." Any clown can haul his bike to Sturgis. I rode my rat pan there with my friend who rode his rat Sporty. Despite the few breakdowns, flats, rain, etc., we had a great time. It's the ride to Sturgis that makes the trip memorable. Sturgis itself ain't no big deal.

Ed Natale Jr.
Franklin Lakes, N.J.

More On Cool Cat

☐ First, I'm probably speaking for a lot of people when I say that I'd like to rip your head off and make a shift knob out of it. I've been reading your jibberish for about three months now, and you haven't written a single line that would lead me to believe that you're an intelligent person.

The paragraph you devoted to cutting down a few bikes with an oil leak really twisted me off. First of all, there isn't a ricegrinder in the world that would run long enough to develop an oil leak. And second, if you had enough balls to actually send a complaint to the EPA about H-Ds, then surely you'd include other major oil leakers such as planes, trains, trucks, and other vehicles that help to import and transport that disposable type of shit that you refer to as technology.

I'd like to get your address and drop by to make sure your car doesn't leak anything, and if it does, I might just rip your head off and shove it back up your ass where it belongs.

Jeff H.
Bemidji, Minn.

Green Response

☐ In response to "Green" in the November '90 issue, check out the Spider centerspread in the October '90 issue. Green bike in the wind. End of discussion.

Chief
U.S.M.C. Desert Shield

Response to Gang Related

☐ Hey, Worm (Dec. '90 issue), don't feel left out. Here in Wisconsin they have the same fuckin' rule. No Harley-Davidson T-shirts or any Harley-related clothing. But at least I can still have my *Easysiders* mag sent in.

Keep up the good work on the mag. It helps pass the time.

"Biker" Mike
Oregon, Wis.

We're Awake

☐ You assholes finally woke up. I've been trying to tell you for years that there's another American bike besides Harley-Davidson. Even a better one in my opinion. But it looks like someone gave the tinyspark a blowjob because Dave's centerspread in #209 and the article in #210 (page 39) tells me that the Indian is back and about to show the world that the Jap shit sucks.

I have a 1948 Chief with a sidecar. It puts anything you ever had in your rag to shame.

Anyway, cut yourselves a piece of pie, but make it a small one.

Chief Long Bow
Smithville, W.Va.

Handicapped

☐ A lot of riders are unaware that handicapped bikers in Maine are allowed to get handicapped plates for their motorcycles. It would seem to me that there are a lot of handicapped bikers out there who could use a plate like mine. Sure, it pisses off the blue-haired old ladies and makes the 90-year-old men in their '79 Caddys try to run you over, but what else is new? I don't park in the special zones at the mall, I park on the sidewalk like all the other bikers. But I do make use of the plates at the grocery store, bank, post office, etc.

Response from most of the general public is good, especially when they realize that my disability is diabetes with heart and kidney complications, not a missing arm or leg.

Perhaps you could pass on the word about what has happened here in Maine (the bill was passed in 1987) and other states could start the process going.

I just keep packing my insulin, needles, and heart meds and going for it.

Richard C. Rainha
Lewiston, Maine

Fantastic!

☐ I recently bought your *Tech Tips & Tricks*, Volume I. It's one of the best, if not *the best*, "bench raps" I've ever seen.

I especially liked the part about using Chevy Corvair-pistons in your flathead 80s. This trick will save you big bucks that can be used for brews!

You need this book, bros, it's packed with hundreds of good, homegrown how-tos. I'm gonna get Volume II tomorrow.

Jack "Mac" McCartney
Tell City, Ind.

Thanks

☐ Many thanks to W.S., in the September 1990 issue, for the information about the small feet shoe store in England.

My ol' man has a size 6 foot, and they just don't make leather boots in that size. People don't make small clothes either, especially when it comes to ridin' gear.

So to those of you out there who are small and have been able to find things that fit, your information would be greatly appreciated.

Princess
104 N. Chanute #6
Rantoul, IL 61866

An Accusation

☐ I've got some bros here with me who say that your rag is a bunch of shit, and that you make up all the slop you print. Well, I bet these fags you would print this.

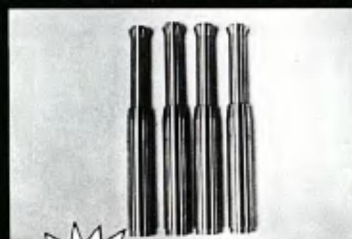
Ron Doran
Greencastle, Ind.

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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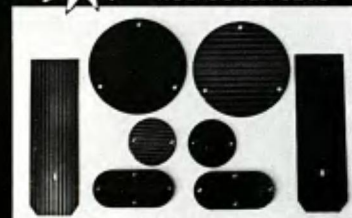


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BORN LEG

The year was 1957. Elvis was topping the charts, the Russians shocked the world by launching Sputnik, and Harley-Davidson was producing the last of the rigid-frame panheads.

It was a year when legends were born. And just like Elvis, this classic Harley-Davidson rolled down the road into history.

Too bad nobody took Elvis apart and stored him away in a garage . . . Say *what?*

Well, it's true, 'cause that's where Mark Berres found this particular piece of Milwaukee mystique. Matter of fact he found it packed away in milk crates in lotsa different pieces. In other words, it was a basket case had been that way for 17 years.

The way the story goes is that the original owner had ridden the bike around Chicago, then gave it to his son. With all the best intentions, the son took the bike apart, but never got around to putting it back together. So there the bike sat, packed away and takin' up space in the garage.

Now enter Mark Berres, sales manager of Action Choppers in Riverside, California. He knew a good thing when he heard about it, especially something with only 20,000 original miles on the clock, so he bought the milk crates offa the son.

It was gonna be Mark's first restoration and he wanted something guaranteed to swivel heads. But historical classics like this one don't just jump back into shape after nearly two



END





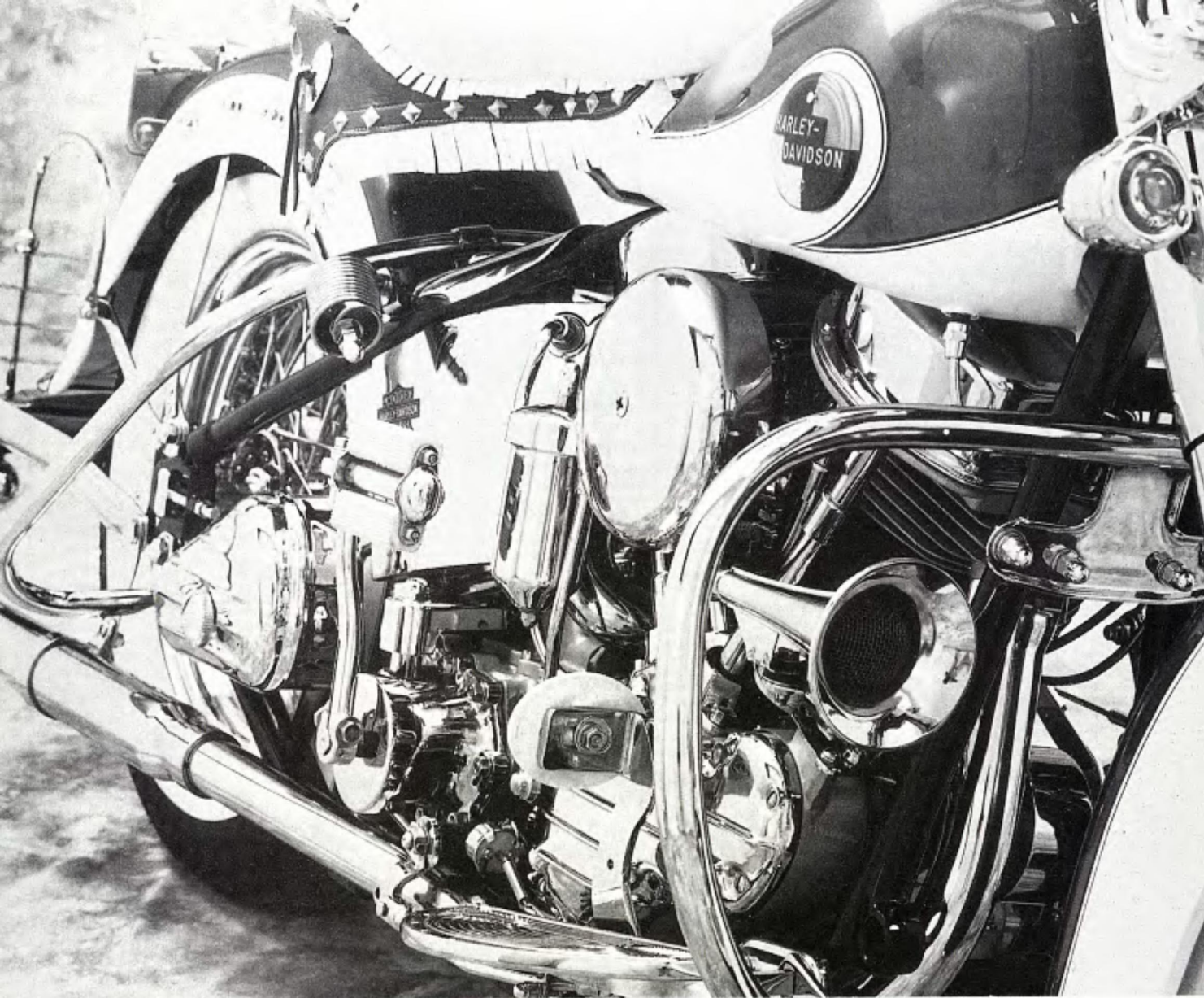
decades. It takes patience, preparation, and plenty of research.

Leastways, that's how Mark started out. He read everything he could about this particular putt, scrounging up dog-eared old shop manuals and perusing the timeworn pages of old *Enthusiast* magazines. He even studied vintage photos of yesteryear's ridin' clubs to see how they tricked out their bikes.

Ya see, Mark wanted to do history proud. He wanted to include all the original and rare accessories he could find, like the fringed seat, fer instance, and the decorative front and rear bumpers called cheese-graters. There's even a fire extinguisher tucked away somewhere. It was a look Harley called the King of the Highway package.

'Course nothin' this spectacular ever comes easy. Once Mark had a





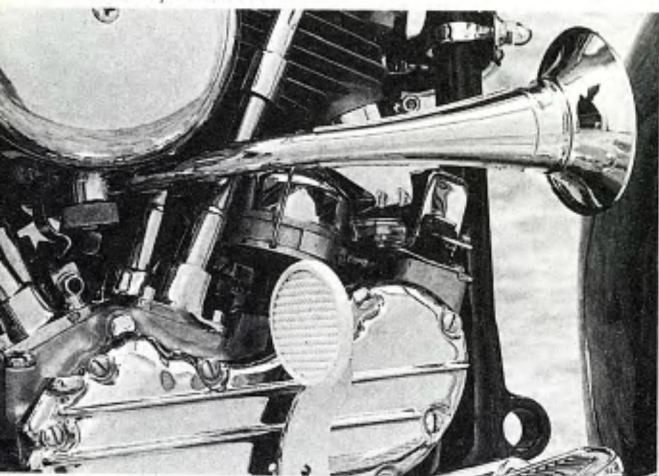
direction in mind, he had to get everything he needed together. He put the word out on the street, started makin' phone calls, and visited every antique swap meet he could get to. Not the easiest project for a guy who works six days a week.

Amazingly enough, the restoration was finished in just six months, but that's 'cause Mark was sweatin' nights and holidays on the bike. He also gives plenty of credit to his bros Rug, who meticulously studied all the old manuals; Blind Mike, who built the engine and trans; and John St. John, who did the paint work, helped fit everything together, and then reupholstered the seat in ultra-comfortable deerskin.

Only problem was, the further along the bike progressed, the finer it started looking. Until one day Mark concluded that this piece of rollin'



Photos by Raiko Hartman



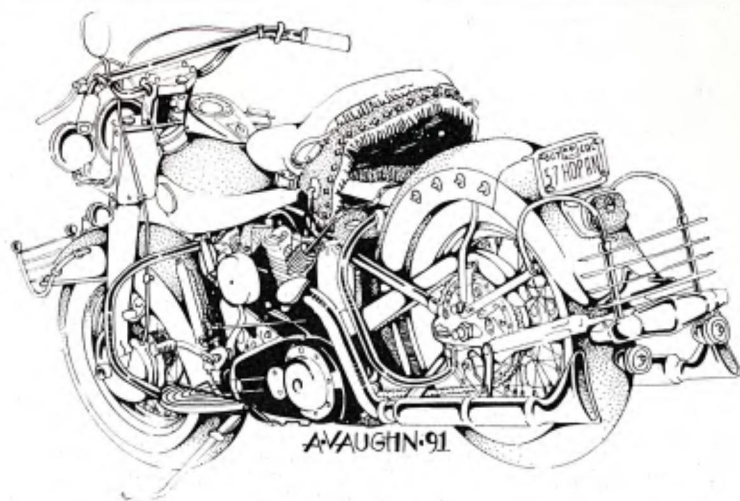
royalty was almost too pretty to ride.

Luckily he's got a '65 panhead he can do his stylin' on, and an '87 FXLR with plenty of go-fast goodies when he needs the speed. His latest work in progress is a '47 knuck, complete with sidecar. "There's just something special about the old classics," he says.

And that's something we can all agree on, especially the occasional graybeard who stops by to study the bike, remembering how things used to be. The year was 1957. Elvis was king of the airways. Harley was king of the highways. Legends were being born.

—Southern Connection

Owner(s): Mark Berres		City: Riverside, California	
General		Frame	
Fabrication by: owner		Year: 1957	
Year and make: 1957 H-D		Builder: H-D	
Model: FLH		Type: straightleg	
Value: \$30,000		Rake: none	
Assembly by: owner/Action Choppers		Stretch: none	
Time: 6 months		Other alterations: powdercoated	
Chroming by: Thompson Plating		Accessories	
Engine		Bars: stock	
Year: 1957		Risers: original	
Model: FLH		Fender(s): fixed (no rivets)	
Rebuilder: All-American Big Twin		Headlight: stock with spots	
Ignition: points		Taillight: H-D	
Displacement: 74 cubic inches		Speedo: original 20,000 miles	
Lower end: stock		Front pegs: footboards	
Balancing: All-American		Rear pegs: none	
Pistons: H-D		Electrics: 6-volt generator/reg.	
Cases: bead blasted		Gas tank: 3 gallon fatbobs	
Heads: reworked		Oil tank: original wraparound	
Cam: FLH		Oil system: stock oil filter	
Lifters: solids		Primary cover: H-D/powdercoated	
Carb(s): chrome Linkert		Seat: deerskin	
Air cleaner: Gary Bang		Sissybar: none	
Pipes: CCI		Height: n/a	
Muffler(s): CCI		Material: n/a	
Transmission		Forks	
Modifications: rebuilt		Type: glide	
Year: 1957		Extension: none	
Shifting: mousetrap		Builder: H-D	
Engine sprocket: 22-tooth		Special features: lotsa tin	
Trans sprocket: 22-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: none		Hub: stock	Hub: stock
Painter: John St. John		Rim width: 4-inch	Rim width: 4-inch
Color: candy Cobalt Blue/Corvette White		Tire: wide white	Tire: wide white
Type: all polyurethane		Brake: H-D drum	Brake: H-D drum
Special paint: everything's special		Other special modifications: Special thanks to Rug Kazley, "Blind Mike" and John St. John.	



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SURGEON GENERAL'S WARNING: Smoking By Pregnant Women May Result in Fetal Injury, Premature Birth, And Low Birth Weight.

At what point go from mudgwa

The least you can ask from any motorcycle is that it works. It starts when you want it to. It takes you where you want to go. It gets you back home again.

A Harley-Davidson®, on the other hand, has to operate on a higher level.

It has to reach deeper, to go beyond nuts and bolts, metal and rubber. A Harley® has to satisfy the soul. Our heritage and our tradition demand it. Every working component has to look like it belongs on a Harley-Davidson. Any two elements that are next to each other, have to look like they belong next to each other. And so a fender cannot be assigned to the job of merely keeping what's on the road, off of you. It has to appeal to your

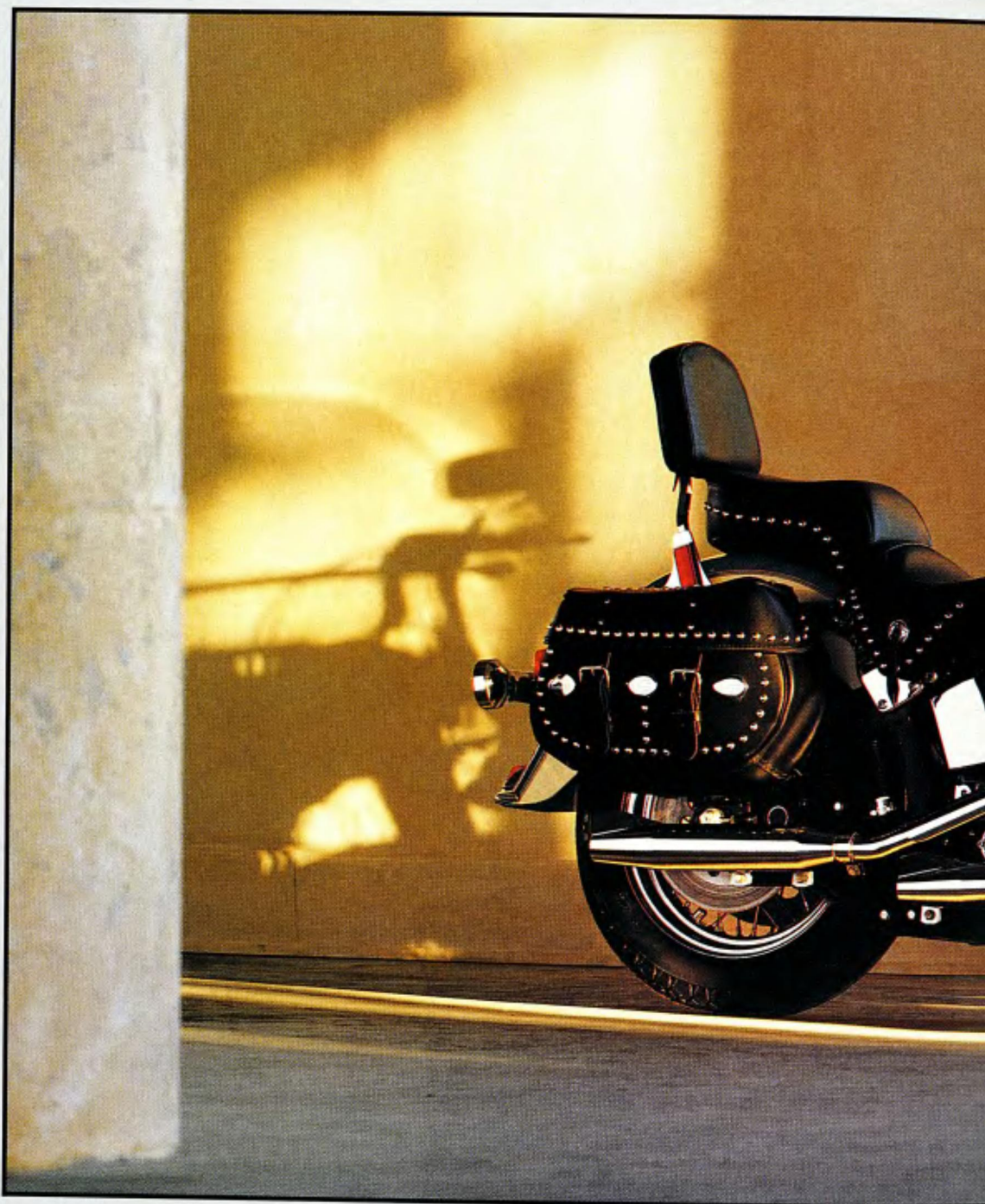
eye as well as your pant legs.

You'll notice that the

front fender of the 1991 Heritage Softail® Classic doesn't look a whole lot

different from the one on a 1949 Hydra Glide. It's not there simply to

pay homage to a day gone by. It's there because true style doesn't



Does a fender lead to a work of art?



suspension, because the shocks are mounted beneath the bike to faithfully reproduce the profile of the classic hardtail. As it should be.

This is The Look.

A motorcycle drawn in bold strokes. One that delivers a visceral effect as real as the sound of 80 cubic inches of Evolution® engine pulsing through dual fishtail mufflers. This experience is as close as your nearest Harley-Davidson dealer. It may seem less a motorcycle showroom, than a gallery of two-wheeled sculpture.

And you might never look at a motorcycle the same way again.

age. Continue up the brawny fork tubes, and you're greeted by a bril-

liant chrome headlight flanked by twin driving lights. Keep going, and

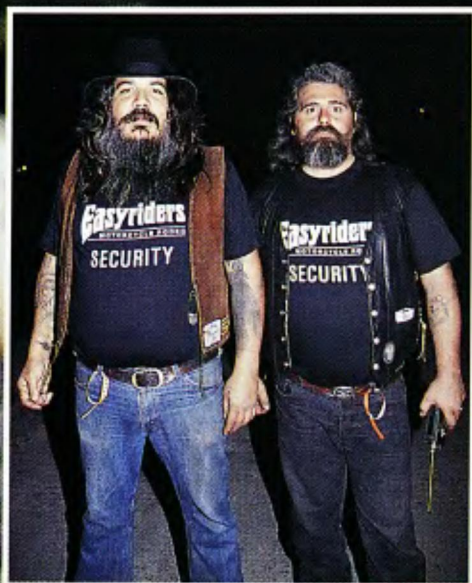
you could get lost in the details. Fat Bob® gas tanks. Leather trimmed

with studs and conchos. More chrome. What you won't see is the rear



Through and Through.

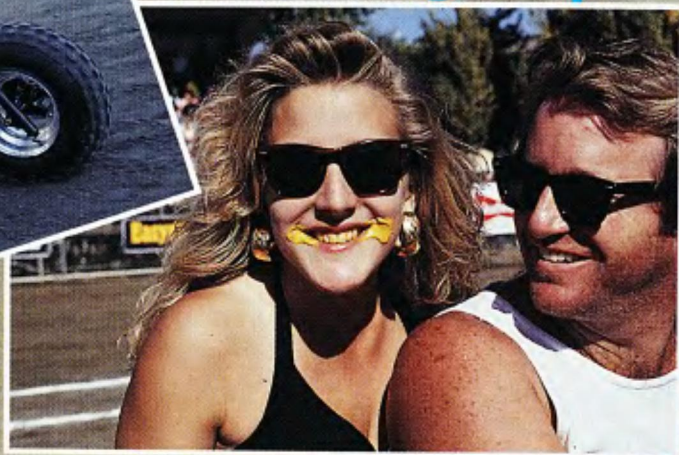
RODEO GRAND NATIONALS



Getting Down



and Winding It Up



In
Vallejo

On a weather-perfect day in late October, they came to do battle. Modern-day gladiators astrides steeds of iron entered the banner-filled, sold-out arena, ready to test their skills against man and machine, all for the coveted prize of being heralded "champion."

The *Easyriders* Rodeo Grand Nationals, held in Vallejo, California, had all the flair and flamboyance of a Medieval tournament, and was a fitting end to another exciting and challenging Rodeo tour. "The rodeos are like class reunions, everybody you know is going to be there, checking out each other's rides, telling lies, and catching up," said Al Sherman, *Easyriders* events director and a director of ARROW (Associated Rodeo Riders On Wheels). "They're like the old Gypsy Tours, when old friends got together once a year to party. Now, thanks to these events, we get to do it more."

Originally, way back in the dusty archives of *Easyriders* lore, the first rodeos had events thought up on the spot, after a few sixers, like tug o' warring a bunch of scoots hog-tied to the bumper of Al's pickup. Since then, the events crew has put together a series of professional competitions, complete with points standings and participants. Some, like "Tampa Bay Ray" Tewksbury, follow the circuit for a living. Ray even has sponsors, like Hoyt Axton and Legal Eagle Trading Company, to support maintenance on his 108-inch, nitrous-powered shovelhead trike, his two 98 inchers, and his Monster Trike. Pulling off against "Rodeo Ray," was

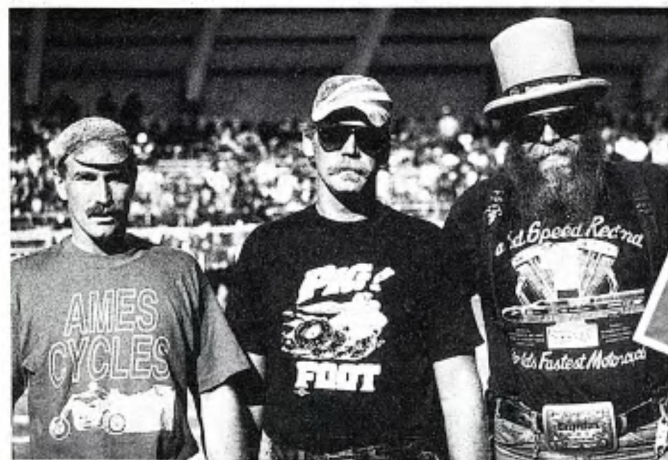
Leon Hatcher's monster, "BigToe," which is the only other competing trike like Ray's, at this time.

The high-performance motors roared and spit flames all day Saturday for eliminations in the other events, like the sled pulls and the barrel races. On Sunday, the finals really took things to the walls. The grandstands were filled with cheering rodeo fans who didn't seem to mind the clouds of dust or the ground-shaking thunder. Clutches and tires smoked, nitrous popped, young'uns squealed in awe, and everyone had a high old time. Just for fun, the wienie bite drew teams out of the crowd, the woman swallowing as much as possible while her partner displayed his own skills and balance.

Easyriders Publisher Joe Teresi said the wienie bite event has been a traditional one since way back in the '40s. "As long as I can remember, women have been highly-skilled at this," he said.

If you got the munchies, there were booths serving all kinds of grub to suit your preference. The beer booths were extremely popular, supplying The King Of Beers to the thirsty throng, and the gypsy vendors made things even better with unbelievable bargains. It

was all there—leather, clothing, jewelry, arts-and-



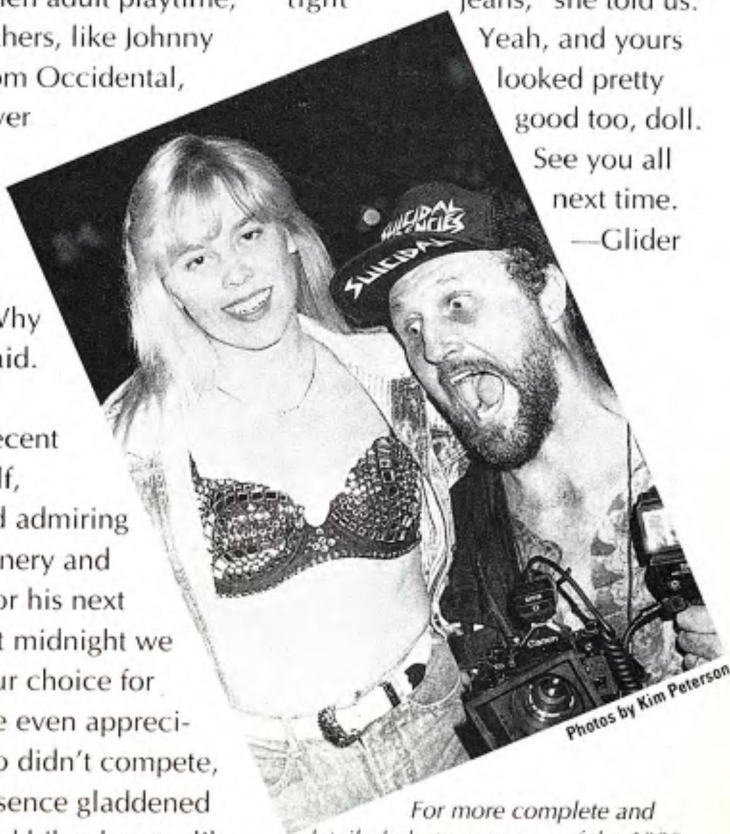
craftsy stuff, bike parts, tattooists, and even mobile law offices. ABATE, the MMA, and Bikers Against Manslaughter were also represented.

MMA did a fine job at keeping the peace (so Vallejo will invite us back again), and the flag was raised and carried by the Vietnam Vets MC—who better? Corporate sponsors kicked down big prize money for the contestants, and we all did our best to support the event by eating, drinking, and having fun. Good job, guys.

All day long the wheels rolled, the vendors sold, and the stories were told. And after the youngsters were safely bedded, things got bold. The moon shone full as the joint was rocked by the Burnt River Band and Nick St. Nickolas and the Wolf, and we all danced and howled at it. "This is great," said Eric and Lois from Forestville,

Calif., "daytime things to entertain the kids and then adult playtime, afterward." Others, like Johnny and Nicole from Occidental, California, never bothered to sleep between Saturday and Sunday. "Too much to do. Why sleep?" they said. Pete "Brillo" Cameron, a decent wrench himself, walked around admiring the fine machinery and getting ideas for his next project. And at midnight we all crowned our choice for trophy girl. We even appreciated those who didn't compete, but whose presence gladdened our battered old biker hearts, like Robin "the beach bunny," a sweetie born to fun. "I just love

these things and all the guys in tight jeans," she told us. Yeah, and yours looked pretty good too, doll. See you all next time. —Glider



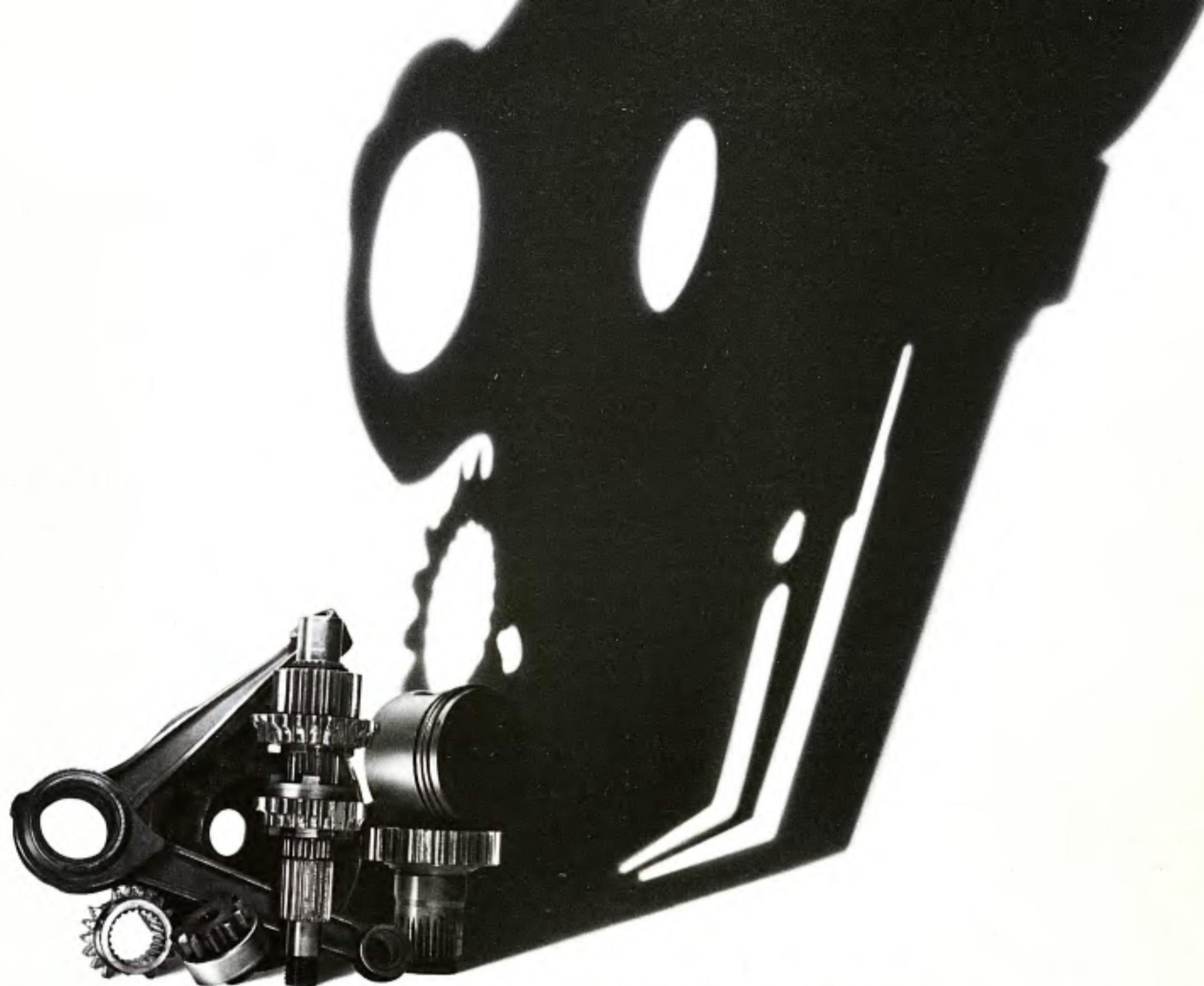
Photos by Kim Peterson

For more complete and detailed photo coverage of the 1990 Rodeo circuit, check out the July issue of *In The Wind* (#46)—comin' at ya in April.

Final 1990 ARROW Point Standings

Rider	Hometown	Points	Sponsors
1. Ray Tewksbury	Tampa, Fla.	7,818	Hoyt Axton R&R Cycle Legal Eagle Trading Co.
2. Gary Freel	Ames, Iowa	4,586	Ames Cycle J&P Promotions Custom Chrome Inc.
3. Rico Padilla	Stamford, Conn.	3,378	TP Engineering
4. Dino Heath	Columbus, Ohio	2,538	Custom Cycle City, Inc. B&B Cycle Service Greenwood Tavern Masters Touch Technology KK M/C Supply Signs Now Drag Specialties
5. Frank Olenick	Effort, Pa.	1,674	Schoch H-D Barnett Tool and Eng.
6. Bobby Torres	Fresno, Calif.	600	Hatcher Upholstery
7. Bill Van Dyke	Tampa, Fla.	(tie) 500	King Snake Records
7. Rick Stecyk	Canoga Park, Calif.	500	G.L. Custom Bikes
8. Manuel Azevedo	Modesto, Calif.	400	Modesto H-D Custom Chrome, Inc.
9. Bob Hanna	Glendora, N.J.	275	Wife and kids
10. Myron Bulinski	Pleasant Hill, Calif.	250	Brother Myron from L.A.





Beware Of Parts Unknown.

Things can get grim in a hurry when you risk riding on *imitation* parts for your Harley®. Even if you don't mind spending your valuable time trying to modify these bargain basement parts to fit right—like chrome covers with misaligned holes—misfit parts can cause serious problems for your Harley.

Buy an improperly machined connecting rod set and you could be buying a lot of damage for your engine. Or poorly designed camshafts that do not provide the correct valve train dynamics may cause accelerated valve and valve guide wear.

The way to be certain you're getting parts

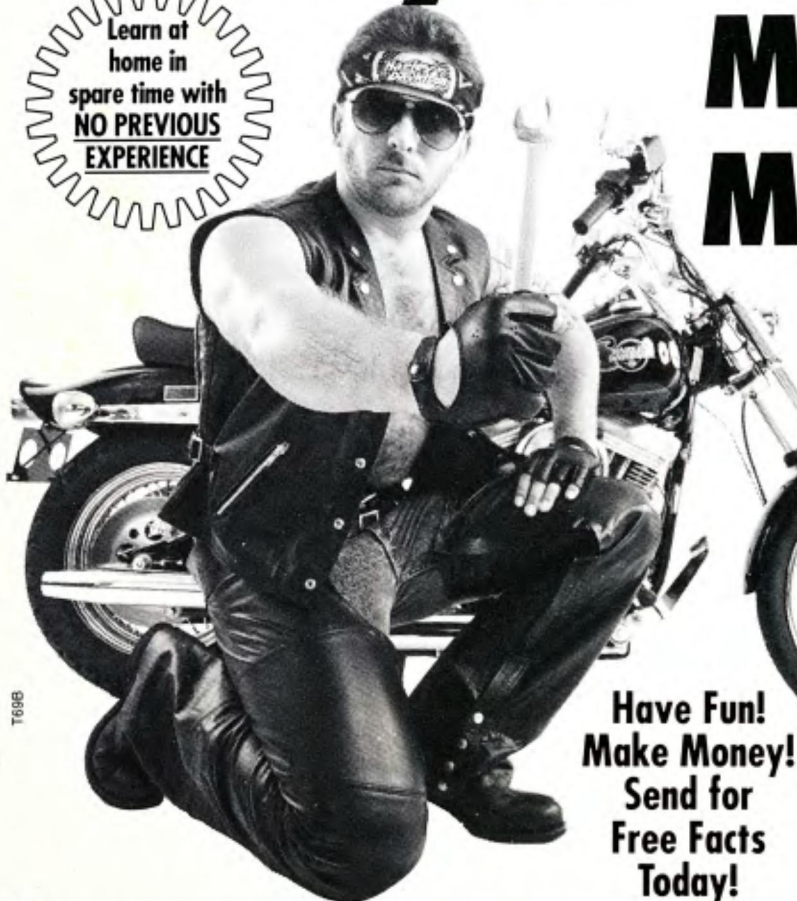
with the right specifications, tolerances and quality-tested and engineered to work with every other part in your Harley—is simple: just insist on genuine Harley-Davidson® replacement parts, at your Harley dealer. And you *know* you'll keep a good thing going.



GENUINE PARTS

Now you can be a MOTORCYCLE MECHANIC...

Learn at
home in
spare time with
**NO PREVIOUS
EXPERIENCE**



**Experts show you what to do, how
to do it...guide you every step of
the way to become a skilled
motorcycle mechanic.**

**Have Fun!
Make Money!
Send for
Free Facts
Today!**



Special Cycle Tools and Test Instruments Included to Start You Fast! These fine tools plus your ICS "know-how" help you become a skilled mechanic. We teach you how to use wrenches, sockets, impact screwdrivers, timing lights, electrical test instruments, compression gauges, vacuum gauges, degree wheels, and much, much more! We even include a set of special cycle tools and instruments to get you started fast! These are yours to use during your training...and yours to keep in your action-packed career as a motorcycle mechanic. Find out all about it now. Send for FREE color brochure—full information. No cost or obligation. Rush post-paid card today!

If you like to ride a bike for fun...learn how to fix it for profit! Can you imagine a better way to earn your living, whether you work in a cycle shop or start your own cycle repair business. Now, thanks to International Correspondence Schools, there's a fast, easy way to get expert training at home in your spare time. No need to quit school or job. We show you step by step everything from minor tune-ups to major overhauls.

You get the tools you need for a fast start

We send you the special cycle tools and test instruments you need...yours to use during training...yours to keep in your action-packed career. You actually learn by doing—with the tools in your hands.

Graduation from this course does not ensure that you will get a job. To find out how our graduates have done, send for our job placement record. And be sure to check with the motorcycle repair shops in your area!

Everything is explained in easy-to-understand language, complete with drawings, diagrams and photographs. You'll learn engine design, carburetion, electrical systems...as well as how to adjust and repair frames, wheels, shocks, transmissions, valves...everything you want to know from routine maintenance to major overhauls.

Motorcycle sales mean profits for repairmen

Cycles are big business...and so is fixing them! There are millions of cycles—street

bikes, choppers, dirt bikes, trikes and others—on the road today. No wonder there is work for the skilled repairman!

Motorcycle shops employ qualified mechanics

Has your bike ever been out of action waiting for needed repairs? Some shops don't have enough mechanics on hand to take care of everyone as fast as they would like. Opportunities vary from place to place, but the sale of hundreds of thousands of motorcycles a year in the U.S. ensures a continuing need for motorcycle maintenance.

Work Out of Your Home!



It's easy to get started once you qualify as a motorcycle mechanic. Just let your friends and neighbors know you're ready to repair cycles in spare time—or if you'd rather, get a full-time job at a motorcycle shop or dealer.

More girls—more bikes each year

If you've been riding your bike for fun the past few years, you can see for yourself that more and more girls are taking up the sport. And this means more bikes every year...and more bikes mean more motorcycle repairs. So get in on the action...get in on the fun—start making money as a motorcycle mechanic. Rush post-paid card for free facts—full information.

You'll be the center of attraction in your circle of friends...

Enjoy the admiration of friends and neighbors as they flock around to watch you tear down and tune up all kinds of motorcycles. And just think of the satisfaction in knowing you've got the best performing bike in town. Plus, you can make extra dollars fixing motorcycles for friends and neighbors.

Start your own cycle repair business

Your future as a motorcycle mechanic is in your own hands. You can decide for yourself whether you want to work for someone else or get into your own cycle repair business. Start in your spare time repairing cycles for friends and neighbors—or get a job with a motorcycle shop! After you've been a working mechanic, you can decide whether you want to start your own motorcycle repair business.

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EASYnews

"IF IT'S OF INTEREST TO BIKERS, WE'LL PRINT IT."

6TH ANNUAL MEETING OF THE MINDS

The sixth annual Meeting of the Minds was held September 28-30, 1990, at the Embers Convention Center in Carlisle, Pennsylvania. This highly successful event, hosted by ABATE of Pa., reconfirmed the need for unity in the world of motorcycling.

Originally, the Meeting of the Minds was designed to bring bikers' rights groups together to discuss anti-legislation tactics, membership recruiting programs, image-enhancement techniques, and safety training. But over the years, the concept has grown to include other aspects and talents in the sport. The experts, who once snubbed our crusty selves, have come to respect and admire the involvement, concern, and expertise that grassroots organizations have injected into the sport of motorcycling.

This Meeting marked the first time in history that the entire industry came together to discuss the future of motorcycling. Get a load of the

list of speakers: Ed Youngblood (president of the American Motorcycle Assoc., AMA), who acted as chairman; Alan Isley (president of the Motorcycle Industry Council, MIC); Rob Razor (V.P. of the AMA); Peter Fassnacht (V.P., Motorcycle Safety Foundation, MSF); Dr. Allen Robinson (Motorcycle Safety Program for Pa.); Ron Engle (National Highway Traffic Safety Administration, NHTSA); and Steve Piehl (Harley-Davidson PR Director). Due to space limitations, we didn't mention the regular

board of the Motorcycle Riders Foundation (MRF), which sponsors the assembly each year, or the many concerned representatives from various state rights groups.

This assemblage of talent, from all sides of motorcycling, was a first—and an extremely essential door opening. In the future, if interest groups like the AMA, government entities like NHSTA and the Department of Transportation (DOT), and industry groups like the MIC, can come together and work on understanding the ef-

forts of cyclists nationwide, they should be able to work out solutions to anything that may be detrimental to the sport.

Seminars at the Meeting included: *Legal And Tax Structure For Non-profit Organizations*, conducted by Richard Paukner, CPA, and Attorney Rodney Taylor; *Legislative Update*, by Sheryll Harrell, MBA; *Public Speaking*, by Professor Mary Holloway of Pennsylvania University; *Media Relations*, by Merle Jacobson of the *Washington D.C. Times*; *Motorcycle Safety*, by Peter

Fassnacht and Beth Weaver of the MSF; and "Slider" Gilmore's famous *Two-Wheel Trauma Seminar*. A major highlight of the event was when Pappy Haag was elected to be the upcoming MRF president.

The MRF is doing a helluva job of working toward increased education and understanding between all the entities of motorcycling. For membership info, write Pappy, Mike Farabaugh, or Wayne Curtin at: MRF, Box 11153, Minneapolis, MN 55411.

—K. Ball



Photo by Rip

MAN BITES DOG DEPARTMENT

This happened in West Yarmouth, Massachusetts, a little town where things like this happen. Police officer Rob Warren had the job of rounding up a guy who had violated his restraining order. Warren caught up with him in front of a leather shop and went to arrest him.

Turned out the guy didn't want to be arrested very much. In fact, he put up quite a fight about it, and for a while things looked like even money between Warren and his man. Now, they were fighting in front of a

leather shop, and who hangs out at leather shops? That's right—bikers, about 30 or more of them. When they came running out of the shop, Warren didn't hope for much more than a paid-up life insurance policy. But things aren't always what they seem. Warren asked for a little help, and one "big monster of a guy," in Warren's words, laid his meat hooks on the suspect, dropped him like a dirty shirt, and held him while Warren cuffed him.

The other bros just watched, seeing how the



"monster" could handle it, but the local bystanders couldn't see anything but a scuffle involving a policeman and a bunch of bikers. They set the phones ringing in the

police station with reports that a cop was getting worked over by bikers.

The station responded with "all available units" (as such things go in West Yarmouth), but the back-

up arrived to find Warren thanking the bikers.

"Although they look mean, their hearts are in the right places," he said. Yessir.

—Toejam

THE GULF CRISIS

Here's the deal. As of December 1990, we had close to 400,000 soldiers in the Persian Gulf. President Bush was waffling about what the liberals and the United Nations might think about it. Meanwhile, the Smith Act candidates got their protests going and the newspapers were lining up behind them. (Seems like we've seen all this before.) Check out these attitudes we cribbed from a newspaper somebody sent us, then turn to the fiction on page 92.

American soldiers in Saudi Arabia always ask the same question when they run into somebody from home: Are the American people still behind us? Morale is high among American soldiers, and that sense of support from home has everything to do with it. Let that waver and the soldiers will

feel as if they've been let down again, that they are alone, islands unto themselves, hanging onto basic survival and not knowing how they'll be received once they return home.

The desert is a place of stark contrasts, of both beauty and bitterness. There are ancient sand formations and rocks that crumble from the slightest movement, mounds that look like ageless rock formations from the western American states, and fresh sand dunes reshaped daily. There are flowers of enchanting loveliness and scrub bush that is bad-ugly. There is love and hate in the desert, life and death.

A soldier said of the possibility of war: "If it goes, it will be like a match. First, a spark, then the whole thing will explode."

—from Fred Brown

MORE CARDS AND LETTERS

Bikers Against Manslaughter (BAM) wants you to keep chasing George Bush about his turn-around on helmet laws, so they've made up a postcard for you to send to him.

The card registers your objections and

points out that helmets may well cause accidents and injuries. Taking the modern American way, the card points out that a biker injured by a helmet might find somebody to sue about it, so think twice before imposing helmets on ev-

erybody, especially in the face of evidence against helmets.

Call BAM at (800) 4-BIKERS and order up a handful of cards for your club, or write 'em at 5455 Wilshire Blvd., #1600, Los Angeles, CA 90036.

—BAM

Declaration of Protest

To: Honorable George Bush,
President of the United States

This certifies that I the undersigned oppose federal legislation of a national motorcycle helmet law and automobile seatbelt law (Senate Bill 1007 and House Bill 3925), and do formally protest laws that would coerce me against my will to wear a helmet and/or seatbelt.

Inasmuch as there have been hundreds of lawsuits against manufacturers of helmets and seatbelts, alleging faulty design and construction, it is obvious that such devices are not a panacea for safety. However, if the ineffectiveness of helmets and seatbelts is not accepted by Congress, then the only recourse will be to resolve this point through the proper judicial process. To that end, if S.1007 or H.R. 3925 becomes law, I will encourage my fellow riders and drivers to pursue every legal recourse until Freedom of Choice is restored.

I have registered this document with BIKERS AGAINST MANSLAUGHTER and, upon my request or that of my heirs, the Law Offices of J. Russell Brown, Jr. will investigate any accident I may be involved in and, if it is determined that a helmet or seatbelt caused the accident or contributed to my injuries, they will be instructed to take appropriate legal action.

Name of concerned citizen _____ Address _____ City _____ State/Zip _____
Signature _____

LINES OF COMMUNICATION

Old soldiers never forget, and the Disabled American Veterans, maybe, forget the least. Accordingly, *DAV Magazine* recently published the details on how to write to the bros and sisters sent over there to straighten out Saddam

Insane. We're passing the addresses on to you. Write a bro. Just as good, write a sister.

Besides good words, the *DAV* reminds us that the troops can use little things like books, magazines, tape cassettes, aspirin, Chapstick, etc. And

Vietnam vets know that anybody dependent on an M-16 can always use a can of WD-40. Make up a package to go with your letter. And keep your 1st Class parcels under 12 oz.

For ground troops in Saudi Arabia, write to:

Any Servicemember
Operation Desert Shield
APO New York 09848-0006

For those aboard ship:
Any Servicemember
Operation Desert Shield
FPO New York 90866-0006

If you know a soldier's unit, use these unit addresses:

1st Corps Support
Command Ft. Bragg
129th Postal Co/Non Div
APO 09657

3rd Armored
Cavalry Regiment
3rd ARC
APO NY 09209

11th Air Defense
Artillery Brigade
11th ADA BDE
APO NY 09656

24th Infantry Division (M)
24th INF DIV
APO NY 09315

82nd Airborne Division
82nd ABN DIV
APO NY 09656

101st Airborne Division (AA)
101st ABN DIV
APO NY 09309

197th Infantry Brigade
197 INF BDE
APO NY 09315

LOVE RIDE DRAWS BIG NUMBERS

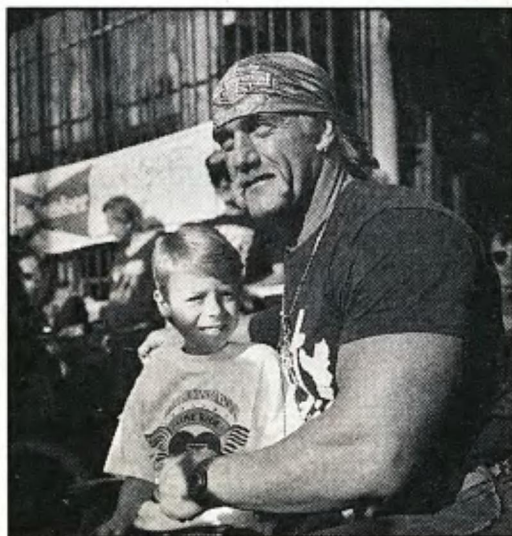


Photo by Doug Kamicar

Harley-Davidson of Glendale, California, did it again—for the seventh time. They put out the word about their annual "Love Ride" for muscular dystrophy and—check this—on November 11, 1990, 8,000 bikers showed up to putt 100 twisty miles from Glendale to Calamigos Ranch, in the Malibu mountains. The California Highway Patrol provided an escort to keep things moving through the intersections, and found themselves leading 16,000 V-twins in a double-file line several miles long, a turnout even more impressive when you consider the fact that every rider pledged at least \$40.

Events like the Love Ride get more favorable press if they involve a bunch of celebrities. This may not be fair to the tattoo- and-whiskers contingent, but it's a fact of life, so Oliver Shokouh,

owner of Glendale H-D, takes advantage of it by inviting good celebrities. David Crosby, of Crosby, Stills, and Nash, led the ride and Eric Burdon and Robbie Krieger rode along with the pack. Comedian Jay Leno was there to spice things up by auctioning off his Evo dresser, and donating the proceeds. At the Ranch, Jackson Browne was no pretender as he hit the stage for everyman, entertaining riders with a full set of his hits. Altogether, the run brought in \$825,000, probably the most of any run in the country, but then Shokouh's Love Ride is the biggest one-day run in the country.

Now, since we've been talking politics, how much political weight could 8,000 bikers swing if they aimed it at a particular target?

—D.S.

EASYRIDERS DAYTONA STORE



This year, look for a full-line *Easyriders* store on Main St. in Daytona. Since it's Daytona's 50th Anniversary and the 20th for *Easyriders*, we figured it was time for something special—more details next month.

OFFICIAL DAYTONA BEACH BIKE WEEK VIDEO

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NAME: _____
ADDRESS: _____
CITY: _____ STATE: _____ ZIP: _____
NO. OF TAPES: _____ CHECK ENCLOSED: _____
BILL TO: MC#: _____ VISA#: _____
EXPIRATION DATE: _____ SIGNATURE: _____

ALLOW 4 TO 6 WEEKS FOLLOWING BIKE WEEK FOR DELIVERY!

GOOD MEN DOING SOMETHING

About the elections last November: The bad news is that some of the pro-helmet assholes got re-elected, mainly because they could spend so much of the taxpayers' money on publicity. The good news is, some of the people who got re-elected are not assholes.

For example: Raisin pie and no oil leaks to Richard Schoeninger, re-elected as Mayor of Eureka Springs, Arkansas. In his biker life, Schoeninger serves as national vice president of the Motorcycle Riders Foundation (MRF)—you know, the group outmaneuvering the helmet lobby by proving how much rider training reduces injuries. The mayor's job in Eureka Springs may not ring many bells on the national level, but bikers can use any friend in a high

official place and—hey, Eureka Springs today, tomorrow who knows?

At the national level, John Kasich, the Republican Party candidate from the district that includes Westerville, Ohio, won re-election to the House of Representatives. Kasich spoke at the dedication ceremony for the American Motorcycle Heritage Museum in Westerville and will bring a little common sense to the helmet arguments in Congress.

Bikers gained two vigorous advocates in state legislatures. In New Hampshire, Sherman Packard, one of the founders of the New Hampshire Motorcycle Rights Organization, won a seat in the State House of Representatives. Packard's victory gets additional signifi-

cance from the facts that 1) he has long argued that bikers need to get more involved in politics and 2) even though 1990 marked his first entry into politics, he won handily. There's a lesson in that, bros.

Another lesson in Maryland: James Harkins, a rider training instructor, won a seat in the House of Delegates. Depend on him to bring the breath of sweet reason to the anti-motorcycle attitude in Maryland's legislature.

Edmund Burke, a man famous for his political savvy, wrote that, "All that is required for the triumph of evil is that good men do nothing." Damn straight, and since bikers are among the few good men left, we gotta do it. See you at the polls.

DRAG RACING NEWS

The J&P Promotions All-Harley Drags Invitational was a hit at Los Angeles County Raceway, in Palmdale, California. Spectator turnout on this Turkey Day weekend was excellent. A primo bike show, swap meet, and raffle ticket drawing were some of the perks offered to the race fans.

Saturday, qualifying day, saw perfect California weather—warm air, blue skies, and scantily clad yummies, giving the eyeballs a treat. Sunday, the wind blew—grinding sand and gravel like outta "Lawrence of Arabia." Imagine injectors and carburetors sucking all

kinds of bad shit down their throats, just as much and just as fast as they could. The 16 Top Fuel field was assembled by joining the T/F and A-Fuel classes. Nitro gulpers had six qualify in the 7s, and six in the 8s. Sunday morning, last chance qualifiers locked in the final four competitors. These nitro junkies got one pass, and one pass only, to get on the program.

In a 16-bike field, what are the chances of seeing Pete Hill race Marion Owens' double shovel? Both had trouble hooking up because of the sand. Pete moved it down to the lights first, doing an 8.10. On the next

round, Happy Ring put Hill on the trailer back to Greenville, S.C. Ring was the only racer Sunday who could stay in the 7s, except on the final round, when he broke to Larry Luman. (See *Easyriders* #207.) Larry thrust his rocket to a swift 9.71. Who can figure it? I guess that's the way the sands of time grind, folks —Rip.

Photo by Gregg Daniel



Happy Ring

Short Strokes



In Howard County, Maryland, the political hierarchy passed a bicycle helmet law for all riders. Then they rescinded the law and altered it to read for only cyclists 16 and under. The fine is \$50 for the first offense. It's still the toughest bicycle helmet law in the country....**Bonneville racing is heating up** again. S&S Cycle's, Tramp III, the holder of two Bonneville national records, has undergone alterations enabling it to use a car-type tire (tires are a major problem, ask any of our crew). The normally aspirated, fuel-burning engine (2000cc) bike ate salt for a 214.565 average and took home the "Fastest Motorcycle of the Meet" trophy with a 224.691 pass. Way to go Smith family and rider Dan Kinsey. This attempt was during the World of Speed four-day meet in September 1990....**One of our own celebrated "Foxyriders,"** Tina Del Sasso, was recently in a fender-bender when, natch, a car pulled out in front her. Get well soon, babe.... **And now for the off-the-wall.** A drunk fell on the subway tracks in New York and lost his arm. The court awarded him \$9.3 million....He'll be buying rounds for many moons....**Jack Sands of H-D of Washington, Maryland,** informed us that a Prince George County man convicted of drunk driving and running head on into several bikers was sentenced to nine years. Of course, he will be eligible for a parole hearing in two years. Our heads are bowed for the riders who were killed or injured.... **I don't like to report on accidents** unless there is a positive conclusion or serious vindication, but here's one that gets me. A Council Bluffs, Iowa, rider was run over by... well, you know. He had his leg severed, but the reporter made mention that he wasn't wearing a helmet. Think the helmet woulda saved that leg?...Well, keep your spirits up. Spring is just around the corner, and I'm outta here.

—Bandit



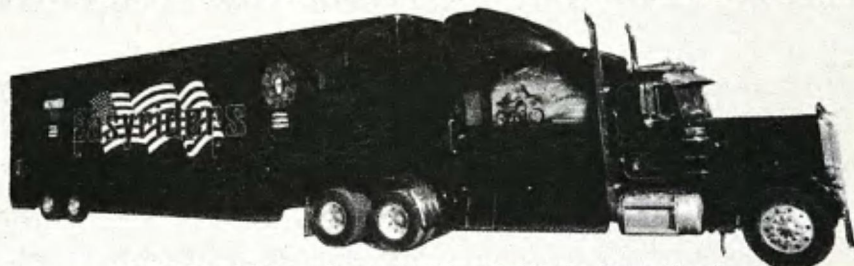
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DAYTONA 50TH ANNIVERSARY AND WE'LL BE THERE!



The Easyriders full line products truck will be at the following dates and locations:

March 1-10

The Showboat Inn

1220 N. Atlantic Blvd. (ATA), Daytona Beach, FL

The Showboat Inn will be our Home Base throughout Bike Week '91.

We will be visiting the below locations for the day; but will be returning to the Showboat Inn. The Showboat Inn features a full length bar, full restaurant, live entertainment and great rooms at biker rates.

Tuesday, March 5

The Squeeze Inn

5005 S. Ridgewood, Port Orange, FL

D.J. by Daytona Sound De'Lite, biker games all day and BBQ.

Wednesday, March 6

The Last Resort Bar

5812 S. Ridgewood, Harbor Oaks, FL

10th Annual Daytona Bike Week Party—live music, biker games, great BBQ, and a not to be missed midnight wet t-shirt contest.

Thursday, March 7

Pub 44 Bar

Located on Route 44

Live music, full bar and BBQ, trophy girl contest—all under the big tents.

Saturday, March 9

Cabbage Patch

New Smyrna Beach, FL

Live entertainment, famous bike drop, BBQ and FREE camping.

Then we're off to:

March 22-24

Cycle Expo '91—to benefit Children's Hospital

The Showplace

309 Mechanicsville Turnpike, Richmond VA

Complete motorcycle show including motorcycle accessories, clothing, etc. Music by J.C. Crone & the Good-To-Go-Band.

You too can have the attention grabbin' Easyriders Truck at your event for quality product sales and prizes. For information on the trucks tour schedule contact Leon Hatcher at (209) 299-0753 or call Easyriders at (800) 247-6246.

EASYRIDERS

1991

TIRE AND WHEEL

GUIDE

Here's the deal. The last time my bros started riding me about the thread showing on my rear tire, I went to my local shop to research tires. He carried only a couple brands, so I went to my local dealer, he carried a couple more. Then I couldn't compare the first with the last. So we decided to run the gamut right here so I could look the entire series over before I chose. The guide will also give you the entire array of tires, so you can do a thorough study of tire designs and compositions before you make your final decision.

We don't have the space here to list all the tires each manufacturer carries, or all their characteristics, so we concentrated on 16-inch treads. But for every tire, there's a location you can write to for complete details. Tire composition is everything nowadays. There are tires that brake and turn like dreams with soft, sticky compositions, and long-wearing rubbers, with tighter compositions, that are perfect for touring. So don't be swayed by tread alone, write for info and research the various attributes you want for your riding habits. In addition, today many tires are pre-balanced so tightly that the manufacturer indicates how to properly mount them, so the weight of the valve stem is compensated for.

By Bandit

TIRES



AVON

Model: AM21

Construction: 4-ply nylon, H-rated 130 mph

Series: 130/90

Width: 5.4 inches

If you need additional info, sharpen a pencil and jot a note to Avon, Dept. ER, 407 Howell Way, Edmonds, WA 98020.



BRIDGESTONE

Model: DTC Spitfire S11

Construction: H-Rated, 4-ply

Series: 130/90-16, Series R 130/90, 140/90

Width: 5.4 inches

For more scoop, contact Bridgestone (USA), Inc., Dept. ER 100 Briley Corners, Nashville, TN 37214-0991.



CONTINENTAL

Model: TKH24 (rear)

Construction: 4-ply, directional tread, H-rated

Series: 120/90, 130/90, 140/90

Width: 5.4 inches

For the real info, write Continental Tire North America, Dept. ER, 1200 Wall St. West, Lyndhurst, NJ 07071.



PIRELLI

Model: Tour-Am

Construction: 3-strand rayon, load range-C

Series: 130/90 H

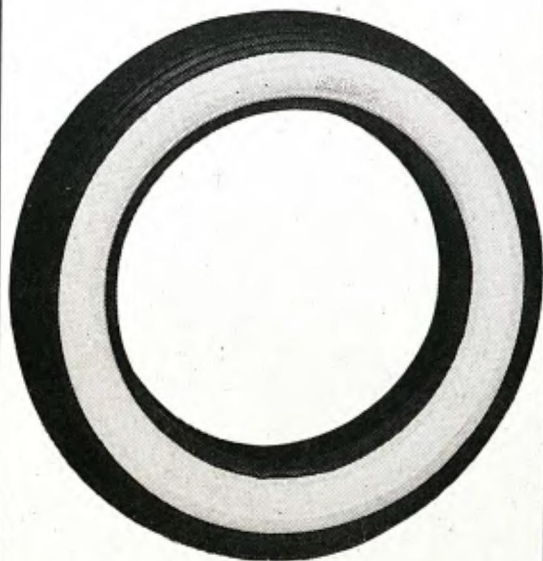
Width: 5.4 inches

For the straight skinny, send a postcard to Agent Greg, Inc., Dept. ER, 4520A-170th St. S.W., Harbour Point Business Park, Everett, WA 98204.



H.D.S.

Model: MT90-16
Construction: Kevlar belting, Load range-C
Series: MT90
Width: 5 inches
For specific data, drop a note to the KAYO Corporation,
Dept. ER, 50 Division St., Suite 200, Somerville, NJ 08876



CUSTOM CHROME

Model: Hawg Classic
Construction: 4-ply, load-C, tube type
Series: 5.10-16
Width: 4 inches
For the real scoop, jot a note to Custom Chrome, Dept. ER,
16100 Jacqueline Ct., Morgan Hill, CA 95037-5598.



METZELER

Model: ME88 Marathon
Construction:
Series: 130/90 (also raised white letters)
Width: 5.4 inches
For the truth about Metzeler tires, write Metzeler Motorcycle
Tire, Dept. ER, 4520-107th St. S.W., Everett, WA 98204.



DUNLOP

Model: MT90B16 74H
Construction: 3-ply polyester carcass with 2 fiberglass belts
Series: 25.30, 25.70 (rear) diameter
Width: 5.4 inches
For the complete lineup, contact Dunlop Motorcycle National,
Dept ER, Box 1109, Buffalo, NY 14240-1109.

WHEELS

Spokes have been the last word in bike wheels for years. As you can see, the assortment of custom, high-performance wheels still relies predominately on spokes, but new light-weight machined wheels are creeping into the market place. Years ago, Harley made covers for their spoke wheels, now the covers are the polished wheels of the future. Mags came and went in the '70s, to be replaced with the advanced wheels you see here. These wheels are not only lighter than the steel spoke wheels or conventional spoke-laced wheels but they are just as true and balancing is a breeze. Plus, they can completely change the appearance of your scooter.



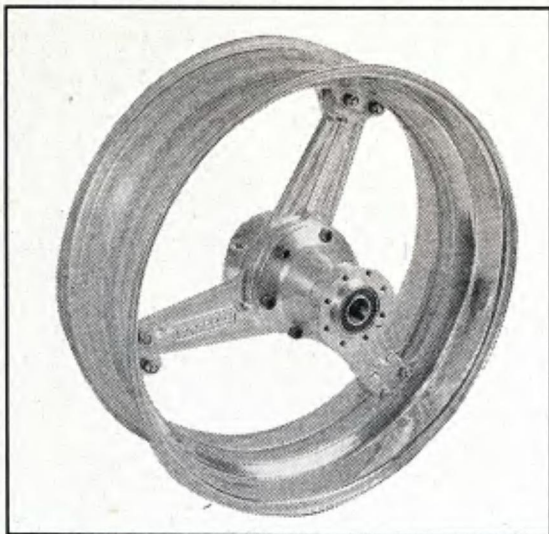
ARLEN NESS

Model: Ness-Tech
Construction: Billet machined hubs, Akront aluminum rims
Sizes: 18-inch, 16X3.5, 16X5.75
If you need to know more, write the man himself, Arlen Ness, Dept. ER, 16500 East 14th St., San Leandro, CA 94578.



REVTECH

Model: RevLite
Construction: Cold-Forged aluminum, grade-8 hardware, Timken Bearings
Sizes: 3X16, 19X2.15, 21X2.15
For accurate data on the complete line of RevTech wheels, send an inquiry to Custom Chrome, Dept. ER, 16100 Jacqueline Ct, Morgan Hill, CA 95037-5598.



KOSMAN

Model: Modular Drag (racing only)
Construction: CNC machined aluminum spider/hub
Sizes: 7X15, 8X15, 9X15, 10X15, rear. 18-front.
For the straight dope tear off a sheet and write to Kosman Specialties, Dept. ER, 340 Fell St., San Francisco, CA 94102.



PERFORMANCE MACHINE

Model: Chicane by Mitchell
Construction: Spun, Timken bearings
Sizes: 16X3.000, 3.500
For complete literature, write to Performance Machine, Dept. ER, Box 1739, Paramount, CA 90723.

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.

What's a surefire tipoff that yer ol' lady is a real dog?

When ya move into a new apartment, and all the neighbors pitch in to buy ya curtains.

—DeeJay
Down South

Then there was the biker who loved his ol' lady more'n he loved his Harley... until he sobered up.

—DeeCee
America

Didya hear about the new breakfast cereal for bikers?

It's called Nut 'N Bitch.

—Brandi
Louisville, Ky.

I haven't had a drink in four long days," said the wino to the barmaid of the George and Dragon Lounge. "Do ya think ya could spare me one, ma'am?"

"Fuck no!" she bellowed. "Now get yer sorry ass outta here before I call the cops!"

"Yes, ma'am, and thank you anyway," said the wino politely. He slowly wandered away, but in a few minutes he was back again.

"What in holy hell do ya want now, ya bum?" roared the bitch.

"I was just wonderin'," said the wino. "D'ya reckon mebbe I could speak with George instead?"

—J.M.
Graybar Hotel



One frigid day in the dead of winter, the baby polar bear asked his father, "Pop, am I 100 percent polar bear?"

"Of course you are," replied his dad.

"But are you sure?" persisted the cub.

"Lissen, son, my mother and father are 100 percent polar bears, your mother's mother and father are 100 percent polar bears, and that makes both your mother and I 100 percent polar bears—therefore you are 100 percent polar bear, see? Anyway, why do you wanna know?"

"Because I'm freezing my ass off," replied the youngster.

—Judy Paul
Erial, N.J.

Definition of happiness: finding out yer secretary is pregnant... and her boyfriend is gonna marry her.

—J.D.
Inside

Didya hear about the yuppie tourist couple passing through Sturgis last year? The guy stopped a cop on Main Street and asked, "My wife is going into labor. What's the quickest way to the hospital?"

The cop grinned and said, "That's easy, mac—just yell 'Harleys suck!' at the top of your lungs."

—Moose
Sioux Falls, S.D.



"My advice, Miss Adams, is to give up the accordion."

Remember, you can lead a horticulture, but you can't make her think.

—John Rodriguez
The Alamo

Changing lawyers is like moving to a different deck chair on the Titanic.

—Victor De La Mora
Crescent City, Calif.

Sam had been a soldier of war for more than three years, during which he'd fought in many battles and had won beaucoup decorations. He was finally discharged from service and returned home to his wife and son, who he hadn't seen since he'd shipped out.

As Sam walked up the path to his house, his young son spotted him through the window and yelled, "Mommy, here comes Daddy—and he's got a Purple Heart on!"

Rushing out of the kitchen, his mom promptly replied, "I don't give a damn what color it is—let him in right away, and you go play at the Joneses' for a couple hours."

—Norman Willhoite
Corcoran, Calif.

Saint Peter halted the scooter tramp at the Pearly Gates. "You've told too many lies to be permitted in here," Saint Peter said.

"Have a heart, will ya, Pete?" begged the disappointed bro.

"Remember, you were a fisherman once yourself."

—Joseph J. Hayes
Crescent City, Calif.

What does Miraculous Mutha use for birth control?

Nudity.

—Bratten
Summersville, Ky.

Whaddaya get when you cross an agnostic, an insomniac, and a dyslexic?

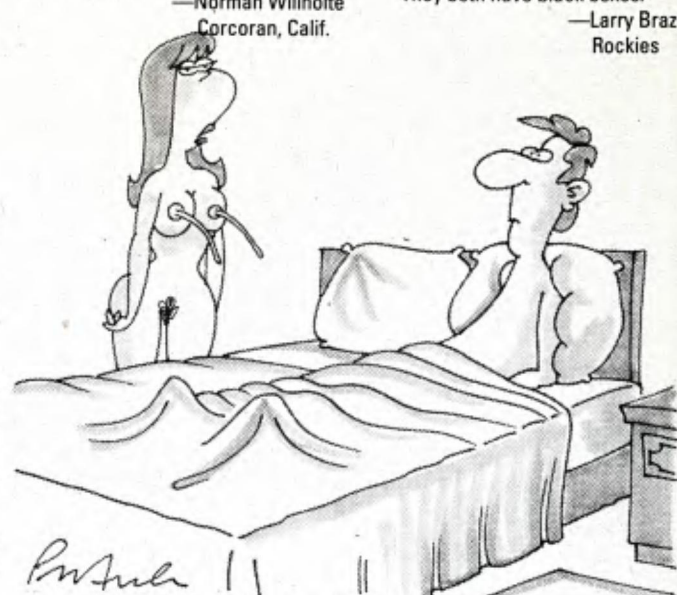
A guy who lies awake at night and wonders if there really is a Dog.

—John Bucek
Stratford, Ontario

What do a bleached blonde and a 747 have in common?

They both have black boxes.

—Larry Brazell
Rockies



"I gotta give up this diet—I'm losing weight in all the wrong places."

It was Bob's first day in the carpool. When the car honked in front of his house, he ran out. Halfway down the walk he heard a loud "ahem" and the tap of his ol' lady's foot on the porch. He turned around and there was his ol' lady, arms folded, scowling at him. He ran back to the steps, spread her bathrobe, bent over, and kissed her right on her snatch. Then he ran back down the walk and hopped into the car.

The commuters rode in silence for a while until Dan, the driver, could contain himself no longer. "Bob," he said, "I don't mean to pry, but my curiosity is killing me. Why'd you kiss your wife down on her pussy?"

"Shit, guys—you should smell her breath in the morning!" Bob said.

—Ruben Sanchez
West Coast

Three bros were chuggin' down a few pitchers at the local saloon and soon started braggin' about their virility. Biker Bob puffed out his chest and proudly announced that he had 12 little rugrats. Not to be outdone, Blubber loudly boasted that he had 14 in his brood.

Mouse, the third tramp, said nothing until after some prodding, when he sheepishly admitted he only had two kids himself. His bros started laughing their asses off and wising off about his manhood. "Just two?" Blubber jeered. "Shit, bro, what's yer problem?"

Mouse took another drink and said, "Well, hell, my ol' lady's fat, dumb, and ugly—and I'm the only one who will fuck her."

—Mad Doc
Eidson, Tenn.



"This is my favorite fuckin' teacher, who I think has fuckin' influenced me the fuckin' most."

The desperate mugger approached a bag lady and told her to hand over all her money. When she insisted she was flatass broke, he thrust his hand between her ample bosom and began feeling around.

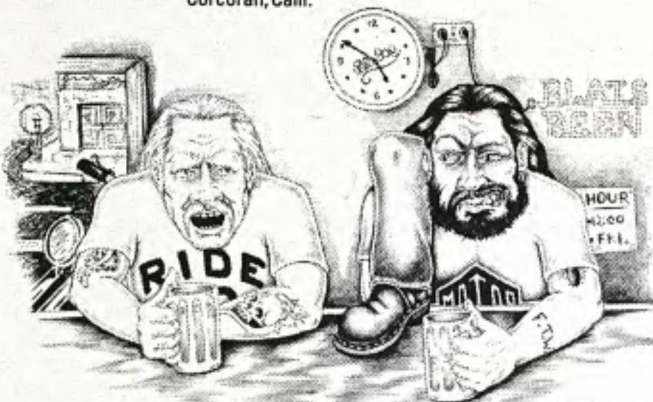
"I said I don't have any money," she repeated, "but if you keep that up, I'll be glad to write you a check."

—B.T.
Corcoran, Calif.

What can an impotent man and a frigid woman accomplish in bed together?

A bilateral freeze.

—Lucky
Graybar Hotel



"I hear yer in the market for an electric-starter, bro."



"You heard the man: shit some pistachio then."

A friendly lion was walking through the jungle one day and happened across a monkey. Scared shitless, the monkey climbed the nearest tree, and the lion called up to him and said there wasn't anything to be scared of.

The monkey said, "I don't trust you, muthafucker—you've been known to eat a few monkeys."

"Honest, I just ate," replied the lion. "I don't wanna hurt ya, I just wanna be your friend."

The monkey wasn't buying any of that shit and he still wouldn't come down. Then the lion said, "Tell ya what—I'll handcuff my legs together so I can't hurt ya, okay?"

After watching the lion cuff himself, the monkey cautiously climbed down from the tree and stood by the lion, shaking like a leaf.

"Why the hell are ya shaking like that?" asked the lion. "You can see for yerself that I can't hurt ya. Shit, my legs are all tied up."

The monkey said, "I know... it's just that I never fucked a lion before."

—Jim Frantz
Dallas, Pa.

Upon returning from their honeymoon, Tiny's young bride suggested, "Now that we're married, honey, maybe you should think about cutting your hair and selling the Harley."

When the newlywed noticed Tiny's horror-stricken face, she quickly asked him what was wrong.

"Wow, babe!" stammered a shaken Tiny. "For a minute there, you sounded like my ex-wife."

"Your ex-wife!" she shrieked. "I thought I was your first wife."

Tiny replied, "You are, bitch."

—Apache
Barr, R.I.

The shitfaced biker was standing at his favorite bar. Suddenly he turned to the man on his right and asked, "Hey, didja jist pour some beer in my pocket?"

The gentleman replied, "No, sir, I certainly did not!"

The wasted bro next turned to the patron on his left and repeated the question. "How 'bout you, man? Didja dump beer in my pants pocket?"

"Not a chance, bub," came the curt response.

The biker shrugged and then mumbled to himself, "Jist like I figgered—an inside job."

—Crisco
Richmond, Va.



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BIKER HALL O' FAME

BROTHERS AND SISTERS WHO STAND OUT IN THE CROWD

Bob Illingworth

Minneapolis, Minnesota

For 25 years, Bob Illingworth has owned and operated the W.I.W. Cycle dealership in Minneapolis, Minnesota. For most, that alone would be enough. But Bob does more.

A few years ago, he helped found the Minnesota Motorcycle Riders Assoc. (MMRA). He has also served on the board of the Motorcycle Dealers Association, the Minnesota Concerned Citizens Coalition, and has worked closely with the Governor's Motorcycle Safety Advisory Committee. In 1976, he was the lobbyist responsible for getting Minnesota's

mandatory helmet law repealed, and he's lobbied in almost every state on behalf of bikers.

I guess you could say that Bob has always been on the forefront of, and has dedicated his life to, the daily battle of protecting bikers' rights. He has been

an inspiration to many and has shown how to work successfully within the system to protect the sport of motorcycling.

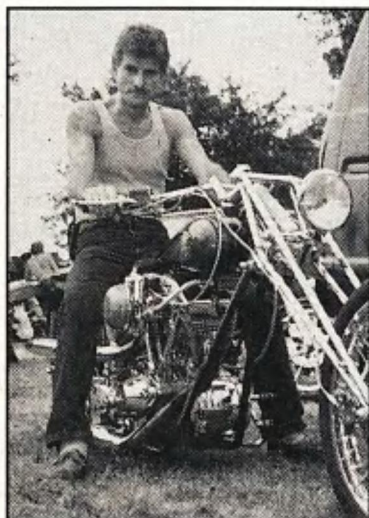


Photo by Art Wilson

—Red Baron

Bill Miller

Koa Puna MC, Pahoa, Hawaii

Bill Miller has been riding Harleys in his little corner of the world, out there in the middle of the Pacific, for 40 years. Dealing with riding conditions unique to his beloved island home, he has offered his riding experience in the form of motorcycle safety seminars for Hawaiian riders.

Like all of us, Bill enjoys the freedom of being in the wind, but he became concerned at what he perceived to be a lack of riding knowledge and respect for the road, primarily from untrained, novice riders. Hence his trailblazing traffic safety training programs.

Receiving gung-ho cooperation from the local authorities, his first seminar was conducted on the island of Kauai in 1987. Responding to an enthusiastic turnout of 75 people, Bill's class was accepted by the local DMV as a form of traffic school. He has since held classes on Maui and the Big Island of Hawaii, his home. Topics covered include: riding and passing in group formation, wet street riding, spacing intervals, observing potential problems before they happen, brake and throttle usage, and more.

Bill got a real thrill last summer when he and 15 of his Koa Puna brothers shipped their bikes to the Mainland for the Sturgis 50th doin's. The wide open spaces and seemingly endless roads were a rush for him. We hope he isn't gettin' a case of island fever.

—Raider Rider



Photo by Kim Peterson

SHACK O' SHAME

Kawasaki Disease

Everywhere

"Kawasaki—on the rise. Keep a lookout for this life-threatening disease." This ain't something we concocted in these caves. No, folks, this headline is something we stumbled across in an issue of *Nursing Life* (who says we have no outside interests?)

This fatal disease occurs most frequently in Japan, where a few years ago more than 30,000 cases had been reported. We hear, however, that it's on the rise in this country now, having infected near 1,000 people, and the death rate lies between one and two percent.

The cause of Kawasaki disease is a mystery to



Illustration by Jon Towle

medical men, though some think it's a bacterium called *Propionibacterium acnes*. I betcha, if they'd let ol' Doc Harley go to work, he'd find a cure in no time. Maybe a little infusion of Harley oil, followed up by some heavy-duty parts, a prescription of daily puttin', and, finally, a strong dose of Harley fever, the antidote for most anything.

—Red Baron

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TALKIN' TECH



How many times have you sat in the middle of your garage, teetering on an old milk crate and scratchin' your head over how to do this or that? Well, by all the flywheels that turn, this here is your opportunity to find the answer. Just scribble a note to Wrench, c/o Easyriders, Box 3000, Agoura Hills, CA 91301. If we can find the answer, you'll read it here.

Case Inserts Needed

☐ I need to know where I can get a set of lower end case inserts for a 1970 FLH Electra Glide. I've missed too many runs, too many broads, and too many good times. A set of case inserts would put me on the road again.

Wiley Coyote
2213 No. Olive
Fresno, CA 93701

■ Gary Bang, H-D, or H.E.S.

Magneto Contradiction

☐ I picked up your *Tech Tips & Tricks* Volume 1 and read it like a madman. While readin' the "Magneto Trick" and then "Magneto Madness," I came upon a contradiction. Does a mag turn at half the speed of the motor or two times the speed of the motor?

R.J. McAvoy
Holtville, N.Y.

■ Half speed. Ignition speed on 4-cycle engines is always half speed.

Casting Warning

☐ In reference to Dutch Stevens' article "New Parts For An Old Friend" (issue #204), casting metals is a dangerous job and anyone without experience should not undertake this business unless he wants to take the chance of getting really fucked up.

I realize that space limitations dictate against explaining the full scope and breadth of the process involved, but in the article there was no mention made of the required (yes, required) safety procedures involved in this very dangerous undertaking.

How the fuck do I know? Well, I'm a master patternmaker and cabinetmaker and am acquainted with the end use of my work. I don't want to seem like I'm bitching, but I don't want to hear about any bros getting badly burned, losin' an eye, or even being killed because of improper practice. It's a helluva lot better to be out riding than to be in the burn ward of some fucking hospital.

Mad Doc L.R.
Eidson, Tenn.

Kickin' Back

☐ A while back, someone wrote in about his Sporty kicking back. Well, set your magneto right or stop kicking your Sporty like it's a Jap bike. Stand alongside your bike and kick it, holding the pedal down all the way until the engine starts turning or your bike starts. This procedure has kept me from getting Sporty leg for about eight years.

Tim "Gabby" Thorpe
Owatonna, Minn.

Little H-Ds

☐ An old-time Harley-ridin' man (my dad), whose first bike was a 1921 H-D, needs some info on where to get parts for his latest ride, a '73 SS350 Sprint. He's having starter problems (kick and electric) and needs parts or a parts bike. He's owned nothing but Harley-Davidsons and believes in no other ride. His name and address are:

Norman Rossback
812 Upper Loop Road
Coos Bay, OR 97420

Randy Rossback
Eugene, Ore.

☐ I bought a Sprint 250 for my ol' lady. We had no idea where to go for a service manual. One of my bros suggested the local library. We found a *Chilton's* there that had all the one-cylinder Harleys. You'll find a diagram for an SX250 there.

Lusty
St. Joseph, Mich.

☐ I'm rebuilding and customizing a 90cc Harley-Davidson dirt bike for my son and can't find any information on it. I'm not sure, but I figure it to be a 1975 or 1976 model. Any paperwork, service manuals, wiring diagrams, etc., would be greatly appreciated.

Jim Stanchic
Rd. 3, Box 575
Camden, DE 19934

■ If you're looking for parts or manuals for your Italian Harleys—Sprints and all other models—contact Don at Charleston Cycle, 211 Washington, Charleston, IL 61920 (217) 345-2577. Don has over 500,000 NOS parts at reasonable prices and he will also send you a parts list if you need one.

T.L. Tillis
Charleston, Ill.

Showster Argument

☐ I own a Sporty and was arguing with a bro about it. He said you can stick a shovel top on a Sportster case and make it work with some minor shaving of the barrel recesses in the case and by modifying the base-bolt pattern. I

say ya can't because the angle of pushrod travel is different (angular on a shovel, straight on a Sporty). He says ya gotta use shovel lifter blocks in the Sporty case. I say he's fulla shit.

Do you have anything on it? I'd sure like to hear the truth from someone who knows what the fuck he's talking about. I've got the '81 *What Fits What* book for Harleys and it doesn't say anything about it.

C'mon you guys. How about earning that raisin pie for a change.

Dave Tansek
Navarre, Ohio

■ It's called a Shovster. Use Axtell shovster cylinders, some case boring work is required. Use late model 1000 cases. Stock lifters, shovster pushrods, and stock Sportster tappet blocks and tappets work fine. Some modification to holes in rocker boxes is needed, plus trimming fins. Contact Axtell or Trak Cycle.

Gettin' A Hose

□ In the December 1989 issue, J.D. Chandler wrote a "Tech Tip" article titled "Mold A Roll." He spoke of a hose with a special spark plug hole adapter on one end and a tire valve stem adapter at either end for inflating tires. Please enlighten me on where you can purchase this. J.D. left that information out of the article.

Big Al
Harshaw, Wis.

■ You make it. Change the air quickly. Be careful of an explosive, rubber-corroding mix in the tire. Don't smoke while doing it.

Need For Speed

□ I just started working up a 1981 Sportster XL. If anyone out there has ideas or tips on how to help me make this into a speed bike, I would really appreciate it. I'm planning to go out and show the little punks on crotch rockets that American bikes not only have a lot of heart, but also a lot of speed.

Brian Boyer
Berks County Prison
RD #1 Box 1241
Leesport, PA 19533

■ Call Carl's Speed Shop: (213) 941-9385

Trike Interest

□ Several weeks ago, I bought a trike. I want to rebuild it but can't find anyone who specializes in this area. If anyone has information and addresses for me, please write.

Sharon Gibbons
Box 12
Lerna, IL 62440

□ I plan on building a Harley trike with either an 883cc, 74 c.i., or 80 c.i. electric start engine. I noticed the trike information in "Parts Box" (Aug. '90 issue, page 26) and then, on page 30,

found the article about Darlene Browe and her trike. It would be a damn sight easier if I could find a way to put the trike I intend to build into reverse when I need to. Is there a special transmission or kit used to accomplish this? If so, where can I get one?

David M. Stone
1106 Old Westminster Rd.
Westminster, MD 21157

□ My friend and I were involved in a nasty accident and she had most of her left leg amputated. She still wants to ride but worries that the prosthesis will make it a problem to shift properly.

If anyone knows of any good modifications that will help her out, please let us know. It would also help to know what models of bikes work best for any modifications.

Lord Byron
Westlake Village, Calif.

□ I need a set of plans for the front frame on a VW-powered trike using a beefed-up 1600 cc or bigger pancake motor.

The frame I want to build is made with

1-inch box tubing mated to a legal H-D neck.

So, bros and sisters, if you have or know where these plans are, please send them!

Wally
2526 6th Ave.
Council Bluffs, IA 51501

■ Walker's Engine and Frame: (213) 518-7950

Parabiker Needs Trike

□ I want to trike out my 1969 Limey but need help in locating a frame and rear end. Texas Frame Works could probably help, but who has \$3,000-plus bucks in his pocket?

The 650 Tiger I sport is the only bike I've ever owned. It's my baby and without your help, it will both rot and rust. There's gotta be a trike out there somewhere collecting dust.

Frank LaForest
1601 May Lane - #104
Traverse City, MI 49684

■ Call Walker's (above) or George Barton at (213) 691-1017



Retrofitted Mag Wheels

□ As you can see from the enclosed photo, I've retrofitted my 1977 FLH with later-stock mag wheels.

The rear wheel is an H-D, P/N 41012-82A. It will bolt right onto the front or rear of an FLH with one small catch. The two outer wheel bushings (H-D P/N 41595-73) made the wheel .150 inches too wide, so I solved this problem by chucking them into a lathe, facing .075 inches off their ends, and then recutting the

external and internal chambers.

The front wheel is an H-D P/N 40992-88 and it bolted onto my front end with no problems whatsoever. It will not run on the rear because the disk seat is .200 inches too far to the right.

I would like to see more on what mags will fit on what models.

Kerwin Kerr
Elizabethtown, Ky.

Now you can call the What's Happenin' HOT LINE 1-900-234-BIKE (2453) 89 cents per min

What's Happenin'

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

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

Canada

10TH ANNUAL NATIONAL MOTORCYCLE SWAP MEET & AUCTION—March 29-30 in Toronto at Exhibition Place. For info, write Neveu Productions, Inc., Box 659, Havelock, Ontario, Canada K0L 1Z0, or call (705) 778-2275.

Colorado

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

Florida

ALL-AMERICAN HARLEY-DAVIDSON & CUSTOM AMERICAN CYCLE SHOW—February 8-9-10 in Orlando at Central Florida Fairgrounds. Pre-registration for motorcycle show on the 8th only, all day. Drawings, contests, trophies, and more. Sponsored by American Machines. For info, call (407) 898-1923.

DAYTONA BIKE WEEK SAFETY COFFEE BREAK—March 2-6 at the first rest stop in Florida, on I-10 east, during daylight hours. Donations accepted for Crippled Children's Assoc. All travelers welcome. Sponsored by Pensacola Sunriders MC, Inc. For info, write Box 2925, Pensacola, FL 32503.

ABATE OF FLORIDA, INC. CAMPGROUND—March 3-10 in New Smyrna Beach across from the New Smyrna Speedway. Camping \$5/night, or \$25/week. Food and beverages available on premises. Showers also available. Live bands Friday and Saturday nights. For info, call state office at (813) 665-7222, (813) 858-0455, or (813) 646-7106.

50TH ANNUAL DAYTONA BIKE WEEK—March 4-10 in Daytona Beach. For info, call Daytona Chamber of Commerce at (904) 255-0981.

Georgia

5TH ANNUAL RUN TO THE SUN & SWAP MEET—March 1-2-3 in Unidilla, exit 39 off I-75. Over 100 indoor camping spaces, live bands, wet T-shirt contests Friday and Saturday nights. Vendors welcome. Sponsored by ABATE of Florida. For info, call or write Bill at Box 669, Pine Lake, GA 30072, (404) 294-8982.

Illinois

6TH ANNUAL MCCORMICK PLACE WEST PARTS EXTRAVAGANZA & BIKE SHOW—March 17 in Chicago at West Martin Luther King Dr. and 23rd St., just off I-55 and Lake Shore Dr. Admission \$7. Sponsored by J&P Swap Meet Promotions. For info, write Box 405, Anamosa, IA 52205, or call Bill at (319) 462-4605.

Iowa

11TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA—February 24 in Cedar Rapids at Hawkeye Downs Fairgrounds, 6th St. SW. Sponsored by J&P Swap Meet Promotions. For info, write Box 405, Anamosa, IA 52205, or call Bill at (319) 462-4605.

Louisiana

3RD ANNUAL HARLEY-DAVIDSON EXPO/SHOW & SWAP MEET—April 7 in Shreveport at Louisiana State Fairgrounds. Vendor setup at 8 a.m., doors open at 10 a.m. For info, call Bob Bagwell at (817) 488-9133.

Michigan

SMC SWAP MEET—February 17 in St. Johns at City Park in Smith Hall from noon to 5 p.m. For info, call (517) 699-1946, or (517) 394-7296.

Minnesota

4TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA—March 3 in St. Paul at St. Paul Civic Center, I-94 take Marion or 5th St. exit, downtown. Sponsored by J&P Swap Meet Promotions. For info, write Box 405, Anamosa, IA 52205, or call Bill at (319) 462-4605.

2ND ANNUAL SPRING-OUT POKER RUN—April 27 in New Brighton. Sign-in from 10

Minnesota (Cont.)

a.m. to 11 a.m. at Tri-City Legion, 400 Old Hwy. 8. Cash prizes. Sponsored by ABATE of Minnesota, Metro Chapter. For info: 3010 Vincent Ave. N., Minneapolis, MN 55411.

Nevada

9TH ANNUAL LAUGHLIN RIVER RUN—April 5-6 in Laughlin. Your entry fee gets you a raffle ticket, run pin, value fun book, paved security parking, early bird ride, field meet, drawing, and fun. For info, send SASE to Laughlin Run Coordinator, Dale's H-D, 225 E. Baseline, San Bernardino, CA 92410.

New Mexico

1ST ALBUQUERQUE MARCH OF DIMES POKER RUN—March 10. Sponsored by ABATE of New Mexico. For info, write Box 27741, Albuquerque, NM 87125-7741, or call Brenda Barnes at (505) 585-9789.

ALAMOGORDO 2ND ANNUAL SWAP MEET—March 23. Sponsored by ABATE of New Mexico. For info, write Box 27741, Albuquerque, NM 87125-7741, or call Brenda Barnes at (505) 585-9789.

Ohio

EASYRIDERS 3RD INVITATIONAL \$25,000 BIKE SHOW—February 22-23-24 in Columbus at Veterans Memorial. Flip through the mag for more information.

HAWG DAWG'S CYCLES 5TH MOTORCYCLE SWAP MEET—February 24 in Wooster at the National Guard Armory on St. Rt. 302. Dealers and other inquiries: (216) 456-0958.

Tennessee

MID-SOUTH SWAP MEET—February 17 in Memphis at the National Guard Armory, 2610 Holmes Rd., from 10:30 a.m. to 5 p.m. For info, write Jerry Rose at 1368 Maria St., Memphis, TN 38122, or call (901) 452-1784.

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. Call Bob Bagwell at (817) 488-9133.

Wisconsin

MIDWEST BIKERS GIANT MOTORCYCLE SWAP MEET—March 24 in Green Bay at Riverside Ballroom. All booths still only \$20. Sponsored by Midwest Bikers Productions. For info, MWB Productions, Box 2702, Appleton, WI 54913, (414) 725-5516.

900 phone number state codes — alphabetically

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

Go To Daytona... One Way or Another

From a handful of pioneering bikers to thousands of devoted riders worldwide, Daytona has now been the rallying point for 50 exciting years. Grab a piece of the action, whether you're attending or not, with this commemorative collection of Daytona merchandise. You won't find these exclusive American-made items anywhere but on this page. Place an order and take your place in history. Daytona . . . 50 years and still rollin' strong.

Win A \$500 Gift Certificate From Custom Chrome Worldwide

Order any item on this page and you've bought a chance at one of ten \$500 gift certificates from Custom Chrome Worldwide. The more items you order, the brighter your chance gets at a whole lot of Custom Chrome. Call 1-507-376-6551 for weekly winners, beginning Jan. 19, 1991.

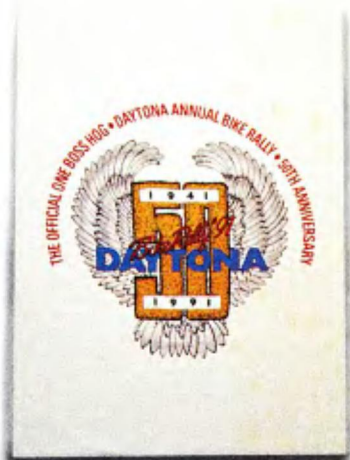


◀ Commemorative Coins
Set of two; one full ounce
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Mounted in genuine
walnut setting.

Cap ▶
Adjustable black
corduroy and
nylon mesh cap
with eagle design.



▲ T-Shirt Hanes 100% cotton
Beefy-T. Daytona biker on front,
Eagle on back.



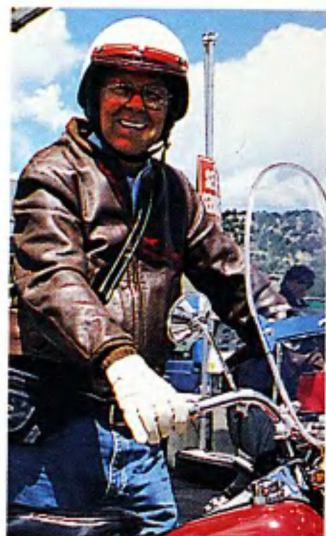
▲ Towel 35" x 64", 70%
cotton/30% polyester towel
with eagle design.



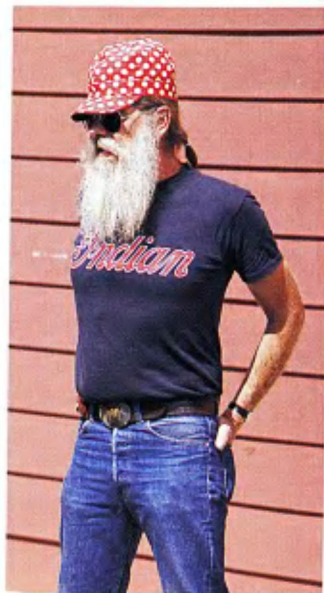
▲ Sweatshirt 70% cotton/ 30% polyester
sweatshirt. Daytona biker on front,
eagle design on back. Black or white.

Limited Edition Daytona 14-karat Gold Commemorative Coins
50 unique gold coins dated from 1941 to 1991 are also available.
Check the box on your order form for further information.

ANTIQUE RUN



IN THE ROCKIES



The members of the Antique Motorcycle Association (AMCA) have a special nose for sniffing out ancient bikes, and special talents for putting them back into their original condition. And they get as serious as any bikers about their runs, too, a prime example being the D-J Road Run, a 138-mile, Durango-Telluride-Durango loop in the southwest corner of Colorado.

D-J commemorates a Durban-Johannesburg (South Africa) antique run some AMCA riders participated in years ago. They schedule the Colorado gathering for late summer because the run starts out at Durango, 6,523-foot altitude, peaks at Red Mountain Pass, 11,008 feet, and probably averages 8,000 feet—where even a Harley gets short-winded.



While the antique bikers ride in brilliant mountain sunshine, they pass plenty of snow patches left over from the winter.

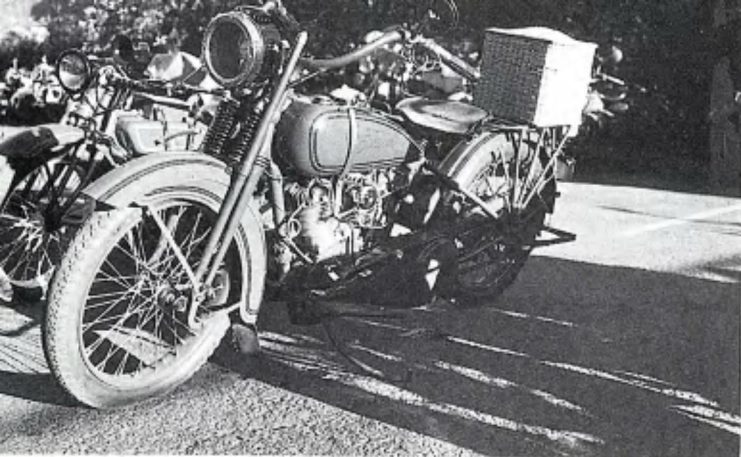
The 1990 event drew 100 antiques, a 1915 Indian qualifying as oldest, and the unusual machinery included a 1922 Ace and a 1935 Nimbus. The prize for really wild, though, went to Scott Ottoway, of Wichita, Kansas. Ottoway found a way to add two more cylinders to a four-cylinder Indian, giving his "Super Six" around 2000cc. (Add a turbo and some nitro and take on the *Easyriders* Streamliner.)



The Run brought out a platoon of World War II veterans, too, like 640 Indians and WLA Harleys. The high point (in spirit, not elevation), though, came from the presence of a gen-yoo-wine Rooshian, Oleg Podeneshko. Oleg teaches school way out in Siberia, in which unpromising locale he did what others only dream of: he (really) did find a WLA in a barn, with hardly a part missing.

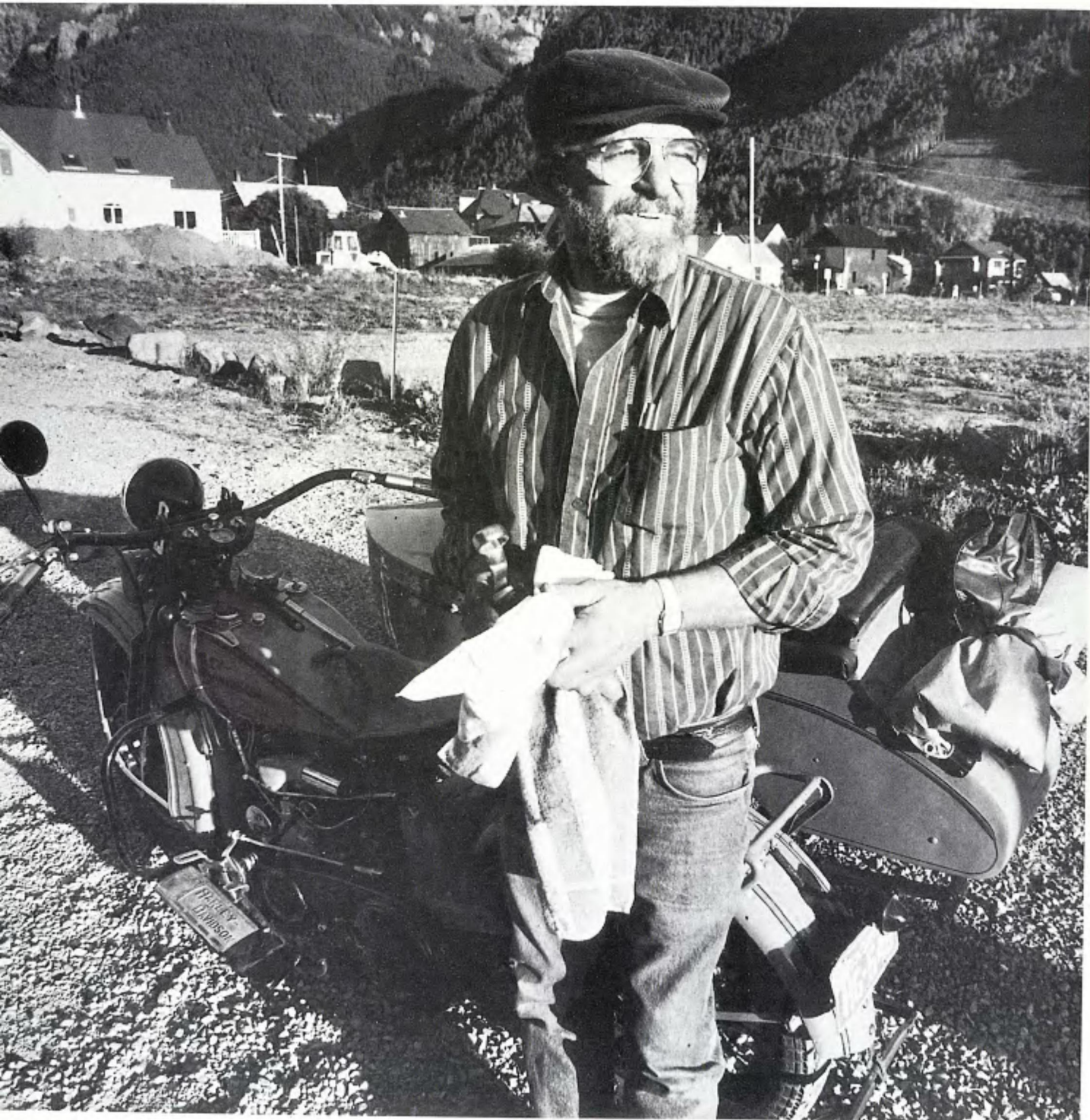
In the course of refurbishing the old warhorse, Oleg corresponded with some AMCA members, and they felt a biker of his devotion deserved a chance





to meet some kindred spirits. They passed the hat, sent plane tickets, and loaned Oleg a WL to ride on the D-J Run. Oleg only knew enough English to tell everyone how much he appreciated the trip, but he could speak Harley without having to say a thing.

The first day of the Run, the antique brotherhood proceeded north to Silverton, an old mining town with a lot of antique stuff still around, especially steam locomotives. From Silverton, the route led north to Ouray and Ridgway, then west to Placerville and Telluride, places which once





boasted as much silver, and as many gunfights and whorehouses, as the best Nevada could offer. On day two, the bikes headed back to Durango, via Lizard Head Pass (10,222 feet), where the AMCA put on a big feed and handed out awards for outstanding examples of restoration.

The bikes came from all over the country, from as far away as Connecticut and Florida. Virtually all of them were ridden to the Run, and a fair number made the Run while on the way to the Sturgis 50th. In other words, these restorations do not collect dust. They run. You think you might like to restore an antique, but you don't want to invest in a museum piece? Not to worry. A bike that can handle mountain passes at

10,000 feet is a real ride, and if the spirit moves you, get in touch with the AMCA, c/o D. K. Wood, 14943 York Rd., Sparks, MD 21152, (301) 771-4456
—Maestro



Photos by Mike Lichter



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

OCTOBER *Fox Hunt* WINNER



You may have seen the delectable Debee in any number of skinflick books over the years, but this is the first time the well-built British bird has had a chance to show off her assets in an American biker rag. And, man, it's a pleasure on the ol' pupils. Word has it that Deb's breasts are matched only by her mom's mams. Great set o' jugs at any rate. She had a good time slingin' her mounds over John McIntyre's custom Harley 750cc. Grab the details on page 73.

—Loudmouth



It's the feeling of leaving your worries behind, nice people, great parties and the places you see that make me happy.

Niki, Wisconsin — 900-234-BIKE — Ext. #401



We don't see much Canadian beaver in here. I love it all—parties, my bike, and my ol' man.

Kim, Alberta — 900-234-BIKE — Ext. #402



I love longhaired guys in leather, multiple orgasms, partyin' in the sunshine, and riding on a Hog in the moonlight.

Lisa, Texas — 900-234-BIKE — Ext. #403



It's amazing how just being on a Harley can arouse so many senses. The thrill, the power, the freedom . . . you feel as one.

Marcia, California — 900-234-BIKE — Ext. # 404



Riding a Harley is a thrill that cannot be explained, a joy that's never forgotten.

Angel, Nebraska — 900-234-BIKE — Ext. #405



I like the sense of freedom and the vibration of the ride!

Janine, New Jersey — 900-234-BIKE — Ext. #406

Third Annual

Easyriders Invitational

\$25,000

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of the Year and other
biker celebrities**

YOU'LL SEE

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starting at 3 p.m. Sunday**

MANY OF THE GREAT SCOOTS FEATURED IN **EASYRIDERS**
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Easyriders

Fox Hunt

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

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

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

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

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

All entrants must be 18 years of age or older, and the model release form on this page must be completely filled out, signed in front of a notary, and send along with the entry photos. Entries without notarized releases cannot be used, unless the model release form is accompanied by a photocopy of the model's driver's license, showing signature and photo of the model. (It's easier than it sounds.)

Ladies, one last favor. In your own sweet, legible handwriting and in 25 words or fewer, tell us what you like best about motorcycling (bikes, parties, men, etc.). Remember, your message will also be

taped over the phone for the voters to listen to when they call to vote—and it just might make the difference between a no-go and a hell-yes, so give it your best shot.

Photos must be black-and-white or color prints or color slides—no negatives (color slides are best). Sorry, no photos can be returned; all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and a reader of this rag. You can call in for this issue starting February 1, 1991. 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



Here she is, bros, the 11th monthly winner in our 12th Annual Fox Hunt, Carla, #402, from Keene, New Hampshire. See more of her next issue.

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

The deadline for voting for this month's crop of cuties is February 28, 1991.

We'll print the winner in the July issue.

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

FOX HUNT
Box 3000
Agoura Hills, CA 91301
213

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.

213

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

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

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

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

Cranking Circuit Modification



How many times have you come out of your favorite watering hole on a chilly night and prayed for cosmic intervention to make that big stroker crank over? Are ya tired of listening to all that electro-mechanical moaning and groaning? Sick of feeding the pig \$35 starter drives? If your answer to any or all of these questions is yes, then you may want to try the following simple, *cheap* modification and starting procedure.

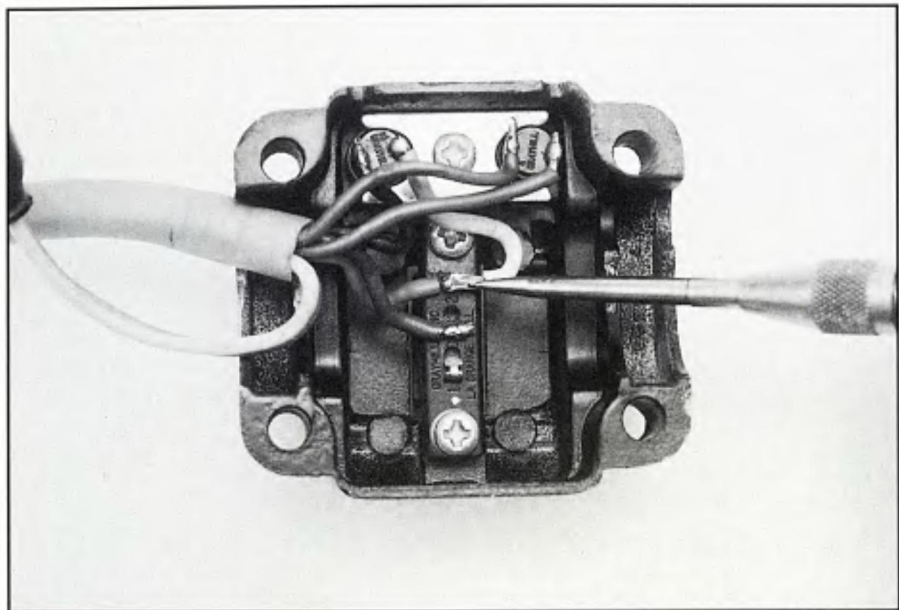
Rewire the cranking circuit, so that the engine can be spun over with the ignition system turned off until it reaches a decent cranking speed, and then flick the "run" switch to "on" allowing the motor to light. This allows the engine to turn slightly faster because it isn't "fighting itself," that is; initial spark timing is not pushing the engine backward by lighting the charge in the cylinders at or before top, dead center. At slow cranking speeds, the engine's flywheels have not built up enough momentum to spin it past this point easily and cranking is slow and sluggish.

The accompanying photos show the wires which need to be altered in the 73-81 XL, FX, 72-81 FL handlebar switch housing. 1982 and later switch housing may appear different, but the procedure is the same as Harley-Davidson has continued to use the same color coding on the wires involved, right up to the present models.

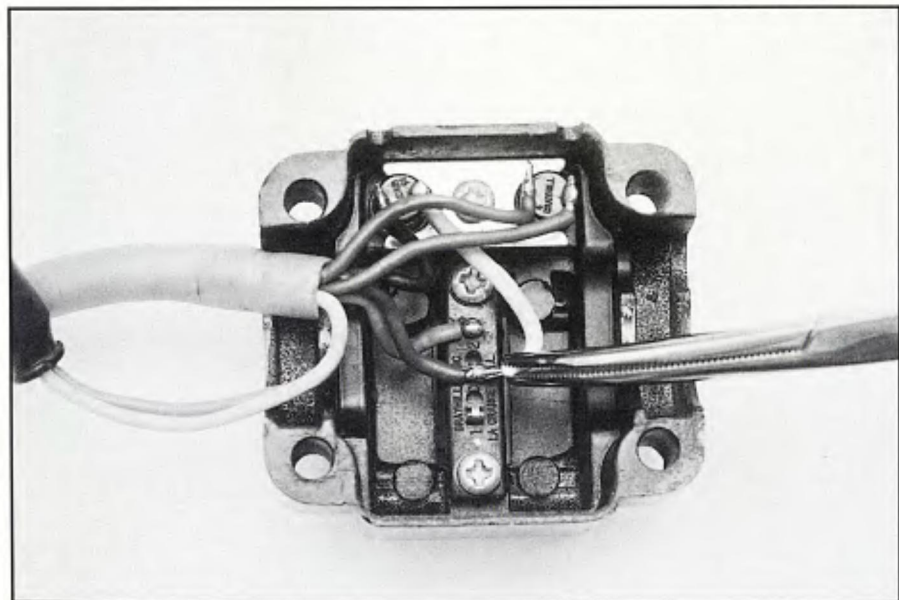
The pointer in photo #1 indicates the white wire which should be cut off of its present terminal on the "run" switch. Its end should be stripped and resoldered to the terminal on the "run" switch, which has the gray wire attached already, as indicated in photo #2. We use rosin core solder and a pencil-type, light-duty soldering iron.

The starter switch will now be "live" whenever the ignition switch is turned on. The "run" switch now only switches current on and off to the ignition system.

Don't forget to check and adjust your bike's ignition timing. Make sure mechanical advance weights are operating properly and lubricated with light oil. These will occasionally stick in the full advance position if not maintained properly. Finally, make sure that your bike's battery, charging, and cranking circuits are in top shape. This simple modification definitely allows a noticeable in-



Photos by Michael Coppola



crease in cranking speed, but it can't overcome the handicap of defective or marginal components.

CAUTION:

After completing this modification, you will have removed an important safety interlock feature from your bike. You must realize the starter will now engage any time the ignition switch is turned on. For example: your bike could be parked, on its sidestand, with the key on so that you can listen to the radio. If someone accidentally pushed the starter

button, the starter would engage and crank the engine, possibly tipping it off the sidestand if the transmission was left in gear. So be careful!

This tech tip was provided courtesy of Jim Thompson at Thompson's Cylinder Head Service, 186 River St., Dedham, MA 02026, (617) 326-8380, FAX (617) 320-9351. Jim has been providing quality machine shop service for the Harley aftermarket for over 25 years and welcomes inquiries from both retail and wholesale mail order customers.



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Some assembly required - Call for info.

Unleaded Conversion - \$295.00 set (for Shovels, Pans and Sportsters). Includes: Ampco guides, Nitrided valves, Nichol alloy seats, glass beading, valve job and valve seals.

Valve Job - \$65.00 per set

Port and Flow - \$175.00 set. (for Shovels, Pans, Evolutions, and Sportsters.) (Includes valve job.)

Dual Plug Setup - \$50.00 set (Shovels). \$60.00 set (Sportsters and Evolutions).

Engine Balancing - \$50.00 (all H-D motors).

Every Type of Case Repair - Call for price.

Build up to 101" Shovel "Big Bore Motor" \$995.00 (parts and labor).

Rebuilt Generators - \$75.00 (exchange).

H-D Lower Ends Rebuilt - \$245.00 Includes: cases glass beaded, rebuilt rod set, sprocket & pinion shaft bearings, cam bearings, true & assemble flywheels & press into case.

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

Valve Seats - (only) installed in Sportsters, Shovels and Panheads \$160.00 for all 4.

Shovel Exhaust Ports - welded onto Pans \$60.00 a set.

Delkron Motor Cases - \$495.00 (Evolutions, Shovels and generator motors.) (Repaired seconds).

Rebuilt Flywheel Assembly - \$195.00 (exchange).

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

Top End Special - \$150.00 set - For Sportsters, Shovels & Pans. Includes: glass beading, valve job, 4 ampco guides, 4 stock valves, spring tension checked.

Valve Guide Holes Welded Back To S.T.D. - \$65.00 each.

STEP BY STEP VIDEOS

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READER'S RIDE



Joe C. Little IV, Tipp City, Ohio 1973 Harley-Davidson FX

Joe met his wife, Kelly, only about six months prior to Daytona 1988. They were both virgins to Bike Week when they took the ride down from Ohio. But, other than a little trouble from Ma Nature on the way and a paper present from Johnny Law as soon as they got there, they had a helluva good time in the Florida sunshine.

So much, in fact, that they got hitched in a traditional biker wedding just a few months later.

Joe owns and operates a little bike shop in his home town of Tipp City, Ohio, aptly named "Joe's Little Bike Shop."

This bike was a totaled-out FX when it came into Joe's possession seven years ago. The creation you're gazin' at is the result of almost two years of ground-up wrenchin', a bunch of new goodies, a new Santee Frame, and 88 inches of rompin', stompin', Harley-Davidson engine. The paint job with ghost flames was added by Doug Jangke—one of Ohio's best.

This 88 (don't be late)-incher kicks ass on the drag strip, too. At 117 mph, it cooks the quarter mile in 12.3 seconds. Shows ya what a "little" luck and a lot of talent can get ya.

—Clean Dean

YEAR: 1973 Harley-Davidson

MODEL: FX

ENGINE: 88-cubic-inch shovelhead

TOP END: heads polished in and out, S&S pistons, SU Eliminator carb.

LOWER END: polished H-D cases, 4 3/4 S&S wheels, 468 Sifton cam & lifters

TRANSMISSION: stock '73 H-D, 25-tooth trans., 51-tooth wheel

FRAME: 1983 Santee, 38-degree rake, reinforced neck and center bar

FINISH: radiant blue Ditzler paint by Doug Jangke with Malinta flames

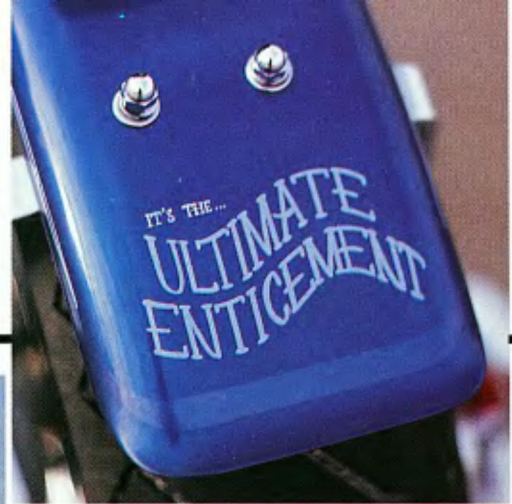
CREDITS: Special thanks to Custom Cycle, Roberts Machine, Quality Machine, Ring Racing Team, and "All My Rowdy Friends."

FORKS: stock 1973 H-D narrow glide, 4-inch risers, turned and polished lower legs

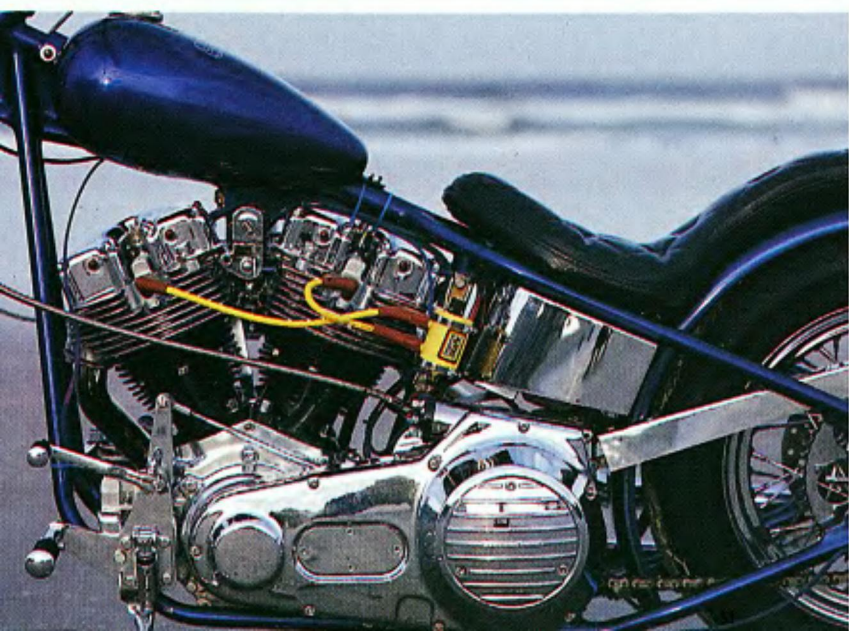
WHEELS: stock chrome hubs; 3-inch rear rim, Dunlop tire, disc brakes

ACCESSORIES: drag bars, flat 6-inch fender, quartz headlight, Nostalgia pegs, 12-volt Accel electrical, Mustang tank, Santee oil tank, Keowee seat

SPECIAL MODIFICATIONS: 40-inch drag pipes, 1973 88-inch engine in a 1983 Santee frame



Photos by Mike Licht



EASYRIDERS' 20
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If you live for the weekend and a twistin' highway, picture yourself ridin' into the wind on this Low Rider Sport Edition. There's an exclusive anti-dive front suspension that lets you stiffen or soften the fork action right from the air reservoir handlebar. No rice grinder comes close to this righteous Harley.

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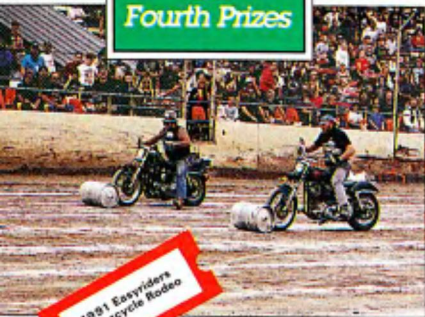
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Motorcycle Rodeo

**EASYRIDERS MOTORCYCLE
RODEO TICKETS**

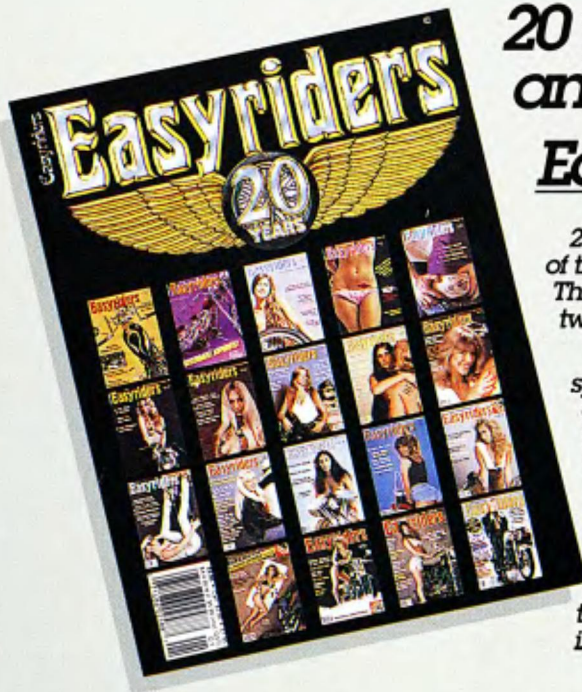
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Easyriders

20 YEARS

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1. Use the enclosed Official Entry Form and subscription envelope. Mail your entry to Easyriders 20th Anniversary Sweepstakes, Box 390, Mt. Morris, IL 61054-0390. LIMITED TO ONE ENTRY PER HOUSEHOLD. Entry blank must be legible and completed in full to be valid. All entries must be received by June 30, 1991 (or by February 28, 1991, to be eligible for the Early Bird Bonus Prize). Sweepstakes ends June 30, 1991. Easyriders assumes no responsibility for lost, misdirected or late mail.
 2. Prizes are nontransferable and not redeemable for cash. No substitution of prizes is permitted. You may win one of a total of 1,772 prizes - 1 Grand Prize, 1 First Prize, 20 Second Prizes, 750 Third Prizes, 500 Fourth Prizes, 500 Fifth Prizes. Total approximate retail value of \$101,000.
 3. Winners will be selected by random drawing from all entries received by Davis Professional Corp., whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or prize will be forfeited and an alternate winner selected. In the event that all prizes are not claimed, which is likely, random drawings will be held from among all entries received to award unclaimed prizes. The odds of winning a prize will depend upon the total number of eligible entries received.
 4. Sweepstakes is open to all residents of the U.S. age 18 and over, except employees of Paisano Publications and their families, its affiliated companies, and advertising and promotion agencies. Sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law. ALL FEDERAL, STATE, AND LOCAL TAXES ON PRIZES, IF ANY, ARE THE RESPONSIBILITY OF THE WINNERS. Winners of vehicles are responsible for appropriate sales and use tax, dealer registration fee, and any other taxes or fees applicable.
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But you gotta
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Mike Moore
Mesquite, TX



Sweepstakes Grand
Prize Winner
1989 FLHS Sport Glide
Paul Szmurlo
Indian Head, MD



Norm and Lise Lock
Ferndale, MI

First Prize
1989 XLH 1200 Sportster
Barbara Hamill
Bay City, TX

TAT FOR TIT



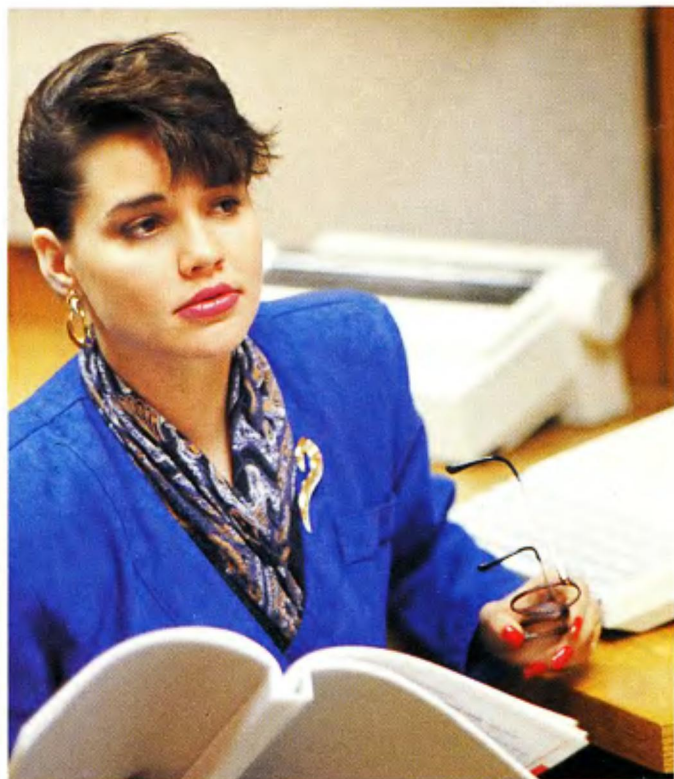
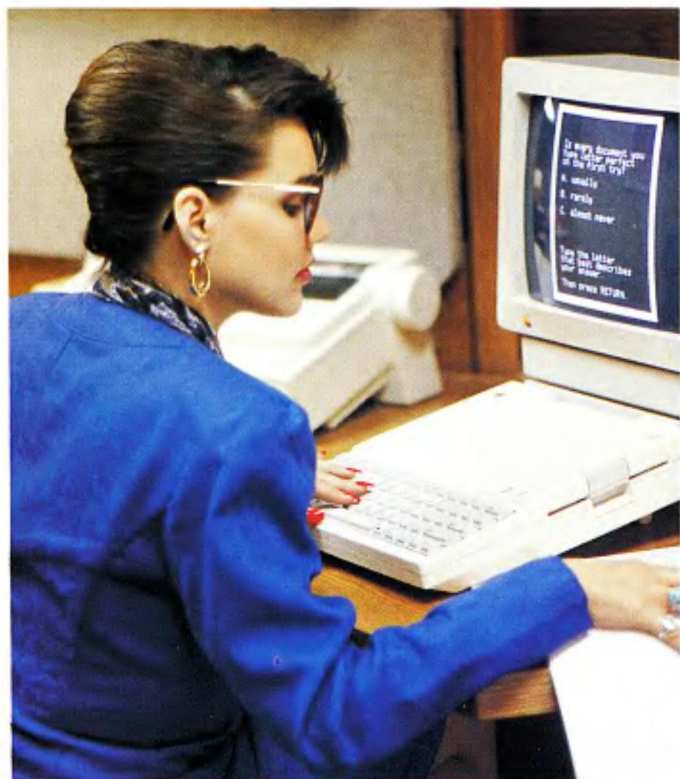
You can't judge a book by its cover, and you can't judge a tit by its tat

I had a problem for a while today. It seems that the little sweetie I'd lined up to model with my panhead left a message that she had to leave town . . . "So sorry, bye." I got that great news first thing this morning. And, if that wasn't enough, I had to go downtown to sign some papers at my ex-wife's lawyer's office.

I was pacing the short length of the little office waiting for my turn in the big office. The only other person sharing this area was the receptionist. She was a pretty little girl, properly dressed, with wrapped hair and glasses. 'Course I barely noticed 'cause, as you know, I had this problem.

After completing my grueling duties, I blasted back through the little office, my thoughts heavy on finding a chick, and damn near ran over that cute little receptionist. She was yellin' "Fuck you" through me to her boss. She grabbed her shit and hit for the door. We were long steppin' it to the parking lot. "Fuck that job," she said, "Do you suppose you could give an unemployed girl a lift?"

Wooo, I may have misjudged this petite little thing . . . wonder how she'd look in the buff? Reckon she might model?



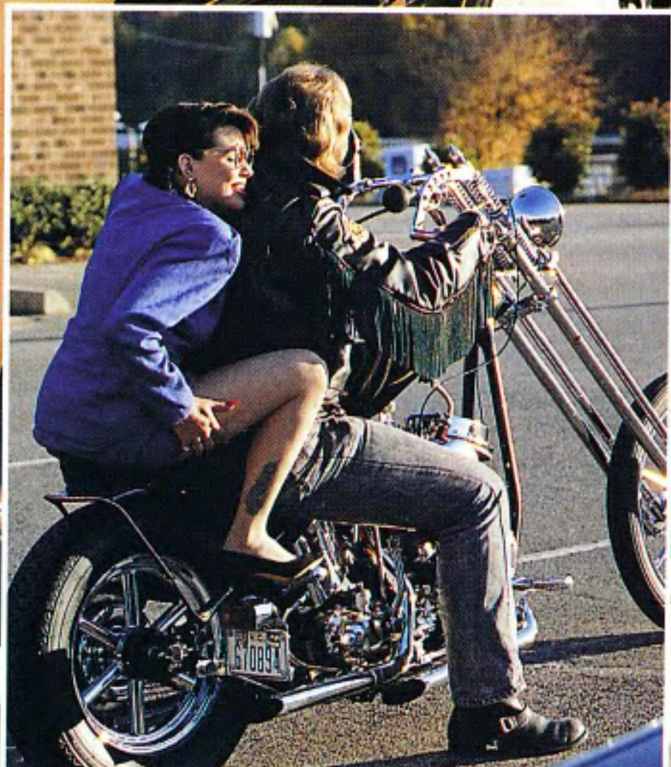
"Sure," I mused. "Let's see if we can find a cold one."

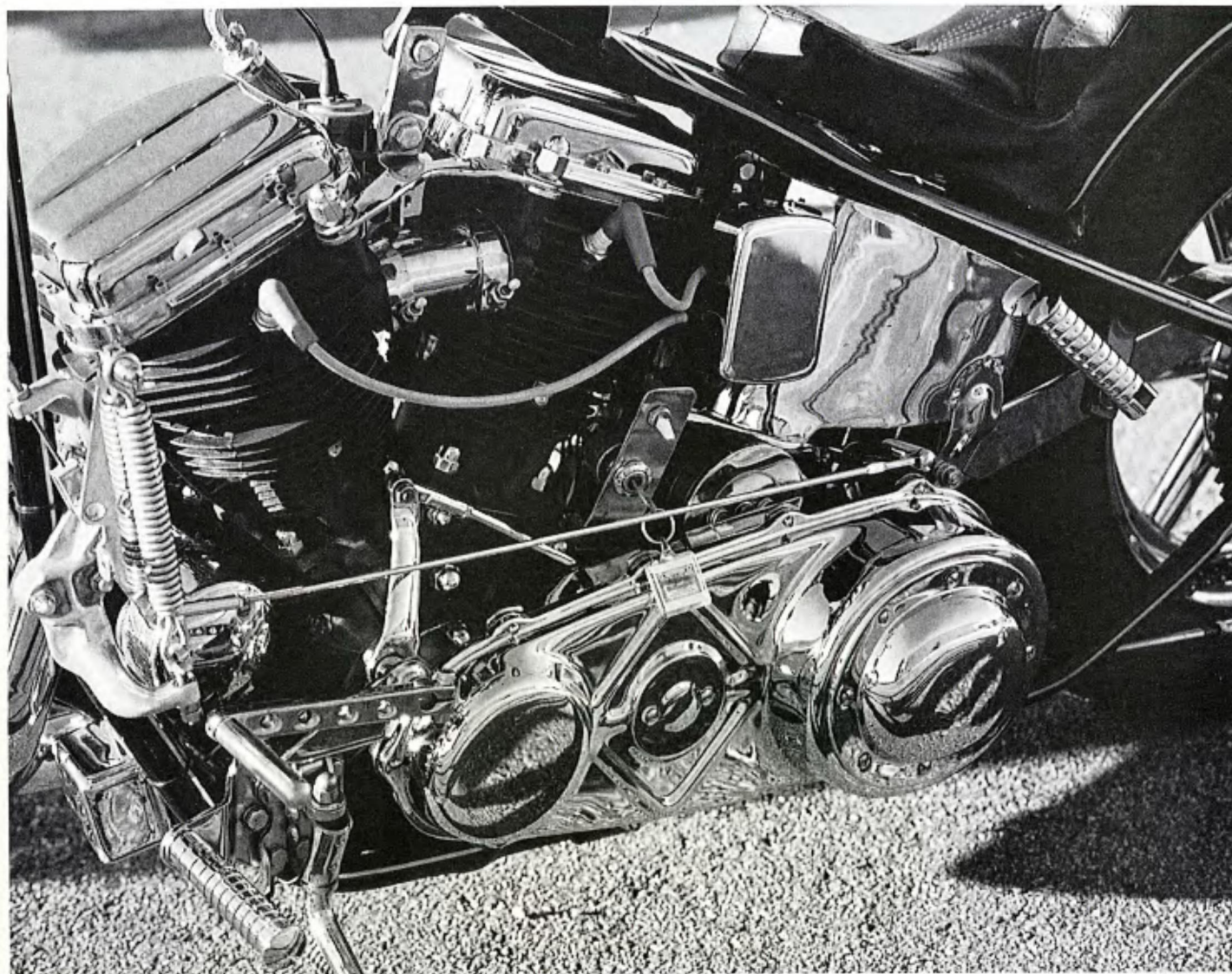
She sucked down half a dozen longnecks like a truck driver after a cross-country haul. I liked this chick, she had spunk! I talked my shit and she asked me if she could be the model. I eyeballed those luscious legs crossed over the barstool and, to my surprise, spotted a tattoo on her ankle. "Nice touch," I thought. After a few shots of Cuervo, she started to loosen up. I relaxed, this was going to work.

The first tattooed tit was a bit of a shock, but after that it was pure enjoyable amazement. Fantasies of a hands-on tour were surfacing. Who'da thunk? This pretty little lady turned out to be a walking gallery of fine art.

It's like I always say: "Sometimes you know and sometimes you don't."

It's not really my bike, though. Actually, this bitchin' '70s-style chopper belongs to Craig Shelley from Jamestown, North Carolina. It was originally built in 1968



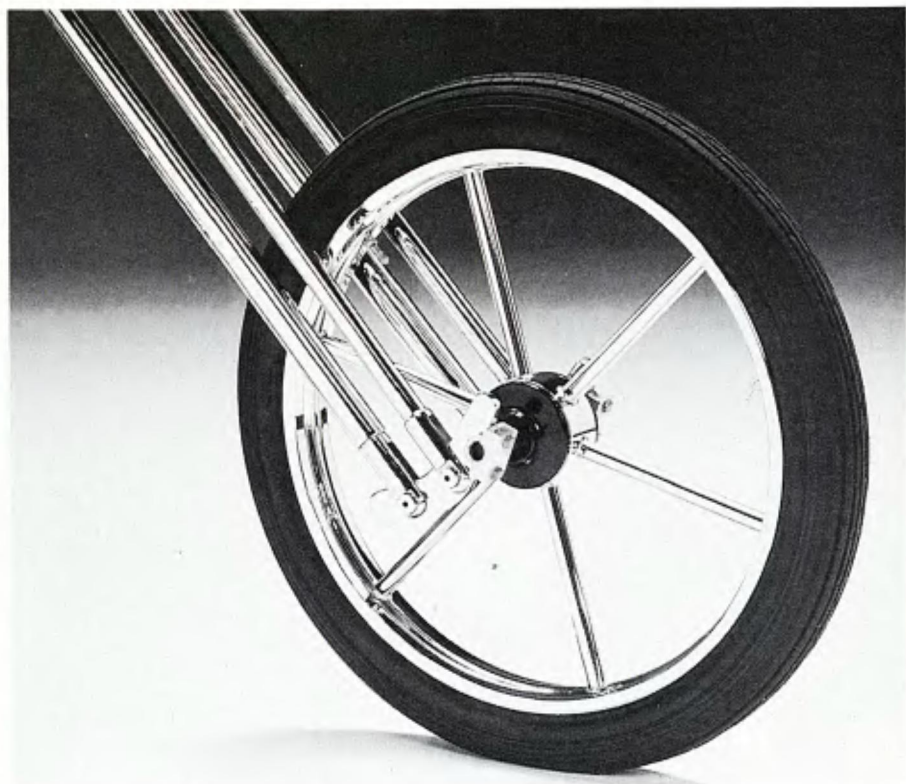


by Dicky Beggs.

Craig's owned this scoot about nine months, but he's been droolin' over it for years. He's been ridin' the shit out of it and plans to do some changes and improvements on it soon.

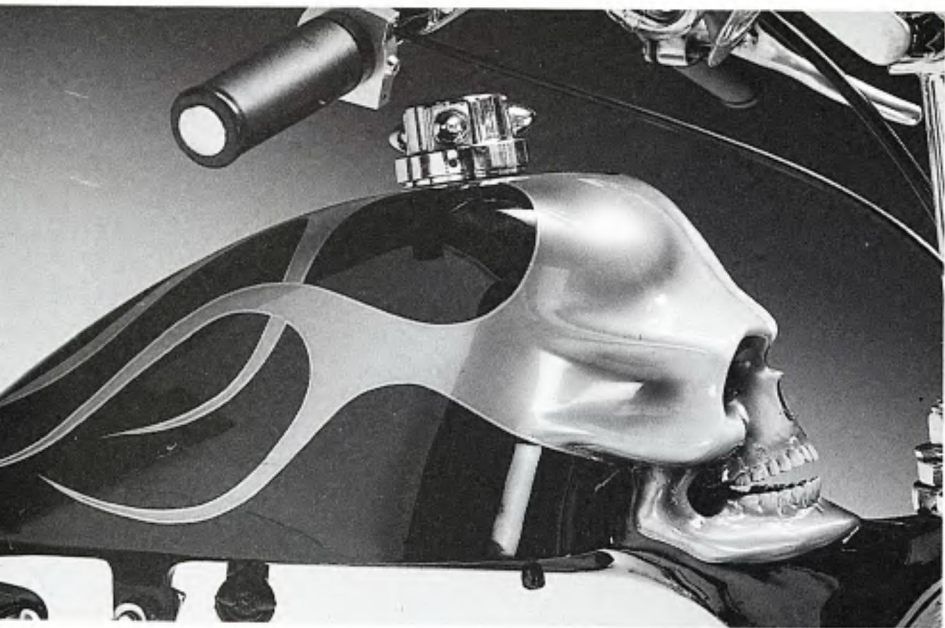
Originally, Dicky had a real human skull mounted in front of the Sportster tank. But it caused him a lot of grief—seems the cops were curious about its origin. Now it's a molded skull with a real jawbone and teeth.

Mike Moore acquired it back in 1981. He took the bike back to the originator, Dicky, to completely redo it and make a few modifications—like the 21-inch-over Butts springer that got shortened about 12 inches 'cause





Photos by Bill Ellis



Owner(s): Craig Shelley		City: Jamestown, North Carolina	
General		Frame	
Fabrication by: Dicky Beggs		Year: 1948	
Year and make: 1948 H-D		Builder: Dicky Beggs	
Model: EL		Type: rigid	
Value: ???		Rake: 10-degree	
Assembly by: Dicky Beggs		Stretch: 7 inches	
Time: which time?		Other alterations: 14 kt. gold inlay	
Chroming by: Mike Moore		Accessories	
Engine		Bars: custom-made	
Year: 1948		Risers: 8-inch custom	
Model: EL panhead		Fender(s): wide, 2 to make 1	
Rebuilder: Mike Moore		Headlight: 6-volt	
Ignition: 1968 points distributor		Taillight: Knight	
Displacement: 61 cubic inches		Speedo: none	
Lower end: stock 61-inch H-D		Front pegs: L&L Hog Shop	
Balancing: no		Rear pegs: L&L Hog Shop	
Pistons: .030-over forged		Electrics: generator	
Cases: original H-D		Gas tank: flat bottom Sportster, skull molded in	
Heads: '48 pan with Manley shovelhead valves		Oil tank: chrome wraparound	
Cam: Andrews B		Oil system: stock panhead	
Lifters: solid		Primary cover: chromed	
Carb(s): Mikuni 40mm		Seat: by Beggs	
Air cleaner: stock '48 cover		Sissybar: none	
Pipes: drag pipes		Height: n/a	
Mufflers(s): no		Material: n/a	
Transmission		Forks	
Modifications: stock H-D		Type: Butts springer	
Year: 1948		Extension: around 5 inches	
Shifting: mousetrap		Builder: shortened Butts	
Engine sprocket: 24-tooth		Special features: it works	
Trans. sprocket: 25-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 15-inch
Molding: Dicky Beggs		Hub: Invader 6-spoke	Hub: Invader 6-spoke
Painter: Dicky Beggs		Rim width: 2 1/2 inches	Rim width: 4 inches
Color: black		Tire: Avon Speedmaster	Tire: Michelin radial
Type: lacquer		Brake: none	Brake: H-D mechanical
Special paint: pearl skull and candy flames			
Other special modifications: yes			

it sat too tall for Mike.

Okay, so I lied about the girl being a receptionist, too. She's really an artist named Misty from Greensboro, North Carolina. Her righteous tats were done by Charlie "Dr. Bond" from Virginia. Misty loves horses and Harleys (not necessarily in that order).

Sure, now you're thinkin' the whole story about the receptionist was a lie! Hey, I ain't shittin' ya, it really happened. Actually, it was this exotic dancer named Topaz I met in Nebraska . . . but that's another story.

—Clean Dean

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P.O. Box 2475
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Patty Crandall, Minneapolis, Minnesota 1973 Sportster

Will ya look at the color scheme on this Space Age Sportster? Wow . . . and I thought I had done some good drugs! Well, I wouldn't turn down whatever it was that inspired Patty's ol' man, Bill Mesenbrink, to dream up these colors. At first, the brain kinda wonders if it can accept these vibrant hues so close together, and then, before ya quite know what's happening, it all somehow swirls together—and fits. Pretty bold, and clean enough that ol' Mr. Clean himself would have been proud to say his legendary white tornado was responsible.

One day last April, Patty came home to find a frame and motor of Bill's, which he'd never used. To her delight, she discovered he had plans to customize it just for her. He built it and she learned. They completed this 1973 Sporty the night before they were to leave for the 50th Sturgis Rally. What timing. It fired on the first try, so the omen god was kind.

Since then, the rest is, as they say, history. She rides her bike as much as possible, weather permitting. The two ride together often, he on his Sportster and she on hers. They've recently bought a home and are basically digging life. Bill has reduced his trucking career to local runs and Patty owns a secretarial service and is the business manager for another company. Sounds too good to be true, folks. What's the catch?

—Calamity

YEAR: 1973

MODEL: Sportster

ENGINE: 1000cc, stock ignition, rebuilt by Woody Spear

TOP END: stock carb, Custom Chrome air cleaner, stock heads, Cycle Shack pipes

LOWER END: stock cases, cam

TRANSMISSION: converted to left side through primary

FORKS: Ceriani forks, no extension, custom fender and brake mounts

ACCESSORIES: FX fender struts, FL front fender modified for rear, Arlen Ness fairing, H-D 3-gallon Sportster gas tank, 1972 FX shocks.

CREDITS: Many thanks to Bill Mesenbrink, Tom Summers, D.F. Specialties, Kokesh Motorcycles, Woody Spear, Mike & Anita Weiss, and Donny Smith.

WHEELS: front: Kosman 19-inch wheel, Grimeca dual lightweight disk brake, Continental tire; rear: stock 16-inch wheel, stock brake, Dunlop tire

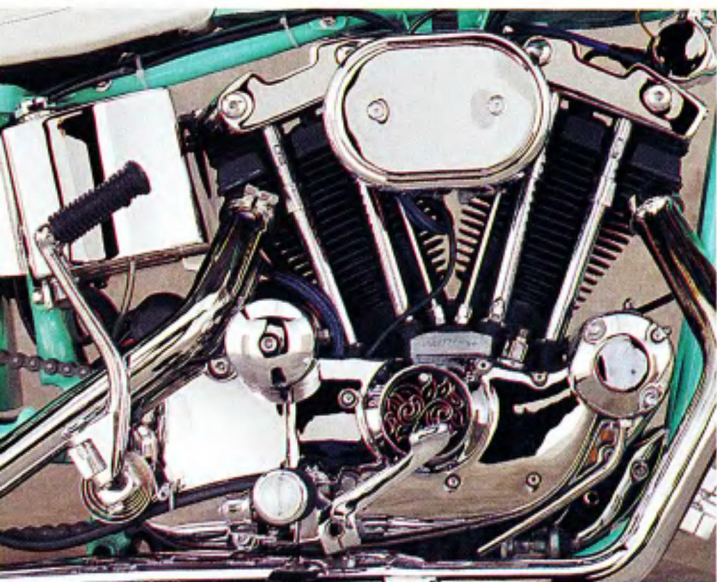
FRAME: 1973 swingarm, molded, 5 degree rake over stock

FINISH: molding, Lowriders by Summers; lettering and striping, Dave Eckel

PAINT: mint green, pearl white, fuchsia, cobalt blue, House of Kolor paint by Lowriders by Summers



Photos by Michael Lichter





Recovery Lips

David M. Hall

ENVIRONMENTAL TERROR

BUT HE COMES BACK COOKIN'

By J.J. Solari

Recently, *Easyriders* was sent a copy of *Earth First*, the newsletter put out by . . . Earth First. Earth First is an environmental group that is referred to by its enemies as "ecological terrorists."

The newsletter contained the following letter in the "letters to the editor" section.

Easyriders asked me to respond. Here is the letter:

Dear Shit For Brains,

Make a mental note of another product to boycott, *Easyriders* magazine. In the March '90 issue, the only fiction piece was about a bunch of bikers stealing a boat to go out on a whale watching excursion where the festivities included throwing explosives down the blow holes of migrating whales for amusement.

I've been riding bikes (Harleys) for quite a while and concerned to the point of action about the environment for a long time and I always used to feel that the two went hand in hand pretty well. So many people, not just bikers, either won't or can't think for themselves and get a lot of their morals and opinions ingrained upon them by reading or watching TV—not thinking for their selves. When persons who are going to be the voice of the biker community start to either on purpose or by accident condone the slaughter of anything but the bugs in their teeth, it's time to quit buying that rag.

I'm not sure how many people who read this paper ride Hogs, or Triumphs or anything, but I make sure that I ride the coast highways of Oregon and Northern California as much as I can. With my helmet off and my hair in the wind, the Redwood Highway takes on a whole new dimension that there is no way that you could feel in a car. To ride Hwy. 101 in Oregon, when the whales are running, is to share the feeling of freedom they have.



There have to be changes in opinions and beliefs, before the only Eagles are the ones available on C.D. and the only whales are the ones tattooed on my right arm. Talk to your friends and people you meet who ride, because there is a vast untapped resource of people willing to work for and fight for a cause that they believe in out there riding on loud bikes. Trust me on this one.

—Monkey Wrench M/C

RIST BLASTS J.J.

Before I respond, I would like to say that my attitude toward Earth First is the same as my attitude toward the Communist Party. The First Amendment protects my right to go into detail about my attitude toward the Communist Party, but the FBI would not.

However, since they only printed a letter from an *Easyriders* reader, I will address my comments to that reader, who didn't give his name. My response is in two parts.

First, I do not write for post-middleaged ex-hippies who have mustered the courage to ride a Harley and be stupid on a good motorcycle. I write for adult men who consider themselves trapped on a planet inhabited by idiots, who if they could hop on a space ship and get the fuck out of here, they would; men who consider the Earth a launch pad—not a holy cemetery in which trees, animals, fungus, birds, bugs, gnats, bacteria, viruses, and leaves are superior to human beings; men who are also bright enough to separate fictional comedy on paper from actual events; men who do not consider the death of cartoon whales as anything to get real, real, real, real upset about.

The second part of my response is this:

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TRUMPETER SWAN STEW



Gut the swan as you would a chicken, keeping in mind that the longer neck may provide too much giblet material for gravy. Half the neck should be enough. The remainder of the neck, fed raw to the dog, along with the entrails, will keep a 100-pound mastiff bloated and contented for several days.

Bake like a turkey, figuring 20 minutes per pound.

Shred the cooked meat and place in a pot with garden vegetables, pre-cooked 'til tender, and then simmer for an hour.

Expect to eat this meal only once, as there ain't that many of the things around.

CHOPPED SEA OTTER



The easiest part of this recipe is bagging the game. Sea otters like to float on their backs and smash shellfish open on rocks placed on their chests.

A buddy of mine once watched an otter floating on its back, as they do, banging a shellfish against a stone it had placed on its chest. My buddy noticed that the otter kept losing the rock a lot. So to be helpful, he tossed it, underhand and very gently, a much flatter rock, about the weight of a bowling ball.

The otter eventually resurfaced, only this time floating on its stomach.

Chopped into small cubes and fried with potatoes, a whopping plate of

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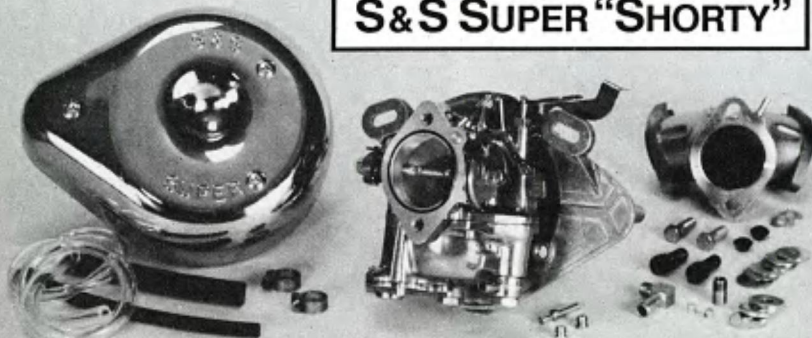
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Cut, broil, and season like you would the finest beef for a hearty, protein-rich treat.

MONARCH BUTTERFLY SANDWICH SPREAD



It sounds awful, doesn't it? And yet, these delicate beauties, which travel a thin annual migration path through California by the millions, almost at ground level, are so plentiful and cheap to round up, it's almost a shame not to take advantage of them. Every swing of the net will bend the pole with a thick, gyrating harvest. Simply stomp them right there, or stuff a Hefty trash bag with them until full, and then take a flying, laughing leap. Make sure you secure the twist tag first, or, *whoa...* they'll be calling you *mushface!* They do pop and squirt, you know! Once the bag has been pounded into a soft, spongy mattress, empty into a 5-gallon drum, bring to the next bike fest, and kiss your mayo goodbye! ■

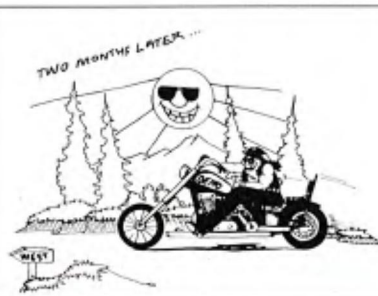
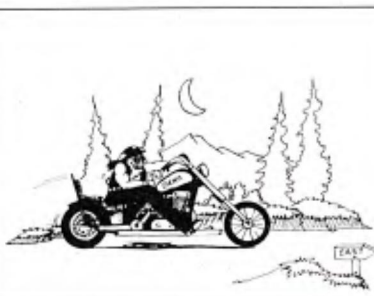
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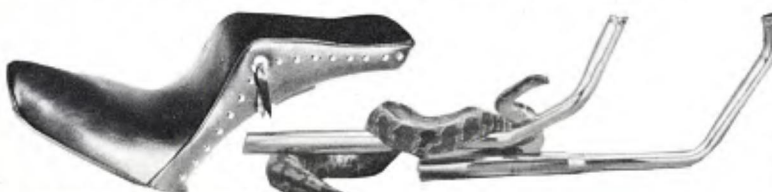
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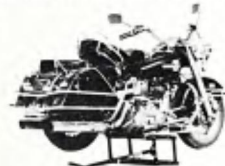
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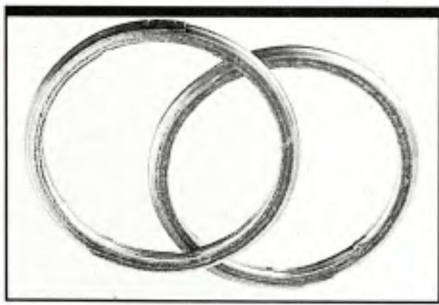
Continental Tires Are Back

Did you know that Continental designed the first treaded tire in 1904 and that its first bike tire was also designed in 1904? Okay that's all for the trivia, there'll be a pop quiz in Daytona. But they are about to release a new line of Harley-sized tires. The 21 looks good (yeah, that's the one in the photo). Look for 'em at shops and dealers near you.



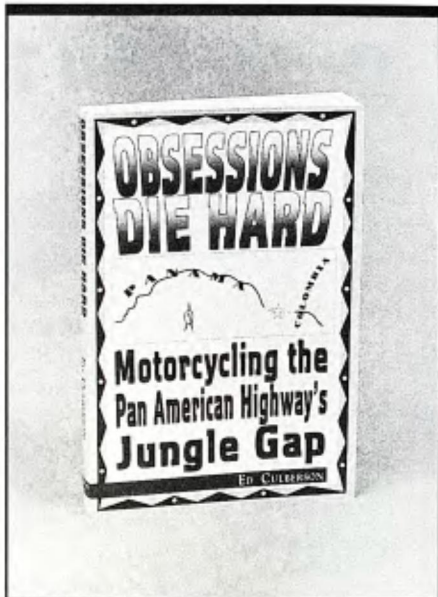
ER Jerky

Hey, someone in the garage got a hold of a batch of this shit and started doling it out. We didn't pay much attention, the way we slave away over our milk crates. We just took to munchin' and then discovered that the stuff we were testin' our ivories on was our own. "Whatafuck is this, a restaurant?" Anyway, yes, now we write articles, work on bikes, and make jerky. For more information on how you can chew some yerself, call (800) 247-6246.



Jan's Gaskets

What would you think if you sat down at a teetering table in yer local bar to have a couple of brews, and the blonde sitting across the room sauntered over and asked if she could sit down. And then, during your conversation, she informs your dazed self that she manufactures gaskets. Not just paper gaskets, but all sorts of gaskets, includin': teflon exhaust gaskets; compressible, shovel exhaust gaskets; and a complete array of teflon-lined head gaskets. Well, the above scenario actually happened and my ears perked as what began as a chance encounter with a good-lookin' blonde turned into an upbeat, informative conversation. For more information on Jan's complete line of gaskets, send a flowery card to Jan's Cycle Gaskets, Dept ER, Box 5790, Somerset, NJ 08875-5790. Or whisper to her over the phone at (201) 359-5665.



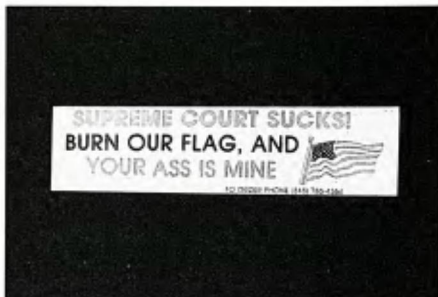
Jungle Book

In 1974, Ed Culberson stood beside his motorcycle on the Panamanian border, ready to scale the highway he would later dedicate his book to—the Pan-American Highway. Since he was a teenager, he's had a fascination with the Pan-American Highway system, which runs through North and South America. In his early 40s he picked up another passion—riding his BMW. What started as a dream turned into an obsession. I won't give away anymore, 'cause I'm not finished with his book, *Obsessions Die Hard*. But it looks like one helluvan adventure. For more information write the Teak Wood Press, Inc., Dept. ER, 160 Fiesta Dr. Kissimmee, FL 34743. Or call (800) 654-0403



Oil Can Trailer

Here's a man who's trying to make his mark in motorcycling. J.C. Grammer invented, designed, and manufactured the Hog-Oil Trailer and is now making them available to the general public. He also designed a trailer hitch with a ball that mounts easily and is tough as nails. The Trailer is light, sturdy, has class, and holds a lotta shit. Don't ask me anymore. Go to the man himself. J.C.'s Unique Designs, Inc., Dept ER, 104 Emory St., Garner, NC 27529, or punch these numbers on your phone (with either index finger), (919) 772-6484.

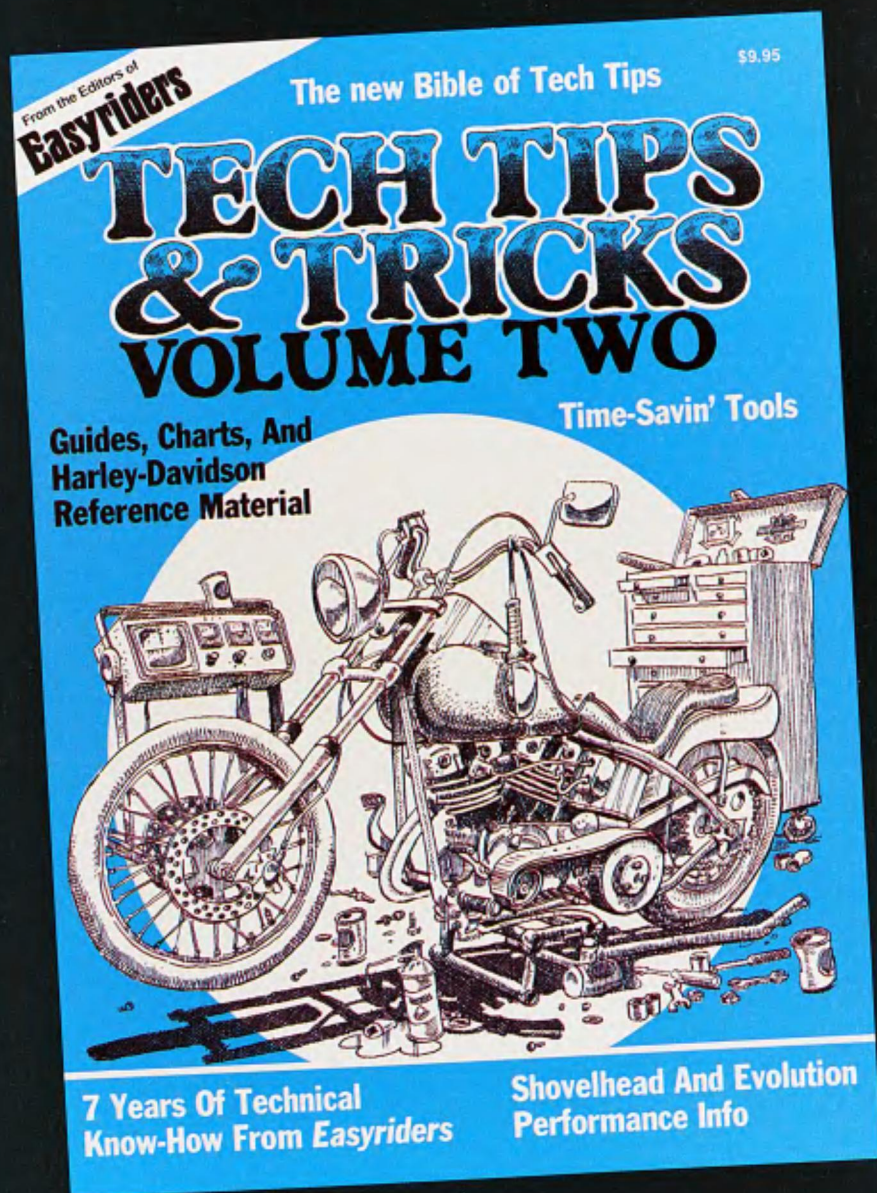


Class Bumper Sticker

This colorful sticky is from a Vietnam vet who cut through the bullshit and told it like it was. More than ever we need to support the flag. They're standard American bumper sticker size and cost only \$2. The Vet's name is Ric Knetzer and his address is Dept ER, 7740 Balboa Blvd. #150, Van Nuys, CA 91406, or you can buzz him at (818) 786-4364. ■

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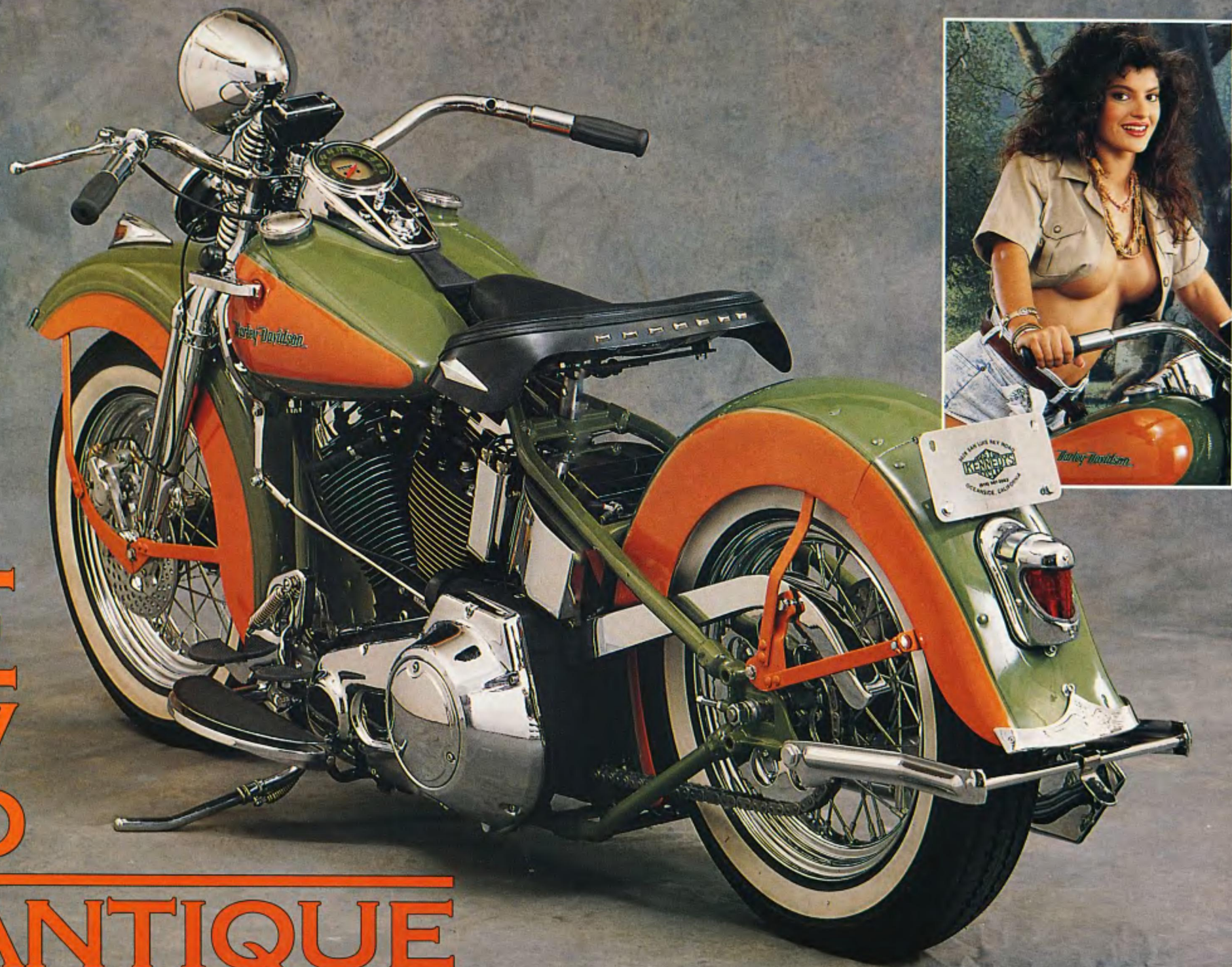
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Join the fun with the staff of *Easyriders* as they bring you the best in biker events, humor, women, and the top bike builders in the country. Go with the crew to Bonneville and relive the best of Sturgis '90. Travel with Rip and Rock out to some great tunes. *Easyriders* Video is building your biker video collection.

Warning: Contains strong language and nudity.

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ANTIQUE



Easyriders



YESTERDAY'S STYLE WITH TODAY'S TECHNOLOGY MAKE FOR AN UNBEATABLE COMBINATION

A few years ago, the Kennedy brothers, Bill, Mike and Pat were brainstorming in their Oceanside, California, shop. It was after hours, when the business takes on a entirely different demeanor. The lights in the showroom are low but in the back they shine brightly on the project bikes. For the first time of the day, the emphasis shifts from promotion, service, and parts sales to creative construction—one of the major reasons these men are in business.

This particular night the brothers were arguing over the old and the new. The old had all the style and class in the world, while the new contained longevity, endurance, and performance. Both eras have their pros and cons so the three decided to create the best of both worlds. And so the project began. Since all endeavors require a responsible, motivated leader, the accountability fell squarely on the capable shoulders of Pat Kennedy.

This wasn't an overnight, find the parts and put 'em together putt. Proper planning and modifications were essential to creating this





bone-stock-looking 1946 Evolution, and not some bastardized, backyard butcher block. Take the frame for instance. It looks original, but the castings are new, molded in Europe, with a stronger, purer alloy than original, so they can be Heli-arc'd to the frame rails. The frame is then manufactured here by the Kennedy's. They use a slightly larger diameter stock for strength, then the entire frame is built to fit the Evolution drive train. The height of the frame is 1/2 inch taller. The seat post was moved back 3/4 inch and the bar that the fender is bolted to was moved back 3/4 inch, to allow enough area to free the electric start battery. The bike is 1 inch longer than stock. Those are just the modifications to the frame. The oil bag is from Paughco, but all the tabs were removed, repositioned, and rewelded

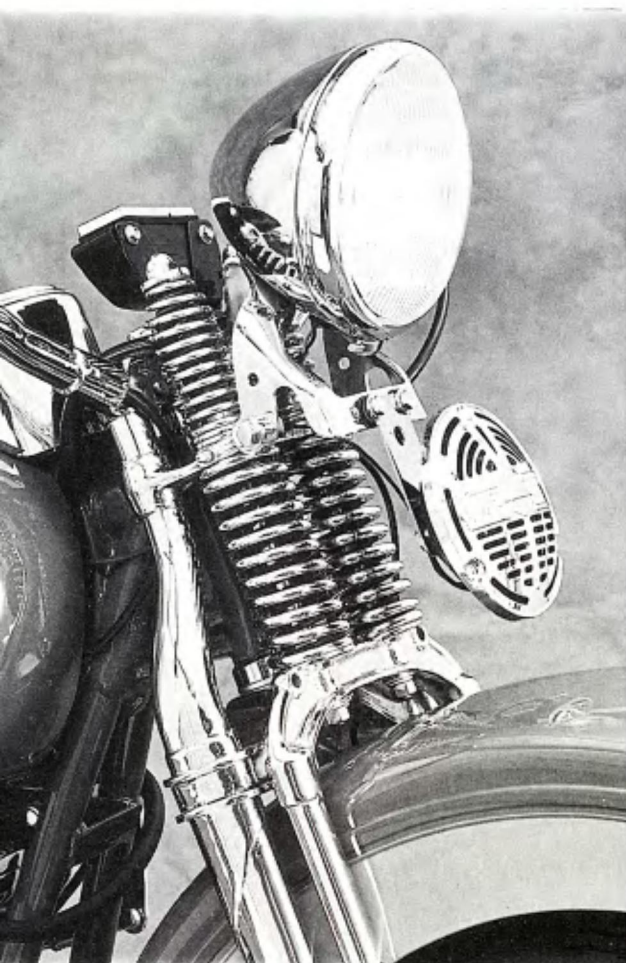




in place. The bag was also rechromed. The front end legs are NOS, but they don't use stock rockers. Paughco manufactures better-than-original items and they're bolted on for stronger, more efficient operation. The handlebars can be purchased over the counter at V-Twin Cycle, but the throttle has to be completely reworked—disassembled, remanufactured, rewelded, and reinstalled to function as a pull-type throttle.

The aftermarket tanks are reasonably untouched, except for the extra area Pat created in the center to install the front brake master cylinder. Look closely at the photos. For the pure appearance, there's no master cylinder on the bars. The reservoir is the black box on the bars. The transmission began with a 1965 case and has the longer shaft for the Evo engine shaft spacing, and a jockey





Photos by Raiko Hartman



ratchet lid for tank shifting. Finally, for the original look, the rear fender was channeled and moved forward 1/2 inch, cupping the wheel. I've left out a couple hundred other modifications they went through to create this masterpiece of class and performance. Yeah, it might look easy, and it handles better than stock, but the planning and execution involved many late nights, when the lights are low and seasoned veterans of the asphalt jungle can concentrate on what's really important.

Donald E. Wright, from Wauwatosa, Wisconsin, respected their workmanship enough to purchase the tangerine and avocado green jewel, and he promises to worship the ground it rolls on.

—Wilburn Roach

Owner(s): Donald E. Wright		City: Wauwatosa, Wisconsin	
General		Frame	
Fabrication by: Kennedys Custom H-D		Year: 1990	
Year and make: 1990 Harley-Davidson		Builder: Kennedys/Edlund	
Model: antique Evo		Type: reproduction	
Value: \$20,000		Rake: stock	
Assembled by Pat Kennedy		Stretch: 2-inch	
Time: two months		Other alterations: on request	
Chroming by: Quality Polishing & Chrome		Accessories	
Engine		Bars: V-Twin	
Year: 1990		Risers: built-in	
Model: FL custom		Fender(s): CCI	
Rebuilder: factory		Headlight: CCI	
Ignition: Dyna		Taillight: beehive/CCI	
Displacement: 80 cubic inches		Speedo: CCI	
Lower end: steel		Front pegs: floorboards	
Balancing: factory		Rear pegs: none	
Pistons: H-D		Electrics: Dyna	
Cases: black wrinkle		Gas tank: CCI	
Heads: stock		Oil tank: Paughco	
Cam: 49 state		Oil system: stock H-D	
Lifters: hydraulic		Primary cover: factory	
Carb(s): H-D C.V.		Seat: early Harley	
Air cleaner: H-D/painted		Sissybar: none	
Pipes: Paughco		Height: n/a	
Muffler(s): CCI		Material: n/a	
Transmission		Forks	
Modifications: many		Type: early H-D springer	
Year: early 4-speed		Extension: none	
Shifting: tank shift		Builder: rebuilt Harley	
Engine sprocket: 23-tooth		Special features: Paughco rockers	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 49-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: none		Hub: H-D	Hub: H-D
Painter: in house/Pat Kennedy		Rim width: 3.5-in.	Rim width: 3.5-in.
Color: avocado and tangerine		Tire: 510 whitewall	Tire: 510 whitewall
Type: lacquer and enamel		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: striping by Jack Herrera			
Other special modifications: Special assistance from Ed Bruner			





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. Price: \$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.



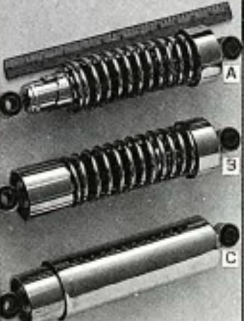
STRUTLESS® FENDER FOR SOFTAILS
Designed for 1984 & 1985 Softails—86 and later Softails can mount this fender if frame fender struts are removed. Taillight bracket welded in—all you need is a taillight. Part #0303. Price: \$215.00. Taillight: \$19.95. Dresser style also available. Price: \$259 (includes 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.



SKULL AXEL CAPS

Skull Head Axel Caps polished aluminum sold in Paris. Part #9966 Price \$29.95 shipping included.

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.

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 Shovelheads, part #0022. Price: \$14.95.

Middle Right: Gauge mount for Evolution Sportsters. All fittings & lines included. Part 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.



ROCKER SHIFT END SKULLS

Replace your rocker shift end plugs with skull heads. No oil gauge hole in these skulls. Sold each. Polished Aluminum \$15.00; part #9911. Chrome \$19.00; part #9911.



SKULL OIL GAUGE MOUNT

Skull head rocker shift end plug. Oil gauge fitting for all shovel heads. Polished Aluminum Part #9922. \$24.95. Chrome Part #9811 \$29.95.

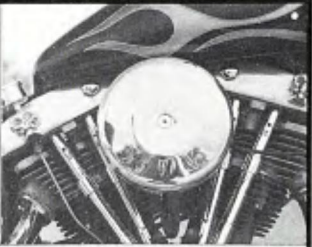


SKULL FOOT PEGS

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 #9933. Male mount (not shown) Part #9944.

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, Keith & 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 Yommi, Keith C.U. Carb	\$69.95

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

READER'S RIDE



Steve "Captain Neusch" Neuschwander, Cascadia, Oregon 1968 XLCH Harley-Davidson with sidecar

Well, hell, I can't seem to connect with ol' "Captain Neusch," but around here, deadline waits for no man. Seems the Captain built this creative '68 XLCH and fabricated the sidecar outta sheet metal and tubing. He hails it "Howie II."

The other bike, owned by Paul Hamilton, is a 1955 KH. Paul's ride was also built by the talented Captain. This man is a master at building beauty for few coins, and I respect that very much. The Oregon Cascades ain't easy on a ride, so ya know they gotta be built solid. Anyhow, this guy has more talent in his little finger than most people have in their whole noggin'. There was another motorcycle masterpiece included in the photos he sent in, but we didn't have the space to fit it on this here page. It's a shame, too, 'cause it was another beautiful, custom sidecar affair that really makes ya remember that when there's a will, the way smooths out.

Even though I couldn't hook up with the man, his talent has given me some much needed inspiration in my ongoing basket case project. Thanks for that. Three years is a long time, but well worth it, eh Captain?

—Calamity

YEAR: 1968 Harley-Davidson
w/sidecar

MODEL: XLCH

ENGINE: 900cc, magneto
ignition, rebuilt by owner

TOP END: Mikuni carb, .030
over pistons, Brillo pad air
cleaner, homemade pipes, solid
lifters

LOWER END: stock cases, 'P'
cam

TRANSMISSION: 1968 stock 1
down, 3 up

ACCESSORIES: early sport bars, modified sport riders, fenders skirted
flat, homemade taillight, homemade rear pegs, homemade gas tank,
homemade oil tank, dry sump oil system, homemade seat.

FRAME: 1987 rigid, raked 1/4-
inch, stretched 2 inches on rear

FORKS: single spring springer
extended 11 inches by owner,
Bates headlight

WHEELS: front: 17-inch steel
with spool hub, no brake; rear:
16-inch H-D, Sport hub and
brake

SPECIAL MODIFICATIONS:
sidecar fabricated from sheet
metal and tubing by owner

PAINT: rattle can, beige/brown
paint by owner



Photos by Tony Overman



IN THE WIND



—Henning Kristensen, Aabybro, Denmark

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

—Bill Vana, Mt. Rushmore, S.D.



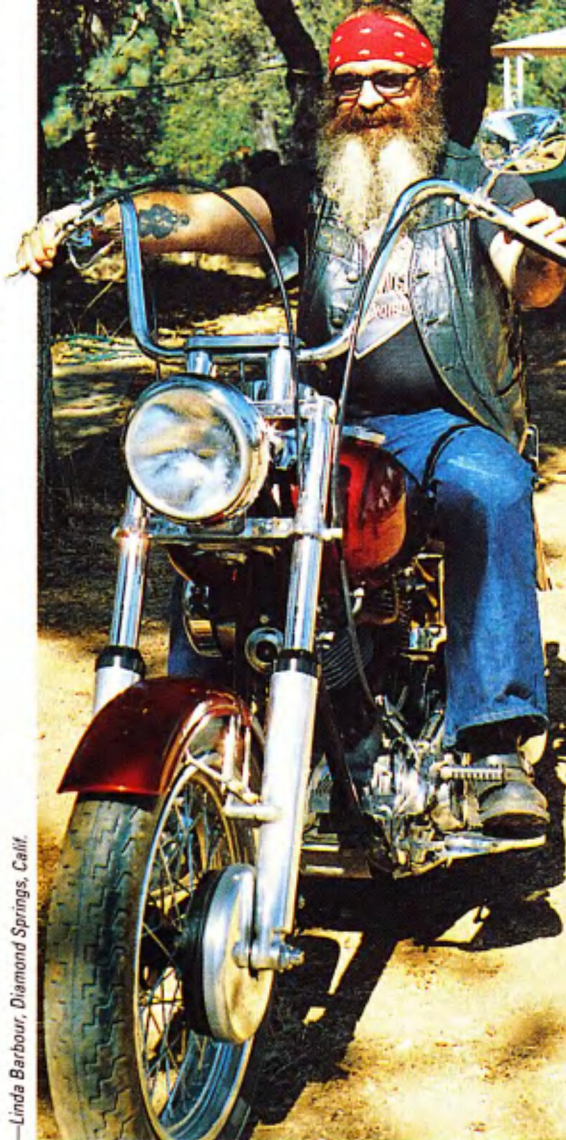
photos typify the fun, excitement, and freedom of biking. (Oh, yeah, dig this—we now pay \$30 for every black-and-white photo we print, \$100 for every color photo we print *full-page*, \$50 for every color photo we print *half-page*, and \$40 for every color photo printed *smaller than half-page*.) 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.

—Bill Cotriss, Middleport, N.Y.





—Doc, On the road



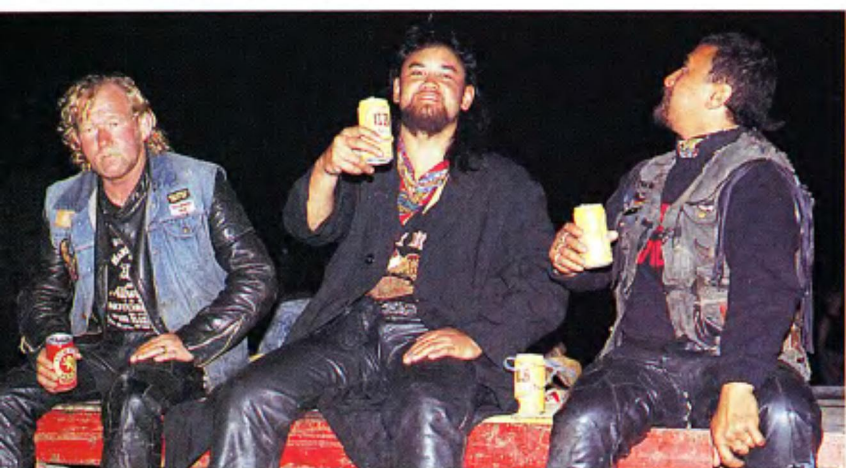
—Linda Barbour, Diamond Springs, Calif.



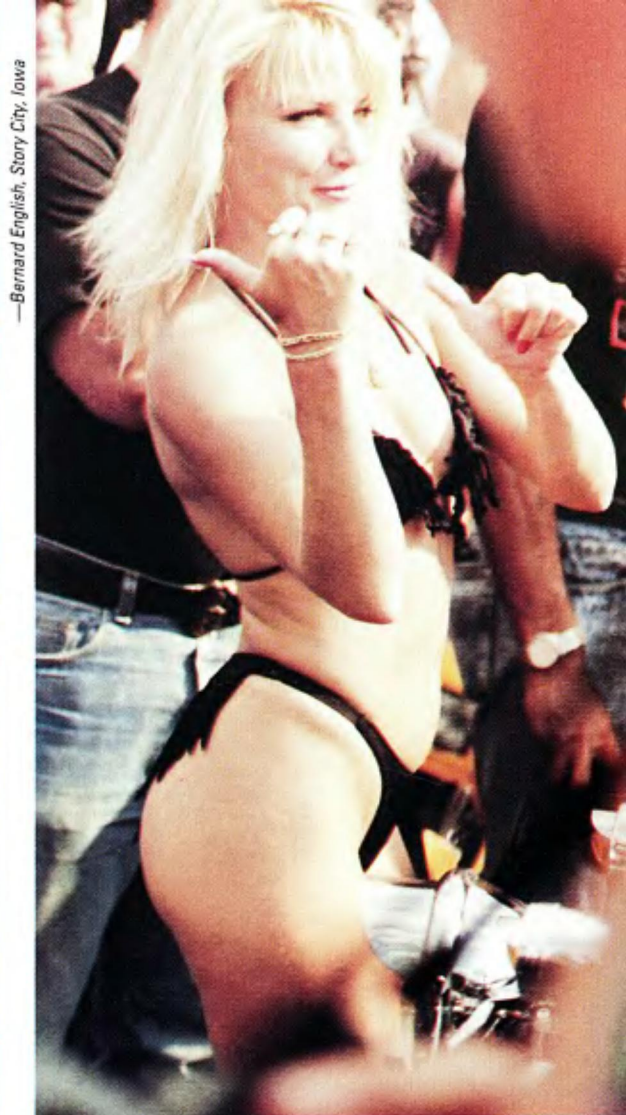
—Chuck Voge, Fredonia, Wis.



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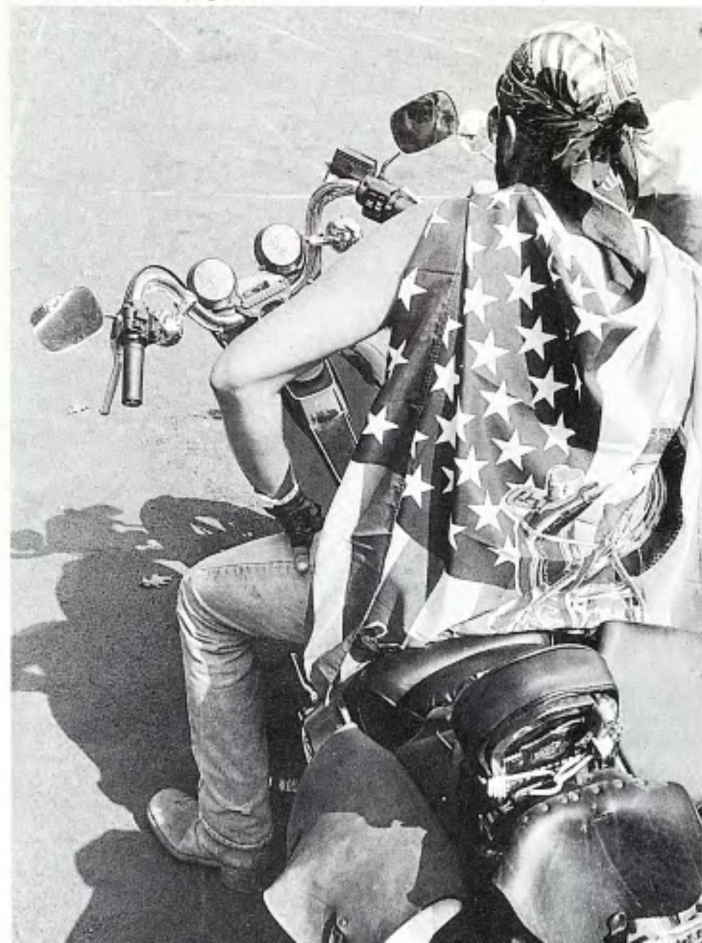
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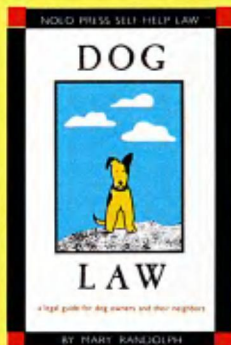
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David Mann

PAYBACK

IT WAS AFTER VIETNAM THAT IT TOOK ITS TOLL

The L-1011 had just lifted its wheels from the runway, creating those awful sounds that make you think the entire aircraft is about to fold up like a tin can. It had been a long time since I'd been on a plane heading off to war; 20 some years, to be precise. But there I was—head-skinned, jaws as tight as if I were eating a steel ball, and my belly down to a respectable belt size (from that PT drill sergeant and not enough beer)—on a commercial airliner, M-16 under my seat, listening to a stewardess with bouncy tits warning us to "please keep your weapons flat on the floor." Honey, there ain't nothing flat about my weapon.

My name's Master Sergeant Billy, "The Hoot" Gibson, Vietnam vet, with more medals than a fuckin' general—three Purple Hearts, a Bronze Star, the Vietnam Service Medal, and the Combat Infantryman's Badge (CIB), which means more to me than life. And here I am, on this government war bus in the sky, heading off to war again and listening to some little sweet-ass tell me to watch my fuckin' weapon.

The big plane suddenly kicked it in the ass and roared off.

Whatdafuck am I doing, going after towelheads in the desert at my age? Didn't I do enough time in 'Nam? Twice! Two fuckin' tours. I must be outta my mind.

Sully McManus, my pal, is asleep next to me. I couldn't have gotten through 'Nam without Sully. We were tight. Sully is as simple as a road sign, but he's loyal, loyal to me, and he's got a shitload of guts. That makes him real special. Sully and I are blood. That's more than friends. That's blood. We fought with the bad-ass American Division in 'Nam and came home together, me in pieces and Sully a fuckin' mental disaster.

It took us years to put it back together again, listening to all them weak-kneed yellow farts yelling "baby killer" shit at us. Me and Sully against the whole fucking US of A and all them yellow farts who ducked out to Canada.

I call 'em yippies—that's a yellow-striped fuckin' hippy.

Like most good Southern boys, Sul and I bought the whole fuckin' program when we joined. We were told our country needed us and it was our duty. We signed up together and when they asked us what we wanted to do in the Man's army, we just told 'em to give us a weapon and point us at the enemy.

That's what we did in the war, if anyone gives a shit.

It was after Vietnam that it took its toll. Sul and I just sort of wandered off the beam. Hell, we left the fuckin' universe for about five years—me on my Low Rider and Sul on his precious 1947 knucklehead. That thing's gone through more restorations and plastic surgery than a movie star—it's had everything but a tit job.

Now, it's back to its old 74-inch self, with springer forks, original fenders, and a beautiful paint job. Sul, something of an artist, redid the tanks: screamin' eagle, talons out, coming in for the kill. It matches the large Harley eagle tattoo spread across his chest.

After the war, and five years on the road, we opened a bike repair shop in a little Tennessee mountain town where no one gave a shit about what we did in Vietnam. We figured it was time to forget and try to live a real life—just as long as the bastards would leave us alone.

All we wanted was to be free to make a few bucks and ride our Harleys; to feel the highway roll beneath us like a good woman and to drink as much beer as we could guzzle, as often as we wanted to. Sully and I just kicked back and drank up about 20 years worth of beer, forgettin' and tryin' to find a little peace of mind.

But it wasn't until 1988, when the brothers took the big Rolling Thunder ride to the Vietnam Veterans Wall, that Sully and I found ourselves. Man, it was beautiful, ol' Sul on his black magic knuckle and me on my new cream and black Heritage Softail. I'd traded the Low Rider just for the trip to D.C.

Standing in front of The Wall, that

rises from the ground like a black wave, we cried and ol' Sul sorta went off the deep end. But I brought him back, like he did my shot-to-hell ass that day, 20 years ago, near Da Nang. Sul deserves my best effort. I ain't about to let nothing happen to him. Not in this lifetime, anyway.

We finally put Vietnam behind us that day, and when Sully and I rode back to Tennessee, I knew that we were home. We were free at last.

So, whatdafuck are we doing on this L-1011 heading for Saudi Arabia?

Good question. But it'll take some explaining. I have to go back about a year. As usual, Sul and I were having a few brews with the boys at the Jailbreaker Bar—the one biker joint you can trust, where you don't get hassled and where your ol' lady can't find you.

Sul and I were sittin' with Rooster, Ironman, Clyde the Ugly, Hangtooth, and Slip 'Em John. After the typical pussy talk, the bros got to going over some of the old war shit. Sul and I were about to scoot when Ironman said something that stopped us like an RPG to the chest.

"Sure wish I could get at them fuckin' towelheads. I'm ready for some payback."

Payback. Hotdamn! I hadn't heard that in two decades. The Ironman had been with the First Air Cav ("Cross that black bar, bastard, and you die!") and had seen it pretty hot around Chu Lai. He'd taken several pungee to his right leg, which turned it to spaghetti. He hasn't been the same since. Shit, after the war, he was like the rest of us: getting by on disability and beer.

"Payback, muthafucker!" Ironman shouted. Everything became cemetery quiet in the bar. Then some of the other brothers chimed in.

"That's what we need right now for this yellowbelly fuckin' country we call the United States. Payback," Slip yelled. He had been with the 101st Airborne near the DMZ.

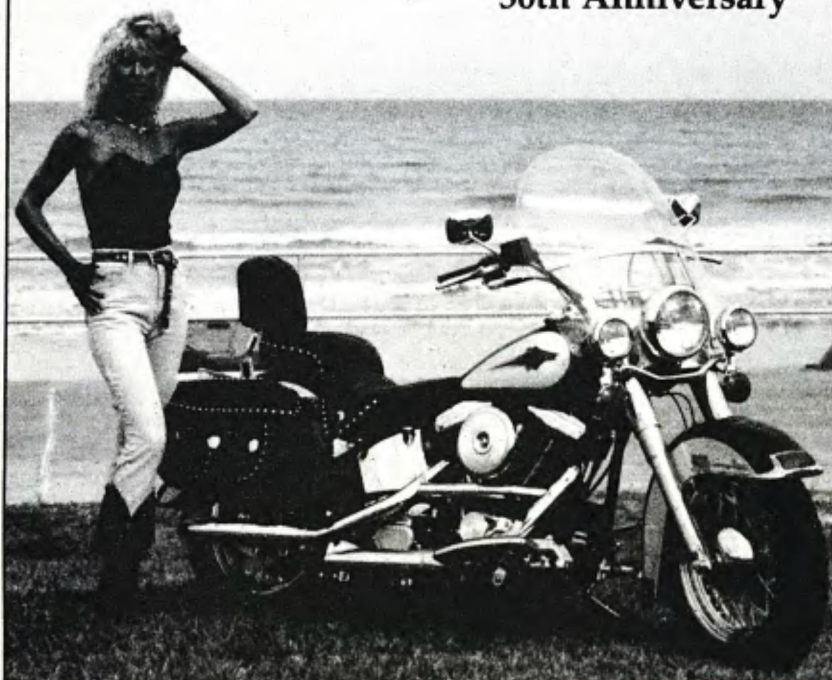
Sully pounded the Jailbreaker's bar with his fist. Every ta-ta in the place jumped. He was slim—but one powerful

By Bud



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PAYBACK

sonuvabitch. When we got back from Vietnam, Sul studied that kung fu shit, only he called it tae kwon do. He could slap you with either foot and both hands at the same time. Sully called it his "Jap slap" attack.

My eyes must have been about three times their normal size. Sul was smiling and shaking his head.

"I ain't seen that look since ol' Charlie about shot off your pecker before I nailed his ass," I said.

I took a big pull from my longneck to ease things a bit. I felt my leathers squeak from the tightening of my arm.

I didn't sleep much that night. My ol' lady, Sarah, wanted some, but I just wasn't up to it. The next day, Sul said he'd had trouble sleeping, too. There are two things Sul never has trouble doing: fucking and sleeping.

That weekend, Sul and I joined the Guard. Hell, we needed the money so we reupped with the Army and joined the Tennessee National Guard. We got incentive pay and our old stripes back.

It was easy money and not much strain—'specially since we had good noncom rank and didn't have to do the shit details. Besides, it was the only place we ever really seemed to fit in and there were always a lot of biker bros around.

We did catch some grief from some brothers, though. A few couldn't understand how we could stay with the same fuckin' Army that had screwed us so badly.

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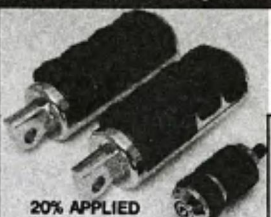


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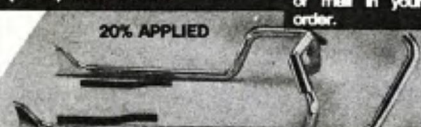
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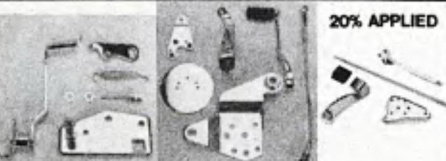
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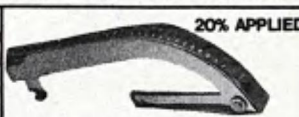
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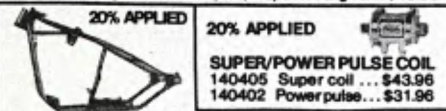
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PAYBACK

A few months later we attended a Guard meeting that changed our lives.

The boss, Colonel Don Pritchard, who'd been with us in Vietnam, said things were heating up in the Middle East. There were going to be a lot of Guard and Reserve units going over.

"Now, this is strictly up to you men," he said, "but some of the Guard and Reserve outfits need some volunteers. They need experience. You know this be-all-you-can-be Army is big on brains and technology, but short on can-do. Right now, we're only asking those of you who can afford to volunteer to step up."

That was Saturday. Saturday night, Sul and I drank a shitload of beer, then got on our scoots and took off for the mountains. We stopped at one of our favorite places, high up on a ridge overlooking the Blue Ridge Mountains. There ain't nothing prettier than the Blues at sunset. Up on that ridge, swigging some brews, we decided. Ironman was right. It was time.

The next day we got permission to see the ol' man.

We saluted as we entered and he looked up. The colonel was a no-bullshit sort of fellow who would do anything for you, until you gave him a bad time. Then, you best lean over and grab 'em with both hands. In Vietnam, he was the most highly decorated soldier in our unit.

"Sir," I began. "Sully and I have decided we'd like to volunteer for the Persian Gulf."

Colonel Pritchard looked up at us and then at our protruding beer bellies.



"What can I say? My Husband's a crotch potato."

"Gibson and McManus, isn't it? Boys, I appreciate it, but I was hoping for some, well, some of the boys who are in a little better shape than you two, and not quite so long in the tooth. No doubt you have the experience, but look at you."

We spent our first two weeks in the desert on the ground

We peered down over our bellies. No doubt about it, they were definitely not Bud Lights.

"Sir, we can get into shape again," I said. "It won't take long. And you know that those Army units are gonna need some kickass guys before it's over."

The ol' man smiled, put down his pen, and picked up two folders, our 201 files.

"I kinda figured you two might be up to something," he said. "But why?"

"It's payback, sir."

Well, anyway, that's how we got on this plane.

Flying over Over Cairo, Egypt, Sully almost shit when he saw the great pyramids. "Them's the biggest fuckin' ground titties I ever saw," he said.

I thought them college-educated dudes in front of us were gonna blow a head gasket laughing. They didn't laugh long when Sully announced he was about to cut off their fuckin' peckers.

About seven hours later, we touched down in Dhahran, Saudi Arabia. If you've ever seen a sandbox, then you've got a picture of this place. Cat paradise.

We spent our first two weeks in the desert on the ground—in sleeping bags. Then we went north, toward Saddam Land, where our side drew the line in the desert.

That's where we are now, smack dab in the middle of a sand dune, baking like a coupla fuckin' potatoes in an oven.

I really don't think many of the National Guard-types we came over here with are going to make it back. Some are too old and the others just

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PAYBACK

don't know whatdafuck they're doing. The other day, one of them asked me what he was gonna eat if we got cut off in a firefight.

"Snakes," I said. "Or lizards. Or insects. Done it before."

I thought he was gonna puke.

Then he asked me another question.

"What are you doin' here if you've been to Vietnam? You don't have to be out here fryin' in the world's largest microwave"

Sul and I looked at each other and smiled.

"We left too many of our buddies back in Vietnam," I said "This is for them, and for the MIAs. This time, America's gonna get the message. It's time we stood up and kicked some ass for our people who are dead or alive in them fuckin' hell holes in the jungles. It's payback time."

Sully, now hard as a camel turd, turned to the dude. He couldn't have been more than 20 years old.

"Payback," he said. "It's our turn, and this time it's gonna be different."

Sure, I'd rather be out there with all my bros, scootin' down the backroads and feeling the wind in my face. There ain't nothin' like the feeling you get when you know you hit that line just right and you're at one with that muthafuckin' machine. It's just you and all that power beneath you. That's oneness, man, when you know you're connected to something larger than life. That's perfection.

Hell, it's my Harley and I'm The Hoot, Sergeant of the Universe. And, bros, this is for all the ones who didn't get back to ride with us.

This time around, it's going to have some payback. ■



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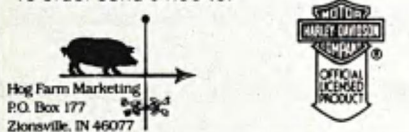
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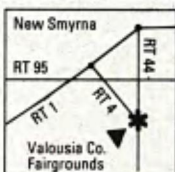
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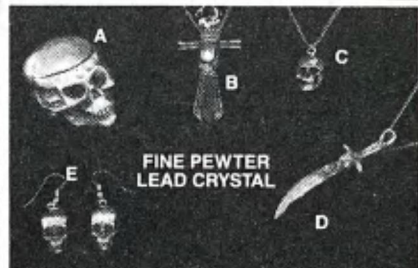
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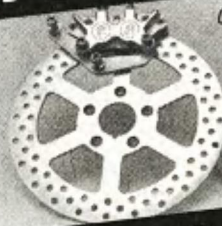
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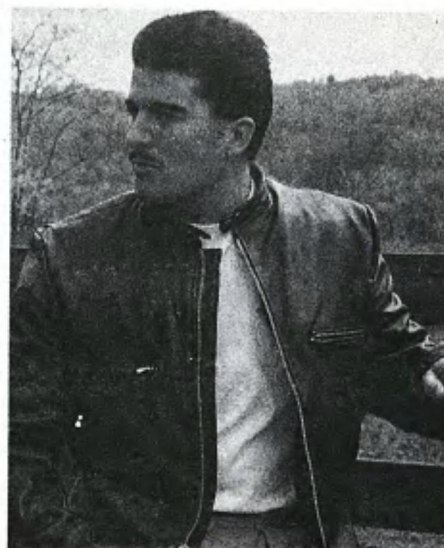
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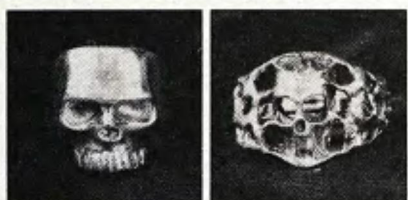
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H-D of Orange Co., 2131 E. 1st St., Santa Ana
RPM Cycle, 1727 National City Blvd., Nat. City
Triple T Chopper, 15606 Gale Ave., Suite D, Hacienda Heights
South Coast Harley-Davidson, 345 E. Street, Chula Vista
Bartels' H-D, 8910 Washington Blvd., Culver City
L.A. Harley, 13300 Paramount Blvd., South Gate
Screwie Lewis Custom Cycle, 6322 Hwy. 193, #3 Georgetown
R.A.M. Enterprises, Same Owner Bros., 1524 Camden Ave Campbell
B&B Motorcycle, 1554 A Product Lane, Huntington Beach

Colorado

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

Connecticut

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

Florida

Fred's Custom Cycle, 3101 N. Harbor City Blvd., Melbourne
H-D of Miami, 7701 N.W. 7th Ave., Miami
Fletcher's Harley-Davidson, 1881 U.S. 19 South, Clearwater
Miller's Custom Parts, 1863 S. Ridgewood, Ave., S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
H-D of Tampa, 7202 E. Hillsborough Ave., Tampa
Mike Denniston's H-D, Inc., 2211 E. Main St., Leesburg
Southside M/C Hog Dept., 5612 S. Orange Ave., Orlando
Cycle Lab, 1911 South State Rd., #7, Ft. Lauderdale
Tampa V-Twin Inc., 16336 N. Florida Ave., Lutz
Brothers III, 2401 N.W. 16th Lane, Pompano Beach
Hog Heaven Cycle Acc., 7254 S. W. 40th St. Miami
John & Sams Leather, 4414 Del Prado Blvd., #1, Cape Coral
Harley Motor Works, 2330 N. Newhaven, Melbourne

Georgia

Southern Cycle, Inc., 4982 North Ave., Buford
Blue Ribbon Cycles, 2137 Dixie Ave., Smyrna
Banshee Cycle, 2507 N. Lumpkin Rd., Columbus
Missing Link, 2912 Sylvester Rd., Albany
Bear M/C Parts, 2409 S. Lumpkin Rd., Lumpkin

Hawaii

Maui HD & Kawasaki, 32 Lono Ave., Kahului

Illinois

Chicago H-D, Inc., 6868 N. Western, Chicago
Oak Lawn H-D Sales, 9030 S. Cicero Ave., Oak Lawn
Suburban H-D, Inc., 2200 Rand Rd., Palatine

Indiana

Brandt's H-D, Inc., 1617 S. Wabash St., Wabash

Iowa

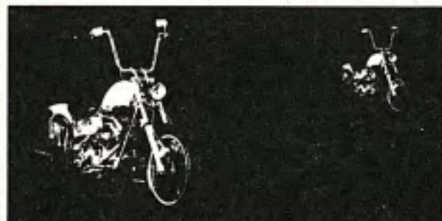
Cyclepedia Corp., 1824 Dean Ave., Des Moines
Walkers H-D, 101 Broadway, Red Oak

Kansas

Central M/C Inc., 13010 W. 63rd Shawnee
Newton Cycle & Leather, 115 S. Kansas Ave., Newton

Maine

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



Maryland

Crazy Carl's Custom Cycle, 8258 Rt. 3 Northbound Lane, Millersville
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H-D of Baltimore, 2834 Loch Raven Rd., Baltimore

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Dave Franks Motorcycle Sales, 81 Bridge St., Salem
H-D Freedom Center Inc., 220 Boston Rd., N. Billerica
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Saginaw Valley Motorworks, 2663 N. Euclid, Bay City
Detroit Motorcycle Parts, 16616 Harper, Detroit
Cycleville U.S.A., 14687 E. 11 Mile, Warren

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

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Nebraska

Butterfields M/C Parts, 8025 Blondo, Omaha

Nevada

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

New Jersey

Tramontin H-D, P.O. Box 157, Hope
Kosco H-D, 8 E. Garden Place, Pompton Plains
Millville H.D., 1131 S. Second St., Millville

New Mexico

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

New York

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

North Carolina

Durham Harley-Davidson, 819 N. Main Blvd., Durham
Carolina H-D, 1940 W. Franklin Ave., Gastonia
Deal Harley-Davidson, 3618 Sycamore Dairy Rd., Fayetteville
J & E Harley-Davidson, 1008 Dickinson Ave., Greenville
Cyclone Cycle Parts, Box 9, 104 N. Central Ave., Landis
Iron Horse Motorcycles, 1905 Roosevelt Blvd., Monroe
Gene Lummus Harley-Davidson, 1000 U.S. 70 E., Asheville
Harley-Davidson of Metrolina, Inc., 2429 S. Tryon St., Charlotte

North Dakota

The Scooter Shak, 2424 Memorial Hwy., Mandan

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

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

Pennsylvania

Blocker Enterprises, Rt. 248, Parryville
Brian's H-D, 1223 W. Lincoln Hwy. (US 1), Langhorne
The Chrome Shop, 317 E. Pleasant Vly. Blvd., Altoona
Schock's Inc., RD 2/Rt. 33, Stroudsburg
Hannum's H-D Sales, Inc., US 1 & Rt. 352, Media
Rask Cycle, Road #2, Box 277, Evans City
Montgomery County H-D, 1217-19 South Trooper Rd., Norristown, PA

Puerto Rico

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

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

Texas

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

Tennessee

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

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Departure Bike Works, 3093 Hull St. Richmond

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

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Mischler's Cycle Shop, Hwy. 33 N., Rt. 1, Beaver Dam
St. Croix Cycle Sales, Rt. 3, Box 127 B, New Richmond
Harley-Davidson Motorcycle of Appleton, Inc., 2144 W. Wisconsin, Appleton
H-D of Green Bay, 41 and Velp, Green Bay



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HEY, I HOPE I DON'T GET THE PARTS AND STINK UP THE ROOM AND THEN... MUMBLE...MUMBLE...



AS HIS ROYAL FULLNESS FALLS INTO A DEEP SLEEP, THE DREAMS IN HIS LITTLE BRAIN START ROLLIN'!

BY: JON TOWLE

OH FUCK, NOT ANOTHER BAD DREAM... AH, SHIT, I'M A FUCKIN' FLY!



I CAN'T SEEM TO GET THIS FLYING CRAP DOWN. OH SHIT... I'M HEAD 'N INTO THE BATHROOM. I CAN'T TURN!



I'M GOING DOWN. MAYDAY, MAYDAY, OH PLEASE, GOD, NOT HERE... NOT IN THE POTTY!



OH, NO, I'M GOING INTO STINKY-DOOPY TOILET WATER, GURGLE, GURGLE



NOW I HAVE TO WAIT TILL MY WINGS DRY BEFORE I CAN GET OUT OF HERE. GOOD THING SHE'S NOT HOME TO TAKE A GRUNT!



AH SHIT, SHE'S HOME! AND SHE'S GOING TO SIT DOWN ON THE POOPER... I HOPE THAT SHE ONLY HAS TO PEE!

HOLY LUMBER JACK, SHE DOESN'T HAVE TO PEE... I'M DOOMED!



WHAT LUCK, THE SPLASH OF THE LOG THREW ME OUTTA THE TOILET. NOW I'M DRY.



YOU DUMB BITCH, YOU ALMOST KILLED ME. HEY, YOU'RE NOT MY WIFE!



OH, WELL, MIGHT AS WELL TAKE ADVANTAGE OF THE SITUATION AND FLY DOWN HER TOP, HEE-HEE!



AAAH, A FLY WENT DOWN MY TOP AND IS SITTING ON MY FIRM, YET SOFT BREASTS!



NOW THIS IS MORE LIKE IT, A NICE WARM BED AND TWO GIANT PILLOWS. HEE-HEE!



FLY SWATTER!



STOP, YOU FINE, YET AGGRESSIVE BITCH! YOU'RE KILLING ME!



WAKE UP YOU LAZY TURD. YOU'RE LATE FOR WORK - AGAIN!



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

Cori Anderson from Chicago: Call Fast Eddie in Colorado (303) 442-2479.

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.

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HEADS & FEDS: Addictive video game for color IBMs. Deal around snitches, cops the shady lady; \$25 plus \$3 postage & handling. Captive Thoughts, Box 476-R, Axton, VA 24054.

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

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

Bayou: Happy Birthday and Happy Holidays. Call Ray at Ray & Sticks H.F.B.B.W. 920-4492, Biggin.

John B: Where are you? I need you. Channon Craig, 4601 Craigwood Dr., Charlotte, NC 28215.

FOR SALE OR TRADE: Two Harley-Davidson snowmobiles; \$825. Call (603) 763-9143.

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

IN SEARCH OF OLD FRIENDS! Randolph Carl "Mickey" Michaels and Rick "Guy" Wheeler. Remember Sgt. Peppers! Their last known address in Phoenix, Arizona. Anyone knowing their whereabouts contact Terry "Weird" Bush Duke, Rt. 3, Box 1395, Chase City, VA 23924. Waiting impatiently. Love, Weird.

JOIN EQUAL WHITES: A legitimate, political organization formed to lobby for true racial equality through the abolishment of affirmative action programs. For full-membership package and newsletter subscription send \$5 to: **EQUAL WHITES**, 1501 N. Prince, Ste. 132, Clovis, NM 88101.

Starting new club: Not outlaw. Name of club is Lone Rebels. Patch is skull with rebel flag bandana around it. Pistol and saber off-set bottom of skull. Bottom Rocker, Midwest. Colors are orange, gray, black, blue, white. Any objections contact: Nick Fathauer or Pete Bartnick, 625 S. 5th, Springfield, IL 62703.

Swedish, European girls, freedom lovers, coming to USA, want to meet adventurous guys. Call Britt (900) 234-6600, (\$3 per minute). Free photos.

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ATTENTION!! Add any new model **HARLEY-DAVIDSON** to your collection every year for first year one time cost of under \$3,000 or resell for profits! Opportunity for serious bikers! Complete info, \$10 U.S. funds to D. Hansen, c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301.

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

LOST LOVE: Ed Perrier from St. George, Utah please contact Paula Koehler, 380 Rosehill St., Nanaimo, British Columbia, Canada V9S 1E3, (604) 754-3691.

LOR LOR: Yes, we missed you at Xmas, like every day, all year. But we can feel your spirit and hold to that, my dear. We talked about the yester-years and all the fun we had. How you made our family closer and took good care of mom and dad. We know if God has planned it, you'll be back to us someday. But if it never happens, we'll know it's destiny. All our love, Mom and Daddoo.

Kerwin "Blowout" Ramsey: You will be missed, your name honored. 8/1/42 to 11/3/90.

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.

DIRTY, NASTY, GREASY, LEVI'S, LEATHERS & BOOTS. R U X cited? For sale or trade. State size. Photo to: Chuck Martin, Box 401, Harrah, OK 73045.

Jerry Pike: Get in touch with Dr. Don and Car. Call (209) 551-6462.

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

RAISED SKIRT VIDEO! FREE BROCHURE! Procorer, Box 1385, Greenville, NC 27835-1385.

Roach: One year, I'm still here. Got the picture? Love you now and always, Sweet Pea.

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

BEAUTIFUL 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.

"IRAQ SUCKS" BUMPER STICKERS: Red bold lettering, 15" X 3-1/2", \$2 including postage. Quantity discounts and wholesale available. (216) 486-7400.

Bink and Connie in Massachusetts: Remember Sturgis? How about Daytona? Richard and Kelly in Arkansas, 408 Midland, Springdale, AR 72764.

Silent Death and Paralyzing techniques, manual; \$12. Karate Secrets, Box 1721, Fargo, ND 58108.

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

FUN AND QUICK MONEY! Talented bros needed for adult videos, acting, escort, massage, photography. Call Adult Entertainment Careers, (900) 234-6600, (\$3 per minute).

Easyriders numbers 42 thru 101, assorted. Cost of ad and best offer. Call Renee, (714) 629-9387.

TRACY TRACY: Twenty years ago you were mine. Still miss you after all this time. Terry Spears, 315 2nd St., Manchester, GA 31816.

Mother Hunter: My name is William Stewart, but my birth name is Billy Joe Bently. I was adopted, and now I'm trying to find my birth mother. Her name is Teresa or Theresa Hause, she's in her late 30s, about 5'9", dark hair and eyes. There is a lady in the Fox Hunt contest in one of the 1986 or 1987 issues named Theresa that matches the description of my birth mother. Please help a downed young bro to locate his long lost mother. She probably lives in Manatee County, Florida. I was born October 22, 1969. Write William Stewart #578746-192, Avon Park Correctional Institute, Box 1100, Avon Park, FL 33825-1100.

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

Farewell to a fallen bro, Leon "The Gasman" Vanle Boom. You will always be with us in spirit and in our hearts. The memories you have given us will always be with us. You are like the soaring eagle, you're free. High Pockets, Dan, Tom, Jimbo, Wild Bill and friends.

Don't Trash Those Old 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 46954, (800) 852-7394. Old biker jackets and tall lace-up boots wanted also.



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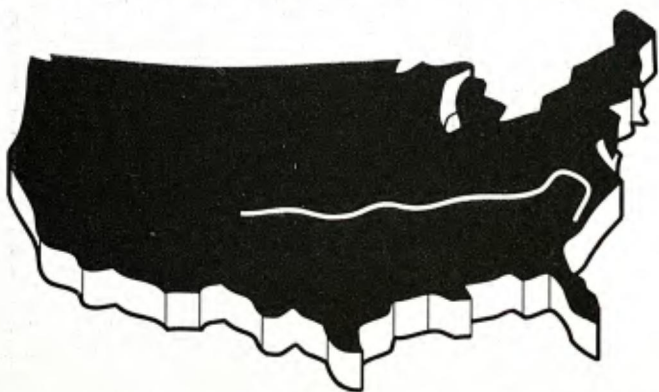


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RIP'S RUN



**PAYIN' RESPECTS IN
NORTH CAROLINA
AND PARTYIN' IN
NEW MEXICO**



Hollow Weenie By Rip

Yo dudes, this month's column starts off on a bummer. While back in North Carolina, waiting for the last Harley Drag Racing Association points race in Farmington, N.C., a pal of mine died. I'm talking about Greg Lindamen (AKA Angel), a crew member of the Brazos Valley Drag Racing Team.

Sugar Pai, my FLHTC, and I rode south from Burlington, N.C., to Charlotte, N.C., for the funeral. Greg's body was flown in from Houston, Texas. Missing both the ceremony at the chapel and grave site, I caught up to the riders at the wake held at the Oakhurst Country Club on Monroe

Road in Charlotte. Greg leaves his wife, Lori, and son, Colton. I hung around till almost dark before splitting north to Farmington. I had to get my gear in order for the start of the drag races that next morning.

Anyway, after the HDRA race, Ace Paschal and I rode back to his house.



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Mad Jack and Donna, my sponsors in Clovis, New Mexico.

The next day, while watching the rain, I did my laundry, rested, and prepared for the cross-country run. Sugar and I left Tuesday morning in a slight drizzle. I wanted to get beyond Knoxville, Tennessee, before nightfall. Being wet and cold in the mountains at night sure ain't no fun. As it turned out, the rain stopped past Winston-Salem, N.C. It was dark and gloomy the rest of the day, but it remained dry. The first night I stayed at a cheapo motel just west of Nashville.

It was clear and cold as I left the next morning, heading west. It warmed up around Memphis, Tenn. Going through Little Rock, Arkansas, I spaced out and got lost. I had to backtrack 10

Keith "Crash" Miller, top fuel pilot.



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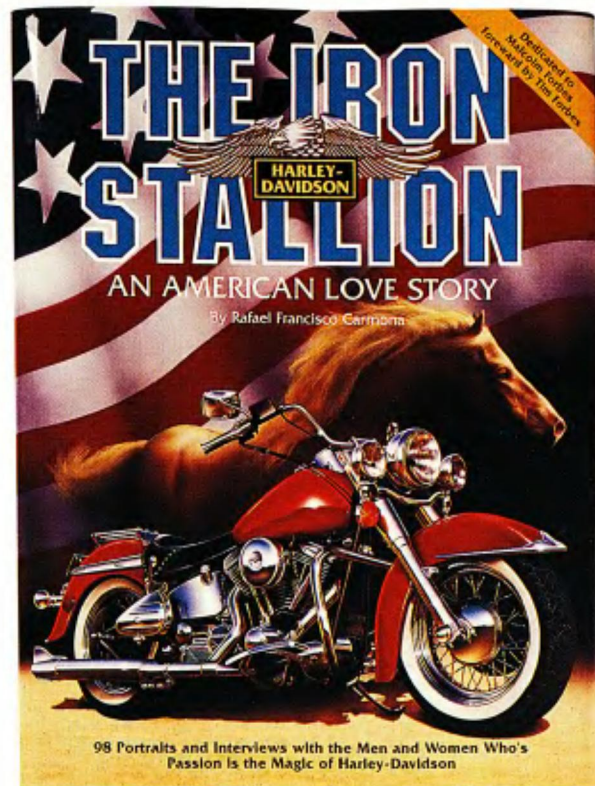
New Mexico ABATE state officers.

miles to get on I-40 west. Pai Baby finally took me to Oklahoma City, Oklahoma, that night. I crashed near a righteous Mexican restaurant called Two Pesos. While pigging-out there, I remember thinking that after this Halloween holiday it would only be a

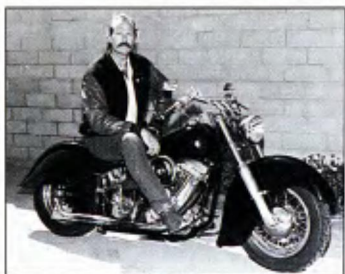
short putt home. The next day, I stopped in Amarillo, Texas, for a quick visit with the guys at S&S Cycle and D&R Parts. Their stores carry many parts and accessories including leathers, Ts, and tires. If they don't have what ya want, they can order it.

From Amarillo, it was an hour and a half ride to Clovis, New Mexico. I had come on an invitation from Mad Jack, who I had met earlier this year in Sturgis. A group of us were copping a buzz when I mentioned that I was looking to do Halloween in a different

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

"All bikers don't ride motorcycles. The man who builds a 30-foot, full-keel ketch and sails around the world belongs to the biker brotherhood, for he is one more individualist, one more man walking head-on into a wall of obstacles and not taking 'No' for an answer until he has achieved his purpose. A man who makes a statement with his life, rather than simply surviving it."

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Inside the Norman Petty Recording Studio.

part of the country. Jack's ears picked up the hint and that's how I ended up in Clovis this time of the year.

Clovis is a small, homey town of about 30,000 people. I mean, folks wave at ya and say "howdy." That small-town attitude isn't found everywhere. It would make things a hell of a lot more pleasant if it was.

I got the grand tour of what could be called the cradle of rock 'n' roll, the Norman Petty Recording Studio. It was at this very same studio that many legendary rock and country-western stars first cut their teeth. I'm talking about such greats as Waylon Jennings, Buddy Holly, and Roy Orbison. During the '50s, many groups were discovered at the Norman Petty Recording Studio. I felt an eerie kinship being in the very same studios where these recording giants rose from obscurity to prominence. There were beaucoup 45s on the walls, golden platters from a bygone era. Many rock 'n' roll classics.

High Plains H-D crew, Clovis, New Mexico.



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S&S and R&D Cycle, Amarillo, Texas.

I imagined swapping road tales with them. Songs of the road.

Each year, the townspeople celebrate during Clovis Music Festival Week. They have street dances on Main Street. Last year, Michael Martin Murphy and the Rio Grande Band entertained folks during the festival. Murphy writes and sings cowboy songs. One of his tunes, "Land of Enchantment," was adapted as a New Mexico state ballad. The Association and country singer/actor Jerry Reed also performed to a sold-out crowd.

A classic car show is held in conjunction with the music festival. Modern day cruisers came to participate and to show off their old American rods. The East Plains Chapter of ABATE handles security during these events.

Saturday afternoon, before the Halloween party, the New Mexico ABATE state officers held a meeting at Mad Jack and Donna's house. I met many members and took a group

Halloween party, Clovis, New Mexico.



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Halloween party, Clovis, New Mexico.

photo. Keith Miller (AKA Crash) brought his Top Fuel bike to the High Plains H-D dealership. He fired it up and spun the rear tire all the way down the street next to the shop. Crash is a Bandido, his scooter's known as the Express Lane Beast. What else would you call a bike that has an injector, blower, and various other go-fast components on it? The cops showed up after and told Crash to put mufflers on it if he was gonna run it on the streets. Yeah, sure. He was merely showing us the power of his monster. Crash races AMRA, so he has to go up against people like Pete Hill and Tator Gilmore. I'd say he has his work cut out. To cheat the wind, in other words to make it more slippery, he told me that he was planning to build aluminum body panels for the Beast.

The Halloween party was held at Benny and Darla's house. There was an excellent turnout, most were in costumes. There wasn't much dancing. It was mostly a regular house party, where ghoulish ghosts and fiendish apparitions came by. The Texas Chainsaw Massacre killer showed up, as well as Elvira, Princess of Darkness.

Halloween party, Clovis, New Mexico.

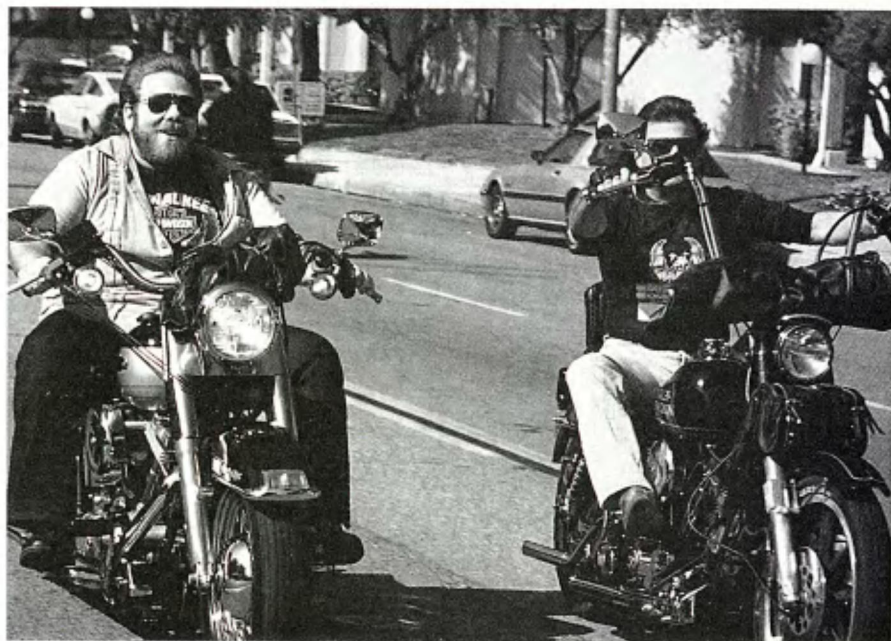


Desert Shield Run



Here's another example of bikers making things happen. On a sunny Sunday in late October, some 400 riders from the Southern California area gathered at a restaurant parking lot off the 101 freeway to pose for a poster and participate in a support run for the servicemen in the Persian Gulf.

That's one helluva turnout for a word of mouth campaign that grew from an idea a couple of bros tossed around while tossing down a few brews. The concept came from a rider named Danny Baceda. Danny's plan was to organize a run and shoot a poster to send to all the major bases in Saudi Arabia and all the ships in The Gulf. Ric Mead shared Danny's enthusiasm for the project, and as the two discussed the run, new ideas kept flowing



(like videotaping the ride and sending it with the poster). Before they knew it, a casual conversation over some cold ones became a very viable event.

With the help of Gary Ruskin, president of the Van Nuys H.O.G Chapter, who assisted in organizing the riders under such short notice, the Desert Shield Run was under way. Nearly 300 bikes rolled into Charley Brown's restaurant in Ventura on the morning of October 28, 1990. The shoot went off without a hitch, and then it was off to The Wheel, a local bikers' watering hole, over the hill in Ojai. After a few longnecks, it was back to town for dinner and an all-you-could-eat feast at Shakey's pizza joint.

It went down as perfect as finding a sweetie in your pup tent at 2 a.m. The crew at the magazine and all the American riders and readers want the soldiers in Saudi Arabia and the sailors in the Persian Gulf to know we're behind 'em—as strong as solid as the foundation of our nation's Capitol.

—Bandit and Jim Kaiser



Photos by Jim Kaiser

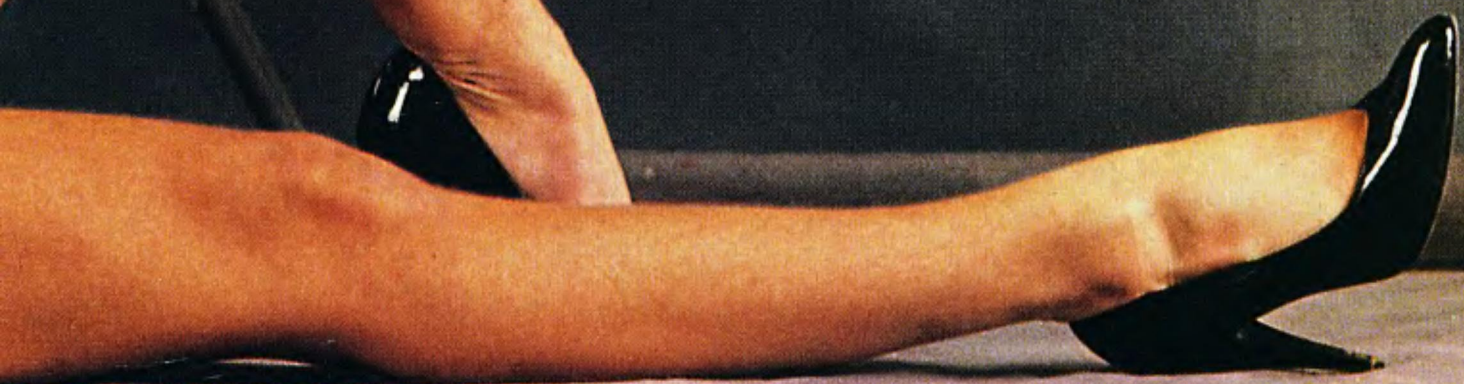
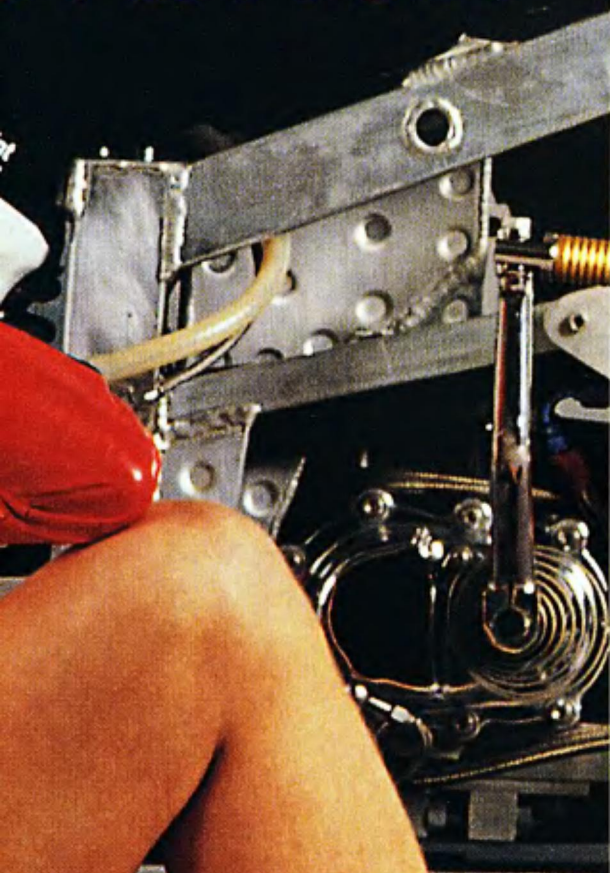


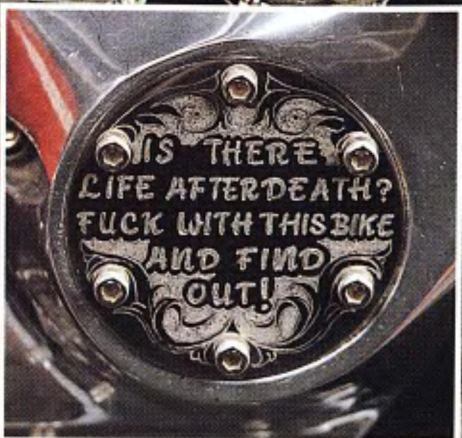
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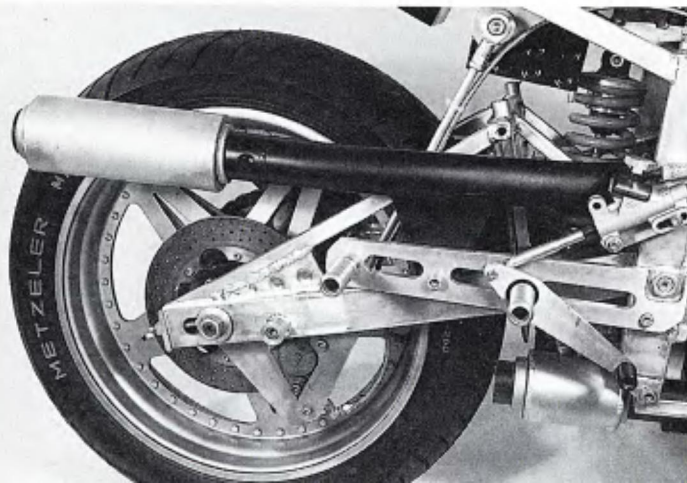
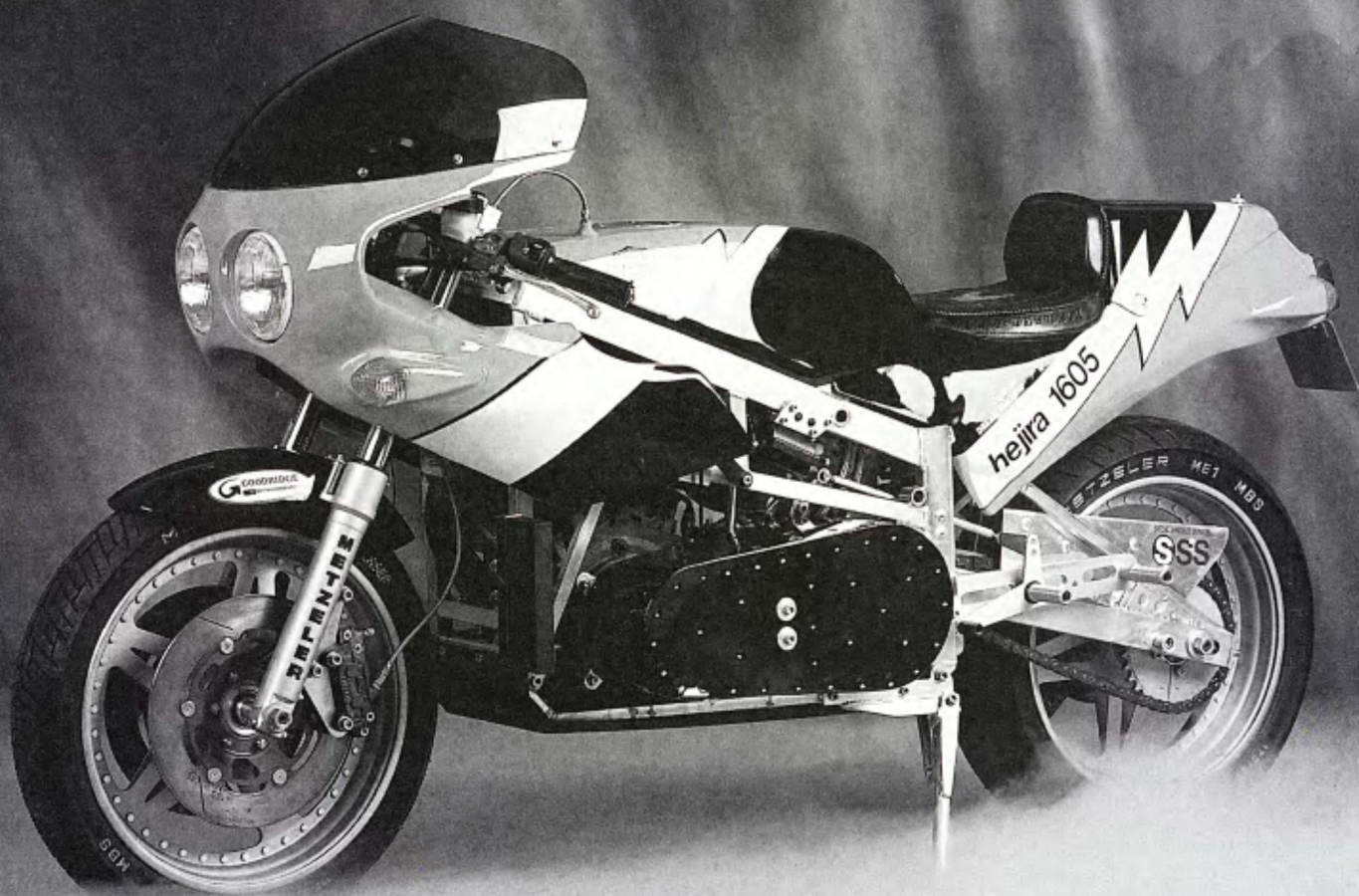
At one time or another, as we've scanned the glossy catalogs containing bolt-on goodies for Hogs, we've all dreamed about the way we'd like our bikes to look. How many of us can say that we've never listed all the things that we would like to have done to our bikes. "Yeah, next year I'm getting some hairy cams and fitting those special pistons, and then I'm going to fit that new carb they've just developed." But what usually happens? No money, no time, and, after all, it still runs, doesn't it?

Now move the scene on a bit to the people who actually do get off their arses and fit all the goodies. We've all seen them, and we've all suffered the pain of seeing our pride and joy shown up by someone else's hard work. Now, imagine the next step—what if you aren't even going to be satisfied fitting the stuff from over the counter, then what do you do?

Well, let me tell you a story . . .

I was sitting in this parking lot a while back, just checking out the local rides, when this guy came up and really started to dazzle me with tales regarding this monster Harley he was building. Now, having been around for a few years, my first thought was: *yeah, yeah, yeah, heard it all before . . .* But he went on about a specially-made frame, cams, and all the stuff you read about but never see. After half an hour or so, I realized this guy's conversation was a little different from most. You usually expect to hear, "I'm going to get this or that," the difference with this guy was that he was saying "I've got this and that." Just read the chart and you'll see why I got interested.

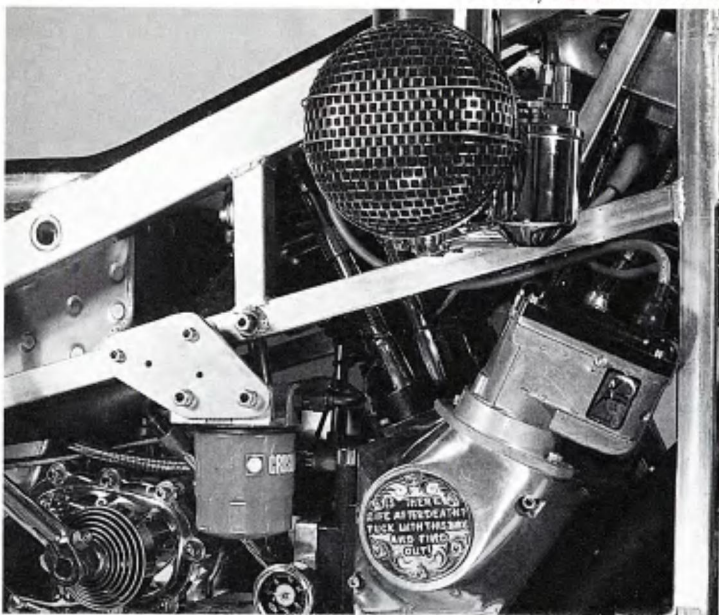
Like most of us, when it came to straight line speed, John, the owner of this Harley, was sadly let down. So, he sat





Owner(s): John McIntyre		City: Milton Keynes, England	
General		Frame	
Fabrication by: owner/Hejira Racing		Year: 1988	
Year and make: 1980 Big Big Twin		Builder: Hejira Racing/Derek Chittenden	
Model: Road Racer		Type: Hejira monoshock steel frame	
Value: not for sale		Rake: castor 26 degrees	
Assembly by: owner/Hejira Racing		Stretch: trail 3.74 inches	
Time: too long		Other alterations: adjustable, 3.5 - 4.8 inches	
Chroming by: some—weighs too much		Accessories	
Engine		Bars: Hejira Racing/Derek Chittenden	
Year: 1980		Risers: n/a	
Model: shovelhead		Fender(s): Harris Performance/owner	
Rebuilder: owner/H-D of Southport		Headlight(s): Dual Cibie 75w/55w	
Ignition: Morris Mk5/ED1, Andrews Coil		Taillight: owner	
Displacement: 96 cubic inches		Speedo: Hejira Racing/owner	
Lower end: S&S 4 5/8-inch stroke		Front pegs: Hejira Racing/owner	
Balancing: yes		Rear pegs: none	
Pistons: S&S 3 5/8-inch		Electrics: owner	
Cases: H-D		Gas tank: Hejira Racing (6 U.S. gal.)	
Heads: ported, polished, Baisley, Hi-Perf.		Oil tank: Hejira Racing (8 U.S. qt.)	
Cam: Dick Hilferty .550		Oil system: Goodridge braided lines	
Lifters: S & S solids		Primary cover: Hejira Racing	
Carb(s): Rivera 2-inch SU		Seat: handtooled leather/Albert Emmett	
Air Cleaner: Rivera		Sissybar: are you kidding?	
Pipes: Kerby Racing 2-inch drag pipes		Height: n/a	
Muffler: cable operated on/off		Material: n/a	
Special features: dual plugs		Forks	
Transmission		Type: Marzocchi M1R 42mm	
Modifications: hydraulic clutch, Andrews gears		Extension: stock	
Year: 1980		Builder: Hejira/Marzocchi	
Shifting : 4-speed/foot		Special features: custom yokes	
Engine sprocket: 3-inch belt drive pulley		Wheels	
Trans sprocket: 15-tooth		Front	Rear
Wheel sprockets: all QD-31,33,35-tooth		Size: 18-inch	Size: 18-inch
Painting		Hub: Astralite	Hub: Astralite
Molding: none		Rim width: 3.5 inches	Rim width: 5 inches
Painter: Dream Machine, UK		Tire: Metzeler 110/70	Tire: Metzeler 170/60
Color: H-D racing colors		Brake: dual Lockheed	Brake: single Lockheed
Special Paint: Paul Varnserry w/owner			
Other special modifications: Motor and transmission mounts, skid plate, sidestand, HRCGB logo on bar ends, total weight of bike now 470 pounds, 58-inch wheelbase, Hejira Racing recounter. Special thanks to Dave, Dan, Marlon, and Billy.			

Photos by Crossbow International



down with a pencil and some paper and designed a go-faster Harley that's as close to flying on the ground as you can get. The engine and transmission have been well, and truly, sorted and, with the help of the guys at Hejira Racing, the frame makes sure it all stays together. This Hog not only runs fast, it handles and stops as well.

If you're going straight to the chart, be warned—just about everything on this bike is one-off and was designed to be 100 percent functional. It looks a bizarre road racer and makes every Jap bike owner for miles around cry in their beer.

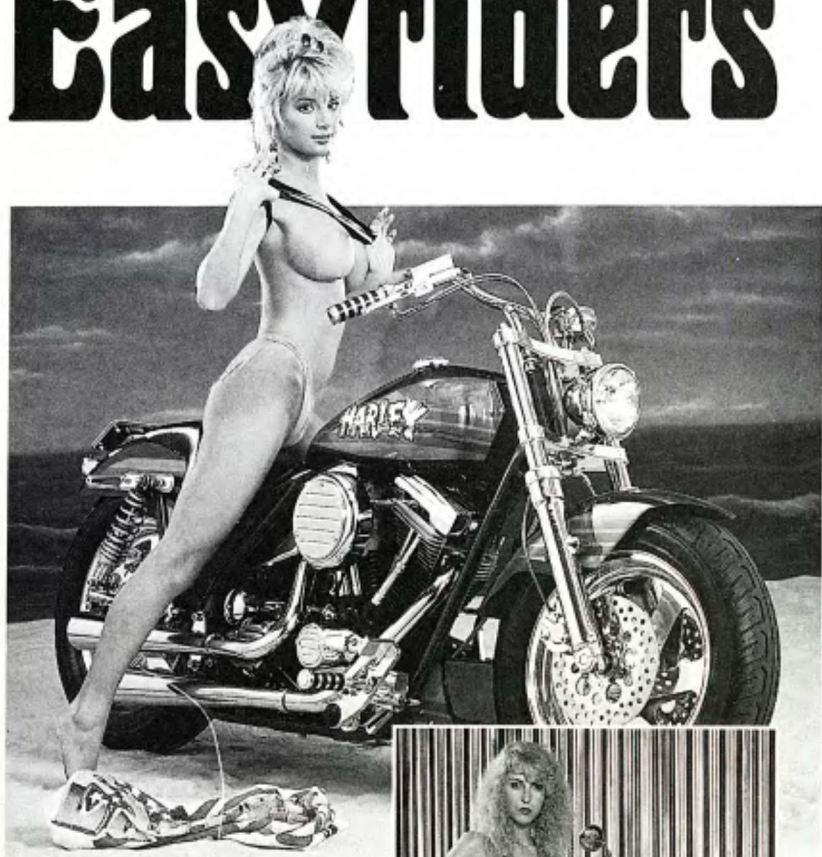
So, next time you hear some guy shootin' the shit, make sure it ain't John, 'cause when he starts his bike up, you'll never be able to look through a parts catalog again.

—Sssnake (of Great Britain)

... Talk about a lucky break. We found a way to mate John's bike with our foxy filly, Debee. Gettin' acquainted on a village green, in the English rain, now that's enhancement, eh mate?

—Loudmouth

Easyriders



Biker #98

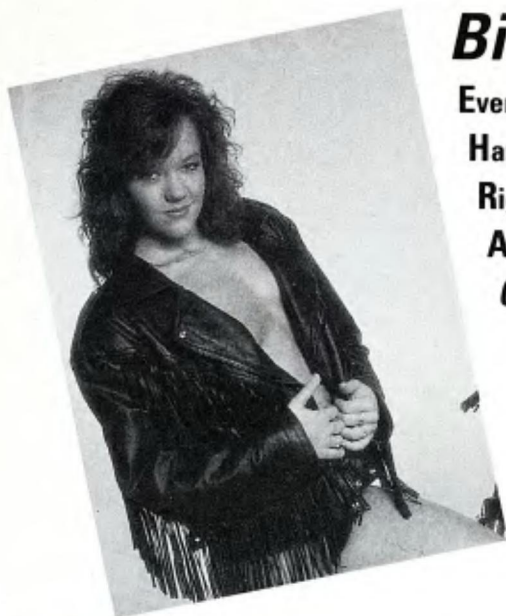
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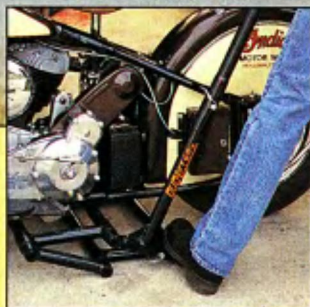
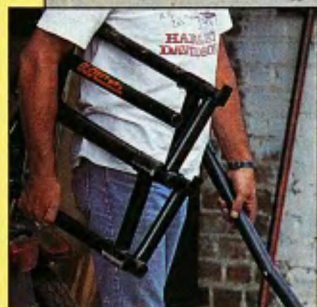
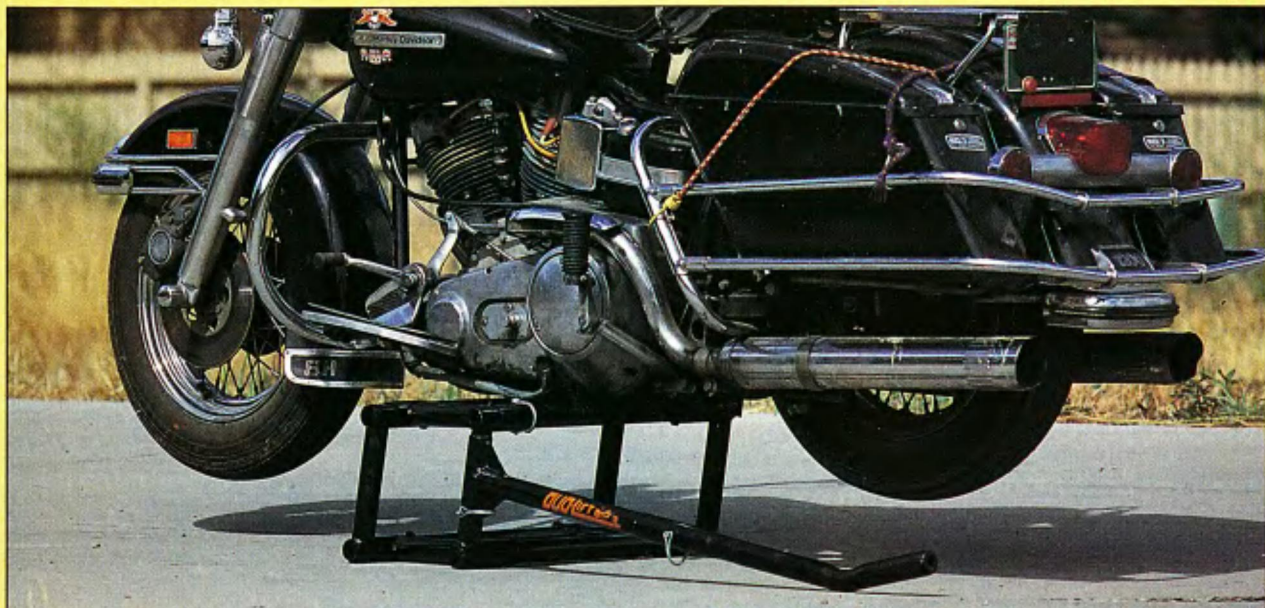
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