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(see page 44)

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MAGAZINE

NUMBER 214 ENTERTAINMENT FOR ADULT BIKERS APRIL 1991

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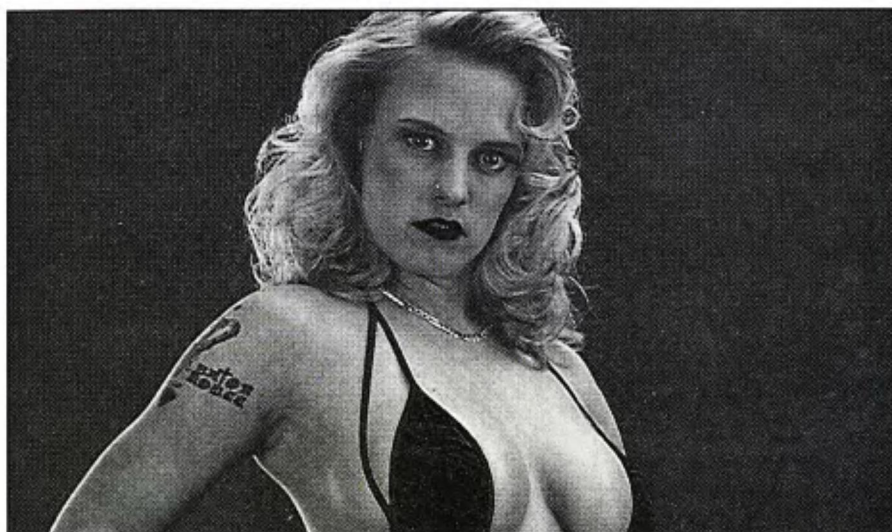
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1991 Daytona Bike Week 50th Anniversary Celebration

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

Cover photo of curvaceous Alex, on Tim McNalley's Evolution, by Raiko Hartman.



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He was pissed off at his fellow workers, so he went to the coffee machine (after hours) and took a good healthy piss in it. His fellow workers noticed that the coffee tasted "funny." Some thought it tasted like urine, but they didn't want to tell anyone else. It got worse every day (he was pissing in it every night), so they switched brands of coffee and cleaned the machine thoroughly, but the same putrid taste continued. They finally bought a brand new 75-cup machine, but nothing changed. They decided to hire someone to secretly watch the machine and finally caught the culprit in the act. "He came into the office, whipped his joint out, and relieved himself in our coffee." At least it taught them not to take so many coffee breaks.

He walked into the company cafeteria and made an announcement that he wanted everyone to meet "Uncle Louie" at which point he dropped his pants and exposed himself. The company asked if anyone present wanted to file an indecent exposure complaint against the employee, but they all laughed and declined.

Remember the woman who tried to kill her husband several times because she was sick of his cheating ways? She hit him with a bat, planted a bomb in his car, had him shot a couple of times, and fed him poison. None of these efforts worked and she went to jail. She had just gotten out and guess what? Her husband was there to pick her up! He still loved her! It's been months since she's been released, and believe it or not, he loves her more than ever. (He still has a bullet in his head).

You've all heard about Billy the Kid (from the western days) who killed 21 people and was killed himself at 21 years of age. Just thought you'd like to know who he killed: 5 Indians, 4 lawmen, 3 gunfighters, 3 card dealers, 3 cowboys, 1 blacksmith, 1 rancher, and 1 Indian agent.

I keep telling you guys to make sure your ol' lady goes to sleep first, because you don't know what she might do if you're asleep first. This guy woke up from a deep sleep and found his ol' lady on top of him with a butcher knife at his throat. She demanded the keys to their car, cut his throat, and left the apartment. When she was gone, he wrapped a towel around his neck and made it to the hospital. It took 50 stitches to close the wound, and he still loves her. What an idiot!

Here's some important news. They just announced a urinal designed for women. Most women don't want to sit on public toilet seats and there is supposedly a need for "she-inals." It resembles the traditional male urinal except that it has a gooseneck hose and funnel. A handle on the funnel allows women to adjust it to the proper position and height. They say a woman only has to move her pants a few inches either way to take a leak. They claim that 98% of women don't sit on public toilet seats--they either hover, stand, or cover the seat with paper. I thought you guys would be interested in this amazing breakthrough.

Here's some news on condoms. First, British sailors in the Persian Gulf found a unique way to keep sand out of their cannons. They cover them with condoms. The condoms are a "perfect fit" over the 7.62 millimeter machine guns. They even stretch to fit a 20-millimeter cannon. This second piece of news won't surprise you. In order to save money, the city of Philadelphia decided to buy some discount Japanese condoms for public distribution, but surprise, surprise. They didn't work. Apparently the Japanese dick is smaller than the American dick. The condoms were too small which made them very uncomfortable, and they leaked.

Here's some more startling news. They've found that the sexual activity of American teen-age girls increased sharply throughout the 1980s. They also found that while sexual activity increased among teens, the greatest increase was among girls who were white and from higher income families, narrowing the previous racial and income differences. In 1988, the median age for first intercourse for black females was 16.6 and among white females it was 17.8.

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.

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

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

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

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

Shovelhead, Panhead and Iron Sportsters are covered.

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

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



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Knockin' Nakamura

□ As a Japanese businessman living in the United States on a temporary basis, I must say I was embarrassed to read the letter from Mr. Nakamura in the January '91 issue. His feelings are certainly not typical of most Japanese.

First, many of the management philosophies he seems so proud of were actually learned by Japanese studying in the U.S. at universities such as the Harvard Business School. Second, much of what Japan is today is because of the generosity of the Americans. After World War II, your country could have treated us very harshly. Instead, you treated us with kindness and wisdom. You helped us rebuild our economy and revamp our government. Many Japanese, especially those old enough to remember the War (like my father), will never forget how America helped us.

I've ridden Harley-Davidsons for many years. In Japan, they are considered the Rolls-Royce of motorcycling, and it is considered prestigious to own one. Yes, they do have some Japanese parts, but the primary soul of a Harley is the engine, and it is solidly American-made. Also, my friends and I marvel over the quality craftsmanship of the frame, paint, and chrome. No one does it better than Harley-Davidson. A few years ago, I was ashamed when I saw Honda's attempt to copy the Harley with their Shadow 1100. It looked cheap in comparison, and even its cooling fins on the engine were fake. The Japanese can and do make very fine motorcycles (their sport models are the finest in the world) but only Harley makes a true V-twin custom.

I should remind Mr. Nakamura that the greatest source of Japan's wealth and power are its trade links with the United States. His boastful statements are neither polite nor wise. I hope Americans, who I consider great people, will forgive such vanity.

Isamu Tsakikoto
Montgomery, Ala.

□ Did he forget that the uneducated American workers and the half-witted American managers built the atom bomb and dropped it?

Riding Richard
Reno, Nev.

□ If you have so many damned complaints about America and its people, go back to your floating rice cake in the Pacific and don't do business over here.

Jap Hammers
Mastic Beach, N.Y.

□ If you had toured a typically lazy, uneducated American worker's garage, you would have seen that those made-in-Japan parts were removed

from his new Harley, were in the trash, and were replaced with parts made in the USA.

Lowell Helms
Seymour, Wis.

Down With Spider

□ Spider's revolting attitude and brutal anecdotes about women are getting progressively worse. Does *Easyriders* condone this attitude? If not, please replace him with a human being. Better yet, step on him!

Kathy Smith
Lethbridge, Alberta

■ We give Spider free reign.

Rodeo Rah

□ Concerning the *Easyriders* Rodeo at Vallejo, you guys really know how to throw a fuckin' party.

Alameda Bob
Alameda, Calif

Wants Help

□ I'm an English biker involved in a project that will bring me to America in '91 - '92. Along with a British television company, I'll be making a documentary on the lifestyle of the American biker. My route will be from New York to Washington, and I hope to meet different and interesting people along the way. I want to go to rallies, toy runs, parties, competitions, prisons, weddings, etc., or anything else. I want to show the biker's true nature.

If anyone would be interested in helping me with this project, I'd be grateful for details and dates of events. Please be patient. All letters will be answered eventually.

Mickey Reynolds
10A Hatfield Rd.
St. Albans, Herts.
England

Who's To Shame

□ Your article about Trooper Hennessey ("Shack O' Shame" in the January '91 issue) of the South Dakota Highway Patrol is not factual and obviously was not researched or verified.

I do not have a Trooper Hennessey working for the Patrol and do not know anyone by that name.

I do know who wrote the citation and did inquire into the facts because I received a complaint letter from an attorney who was speaking for the rider.

Briefly, the biker did not wave my trooper over. He was observed crossing the median. There were officers at the scene of the accident. My officer never said, "Find somewhere else to party." Actually, the conversation between the violator and my officers (there were two in the car) was

very cordial.

We were very pleased by the demeanor of the very large crowd at Sturgis this year. We need factual information printed so everyone who attends can form the proper opinions of those who have come to enjoy themselves and those who are there to protect the public and promote highway safety.

We will always place caring for and protecting the injured, above any enforcement action. We will also always promote professional enforcement as a means of preventing traffic accidents.

Colonel James Jones
Superintendent
So. Dakota Highway Patrol
Pierre, S.D.

Education Needed

☐ I normally would never lower myself to acknowledge such stupidity, but this bozo "Cool Cat" in the December issue needs education. I usually charge for my services, but I understand this is an emergency.

The amount of actual pollution caused by Harleys dripping oil is fractional compared to the emissions spewed into the air by Jap plastic factories that make parts for your precious rice bike. If the EPA was truly concerned with the amount of oil that leaked onto our highways, there wouldn't be rush-hour traffic in any of our major cities. That was the political science class, now for the math class.

The Harley-Davidson motorcycle costs approximately \$10,000, and it gives you a lifetime of riding pleasure. Due to the quality of Jap steel/plastic, it would take approximately 10 of these bikes to give you a lifetime of riding displeasure. The Jap bikes cost about \$3,000 each. Now you multiply this by 10 and you get \$30,000. Take \$30,000 and subtract \$10,000 and you come up with the amount of money that every Harley rider saves by investing in a high-quality, American-made product.

My advice to you, Jim, is simple. You should spend more of your time enjoying the freedoms that life offers instead of trying to control the freedom of others.

Businessman Buzz
Dillsboro, Ind.

Thanks

☐ We, the Vagos Motorcycle Club, want to let you all know that we appreciate the fine article you put together pertaining to our club.

If possible, we would like to see the following letter printed in a future issue to help show our appreciation to David Mann and others who lent a hand to our cause. Thanks.

Dear David,

As the saying goes, a picture is worth a thousand words. We, the Vagos Club in its entirety,

would like to express our sincere appreciation and thanks for a job well done.

Although our club's struggle was long and hard, we feel grateful to all who contributed their time, determination, and talents to ensure our victory!

Continue to display such fine artwork. It will always be remembered and we are very proud that you captured truth and honesty in your work.

Terry the Tramp
Hacienda Heights, Calif.

A Word From J.J.

☐ I saw a bunch of calendars in a catalog for every kind of calendar under the sun, including one about the sun.

I looked at all of them and thought, after wading through all the "cute animals" calendars, that what might be nice would be a "road kill" calendar. That's the only kind I didn't see included in the assortment.

Every month would feature an excellent, high-quality photograph of a dead pile of goo on some scenic stretch of highway. Every month some indeterminate mass of goo would be featured in a scenic desolate setting to remind riders of the real spirit of highway wanderlust.

Who wouldn't want one? Don't you want one right now? Well, whaddaya think? No, really.

J.J. Solari
Tuckerton, N.J.

An Answer

☐ My sincere thanks go out to Don Sharp for his noteworthy and passion-felt article in the January 1991 issue entitled "Beware of the Scribes." Of course, it goes a lot deeper and further than the scribes. But maybe, just maybe, one more person will be bitch-slapped awake by this article, and others like it, to see what's happening before the wolf is at everyone's throat.

I see we have at least one sharp scribe on our side. Pun intended.

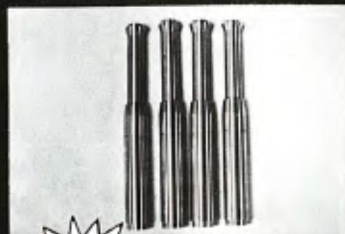
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Pendleton, Ore.

■ 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 909-234-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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KENTUCKY CHERRY

After many moons of custom motorcycle building, Barry Wright opened up his own shop, Wright Brothers Custom Cycles, in his hometown of Neon Junction, Kentucky. Barry's supportive father, Jesse, had owned and operated the local Chrysler dealership for many years, and not too long after he passed away, Barry moved his bike shop into his dad's old location.

Neon Junction isn't a big town by any census scale. In fact, up until a couple years ago, the total count of the gang living in Neon Junction was only 800. But with the recent annexation of a neighboring community, its population has jumped to a high of 1500 residents. That leaves Barry and his brother, Cowboy, a mighty

AFTER WINTER REBUILDS, SOME OF THE FINEST SCOOTERS IN THE WORLD

LLIN' STOCK



VIRGINIA FIRE BREATHER

Some bikes are built for endurance. Some are built for flash and go. And some, like Dave's, are nuclear bombs on two wheels. Dave Harris built a scoot with one purpose—mega-performance. And it's grown even bigger since these flicks were taken.

In 1979, he bought this Low Rider and rode it, basically stock, for a year (with a .440 lift cam installed). That wasn't enough. He tore the engine down and installed a 4 3/4-inch rod set, S&S wheels, an Andrews C-grind cam (.525 lift), and a Weber carb. That boosted its power formula to 91.8 inches. He rode it that way from '81-'83. The only change was the addition of a Lieneweber L-61 cam (.550 lift).

The urge to reach farther out on the performance limb



WILL ROLL INTO DAYTONA BEACH FOR THE 50TH — HERE ARE TWO



KENTUCKY CHERRY

clientele of about 40 devoted riders screaming through the Neon streets.

Despite the small size of his community, though, Barry's annual half-a-pig roast draws some 300 scooter buffs from outlying areas. Why the turnout? Because this man is recognized and respected for knowing how to build solid, well-detailed, multi-style bikes.

Barry bought this bike after its previous owner went down after tanglin' with a broken rear sprocket chain. During the melee, amid sparks flyin' and gas spillin', the scoot caught fire. It wasn't a meltdown, but the shovel lost her shapely appearance. From there, Barry stepped in to resurrect her.

Barry's wife, Sheree, had always ridden behind the ol' man on one bike or another. But this time around, Barry made her a deal. "I'll buy it and build it. If you ride it, it's yours," he told her.

You can't beat that offer, except for the fact that Sheree has four other serious commitments who require



Continued on page 12

VIRGINIA FIRE BREATHER

didn't subside, though. In '83, on a recommendation from Jim Lieneweber (Lieneweber Cams), Dave was led to Baisley Hi-Performance, in Portland, Oregon. With the help of a supportive wife who worked for the airlines, he quickly packed two sets of heads into a duffel bag and headed for the airport.

The combustion chambers were extensively reworked and welded to include D-shaped exhaust ports. A second plug and Manley thin-stem valves were implanted. They also added a "squish" area in each chamber to help prevent detonation under load by improved flame propagation. When he returned home, he sent the rest of his motor to Oregon. Wes Baisley worked over the lower end and bored the cases to accept the 3 11/16-inch Shumacher barrels. In September 1984, the motor returned.

With the engine released from its crate, Dave got down on his haunches to study every detail of the polished



Continued on page 13



Photos by Mike Lichter



Owner(s): Barry Wright		City: Neon Junction, Kentucky	
General		Frame	
Fabrication by: Barry Wright		Year: 1981	
Year and make: 1981 H-D		Builder: H-D	
Model: FX		Type: swingarm	
Value: for sale		Rake: stock	
Assembly by: Wright Bros. Custom Cycle		Stretch: none	
Time: three months		Other alterations: swingarm and shocks	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: one-piece drags	
Year: 1981		Risers: built in	
Model: shovelhead		Fender(s): Ness, fiberglass	
Rebuilder: Wright Bros. Custom Cycle		Headlight: CCI	
Ignition: points		Taillight: tombstone, owner	
Displacement: 80 cubic inches		Speedo: Chrome Specialties	
Lower end: Wright Bros. Custom Cycle		Front pegs: Drag Specialties	
Balancing: Wright Bros. Custom Cycle		Rear pegs: none	
Pistons: H-D		Electrics: 12-volt, hidden wires	
Cases: H-D		Gas tank: 3.5-gal. fatbobs	
Heads: stock, polished fins		Oil tank: stock	
Cam: FX		Oil system: stock	
Lifters: hydraulic		Primary cover: polished	
Carb(s): S&S polished		Seat: Danny Gray and Erick	
Air cleaner: velocity stacks		Sissybar: none	
Pipes: H-D, 2 into 1		Height: n/a	
Muffler(s): shortened		Material: n/a	
Transmission		Forks	
Modifications: stock		Type: FX, wide trees	
Year: 1981		Extension: 4.5 inches under	
Shifting: foot		Builder: H-D & Wright Bros. Custom Cycle	
Engine sprocket: 22-tooth		Special features: polished legs	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 48-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Jeff Nease		Hub: RevTech	Hub: RevTech
Painter: Jeff Nease		Rim width: 2.5-inch	Rim width: 3.5-inch
Color: black cherry		Tire: Blitz	Tire: Blitz
Type: acrylic enamel		Brake: dual disc	Brake: disc
Special paint: pearl			
Other special modifications: Lots. Special thanks to Paul, Todd, Bo, George, Erick, and Cowboy.			

KENTUCKY CHERRY



her constant attention. The four varmints are: Mia, Jona, Jessica, and Megan, rangin' in age from five to 10. Needless to say, she doesn't get to ride as often as she'd like to.

But being a man of his word, Barry went to work on the smolderin' FX. He cut down the front end, altered the swingarm, put shorter shocks on the rear, and detailed it with new wiring and new paint (to give it the low, lean look, without spending a lot of green).

After these photos were taken, Barry had planned to incorporate a Teresa Crane paint job and even more modifications. But with the compliments he was pulling in with the bike built just the way you see it here—with Jeff Nease's black cherry and pearl paint job—he decided to leave a good thing alone.

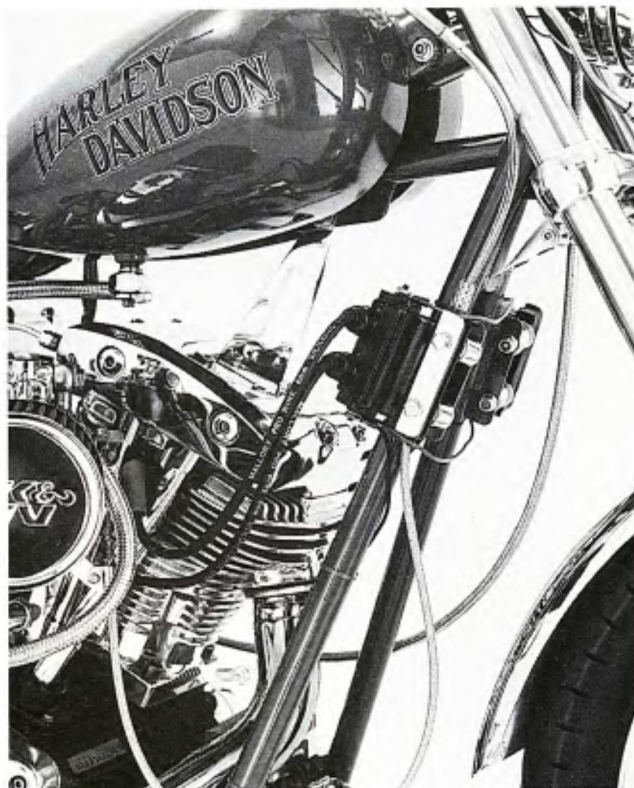
Hell, it even grabbed an honorable mention plaque at the ride-in bike show at Daytona in 1989.

—Bandit

Owner(s): Dave Harris		City: Springfield, Virginia	
General		Frame	
Fabrication by: Dave Harris & Zippers Cycle		Year: 1985	
Year and make: 1979 H-D		Builder: Mancuso H-D	
Model: Light and Quick		Type: mild steel swingarm	
Value: \$15,000		Rake: none	
Assembly by: owner		Stretch: 2 inches	
Time: ongoing		Other alterations: super light	
Chroming by: Brown's and Grave's		Accessories	
Engine		Bars: 7/8-inch	
Year: 1979		Risers: none	
Model: shovelhead		Fender(s): rear: Ness; front: H-D chromed	
Rebuilder: Baisley Hi-Perf./Zippers Cycle		Headlight: round	
Ignition: dual plugs, points/condenser		Taillight: molded into fender	
Displacement: 101 cu. in., 4 3/4-in. stroke		Speedo: Why bother?	
Lower end: S & S		Front pegs: fold-up	
Balancing: Baisley Hi-Performance		Rear pegs: none	
Pistons: Axtell		Electrics: 12-volt	
Cases: stock w/bigger holes		Gas tank: Mustang	
Heads: Baisley Hi-Perf. weld-ups		Oil tank: CCI	
Cam: Leineweber L-6, .550 lift		Oil System: modified return/braided stainless	
Lifters: Velva Touch		Primary cover: chromed	
Carb(s): 40mm Weber sidedraft		Seat: H-D solo	
Air cleaner: K & N		Sissybar: too heavy	
Pipes: 2-inch		Height: n/a	
Muffler(s): nope		Material: n/a	
Transmission		Forks	
Modifications: Andrews internals		Type: road racing, Marzocchi	
Year: 1979		Extension: none	
Shifting: foot-modified linkage		Builder: Italy	
Engine sprocket: Primo belt		Special features: alloy trees, lower legs	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 49-tooth, alloy		Front	Rear
Painting		Size: 18-inch	Size: 18-inch
Molding: owner		Hub: Kosman	Hub: Kosman, alloy
Painter: Smitley		Rim width: 3-inch	Rim width: 4.5 inch
Color: flame red		Tire: Dunlop	Tire: Sport Elite
Type: Imron		Brake: Grimeca dual disc	Brake: Grimeca

Other special modifications: swingarm extended 2 inches and reinforced, custom motor mounts, electric fuel pump on carb, inboard Prestolite starter motor housing, high torque field coils. Thanks to Ron at R&R, John and Bill at Zippers, and Clay at Rod's.

VIRGINIA FIRE BREATHER



Photos by Mike Lichter



fins and feel every edge of the performance-related modifications. Then he thought about the stock chassis.

It was too heavy for this rocket launcher. He found a lightweight frame in Texas, strapped on some lithe, Kosman wheels, and (with help from Zippers Cycles) copped an American Speed, Inc. extended swingarm and an Italian front end. With the large, electric-start battery and massive motor in place, the scoot still weighed less than 500 pounds. Fast wasn't the word for it. With less than 50 miles on the mill, he was blowin' away foreign threats.

In 1989, with a tidy tax refund burnin' a hole in his hand, he bought a set of Delkron cases and pushed it out to 109 inches. With all that thunderin' muscle encased in polished aluminum, Dave took third place in a World of Wheels custom competition.

—Renegade

It's not th much as the hor

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features a new two-
point engine isolation
mounting system.

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exhaust crossover that fully exposes the 80 cubic inch Evolution® engine, finished in black. And like the original, the new Sturgis moves down the road with a final belt drive system that is clean, strong and quiet.

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1ST ANNUAL POKER RUN—April 20 near Livermore at Mountain House Cafe. Sponsored by Jus Brothers MC. For info, write Box 71, Tracy, CA 95376, or call (209) 462-8396.

Colorado

SOUTHWEST HDRA HARLEY DRAGS—April 27-28 in Pueblo at Pueblo Motorsports Inc. Sponsored by Southwest Harley Drag Racing Association. For info, write Box 56603, Phoenix, AZ 85079, or call (602) 931-1906, or (800) 289-DRAAG.

Connecticut

ANNUAL MAY DAY BREAKOUT PARTY—May 5 in Wolcott at Wolcott VFW Hall. Sponsored by Connecticut Motorcycle Riders Assoc. For info, call (203) 585-6684.

Florida

50TH DAYTONA BIKE WEEK—March 1-10 in Daytona Beach. Hunt mag for special schedule and resource guide.

Illinois

WABASH VALLEY BIKE SHOW—April 28. Sponsored by ABATE of Illinois, Wabash Valley Chapter. For info, write 203 Fairview Dr., Carmi, IL 62821, or call Dennis at (618) 382-8905.

Maine

3RD BEHIND THE BARN PARTY—May 25-26-27 in York County. Sponsored by United Bikers Of Maine. For info, write RR 1, Box 5335, Pittsfield, ME 04967, or call Leon at (207) 282-9191.

UNITED BIKERS OF MAINE SWAP MEET—June 23 in Portland at the Expo Center. Sponsored by United Bikers of Maine. For info, write RR 1, Box 5335, Pittsfield, ME 04967.

Michigan

MOTORCYCLE SWAP MEET & BIKE SHOW—March 24 in Kalamazoo at Wings Stadium. Sponsored by Loners Swap Meet Inc. For info, call (616) 668-2175.

Nebraska

10TH ANNIVERSARY BIKE SHOW & SWAP MEET—May 18-19 in Hastings at the fairgrounds. Sponsored by ABATE of Nebraska, District 8. For info, write Hank at Box 186, Clarks, NE 68628, or Bill at 233 Gun Barrel Rd., Grand Island, NE 68801.

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

SOUTHWEST HDRA HARLEY DRAGS—March 24 in Albuquerque at N.M. Motorsports Park. Sponsored by Southwest Harley Drag Racing Association. For info, write Box 56603, Phoenix, AZ 85079, or call (602) 931-1906, or (800) 289-DRAAG.

ABATE STATE BOARD MEETING—April 20. Sponsored by ABATE of New Mexico, hosted by the Estancia Valley Chapter. For info, write Box 129, Moriarty, NM 87035, or call Brenda at (505) 585-9789.

North Carolina

7TH ANNUAL CHEROKEE RALLY SWAP MEET AND BIKE SHOW—April 26-27-28 in Cherokee at the Ceremonial Grounds. Games and live music, vendors, and fun. Sponsored by Bob's Precision Cycle, 702 Anderson St., Piedmont, SC 29673, (803) 845-5722.

HDRA 6TH ANNUAL SPRING NATIONALS—March 30-31 in Greensboro at Piedmont Motorsports Park. Sponsored by Harley Drag Racing Association. For info, write Box 1429, Elon College, NC 27244, or call Ace and Dane at (919) 229-4877.

North Dakota

16TH ANNUAL FM CRUSADERS BIKE SHOW—March 23-24. Sponsored by FM Crusaders. For info, write or call Kasey at Box 987, Moorhead, MN 56560, (701) 282-6805.

1ST ANNUAL RITCHIE ANDEL MEMORIAL RUN—May 4. Sponsored by Lost Boys MC. For info, write or call Eric at #170 Pierce Trailer Ct., Moorhead, MN 56560, (218) 233-7874.

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.

Ohio

MOTORCYCLE SWAP MEET—April 7 at the St. John Arena from 10 a.m. to 5 p.m. Vendor and bike selling spaces available. Door prizes, free parking, admission \$4, children under 12 free. Sponsored by ABATE of Ohio, Inc., Eastern Region. For info, write Terry at RD 1, Box 159, Richmond, OH 43944, or call (614) 765-5247.

HAWG DAWG'S CYCLES 6TH MOTORCYCLE SWAP MEET—May 19 in Wooster at the National Guard Armory on St. Rt. 302. Dealers and other inquiries call (216) 456-0958.

Pennsylvania

MOTORCYCLISTS RIGHTS RALLY—May 20 in Harrisburg at the State Capitol at noon. Campgrounds open the 17th at Shellsville VFW off Rt. I-81, Exit 27, follow signs. Live entertainment, games, refreshments, food by concession. Sponsored by ABATE of Pa. For info, write Box 15226, Harrisburg, PA 17105, or call (717) 234-3777.

Texas

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

5TH ANNUAL MS. HARLEY-DAVIDSON OF SOUTH TEXAS POKER RUN & SWAP MEET BLOWOUT—March 29-30-31. Beauty contest, camping, proceeds benefit Special Olympics of Texas. All bikers welcome. Sponsored by Gypsy MC International. For info, call Ron at Brownie's H-D at (512) 854-3146, or Snowman at (512) 998-2541.

Utah

EXHIBITION IN IRON III—April 26-27-28 in Salt Lake City at the Fairgrounds Coliseum. Open participation. Sponsored by ABATE of Utah, Tooele Chapter. For info, write 275 Valley View Dr., Tooele, UT 84074, or call Chris at (801) 882-5283.

JUNE JAMBOREE—June 21-22-23 in Ogden Valley, 12 miles east of Ogden. Three-day rock 'n' roll show, camping, and events. Sponsored by ABATE of Utah, Weber Chapter. For info and advance tickets, write 3043 W. 4850 S., Roy, UT 84067, or call Spike at (801) 773-5134.

Virginia

CYCLE EXPO '91—March 22-23-24 in Richmond at The Showplace, 3000 Mechanicsville Turnpike. Complete motorcycle show, antiques and custom motorcycles. Custom accessories, clothing, trophies, and special awards. Proceeds to benefit Children's Hospital. For info, write or call Departure Bike Works, Inc., 3087 Hull St., Richmond, VA 23224, (804) 231-0244.

BIKE FEST '91 CYCLE SHOW & SWAP MEET—April 28 in Roanoke at Roanoke Civic Center at 10 a.m. All classes welcome. Admission \$5, children under 12 free. Vendor space available. Door prizes, party, and fun. Sponsored by Golden Productions, Box 5563, Roanoke, VA 24012, or call (703) 366-0261, or (703) 366-0403.

Washington

SUNRISE RUN—May 25-26 riding to Sunrise in the mountains, then to the Pacific Ocean to see the sunset. Sponsored by ABATE of Washington, East Pierce County Chapter. For info, write Box 1004, Tacoma, WA 98401, or call "45 Mike" at (206) 838-3405.

13TH ANNUAL SPRING OPENER—June 14-15-16 in Roslyn. Sponsored by ABATE of Wash. For info, write Box 26, Olympia, WA 98507, or call Jim and Cindy at (206) 357-4170.

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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
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Delaware	08	Massachusetts	21	North Dakota	34	Washington	47
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READER'S RIDE



Photos by Michael Farabaugh

John R. Tanner, Lee's Summit, Missouri 1949 H-D panhead

Well, if you're lookin' at this, you're lookin' at my 1949 panhead. She's my favorite of the three bikes I own. This is the way she looked not too long ago. Nice, huh? Considering the fact that she was a chopper when I bought her, that is.

I've tried to keep her as original as possible, with the exception of many new parts. But with a lot of hard work and a lot of cash, we were able to restore her back to her original condition. Since these pictures were taken, even more new parts have been added—all 'cause a gal from outta town, in a rented Jaguar, ran a red light and tried to take both my son and my bike outta commission. She did a great job as far as the panhead was concerned. Fortunately, my son, Greg, escaped any serious injuries. I was very relieved, as the urge to inflict some damage on him myself, for being on my '49 in the first place, quickly took over.

But the ol' girl is like new again—thanks to insurance and my son, who's one helluva bike builder. Personally, I think she's lookin' better than ever.

—J.R.T.

YEAR: 1949

MODEL: panhead

ENGINE: 1949, 74-cubic-inch panhead

TOP END: Sifton lifters, red and white lacquer paint

LOWER END: H-D cases

TRANSMISSION: 1949 forward shifter

FRAME: Santee

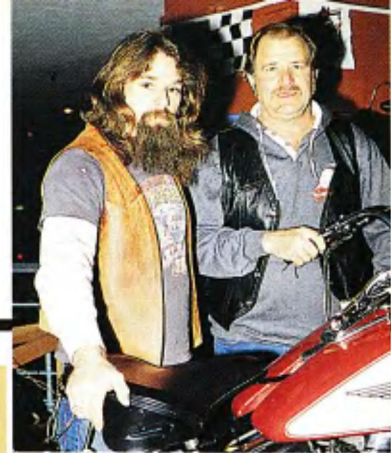
FORKS: 1949 FL

WHEELS: rear: 16-inch tire; front: 19-inch tire; star hubs

ACCESSORIES: 5-gallon fatbob tanks, braided steel oil lines, horseshoe oil tank, tombstone taillight

SPECIAL MODIFICATIONS: ducktail front fender and hinged rear fender, police solo seat, H-D primary cover, electrics by Frank

FINISH: red and white lacquer



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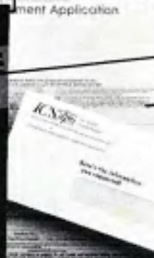
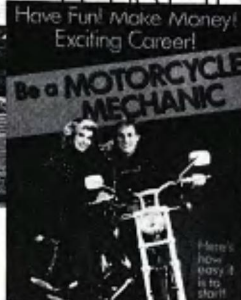
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CALIFORNIA SUPPORTS THE NATION IN THE STRUGGLE FOR FREEDOM OF CHOICE

Once again, and for the third time in five years, California motorcycle riders are faced with an uphill struggle to maintain their riding rights and privileges. A new mandatory helmet bill, AB-7, was pre-introduced in the Assembly in early December 1990.

Two previous mandatory helmet bills cleared both houses of the legislature in the last two legislative sessions. They were passed by the slimmest of margins and vetoed by a courageous Governor Deukmejian, who felt adults should be able to decide for themselves which safety equipment was appropriate. The bill's author, Assemblyman Richard Floyd, D-Gardena, feels he has a better chance with newly-elected California Governor Pete Wilson.

Legislation is normally enacted to solve, or deal with, a growing social, economic, or safety problem. The opposite is occurring in this instance. The proponents of AB-7, in California, choose to ignore the fact that mo-

torcycle fatalities have dropped a cumulative 28% in just the last three years while injuries have decreased an amazing 34% during the same time period. Injuries have not been this low since 1969. Since the supporters of AB-7 haven't been able to find any other persuasive rationale for mandatory helmet laws they have jumped on the "public burden" bandwagon. They continually bring up the hollow and unsubstantiated excuse of the "public burden" cost to taxpayers for uninsured, unhelmeted, head-injured motorcycle accident victims for enacting helmet laws.

Carefully-orchestrated media distortions give the false impression that there are tens of thousands of these unlucky accident victims causing tens of millions of dollars of social burden costs to the public; a careful examination of the facts reveals that the actual social burden costs are negligible. Only 3,009 California motorcycle

riders suffered "severe wounds" in 1989, according to the California Highway Patrol. If you consider that at least 40% of all of the state's riders already wear helmets, that only 30% of all motorcycle injuries are head injuries, that 50% of all accidents are still caused by automobile drivers, and that 55% of all trauma patients have the ability to pay their own way, only slightly more than 100 unhelmeted motorcycle accident victims would even possibly be considered "public burdens." So much for the social burden theory.

It is often said, "As California goes, so goes the nation..." If that's true, then now, more than ever before, motorcyclists' rights groups in California must oppose this latest assault on our riding rights—in large part, because we recognize our responsibility to the rest of the nation. If California falls to a helmet law, every state may soon follow. However, in addition to other indi-

vidual states' struggles for freedom of choice, national bills to promote motorcycle helmet and automobile seat belt laws are certain to resurface in 1991.

Occupational Safety and Health Administration (OSHA) regulations and Department of Transportation (DOT) directives promoting mandatory motorcycle helmet use are also certain to be considered this year. Even if your state is not currently involved in a helmet law struggle, it's no longer enough to hope that Californians will defeat their helmet laws, and in so doing, protect other states' riding rights.

It is vital that every rider join his or her state's bikers' rights organization and any or all of the national bikers' rights groups. Invest some time and money in what you believe in—become one of the freedom fighters—no one else is going to do it for you.

Remember, the disguised goal of helmet law proponents is not motorcycle safety or the re-

duction of social burden costs. The *real* goal is to make riding a motorcycle so unpleasant, so undesirable, and so expensive that motorcycles will go the way of the horse on public roadways. If you don't believe this, just take a look at motorcycle ownership in states with helmet laws. They have only half as many registered motorcycles per person as states without helmet laws. It's odd that there are over three times as many motorcycles per capita in Iowa (a nonhelmet law state with a relatively short riding season) than in Florida (a full helmet law state with beautiful year-round riding weather).

Think about it. If you want to keep riding (and enjoying it) join a bikers' rights organization. Take the time to find out who makes the laws for you, and let them know how you feel about riding free.

—John Paliwoda
Director, Government Relations, California Motorcyclists' Assoc.

BACK IT UP

So, you like to brag about what a mean, stump-pullin' bike you have? Want to back up your claims with some numbers?

Okay, while you're in Daytona Beach checking out the righteous rides and the traffic-stoppin' T&A, stop in at the American Motorcycle Institute (AMI) out on Skytrooper Road. AMI has a 400 hp chassis dy-

namometer and the folks there will set you right up to find out just exactly what all those fancy carbs and cams and stroker cranks are doing for you.

AMI will be running the dyno, March 5-8 of Bike Week, at its annual Brute Horsepower Shootout. The bro who runs up the highest number will pick up \$2,000 in prize money.

If you take the certificate and the picture back home, that'll more than settle any barstool arguments about your Hog. Then, just to show yer still a nice guy, you can set up the bar with the money ya won—assuming you get home with it, what with all the diversions in Daytona Beach.

Make an appointment for Bike Week by calling (800) 874-0645.



HOW THEY GET HURT

Rancho Los Amigos Medical Center, a publicly supported hospital in Downey, California, reports street violence is now the major cause of spinal cord injuries leading to paralysis.

Medical Center Spokesman Bill Saar said that of 300 admissions, only 30 came from automobile accidents. By contrast,

gunshot and stabbing wounds sent 100 people to Rancho Los Amigos with spinal cord injuries that resulted in paralysis. Medical Center officials called the increase in such injuries, and the cost to treat them, "phenomenal."

Hey, don't confuse me like this! I've been told that bikers are the ones

breaking their necks and the public treasury because they won't wear helmets. Now, you're telling me it ain't so.

Okay, I believe you. Now, tell it to the legislatures. If they don't require everybody on the street to wear a bullet-proof vest and a helmet, why are they so hell bent on making bikers do so?

HOW THEY DIE

Statistics up to the first week of December 1990, show that over 2,000 people were murdered in New York City in 1990. On a per capita basis, though, Washington, D.C., remains the nation's "murder capital," with 434 offings in 1990.

Los Angeles reported 894 killings through late

November 1990 and the L.A. cops figure they'll reach the 1980 record of 1,028 by the new year.

Combined, the 20 largest American cities recorded 7,647 murders in 1990, a 3% increase over 1989.

James A. Fox, statistics analyst at Northeastern University, Boston, Mass.,

says he believes the numbers are going to get even worse.

Hey, what's wrong with all these people? Haven't they been listening to Dick Floyd and Joan Claybrook? Don't they know that all the mayhem in the country comes from bikers not wearing helmets?



DRAG RACING NEWS

This time of year, most folks are freezing their collective buns off. With the exception of a few sunny spots around the country, not much motorcycle activity is going on. We can kick back, watch TV, or read magazines while we wait for the

warm weather to arrive.

To help you pass the time, I thought I'd give ya the run-down, or wrap-up, as to who did what in the 1990 racing season.

In the AMRA T/F class, Pete Hill of Greenville, S.C., once again reigns supreme. Less than 200

points separate him from the next closest competitor, Gary Gilmore from Spencer, Iowa.

In the A/F ranks, Happy Ring from Dayton, Ohio, sits on top alone. His nearest rival, Mike Romine, of Sturgis, Michigan, needs over 300 points to get

anywhere near him.

In B/F, Mike Roland from Wyoming, Minn., bested John Russell outta Willard, Ohio.

Top Gas saw Lloyd Nielson from Chicago Ridge, Ill., beat out Gary Sinks from Beloit, Wis.

Pro Stock racer, Lori

Volmert, of Bridgeton, Missouri, took home the number 1 plate again. James Raisigel from Farmington Hills, Michigan, will carry the number 2 plate. The rest of the gas classes are as follows:

S/FL

1. Matt Hawkins; Alton, Ill.
2. Randall Justus; Westfield, Ind.

EV/FL

1. Randy Lienemann; Byron, Mich.
2. Dick Disher; Alton, Ill.

S/XL

1. Charlie Bookmiller; Cutler, Ind.
2. Butch Cullison; Channahon, Ill.

EV/XL

1. Mike Totton; Zionsville, Ind.
2. Richard Deal; Indianapolis, Ind.

SS/FL

1. Orville Kline; Burbank, Ill.
2. J.R. Sheaffer; Independence, Mo.

SS/XL

1. Steve Carnes; Dexter, Iowa
2. Rodney Wahl; Baroda, Mich.

H/S

1. Danny Arnold; St. Louis, Mo.
2. Dale Beyer; St. Ann, Mo.

"D"

1. Tony Reagin; Lafayette, Ind.
2. C. Rutt; New Holland, Pa.

"T"

1. Doyle "PegLeg" Parker; Gulfport, Miss.
2. Billy Lockhart; Valparaiso, Ind.

SM/FL

1. David Lastafka; Parma, Ohio
2. Jeff Flora; South Bend, Ind.

M/FL

1. Bob Hemings; Indianapolis, Ind
2. Pam Cummings; Waukegan, Ill.

M/XL

1. Gary Milligan; Garden City, Mich.
2. Bob Lacher; Lincoln, Neb.

SM/XL

1. David Lichner; New Berlin, Wis.
2. Randy Rule; Monroe, Wis.

Sitting on top of the HDRA heap is none other than the baddest of the bad boys, Jim McClure, of Williamsburg, Va., He is the undisputed fastest Harley fuel pilot, as of this writing. He holds both the 1/8- and 1/4-mile E.T. records, doing a 4.702 in the 1/8 mile and 7.477 in the 1/4 mile. He also holds the 1/8 mph record at 157 mph. Marion Owens from Oklahoma City, Okla., hangs on to the 1/4-mile record.

Coming in second to Jim McClure is Jamie Morocco from the Cleveland, Ohio, area. Mr. Big is fast, very fast. If he had a frame that could handle all the power off the line that his bike puts out, He'd probably be much closer to McClure. Jamie is probably the

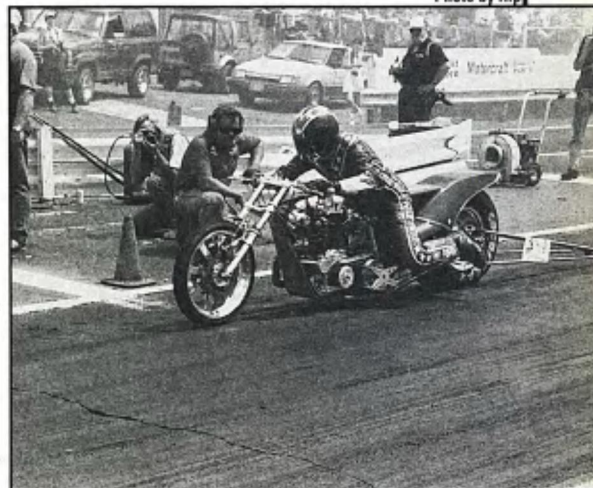
strongest, and, quite possibly, the best, all-around jockey on the strip. Watch out for him next year. He is one helluva rider.

Moving down to Pro Dragster, Frank Robick took the honors. Brian Greenawalt came in second. In the Pro Gas ranks, Randy Milling beat out Ken Berry. Ken was second last year. He is learning quickly and should be a terror next season.

Pro Stock went to Wayne Miller, with Robert Smith a close second. In Pro Fuel, a new class, Greg Potts was a winner. Greg has only been racing fuel two years and is already gonna carry the number 1 plate in this category.

In the double AA Class, Jason Smith beat out

Randy Detwiller. In A Class, Derek Wheelock came out first, ahead of James Lewis. B Class went to Tim Ballou, with Jim Foust second. C Class saw Jim Whitener beating out Pat Collings. D Class was Richard Hillegass, with Flash Millwood behind him. E Class—Tim Loen, with Duncan Roberts coming into the points standing second. F Class—Jim Young was way ahead of Tony Calp. G Class was all Pat Collings, with Flash Millwood coming in second. I guess Flash races two bikes, which isn't that unusual. U Class went to John Putnam, with Bobby Wright right behind him. And finally, Tommy Murph beat out C. Windham in the M/S Class bikes.



Bill Furr at Atco, N.J.

In the East Coast Racing Association, the T/F champ is, once again, Bill Furr, with Bob Spina coming next. The Pro Dragster champ is Brian Greenwalt, a firsty for him. Gregg Potts from Spirit H-D in Pa., came in second. These last two were high gear only, running fuel. Next, in Pro Stock, came Jim Hausler, who was top dog last year also. Then came Danny Fitzmaurice from Zippers Cycle. In Super Modified, Ted Grabowski came in ahead of Paul Banach. In the Sportsman Eliminator Class, Chris Rasile beat out Paul Havran.

For what promises to be an exciting 1991 racing season, the All-Harley racing organizations' schedules are as follows:

The AMRA folks kick off their season at the old Volusia County Airport, DeLand, Fla., Thursday and Friday, March 7 and 8.

The HDRA premier will be Easter weekend at Piedmont Motorsports Park, Greensboro, N.C., March 30-31. This will be their sixth annual race.

The ECRA schedule will begin as it usually does at Atco Dragway, Atco, New Jersey, June 23.

Ya know, this may be boring reading if you're not into drag racing, but I know most of these racers aren't making tons of money. They do it for the sport, and for pure enjoyment. In recognition of their efforts, they deserve to see their names in print once in a while.

—Rip

HELP WHERE YOU WOULDN'T EXPECT IT

Kent State University, May 1971, was the orgasm of the student protest movement of the '60s. After Kent State, and despite the fact that we didn't cut and run from Vietnam for four more years, the student protestors fizzled out.

But the sons and daughters of those protestors are the politically-conscious students of today. One group among this new breed are the Students Against Dis-

criminatory Legislation (SADL) at the University of California at Los Angeles (UCLA).

Guess what SADL is fighting right now? A helmet regulation, of all things. The UCLA Business and Transportation (B&T) Office wants to require all those who ride motor scooters on campus to wear helmets. Predictably, the B&T office spouted all the old "helmets save lives" stuff.

SADL isn't buying it.

They opposed Floyd's last helmet bill and are protesting UCLA's attempt to subvert state law with a campus regulation. Ken Weise, SADL spokesman, notes that a scooter jockey hasn't been fatally injured on the campus since 1968, despite the fact that as many as 8,700 students—24% of the campus population—ride to campus on motor scooters.

Weise points out that the helmet regulation

aims at a problem that doesn't exist, then asks the B&T office what it expects scooter students to do? Drive cars? And how will they get 8,700 cars down the UCLA streets, which are already congested beyond belief, and where will they park them? And will all those cars have more accidents than the half-dozen scooter crashes that happened on the campus last year?

The motive behind

the helmet regulation may lurk in a remark made by University official Alex Hultgren. On the subject of students having to shell out \$50 to \$200 for a helmet, the campus paper, *The Daily Bruin*, quoted Hultgren as saying he would try to "cut a deal" with a helmet supplier to get reduced prices for students. Oh, yeah? And call in Keating Five leader Alan Cranston for advice on how to do it.

DESIGNER DRUGS?

Here's something else to worry about. A recent article in *Iron Rider*, a new biker paper outta New Jersey, warns that over-the-counter medications can register as illegal drugs in drug tests.

The article reports that medications such as Advil, Nuprin, Mediprin, Motrin, and Rufen can show up as marijuana. And in the more (legally) dangerous zone, NyQuil, Vick's Inhaler, various nasal sprays, diet pills, and Contac can show up

as cocaine, as can tonic water and herbal tea.

Phergan and Vick's Formula 44 can register as heroin, and Contac, Dristan, NyQuil, Hall's Mentholated Cough Drops, Terpinhydrate, and a bunch of other cough medications can show up as alcohol.

Altogether, drug tests produce more hassle than truth. If they try to give you the tests at work, demand that they prove the tests work.

WELL MR. E. RIDER, YOU STILL
CONTEND THAT YOU ONLY HAD A
COLD AND WERE NOT ON DRUGS?
HUH, PUNK?



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

Brooklyn H-D Sales Corp., \$15 each. 2487 Coney Island Ave., Brooklyn, NY 11223. (718) 958-6666 (U.S. funds only).

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Tell 'em you saw their name here!

Short Strokes



The Wild And Unpredictable

Did you know that a great deal of the movie "Dances With Wolves" was filmed in South Dakota and our own Badlands National Park? A class movie shot in a class location....I'll try to condense this story that I came across in the ABATE of Kansas newsletter. Seems a youngster wrote to God asking for \$100. The Post Office redirected the letter to President Bush's office. The Prez was impressed and sent the kid a \$5 bill. Here's what the kid wrote back: *Dear God, Thank you very much for sending me the money. However, I noticed that for some reason you had to send it through Washington and, as usual, those bastards deducted \$95....Bill Slater, publisher of the Clovis (New Mexico) News Journal, was recently ticketed for not wearing a seat belt. In the process, he was also questioned unnecessarily by the cop. He wrote about the incident in an editorial for his paper. Here's a quote, "... that is no cause to trample on an individual's rights guaranteed by the U.S. Constitution ... Including, as it was intended by the Founding Fathers, would guarantee a person the*

right to drive without a seat belt, or motorcycle helmet." Way to go, Bill. Give 'em hell, before the Constitution is gone....In Nebraska, 18 riders have died from head injuries since the helmet law went into effect. The even sadder fact is that motorists will continue to run down bikers. Only now, they don't have to worry about seeing them at all—they've got the helmet law to take the responsibility off their shoulders. Join ABATE of Nebraska and keep the fight alive. Call Kathy Robotham at (402) 438-2523....And while I'm on Nebraska, they've done a study on motorcycle sales since the new lid law, and the outcome stunk. According to the Lincoln Star, registration dropped almost 20% and new bike sales dropped 40%....The Vigilante MC's clubhouse, in Detroit, was raided. The cops tore up everything includin' the floor and dug for bodies in the turf below. They got nothing except egg on their faces and a bill for repairs....May your beer be cold and the tread on your tires last forever. I'm outta here

—Bandit

U.S./Canadian Motorcycle Laws

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

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

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S&S SUPER CARB OVERHAUL

All good things must come to an end. Yes, I know you paid a lot of your hard-earned cash for that Super "B" you've been running, but wasn't that quite a few years ago? Unfortunately, all mechanical devices need maintenance sooner or later, and even though the S&S carbs are very simple and dependable as high-performance fuel mixers go, they are no exception to the rule.

Pay close attention and we'll go through the necessary steps to bring that bulky carb back to like-new performance. (Of course, we're taking it for granted that you have definitely isolated your problem and do not have any electrical or basic mechanical problems in your engine.)

The only thing you'll need for this job, that's not readily available in your garage, is a pail of carburetor cleaner. Just take a walk down to the corner filling station, ask nicely, and I'm sure they'll dip the parts for you for a nominal fee. As a last resort, lacquer thinner and small bristle brushes will do the trick.

CAUTION:

Gasoline, gasoline fumes, and lacquer thinner are all highly flammable! Be careful and work safely—giving yourself the sacrificial Buddhist monk treatment is not a pleasant way to check out!

Carb removal should start with a cold engine. For safety's sake, remove the ignition key. Remove the air cleaner, support brackets, and disconnect the throttle cables. Close the fuel valve and drain the carb bowl by removing the 5/8-inch hex plug at the bottom of the bowl. Catch the

fuel in a metal container—don't let it splash onto painted surfaces, unleaded gas will deteriorate some paints. Disconnect and plug the fuel line of the carburetor end. Unbolt the carb from the manifold.

Now's the time to check and replace (if needed) intake manifold seals and gaskets; many maladies unjustly blamed on the carb are caused by leaking intake seals. Evolution Big Twin compliance fittings are particularly troublesome.

Disassemble the carb completely—this is quite easy and the only precaution you need to take is to mark the throttle plate's position (in/out and top/bottom) before removal. This plate is directional and must be replaced with the same orientation. Refer to Figure C.

The intermediate jet is grasped with pliers and twisted out in a counterclockwise direction. The fuel enrichment device unscrews from the body, but can't be disassembled further. Clean all parts thoroughly. Do not immerse rubber-tipped fuel inlet valves in carb cleaner or strong solvents as the tip will deteriorate. (It doesn't matter if you're going to replace it.) Don't attempt to ream out or clean holes and passages with drills or sharp instruments. Some of these holes are metering orifices and their sizes cannot be changed. Be careful—a new carb body costs almost \$150.

Inspect all parts for wear and damage; S&S carbs are quite durable and you'll probably find that all you'll need are a new fuel inlet valve and gaskets. Carbs that've traveled many miles may exhibit wear on the throttle shaft where it passes

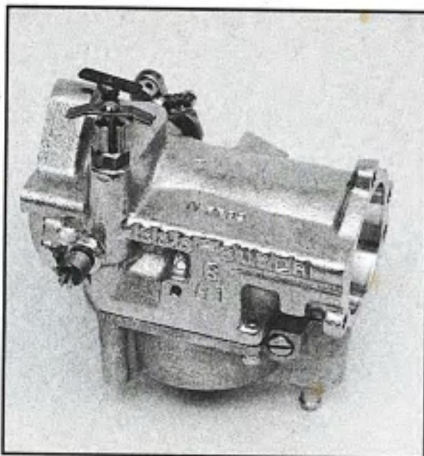


Photo A: The famous S&S Super



Photo B: Float bowl adjustment

through the carb body. In extreme cases, the body may need to be bored and have bushings installed to cure excessive wear. This is a job for your favorite machinist. Don't sweat this one, it's rare. Blow through all passages in the carb body to make sure nothing's plugged. Examine the body inside the throttle bore where the tip of the idle mixture screw

the throttle stop screw an additional half-turn after contacting the stop boss. After installing the fuel enrichment device, make sure the operating tabs are not hitting the plunger body, preventing it from seating. Bend the tabs upward, if necessary, and tap the plunger with a small hammer to seat it in the body.

Adjust the float level as shown in

necessary fine adjustments.

In an upcoming article, we'll discuss carb tuning, jetting, and their relationship to spark plug heat range. Stay tuned.

This technical article was provided by Jim Thompson at Thompson's Cylinder Head Service Co., 186 River St., Dedham, MA, 02026. Jim, an East Coast Hamster, has been providing "The Finest Machine Work In The Known Universe" for over 25 years. You can reach him at (617) 326-8380 or FAX: 617-320-9351.

No carb can function properly when dirt is present in the fuel supply

protrudes slightly—if it is cracked around this hole you're doomed; at one time, an overly enthusiastic tuner turned the screw in too tightly and now you need a new body.

Refer to the exploded view (Figure D), determine which style fuel inlet valve you have, and you're ready to purchase your parts and assembly. S&S offers a beautiful master rebuild kit for the Super carbs; use #214A, if you have the style "B" inlet valve and #214B, if you have style "C." These kits include everything you'll need—even new hardware and throttle shaft bushings. If your local dealer is unable to help you, contact Thompson's Cylinder Head Service; we have all the necessary parts and we'll ship UPS to your door. We can also modify your carb body for throttle shaft bushings, if needed.

You assemble the carb in the reverse order of disassembly. Refer to Figure E as needed. Be certain that you align the throttle plate to the throttle bore properly by "snapping" the throttle shaft closed with the plate screws slightly loose. Hold it in this position while you tighten the plate screws—it has a beveled edge. Refer to Figure C. Remember marking this? Use a tiny drop of Loctite on the plate screws. When it's tight, hold the carb up to a light and look in the manifold end—you shouldn't be able to see any appreciable amount of light around the circumference of the plate where it touches the carb bore. If you can, try it again. Obtain the best possible fit. Install the throttle arm assembly and adjust the relationship of the arm and plate angles as shown in Figure D. Turn

photo B. Hold the bowl inverted and adjust it by bending the tang on the float inboard of where it meets the inlet valve. Proper adjustment for rigid mount engines is 1/8 inch from the bowl gasket surface to the outboard end of the float. Rubber mount engines need the float level adjustment lowered so that the float, with the spring in the inlet valve compressed, can't touch the bowl gasket. Check the float for binding and smooth operation. Replace the bowl and install the carb on your engine. Adjust the fuel mixture screw—1 1/2 turns out from being *lightly* bottomed in the body.

Using a quality fuel filter is highly recommended. No carb can function properly when dirt is present in the fuel supply. Clean or replace the air filter element. If an air cleaner assembly other than original S&S is used, make sure its back plate doesn't obstruct the float bowl vent hole. Replace the air cleaner assembly, support bracket, and throttle cables.

CAUTION:

Make sure the throttle works smoothly, without binding, allows full throttle opening, and returns to idle properly before you start the engine.

Start your engine and run it until it reaches normal operating temperature. Adjust the idle mixture and throttle stop screws to obtain the smoothest idle possible at 600-800 rpm. (Some engines with long duration cams may need higher idle speeds). Readjust the idle stop screw to obtain the desired rpm. *Note:* Very slow idle speeds cause hard starting and excessive engine wear. You are now ready to roll! Road test carefully and make any

Figure C

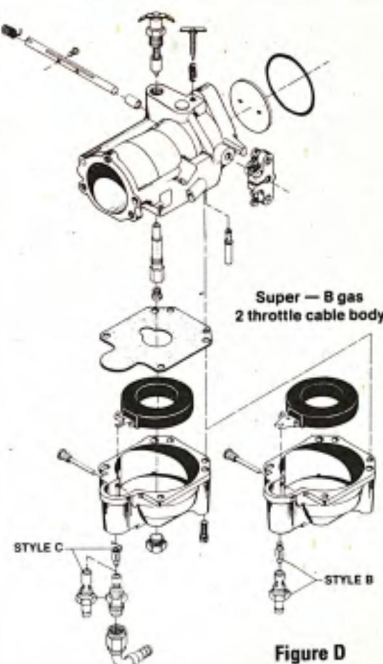
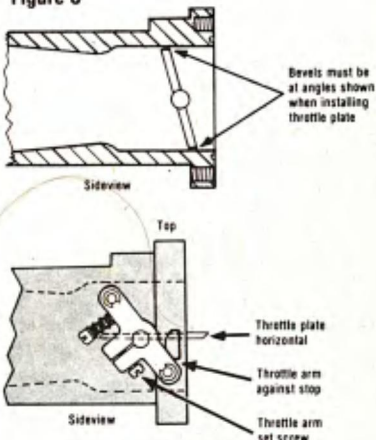


Figure D

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.



"You mean like the IRS position?"

Two rugrats were having the standard argument about whose father could beat up whose father.

"My dad is better than yours," said the first curtain-climber.

"Oh yeah? Well, my ma is better than your ma," said the other.

The first rugrat paused, then admitted, "I guess you're right—my dad says the same thing."

—B.S. and the boys
USS Midway

What's a fuck-off?

A tiebreaker at a biker beauty contest.

—Sledge
U.S. of A.

An old Kentucky hillbilly from the backwoods had never in his life seen an automobile before, and he was astounded one day when he saw one go past... and moments later, his eyes bulged out of their sockets when a motorcycle followed and disappeared like a flash around the bend.

"Great jumpin' Jeezus!" he exclaimed aloud. "Who'da supposed a thing like that could've ever had a colt?"

—Morris the Cat
Keepin' on

What has four legs and one arm? One very happy pit bull.

—Ernie
Winona, Minn.



"I wish you'd come to me sooner."

Didja hear about the midget who got his ass thrown outta the nudist camp? He kept gettin' into everybody's hair.

—Sleazy Aug
McKeesport, Pa.

Why is a pussy covered with so much hair? To hide the hook.

—Chris King
Denton, Tex.

What's the difference between a drunk and an alcoholic?

A drunk doesn't hafta go to all those fuckin' meetings.

—Todd Stevens
Eastlake, Ohio

Where do horny Indians go? To the Happy Humping Grounds.

—Chuy Avila
Corcoran, Calif.

Unable to sleep one night, Mongo's ol' lady finally woke him up and asked, "Hon, I've got to know—if I died, would you marry again?"

"I suppose so," Mongo mumbled, half-asleep.

"Would you sleep with her in this bed?" she asked.

"It's the only bed in the house, fer crissakes," Mongo said. "Of course I would."

"Would you make love to her, hon?" she persisted.

"Naturally—we'd be married, right? Now go to sleep, willya?"

"Just one more question," she said. "Would you let her ride my Sportster?"

"Naw," said Mongo, "she don't know how to ride a Harley."

—J. Sokolovskis
Ontario, Canada

As the priest's car was coming down on the lift after a tire change, the man of the cloth asked the mechanic, "Did you make sure the lug nuts were tight?"

"Tight as a nun's cunt, Father," said the mechanic.

"Better give 'em another turn, then," said the priest.

Kym Holmes
Bloomington, Ind.

An obviously pregnant woman waddled out into the middle of the street, directly in the path of an oncoming Harley. Immediately, the biker locked up both brakes, screeching to a stop and just narrowly missing her. When he got both feet on the pavement, he glared at her and snarled, "Hey, lady, you can get knocked down, too!"

—Jeff
Spring, Tex.

Why don't you see many chicks playing with Frisbees? 'Cause catching them hurts their teeth.

—Angel
Chaska, Minn.

What's the main difference between a helmet-law advocate and a trampoline?

Ya take yer boots off before ya jump on a trampoline.

—Fat Boy
Rockies

What are the two reasons bikers are always hanging out in bars? Either they have no ol' lady to go home to, or they do.

—Lucky
West Coast



Biker library

The newlywed young farmer felt he wasn't getting enough nookie from his bride, so he went to see a marriage counselor for advice. "You've got to be more loving and affectionate," said the counselor. "Whenever you feel romantic, go to your wife, hug her, and give her a big kiss—the rest will follow naturally."

"Jeez, there's no way I can do that," said the farmer. "I'm out working in the fields from dawn to dusk every day."

The counselor pondered the problem for a moment, then said, "I've got it. Take your shotgun with you to the fields, and when you get horny, fire a blast into the air. That way, when she hears it, she can come running."

The young sodbuster agreed to give it a try, but four months later, he was again at the office, this time even more depressed than before.

"What's wrong?" the counselor asked. "Didn't the shotgun plan work?"

"Hell yeah," the farmer said. "It worked great for a while, but then hunting season started up a month ago, and I haven't seen the bitch since."

—Ruben Sanchez
Crescent City, Calif.

Definition of madam: for whom the belles toil.

—Lucky
Graybar Hotel

The hardbelly walked into the drug store and asked the pharmacist for some condoms.

The druggist said, "Well, we have a three-pack that we call our high-school assortment—one for Friday, one for Saturday, and one for Sunday."

"Then we have the six-pack version," continued the druggist. "We call that the college assortment—two for Friday, two for Saturday, and two for Sunday."

"Do you have a 12-pack?" asked the hardbelly.

"Oh, you don't want that," said the pharmacist. "That's our marriage assortment—one for January, one for February, one for March..."

—William Whittaker
Aston, Pa.

What can a duck do that yer doc won't?

Stick his bill up his ass.

—April
Midway City, Calif.



"... and do you, Savage, take this Harley..."

Why does a lawyer display a copy of his bar certification on the dashboard of his cage?

So he can park in the handicapped zone when he goes to the grocery store.

—Bosco
Lockup

Whaddaya call getting head from an 80-year-old woman?

Gumballing.

—J.D.
Inside



"Hey, Dutch, buyin' a new rag for the ol' lady?"

A down-and-out bro pulled up a barstool one afternoon and told the bartender that he wanted a drink but was flat outta cash... although he did have a trick he'd show in exchange for a drink.

"Look, pal, I've seen so many tricks for free drinks that it'd better be a good one, or else I'm throwing you out," the bartender told him.

The biker reached into his jacket and pulled out a tiny piano, then he reached into his vest pocket and pulled out a mouse. At once, the mouse sprinted over to the piano and started playing a Mickey Gilley song, much to the bartender's surprise.

"Well, whaddaya say?" asked the bro. "Do I get my free drink?"

"Fuck, yeah, you get your drink—I can't believe what I'm seeing!" said the wide-eyed bartender, grabbing a glass and pouring a hefty slug.

The biker chugged his drink down and said, "I got another trick for another drink."

"Another trick! If it's as good as that one, you got a deal," said the bartender, still staring at the mouse. The bro then reached into his coat again, pulled out a canary and set him on the piano, and the damned canary began to sing exactly like Mickey Gilley.

The bartender was floored. "Wow, man, I can't believe it—I'll give you my whole bar for the bird and the mouse," he offered.

"Naw, I can't do it," said the biker.

"Okay, tell you what—I'll give you the bar and \$10,000."

"Naw, I still couldn't do it."

"Holy cow, why not?" asked the bartender.

"It's just a trick, man," confessed the bro. "Ya see, the mouse is a ventriloquist."

—The Goose
Blythe, Calif.

Since he was a Tennessean being tried in New York, the scooter tramp felt he didn't have a snowball's chance in hell of beating the murder rap. As a desperate measure, shortly before the jury was to retire, he bribed one of the jurors to find him guilty of manslaughter instead.

Sure enough, the jury was out for a full two days, after which they returned a verdict of manslaughter. Cornering the juror, the Tennessean said, "Thanks a million—how'd you ever manage it?"

"It wasn't easy," said the proud juror. "The others wanted to acquity you."

—Ron McKinney
Nashville, Tenn.



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BIKER HALL O' FAME

BROTHERS AND SISTERS WHO STAND OUT IN THE CROWD

Jim Smith Eden, North Carolina

Jim Smith has been riding Harleys for more years than he cares to remember. His credo is the only way to *really* see the country is atop one of his five Hawgs, be it with his wife or with a group of friends and H.O.G. members.

Over the years, he

has taken home several trophies for his beauties, from places like Daytona and Sturgis.

But Jim's forte is raising money, lots of money, for the Muscular Dystrophy Association (MDA). He does this by organizing runs, rallies, and other events, such as a local

bike show, which recently not only made money for a good cause, but also gave an intimidated citizenry the opportunity to get a closer look at bikers without having to be scared shitless.

—Red Baron

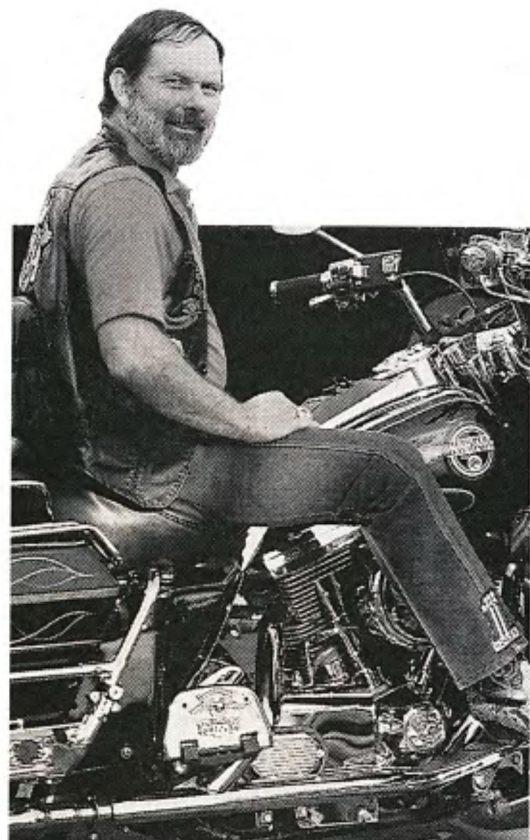


Photo by Bill Ellis



Photo by Pete Reynolds

Betty Luback Chicago Heights, Illinois

If you have ever wondered just where on earth you might find a much needed, original part for your vintage, pre-WWII Harley, chances are, your search might have led you to Betty Luback.

Betty, who owns (with hubby Ray) Luback H-D in Chicago Heights, Illinois, also owns and runs Finders Service International.

Betty is able to find such obscure items as a complete set of original cam gears for a 1953 Model K (still in its original packaging), or a luggage carrier for a 1917 U.S. Army Harley-Davidson (found in Germany). She's got parts going back all the way to 1909, and the list is endless.

She also has manuals for all Harleys, in-

cluding snowmobiles, as well as electric and gas golf carts.

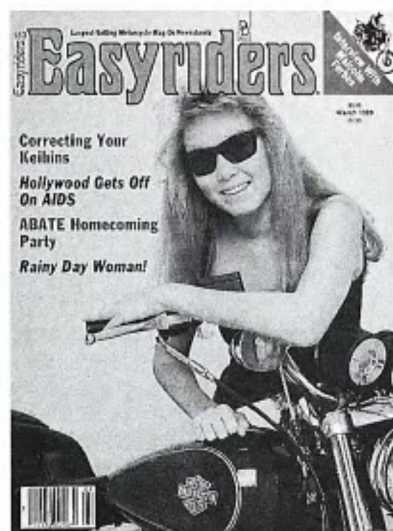
At any rate, this self-described "Sherlock Holmes of missing parts" works tirelessly, tracking down obscure parts from all over the world. For many a serious collector, she has been nothing short of a saviour.

—Red Baron

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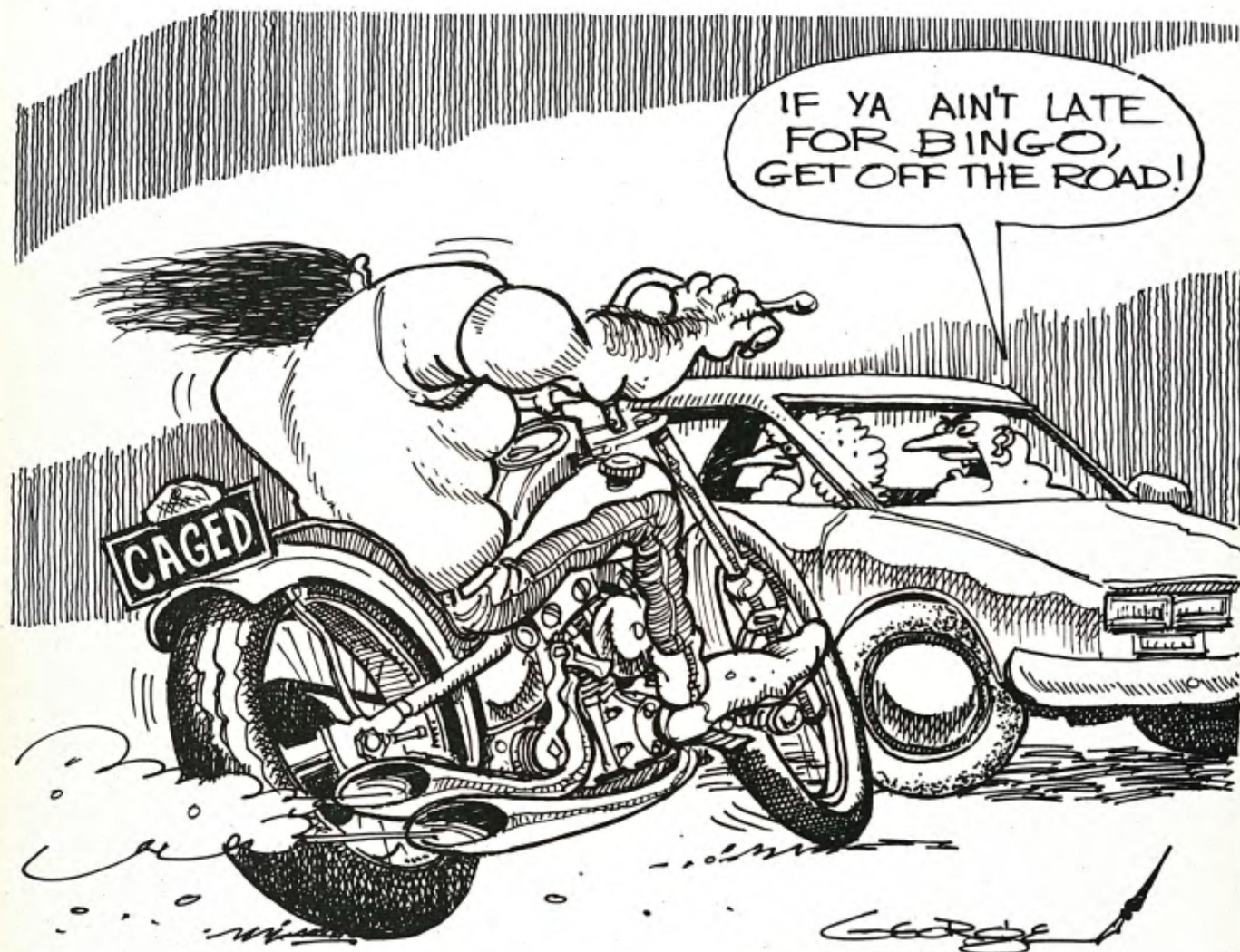
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Going On The Left-Turn Offensive— Or, What The Hurt Study Is Good For



Back around 1980, the National Highway Traffic and Safety Administration (NHTSA) hired Hugh H. Hurt to survey motorcycle accidents in the Los Angeles area. When his study was published in 1981, bikers condemned it because it propagandized for helmet laws. We've sneered at it ever since.

But, hey, bros, don't be too quick to judge: Hurt's study actually provides us with some good ammunition for arguments against helmets. The study shows that while bikers may have more accidents per so many miles or so many registrations, in most cases the biker is not at fault. For example, here are three conclusions abstracted from the study by the Southern California Motorcycle Association:

1. 3/4 of motorcycle accidents involve automobiles.

2. in 2/3 of the accidents that involve cars, the driver of the car violated the biker's right of way.

3. the most frequent accident involves a motorcycle going straight and a car making a left turn in front of it.

You know this already. Over the years, we've seen dozens of newspaper reports about left-turning cagers wiping out bikers. Many of the cagers responsible don't even get a ticket. The cager says "I didn't see the biker," and that ends the matter—except that the Department of Transportation (DOT), NHTSA, and similar government organizations say that since negligent left-turners kill bikers, bikers have to wear helmets.

Helmets won't do a damn thing to open the eyes of cagers making left turns. If anything, the falsehood that a helmet makes you "safe" will encourage drivers

to be even more careless. Agreed, bikes may be hard to see. And, further, because of the way the eyes and the brain work—or don't work—together, the cager may see the biker with his eyes but not register the fact in his brain. The driver *expects* to see a car, truck, or pedestrian, so if one enters his vision, it registers back in the gray matter. On the other hand, he doesn't expect to see a motorcycle, so it doesn't register even when his eyes see it.

Suppose a kid chases a ball off a school playground and gets run over by a car. The driver says, "I didn't see him in time to stop."

But Johnny Law says, "Tough shit. You were in a school zone and you're supposed to be extra careful."

The same goes for getting rear-ended. Way back when, you could smash into the back of the car ahead of you and

plead all kinds of legally acceptable reasons—the street was wet, your brakes didn't hold, the guy ahead of you stopped too quickly, etc. The fact that you hit the guy from behind didn't automatically put you at fault.

Getting rear-ended caused a lot of "whiplash" neck injuries. At least, the accident lawyers said it did, and they got plenty of doctors (on handsome retainers) to agree with them. Whiplash began costing the insurance companies a bunch of money, and that's one reason why, back in 1968, the federal government said cars had to have headrests. What the insurance lobby wants, the insurance lobby gets.

much of a load on. The media got into the act with public service announcements about evil drunk drivers, and, jumping at an excuse to throw their weight around, state cops began setting up roadblocks to fish for drunk drivers.

In most states, they had to stop several thousand drivers over a weekend to find two or three beyond the legal blood alcohol limit, and some people thought the results didn't justify the means. Regardless of the objections, the courts said that drunk drivers are such bad news that roadblocks are justified, even if they do threaten the Fourth Amendment guarantee against "unreasonable searches and seizures."



"Okay, Richard, when the cops get here, just say you didn't see the biker... that one always works."

Whiplash and headrests also led to changes in the law—not so much in the way the law was written as in the way the courts interpreted it. Judges and juries began holding the guy doing the rear-ending absolutely at fault. An ingenious lawyer can still argue that the guy you rear-ended "contributed" to the accident through his own "negligence," but most people nowadays accept the principle that if you hit somebody from behind, then you've got no excuse.

As examples of public anger, neither school zones nor rear-ending compares to the holy crusade that has arisen about drunk drivers. Womenfolk, traditionally recognized as deadlier than the male, organized Mothers Against Drunk Drivers (MADD) and stampeded legislatures all over the country into vastly increasing the penalties for driving with too

Okay, now, if we can demand that you drive carefully in school zones, if we can bury anyone who rear-ends a car, and, if we can mount a vociferous crusade against drunk driving, then why can't we place a heavier burden on cagers making left turns in front of bikers?

The Hurt study included 892 accidents, 53 of them fatal to the biker. Of those 892, 3/4 of them—that is, about 623 accidents and 39 fatalities—involved cars. Hurt himself says 2/3 of those numbers involved left-turners. If he's right, to get left-turners under control would reduce those 623 accidents and 39 fatalities to about 207 accidents and 17 fatalities (3/4 of 892=623; 2/3 of 623=207). It would eliminate some 414 accidents that cause about 26 fatalities. That's cutting the 892 total by close to half. That's one helluva cut and, according to Hurt, it could be

accomplished without putting a helmet on anybody.

No justification exists for letting left-turners off easy. Historically, motorcycles got on the road about the same time as cars, and both were welcomed as faster, more convenient alternatives to horses. Both were accorded equal rights to public roads, and both were put under equal burdens of responsibility. In 1927, DeWitt C. Blashfield, the early authority, summarized traffic law as the courts of 48 states had interpreted it up to then:

An automobile driver and a motorcyclist have equal rights with respect to the use of the public highways... each being entitled to assume that the other will exercise ordinary care and not carelessly expose to danger, or negligently injure the other, and it being the obligation of each to be watchful and avoid a collision with the other.

Watchful. Yes, sir. That's what you're supposed to be and that's what you've got a right to demand of car drivers. Toward this same point, the courts in Nebraska have held of a cager that she had a duty to:

... look for approaching automobiles and to see those within the radius that denoted the limit of danger.

Nebraska's a peculiar case. The early law put the burden on the left-turner, so the legislature amended the law to give left-turners a little more slack. However, the courts—judges and juries—just ignored the amended law and, as noted in the above citation, continued to hold left-turners responsible. Now, combine the attitude of judges and juries with Hurt's claim that most motorcycle accidents happen at less than 30 mph, and you see that a driver has absolutely no excuse for making a left turn in front of a biker he didn't "see."

We propose a new biker organization, to take an active and honorable role alongside ABATE, BAM, AIM, MRF, MSF, etc.—maybe Pissed-Off Bikers Against Left-Turners (POBALT) or Bikers Legislating Against Morons (BLAM), or something along those lines. Whatever, this new organization would assert the demand that cops, insurance companies, and state legislatures get honest, and point the accusing finger at the guilty: the negligent left-turner, not the biker, helmeted or not.

—Maestro



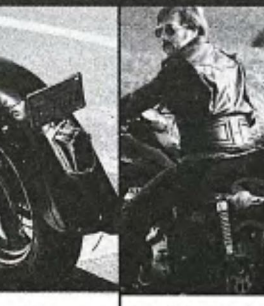
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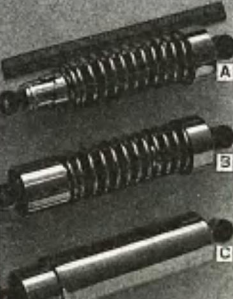
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Designed for 1984 & 1985 Softails—'86 and later Softails can mount this fender if frame fender struts are removed. Taillight bracket welded in—all you need is a taillight. Part #0303. Price: \$215.00. Taillight: \$19.95. Dresser style also available.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

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

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

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

BELOW FITS '52-'78 SPORTSTERS

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

BELOW FITS '58-'72 FLH with ROUND SWINGARMS

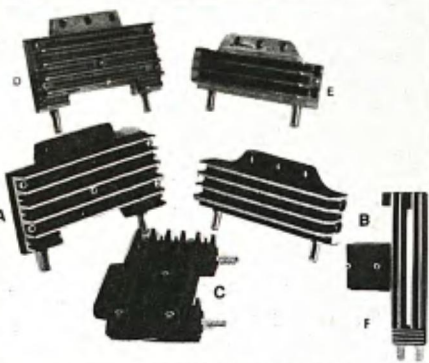
13.0	Lowers bike 1 inch, chrome spring, looks like stock	#4411	\$159
13.0	Lowers bike 1 inch, full chrome covers, looks like stock	#4422	\$179

ALUMINUM OIL COOLERS

OIL COOLERS

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

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

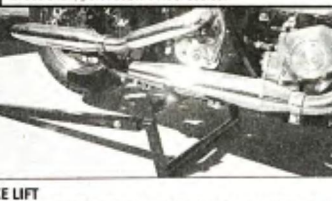


SKULL & DICE

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

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

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



BIKE LIFT

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

SKULL AXEL CAPS

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

LOWER PRICES

OIL GAUGE MOUNTS

All are original designs of Mike Bernstein. The purpose of each gauge mount is for the easy reading of the oil pressure while seated on the bike.

Top Right: the rocker box oil gauge mount for shovelhead Sports & Big Twins Pat. #301703. '71 & later, part #0011, price \$14.95; '52 to '70 Shovel, part #0022. Price: \$14.95.

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

Lower Right: Big Twin Evolution gauge mount. All fittings and line included part #0505. Price: \$18.95.

Oil Gauge, part #9999. Price: \$19.95

SKULL HEADS TO REPLACE HANDLE BAR GRIP END PLUGS

Polished Aluminum sold in Pairs. Part #9955, \$29.95 price includes shipping.

ROCKER SHIFTER END SKULLS
Replace your rocker shifter 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 shaft end plug. Oil gauge fitting for all shovel heads. Polished Aluminum Part #9922 \$24.95. Chrome Part #9912 \$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.

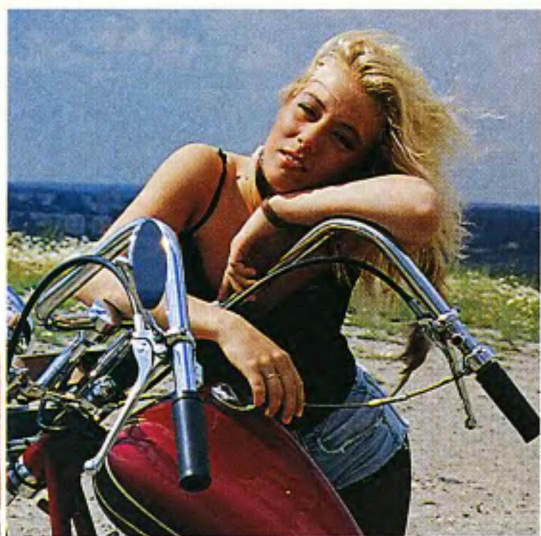


PART NO.	DESCRIPTION	PRICE
0077	To be used with stock 8" round evolution cover	\$45.00
7777	Fits S&S, Tillson, Keihin & Bendix w/chrome outer cover	\$59.95
6677	Fits S.U. Carb w/chrome cover 7"	\$59.95
8877	Fits 1988 + later Sports and 1990 Big Twins. The New Yom, Keihin C.U. Carb.	\$89.95

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



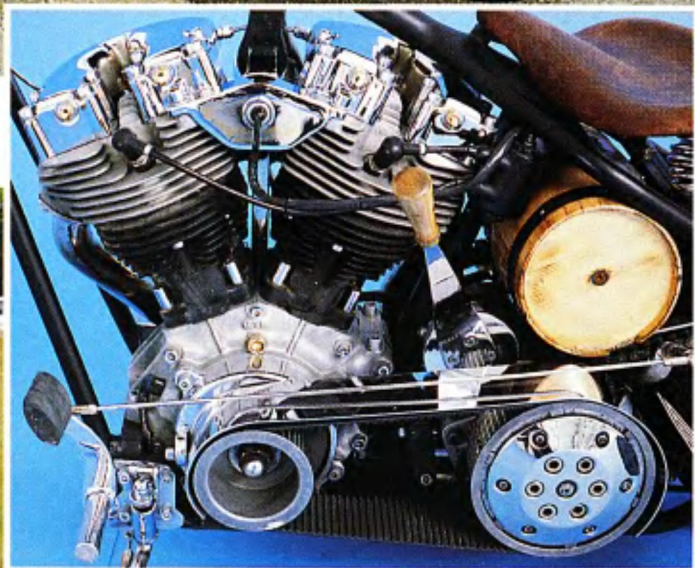
VIKING V-TWINS



The Puttin' Is Swell In Sweden

Think of Sweden and the vision of long blonde hair dropping down over powder blue eyes and a couple hefty jugs supported by lanky legs hits ya square in the mind's think tank. Keep on thinkin' . . .

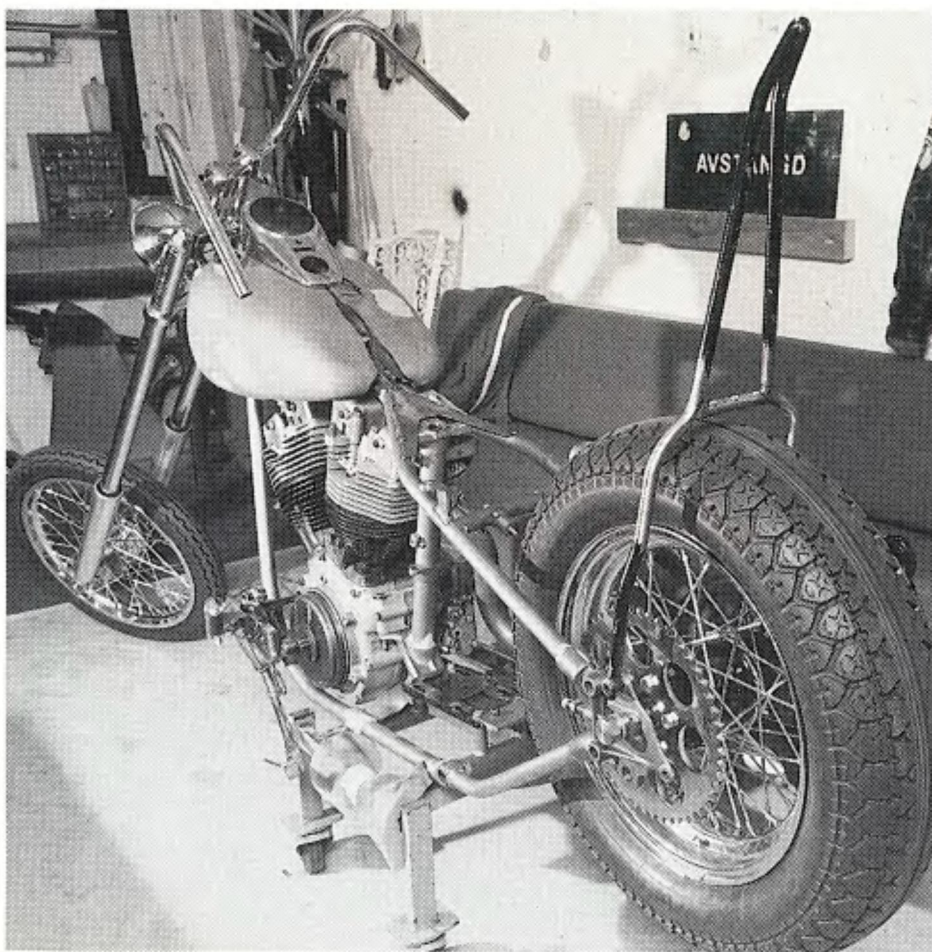
The land bordered by the Baltic Sea, of mythological Valhalla, Odin, and the no-shit Norsemen (who were possibly



the world's first biker-types, with their nomadic spirit's penchant for travel), also has its share of righteous custom ridin' machines. Why do ya think them sizzlin' babes put up with the frostbite? This Scandinavian country, noted internationally for its free-thinking and lack of censorship, is also home to free-form expression atop two wheels. And, it's steet-legal with The Man.

For the past 10 years we've had contributions and a running correspondence with several Swedish photojournalists, two of whom stand out, Christer "The Sheriff" Johansson and Klaes Palmgren. Both are regular contributors to magazines in Sweden.

Accordin' to the Sheriff (who is a lieutenant in the Swedish army), Harley-Davidson has a long and proud tradition with the Swedes. From a



country with a population of 8.5 million, there are over 2,000 bikes with registrations older than 1947, and approximately 6,500 newer model Hogs. The land of the Midnight Sun is filled with independent Harley riders, though it also has its share of clubs. The H-D Club of Sweden, boasting 3,000 members, is primarily for the touring-types, and, of course, there are also a number of your basic get-down-an'-dirty outlaw clubs. All the clubs sponsor runs and parties open to all brothers. Clubhouses generally feature well-equipped shops for winter wrenchin' and bars for year-round party favors.

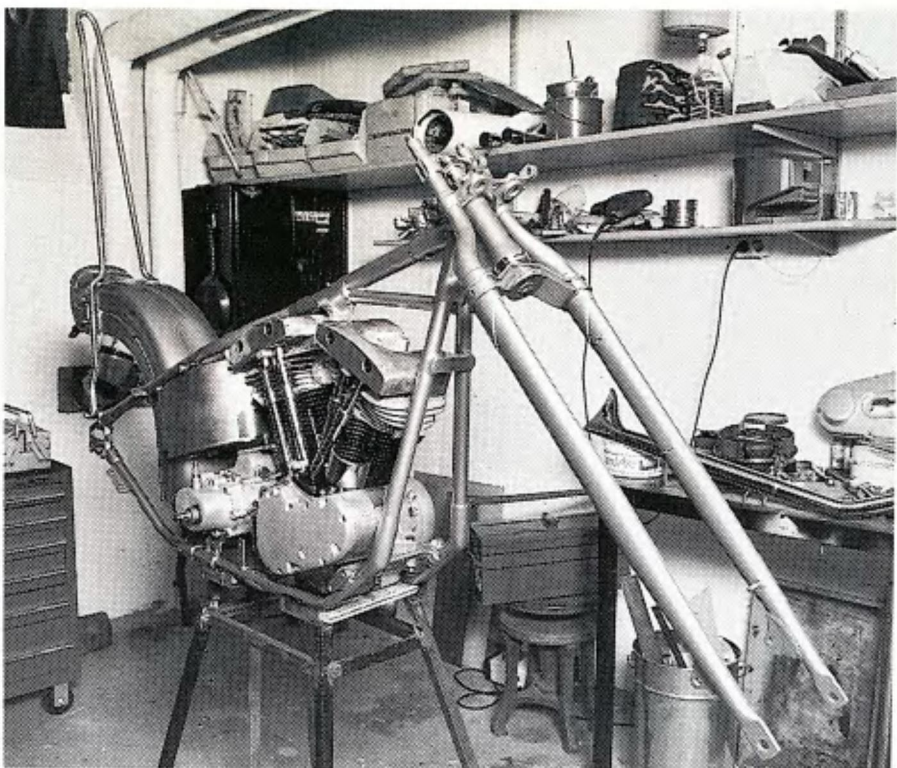
Most bikers build their own unique custom sleds—instead of buying pre-existing ones from a shop. They appreciate knowing all about their own rides and many of the configurations show a



great deal of creativity, vision, and design techniques, making do with what's available.

Sweden is home to many avant-garde builders and manufacturers who enjoy world-wide respect, namely Tolle, who specializes in front ends (check out Pat Kennedy's bike in ER 206, Aug. '90), and ISR, makers of six-piston brake calipers. Not to mention three different builders of rigid frames. There is an organization called SFRO which seems to be a special builders association that will check out your bike and give it a pre-inspection before ya take it to the heat. Sweden has pretty lenient regulations and limits regarding registrations and customizations.

Ya ever wonder where all the good buys on antiques went? Look no further than the shops and swaps of Stockholm. Each year, around 350 oldsters are exported to Sweden. And just as many Evos are shipped annually to this bike-hungry market. The latest fad is a new Evo, sportin' an old gearbox with a kicker, mounted in a repro Harley frame, with a 20-over wide glide,





Photos by Christer Johansson and Klaes Palmgren

15- and 18-inch wheels with 80 spokes, and a tall sissybar to lash your bitch to when she has too much grog. It's known as the "Stockholm look."

Hey, and what about the tits on them Valkyrie maidens? Well, you won't see any "show your tits" signs 'cause the chicks run around without tops all summer long at the beach, and ain't too conservative any time of the year. As Johansson says, "Why bother, when it's free all summer long?" If there ain't a tit law, then there is a helmet law, but reportedly it's pretty loose. As long as you're off the main drag you can dump the lid, and you won't be hassled.

Don't tell 'em we said so.

The typical riding season runs from April to October, though it's a shorter season up north in the Norrbotten and Vasterbotten provinces which border the Gulf of Bothnia. They're a tough bunch of bikers up there, but then their ancestors, the plunderin' and pillagin' Vikings, weren't exactly meek. We're ready to go. Where's the next boat headin' to the Land of Odin?

—Leif Peterson



PARTS BOX

Tell 'em Snake sent ya



Gold Bike Chain

It's handmade out of solid 14K gold, and handpolished to a shining luster. It can be made in any custom size, and the jeweler, Glenn Ballard, stands behind each link. Call him any time, he stays open late to assist us workin' tramps, (714) 751-5017. It's also made in solid silver.



Rude Rudy's

Here's an example of an outrageous, mystical selection of fantasy sculptures—wizards, dragons, warriors, unicorns, castles, and more. Rude Rudy also carries such wild items as battle axe pendants and Black Widow earrings. They're all hand cast, in fine pewter with lead crystal, in the good ol' USA. Send a sign to Rude at Dept ER, Box 729, Fairfax, CA 94930.



A Spiel for Freel

A charter member of ARROW, and former holder of the gold belt signifying Rodeo champion, Gary Freel, of Ames, Iowa, knows first-hand how tough it is competing on the Rodeo circuit. We're not talking about the fierce sledding duels with other riders, it's more the grind of getting from event to event, on a limited budget. Gary decided to produce a shirt and offer it (as sponsorship) to any fans interested in promoting his Rodeo career. By making these chestcovers, it also provides an opportunity for Gary to thank his current sponsors. The front of the shirt heralds Ames Cycles, his local H-D shop, which has sponsored Gary's Rodeo riding desires throughout four seasons. The back reads like a who's who of the motorcycle manufacturing, aftermarket, and promotional industries. To get your own, ship \$12.95 to Gary Freel, Box 1, Ames, IA 50010. They come in all sizes, and in your choice of blue or black.



Arlin's in Daytona

Arlin Fatland, who owns 2-Wheelers in Sturgis and Denver, has leased a shop for Daytona's 50th right on Main St. (740). He'll be sellin' a complete line of Daytona 50th Anniversary products, so stop in and see him. One of the items he'll be selling is in the shot above—a large plaster figure of what most of us look like, ridin' into Daytona. He is also creating a pendant commemorating the 50th. I like the pendants, they're cheap, easy to carry, and sorta cool. Have a great trip, if you're ridin' in.



Does It Need A Title?

Cowpounder Originals made one of the most incredible kidney belts I ever laid my bloodshot eyes on for the Sturgis 50th. Well, Lorna outdid herself for Daytona, and this snapshot doesn't begin to do the leather creation justice. Check it out close-up in Daytona. Their flier puts it simply, "Made from scratch, no easy shortcuts, no cheap fasteners." They'll be available at Spiders for a smooth grand per set.



Louie's Product

Louie Falcigno is the Southern Florida Flamed Flamingo Madman. Don't get a bottle of Jack Daniel's within eyeshot of him or he explodes. He called me the other day wonderin' when I was going to feature his newest creation, a sunlight-yellow, stretched shovelhead with crimson flames on everything. "Feature the bastard or I'll boil yer ass in old Harley oil," he told me. The phone was meltin' so I had to cut a deal fast, or never show my lanky ass in the Sunshine State again. So here's the deal—his new cable guides out of his new shop, C&L Hog Shop in Fort Pierce, Florida. If yer going to the surf and sand, go see his new shop—or he'll kick my ass all the way to the Keys. C&L is at 1315 N. US 1, in Fort Pierce, next to the cemetery on the main drag, (407) 464-5623.

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The Editors of Easyriders Magazine.

Hanes BEEFY-T

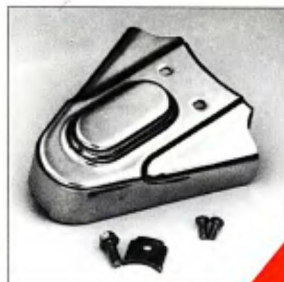
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Just tell us which one. Because...
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**20TH
ANNIVERSARY
GRAND PRIZE**

Man, is this one tough decision to make or what? 3 outrageous bikes! And YOU could be the lucky one pickin' up one of these sleds for keeps.

Maybe you'd like to cruise down the highway on this Heritage Softail Classic. Check out the fishtail mufflers. The massive chrome headlights. The chrome studded saddlebags. And that's not all. With an 80 cubic inch V2 Evolution engine, hydraulic valve lifters and V-Fire III electronic ignition, this scooter'll get your blood flowin'.



SPORTSTER 883

The 1991 XLH Sportster 883 Hugger has a totally new five-speed tranny which delivers smoother, more positive shifts from a shorter gear throw. And the lower engine RPM in high gear makes for easier highway cruising.

**20
Second Prizes**



ACCESSORIES FOR YOUR HARLEY

20 gift certificates of \$1,000 each -- customize your bike or deck yourself out with a \$1,000 gift certificate from Custom Chrome, suppliers of high-quality accessories and leathers for riders who recognize the difference.

More than

**750
Third Prizes**



EASYRIDERS SUPERBAG

This tough, dependable bag is jam packed with an assortment of EASYRIDERS goodies. Nifty stuff sure to please one and all. Valued at \$50 each.

**H ANNIVERSARY
SWEEPSTAKES**

YOUR CHOICE of New Harleys!



The Fat Boy. Check out this gorgeous bike. Classic Shotgun-style dual exhaust. Solid front and rear disc wheels. Custom metal front fender. And leather detailing for a custom feel. Take it from me -- this model is fun to ride!

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.

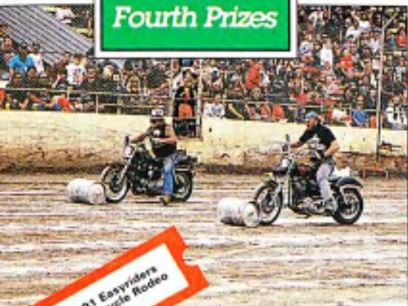
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Mail your subscription order with the winning sweepstakes number before March 31, 1991. If you do, and you're the Grand Prize winner, you'll get \$1,000 cold hard cash put into your hand. Think of all the extra brews that'll buy!
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1991 Easyriders
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**EASYRIDERS MOTORCYCLE
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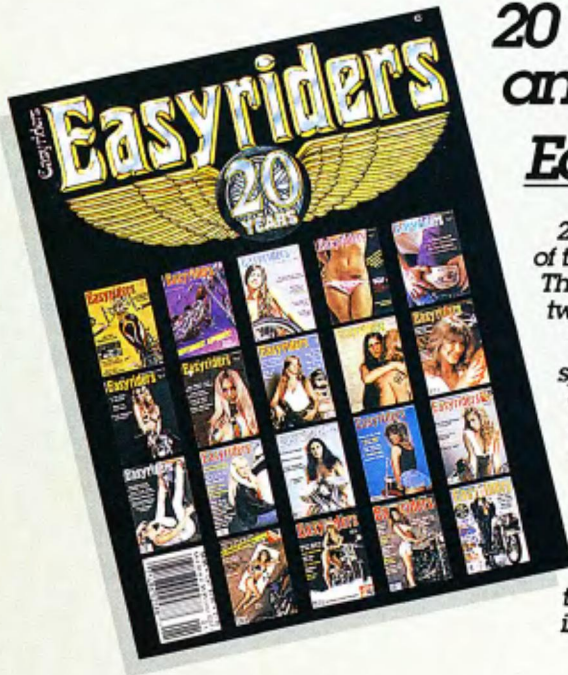
500 tickets to Easyriders
Motorcycle Rodeos. Pack
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20 YEARS

OFFICIAL SWEEPSTAKES RULES

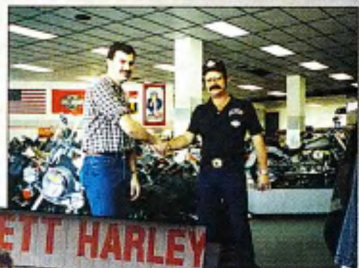
1. Use the enclosed Official Entry Form and subscription envelope. Mail your entry to Easyriders 20th Anniversary Sweepstakes, Box 390, Mt. Morris, IL 61054-0390. LIMITED TO ONE ENTRY PER HOUSEHOLD. Entry blank must be legible and completed in full to be valid. All entries must be received by June 30, 1991 (or by March 31, 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, 900 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 affiliates 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.
 5. Winners may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Paisano Publications, Inc., and none will be returned. Winners grant Paisano Publications and its agencies the right to use their names and likenesses for advertising and promotional purposes.
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But you gotta
enter to win!



Mike Moore
Mesquite, TX



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



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



Norm and Lise Lock
Ferndale, MI

P F ECTION

RO-





All great bikes have a driving force behind them. Sometimes it's the owner. Sometimes it's the builder. Sometimes it's some bro standin' on the sidelines.

So who was the driving force behind Pro-Fection? Hell, we don't know.

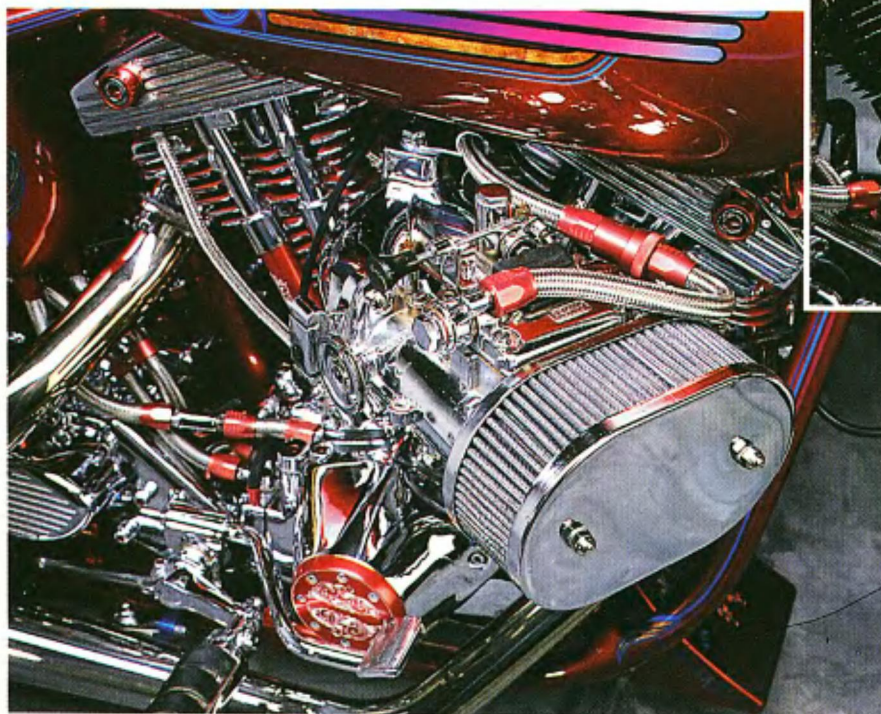
Like a crumb snatcher, Pro-Fection got its first glimmer of life from a hard-on. No, bros, we're not joshin' ya. Seems Joe Pro, the owner of this baby, first met Dave Perewitz, the builder, because he was interested in a chick who worked at the sub shop next door to Dave's place, Cycle Fabrications. Matter o' fact, the girl's brother was a hangaround at Dave's, and he'd been telling Joe about the bikes Dave built for some time. Joe was intrigued, but . . . well, hell, tellin' ain't the same as seein' ya know, and Joe had seen the babe but not the bikes.

So it was a problem in his pants that first steered Joe toward Perewitz's. But once he laid eyes on the bikes displayed in Dave's window, the babe was forgotten. Well, probably not forgotten—I mean, you're not gonna forget the foxy Carla (the babe standin' beside the bike, dipshit) as soon as you turn the page, are ya? Still, all that classy Milwaukee iron did sidetrack Joe enough to steer him into Cycle Fab.

Not much happened on that first visit. Joe looked around the shop and talked to Dave about buying a bike, but nothing really caught his eye.

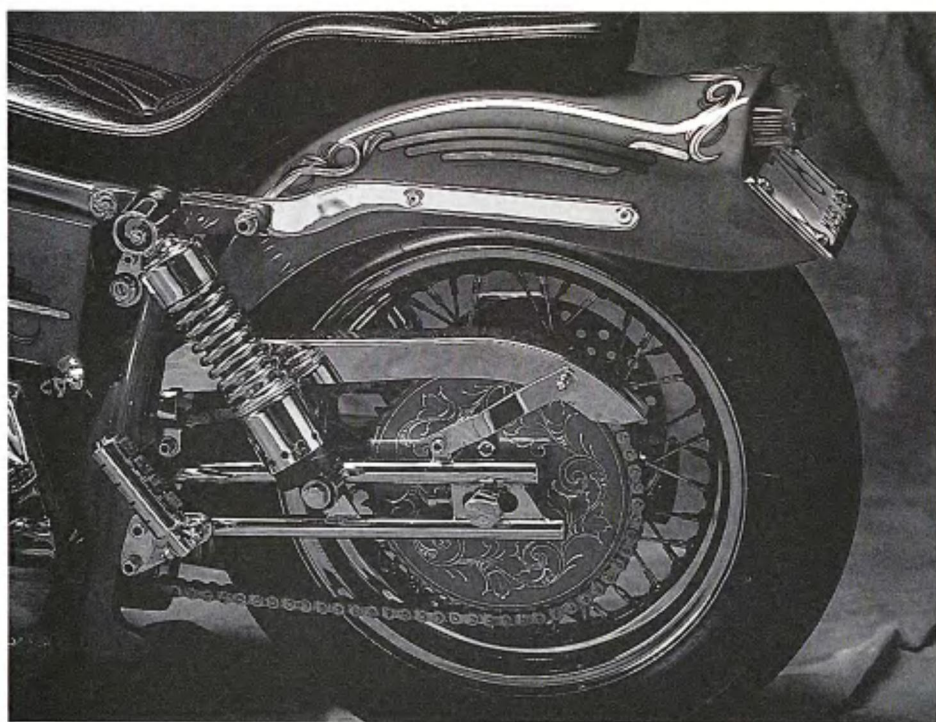
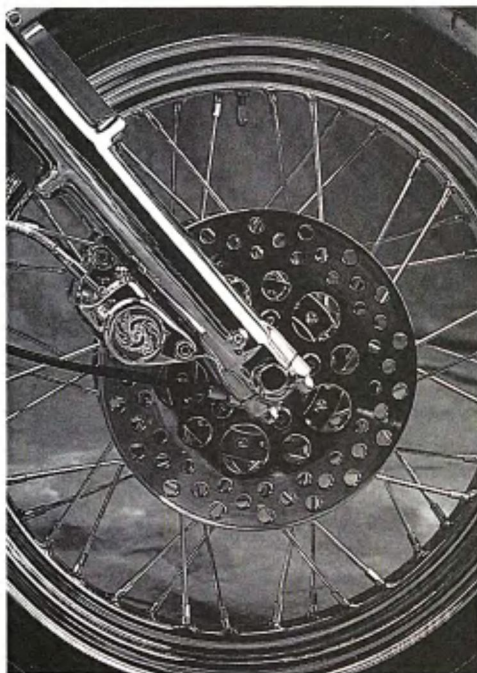
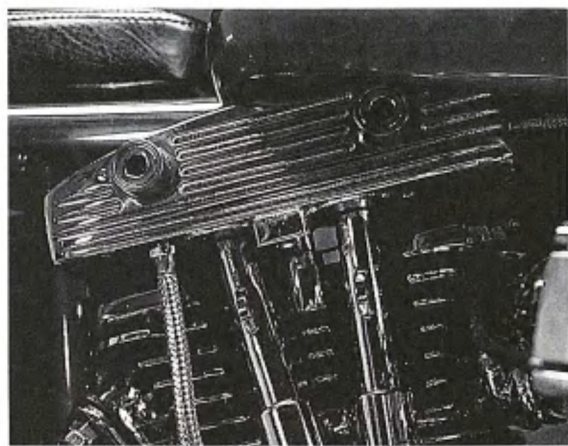
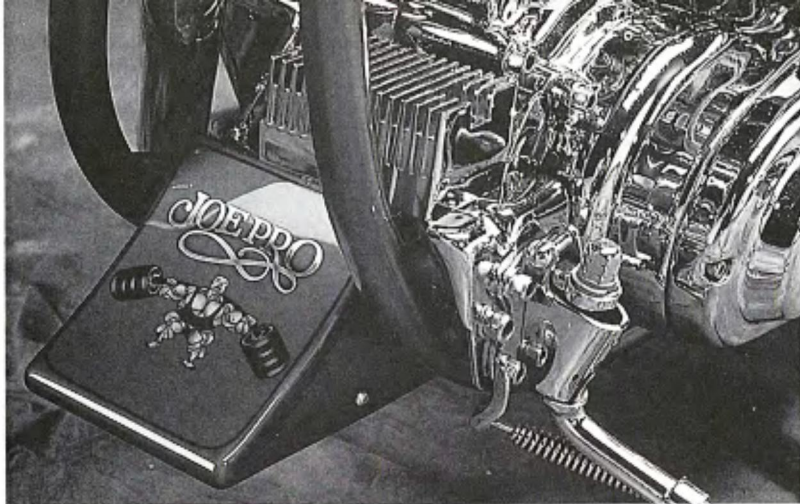
Still, Pro-Fection got its first glimmer of life that day, because when Joe ran





across a '78 shovel a few months later, he immediately thought of Dave. The shovel was clean when Joe got hold of it, but he figured it wouldn't hurt anything to invest three or four grand into it—to make it look really sharp. So one day he wheeled it over to Cycle Fab.

Now ya gotta understand, Joe is kind of a late bloomer. Up until the time he was 24 or so, he was into building cages for show. In fact, he still owns a '73 Hurst Olds he shows. So maybe he knew what he was getting into that



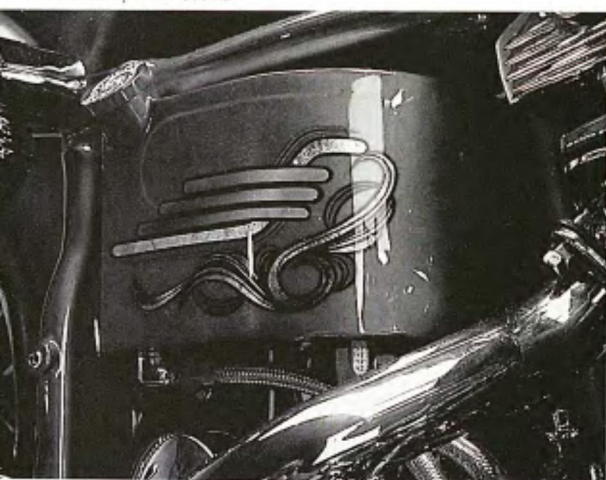
day—and maybe he didn't. He claims he did. He claims all he wanted to do was give that ol' shovel a little face-lift and get it back out on the highway. But he forgot to figure Dave into the plan when he'd done all that skull rattling.

When Joe told Dave what he wanted to do, Dave looked at him for a minute, then turned his gaze to the motorcycle. "You sure that's what ya wanna do?" he asked. When Joe nodded it was, he snorted, "Ya don't build cages that way, do ya?" and stormed back into the shop to let Joe go home and think it over.

It took Joe two weeks of room pacing and beer can shufflin' to realize Dave was right. Now Joe Pro ain't no wimp who has trouble admittin' when he's wrong. He's a man who can admit his own mistakes. So he picked up the phone, gave Dave a buzz to set up a planning session, and, before long, Pro-Fection was conceived—yeah, just like what happens when ya pork



Photos by Steve Coonan



yer ol' lady at the wrong time of the month.

Unlike the one ya mighta put in your ol' lady last night, though, this baby spent two years in the womb, and it took a lot of hard cash and hard work by a lot of bros to get her ready to come out.

Joe Pro put up the cash; Rick Cicoro built the mill; Larry Entwisle did the electronics; Don Perewitz, Dave's brother, prepped the sheet metal and the frame; and Roy Mason took care of the leaf work. Dave handled the molding and paint and, of course, put it all together.

Was it worth it? Fuck, just look at it. Personally, I think we're gonna lose a few brownie points for shootin' Carla in the same flicks. A man could get a fuckin' short circuit tryin' to figure out which set of lines to look at.

—Silent

Owner(s): Joe Procopio		City: Woburn, Massachusetts	
General		Frame	
Fabrication by: Cycle Fabrications		Year: 1978	
Year and make: 1978 FX		Builder: Dave Perewitz, Rick Sansone	
Model: shovelhead		Type: swingarm	
Value: \$25,000		Rake: 35-degree	
Assembly by: Cycle Fab		Stretch: plenty	
Time: two years		Other alterations: none	
Chroming by: South Shore Plating		Accessories	
Engine		Bars: Cycle Fab	
Year: 1978		Risers: 6-inch	
Model: shovelhead		Fender(s): front: Cycle Fab; rear: Ness	
Rebuilder: Rick Cicoro		Headlight: Cycle Fab	
Ignition: Dyna Electric		Taillight: Cycle Fab	
Displacement: 74 cubic inches		Speedo: FX	
Lower end: S & S		Front pegs: Drag Specialties	
Balancing: Jim Thompson		Rear pegs: Drag Specialties	
Pistons: S & S		Electrics: Accel, Larry Entwisle	
Cases: blueprinted		Gas tank: wraparound	
Heads: ported and polished		Oil system: Russell braided steel lines	
Cam: Sifton		Primary cover: anodized	
Lifters: Sifton		Seat: Danny Gray	
Carb(s): Dell 'Orto		Sissybar: none	
Air cleaner: stacks		Height: n/a	
Pipes: straight (custom-made)		Material: n/a	
Muffler(s): n/a		Forks	
Transmission		Type: two under	
Modifications: stock		Extension: enough	
Year: 1978		Builder: Dave Perewitz	
Shifting: 4-speed		Special features: Ness trees	
Engine sprocket: 24-tooth		Wheels	
Trans sprocket: 23-tooth		Front	Rear
Wheel sprocket: 51-tooth		Size: 19-inch	Size: 16-inch
Painting		Hub: stock	Hub: stock
Molding: Don Perewitz		Rim width: 2 1/2 inches	Rim width: 4 inches
Painter: Dave Perewitz		Tire: Continental	Tire: Avon
Color: candy brandywine red		Brake: double disc	Brake: Perf. Mach.
Type: House of Kolor lacquer			
Special paint: leaf by Roy Mason			
Other special modifications: Custom-made dash; L rocker switches; aluminum trees; braided, stainless steel brake lines. Special thanks to Dave, Don, Rick, Larry, Dede, and the Hamsters.			



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Photos by Kim Peterson

Laura Hansen, Midway City, California 1980 FXWG shovelhead

I feel blessed this issue. Laura and Lynn Hansen are one of my favorite couples.

In 1989, Laura acquired this longed-for 1980 FXWG, labeled "Iron Horse," from her close friend, Al Burnham. She made quite the tendon-tearing leap from her 998cc Sporty to this powerful 96-incher. Accordin' to Laura, she's got "more between her legs than a lot of guys do." I don't doubt it even once.

On June 23, 1990, Laura and Lynn were puttin' their scoots south on the 405 freeway, in Seal Beach, California, when a foreign fuckwad driving a truck broadsided Lynn with a definitely intentional hit-and-run assault. He first tried for Laura, but she managed to avoid him. The asshole's comment in front of "you know who" was something along the lines of: "These scumbag biker-types were chasing me and I feared for my life." Yeah, right.

In the aftermath, Lynn sported a broken and dislocated shoulder (recently rebroken for proper healing), massive road rash, and a demolished scooter. The asshole got off scot-free. I won't even mention the difficulty they had finding a law firm to take their case. I'm just glad they finally found some good counsel.

We can't let these things happen, folks.

—Calamity

YEAR: 1980 Harley-Davidson

MODEL: FXWG shovelhead

ENGINE: 1980 96-cubic-incher, points ignition, balancing by S&S, rebuilt by Willie and Tom at Big Bore

TOP END: stock Keihin carb, S&S pistons, staggered and tapered pipes and mufflers, solid lifters, nitrided heads by Rowe

LOWER END: stock cases, Cobra 440 Sifton cam, S&S rods

TRANSMISSION: stock 1980

FRAME: stock 1980 H-D

FINISH: steel gray and blue toner with pearl acrylic enamel paint by Corvette Specialties, Denver, Colo.; special paint: 12 coats of Ditzler blue pearl urethane

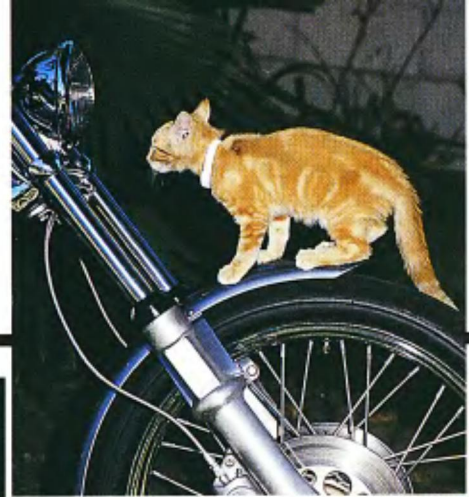
CREDITS: Special thanks to A.B. and Lynn Hansen

FORKS: stock 1980 H-D

WHEELS: front: 21-inch wheel, Continental Tour tire, dual disc hub and brake; rear: 16-inch wheel, Continental Tour tire, single disc hub and brake

ACCESSORIES: tombstone taillight, pullback bars, 4-inch risers, 5-gallon gas tank, horseshoe oil tank, Drag Specialties seat and 6-inch chrome sissybar, leather work by "Just Me" Lisa, braided stainless steel aircraft oil lines

SPECIAL MODIFICATIONS: bobbed back fender, painted primary cover, fast 1-month assembly by owner, Lynn Hansen, and Big Bore



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NOVEMBER *Fox Hunt* WINNER



Your November Fox, Carla, comes from the shiverin' cold, yet warm-hearted and beautiful, state of New Hampshire. Our first winnin' filly from the Granite State was a perfect representative because her body, while voluptuous, is also rock hard. Firm ta-tas are always a crowd pleaser around here. Carla is also a rocker from the word go, which fits her state's motto, as well as every biker's creed, to a T: *Live free, or die*. The blonde bomber adds class to Joe Pro's sharp shovelhead on page 47. Check it out, bros.

—Loudmouth



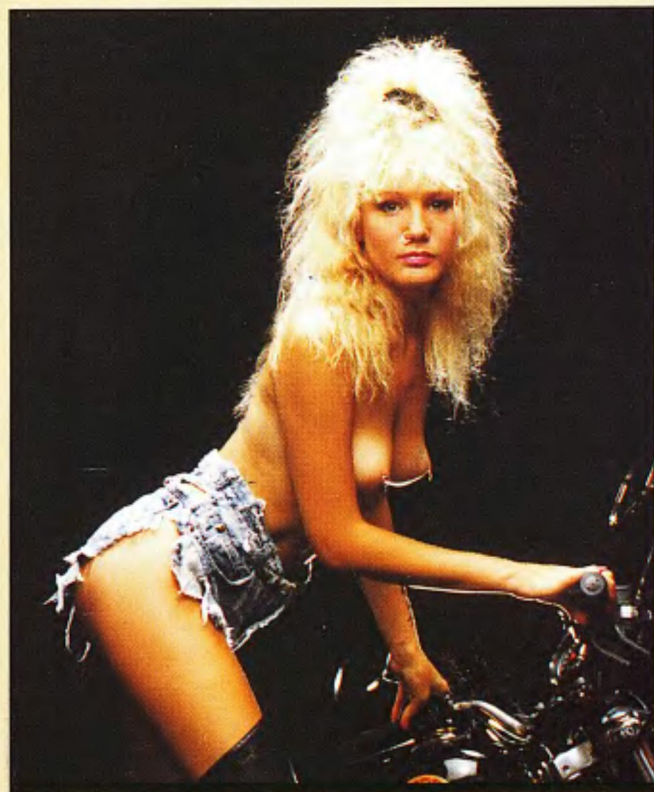
I love the feel of a stiff Harley seat and the vibes of a powerful engine to get my motor started.

Dawn, South Carolina — 900-234-BIKE — Ext. #401



My ex always said I'd never buy a bike or be in his favorite magazine. Guess I caught you lyin' again, Deputy. Here we are!

Musky, California — 900-234-BIKE — Ext. #402



Plain and simple—I like the wind in my hair and a throb between my legs.

Greta, New York — 900-234-BIKE — Ext. #403



I have a fantasy of making love in the Colorado mountains to a man who owns a Harley-Davidson.

Marilyn, Indiana — 900-234-BIKE — Ext. # 404



Packing all the time has always been a thrill, but controlling her is the best natural high. Excellent.

Kimi, Alaska — 900-234-BIKE — Ext. #405



Any machine that can look so good, feel so good, and have the best men on top of 'em, is where I want to be.

Tiffany, Texas — 900-234-BIKE — Ext. #406



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 March 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 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 #214 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

The deadline for voting for this month's crop of cuties is March 31, 1991.

We'll print the winner in the August issue.

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



Here she is, bros, the 12th monthly winner in our 12th Annual Fox Hunt, Sivi, #403, from Tempe, Arizona. See more of her next issue.

FOX HUNT
Box 3000
Agoura Hills, CA 91301
214

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.

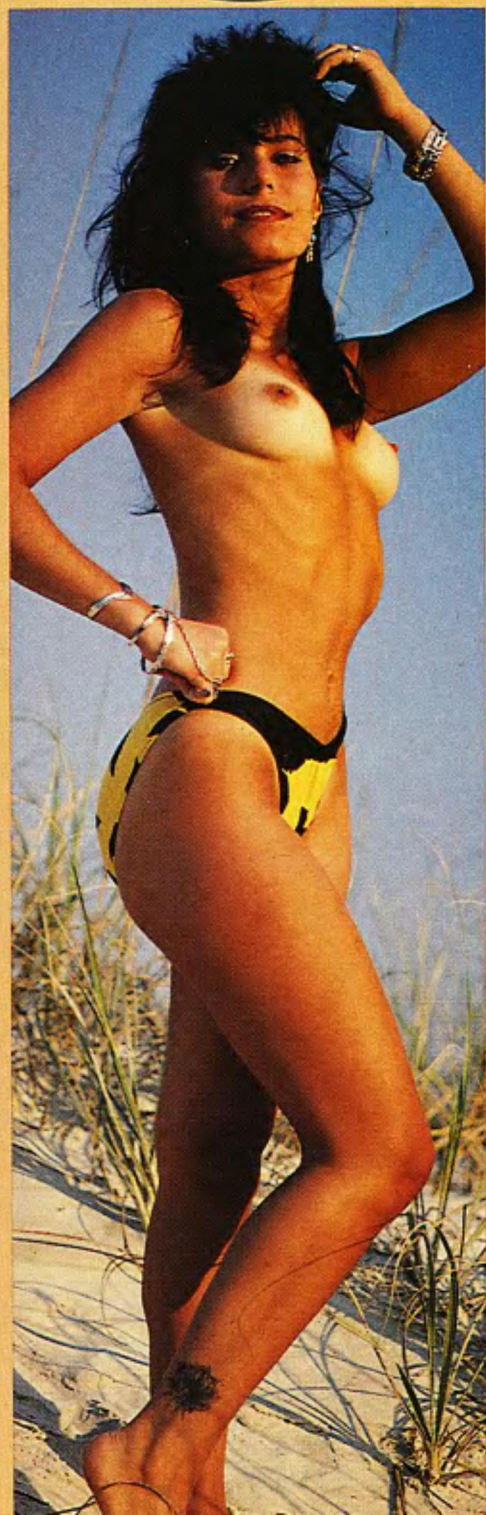
214

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

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

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

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



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CHROME

50th
Anniversary

Daytona Bike Week

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Golden
Anniversary
of
Spring
Worship
In The
Sand



Last year, competent observers reckoned somewhere around 120,000 bikers rolled in, through, and out of Daytona Beach, Florida, during Bike Week. This year, officially the 50th Anniversary—which really means the 50th set of races sanctioned by the American Motorcyclist Association (AMA)—those same observers think as many as 400,000 folks may show up.

That's a lot of bikers, and most of them won't even go to the races. Makes you wonder why they're willing to get calluses on their butts riding

in from all over the country.

Old Ponce de Leon knew. That's why he came this way looking for the Fountain of Youth. He didn't find it, and bikers haven't found a magic spring, either, but they don't need it. The balmy air, the Harleys, and the legions of round-assed women rejuvenate the spirit quite enough.

Ed Kretz understands why people come to Daytona Beach, too. Ed came in 1937, a factory rider for Indian motorcycles, and won the first Daytona 200. He's 80 now, still has his old racing



Indian (completely restored), and will be back in '91 to lead the big parade. Ed says his lady can't come with him—she's bothered by arthritis—but she gave him permission to ogle the girls (which he was probably going to do anyway).

The babes have always been here. Around 1580 or so, the French chronicler, Jacques le Moyne, remarked on the plumpness of the native women's tits, the languorous motion of their legs, and the fact that they mostly went naked. Things haven't changed. The women enjoy the ruttish vigor of



springtime as much as the bikers, so they come down to show off their tits and legs, and they've been doing it for 100 years.

In the early days, beach-legal bathing suits looked like long johns—but when they got all that cloth wet, the ladies may as well have been as bare as the native women Le Moyne saw. The Spandex look, bros, ain't nothing new.

You can scatter a lot of warm flesh up and down the 23 miles of shoreline running up to Ormond Beach, but the early visitors found another use for it.

UN- SWIMSUIT ISSUE



After the ocean waves packed the beach down hard, the tide went out and left a perfect surface for testing a horseless carriage. In 1903, Ransom E. Olds (as in Oldsmobile), ran a mile in one minute, six seconds, which he thought was pretty good until Alexander Winton knocked off 68 mph on the same stretch of sand.

This sort of thing got to be a habit, word spread, and the races at Daytona Beach began drawing people from all over the country. Events started at Ebb tide, but the sluggards sometimes finished with

high tide lapping at their wheels.

Of course, not everybody came for the races. Like today, many of them came to blow out winter cobwebs, to get a little drunk, and to get laid. By that time, women's bathing suits came only to the knee, the skirt stopped at mid-thigh, and the very daring even exposed their arms. This bit of nontechnological progress, no doubt, attracted as many people as the race cars.

Bikers took advantage of that beach, too. Glenn H. Curtiss, the aircraft pioneer who started out in

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attest to the fact that panhandlers are everywhere on the urban landscape. What is not so well known is how successful some panhandlers are. While most beggars hope to earn \$10 to \$12 per day from their panhandling, others earn as much as \$200 a day, and it is possible to earn significantly more - and mind you, this is tax-free cash. What this book does is provide the reader with the techniques necessary to panhandle one's way into the higher income brackets. So the choice is yours: you can approach people asking for "spare change" and slowly starve to death, or do what the competent beggar does and live rather well. 5-1/2" x 8-1/2", 39pp, soft cover
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Almost a century ago, legal scholar Roscoe Pound (we're not making this up) said the legal world would "wait impatiently for a Treatise on Canine Jurisprudence." Well, here it is - but it's for people who own a dog or live down the street from one, not for lawyers. *Dog Law* answers common questions on biting, barking, veterinarians, leash laws, travel, landlords, wills, guide dogs, pit bulls, cruelty, and more. 6" x 9", 272pp, soft cover
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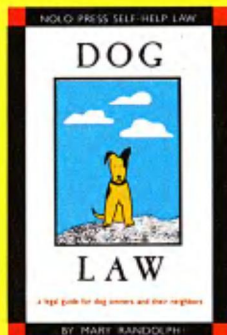
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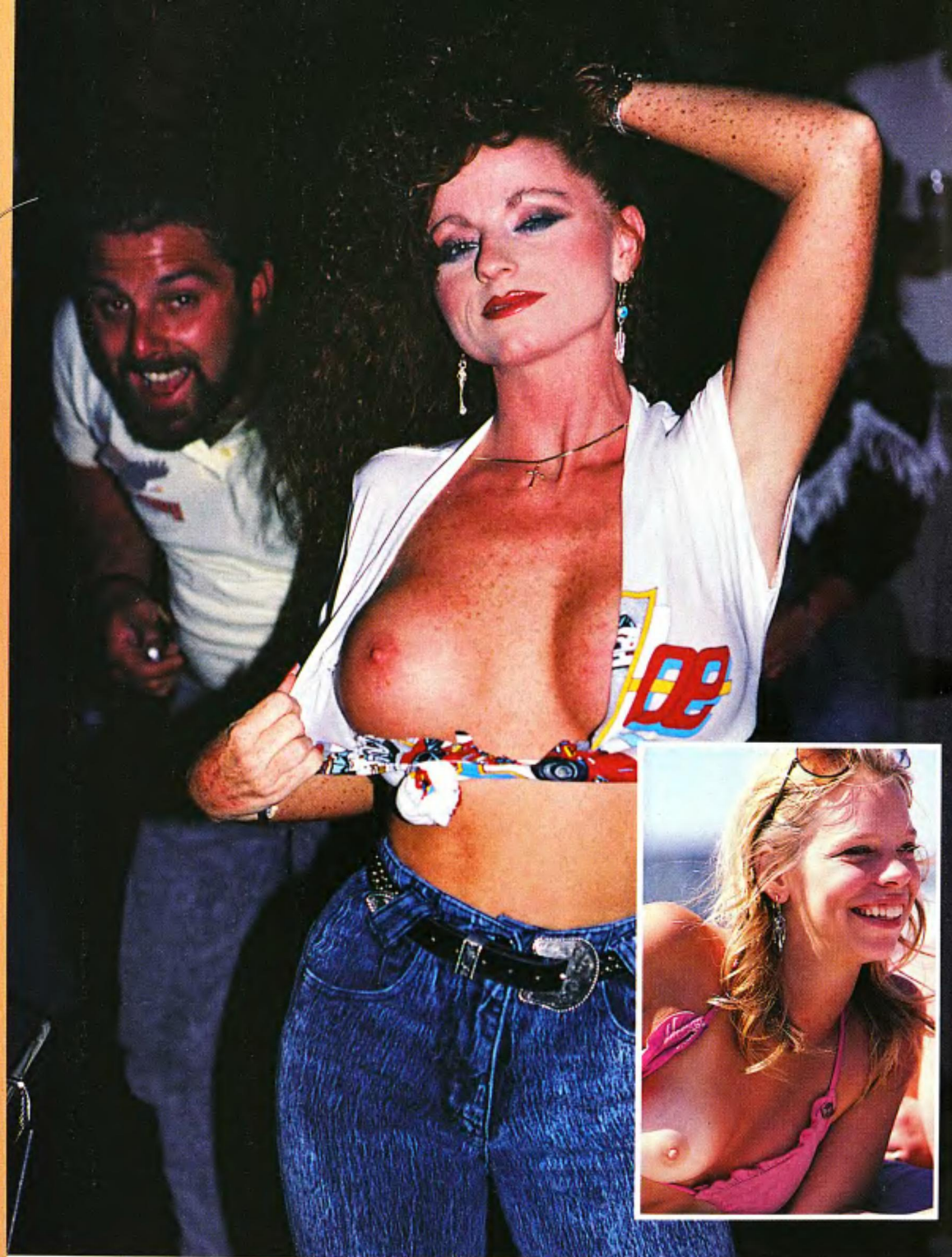
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50th
Anniversary
Daytona Bike Week

UN- SWIMSUIT ISSUE



motorcycles, ran a V-8 bike of his own creation 136.47 mph here in 1906—a Land Speed Record that stood for 11 years. Eventually, the beach got too crowded for speed trials—and some of the locals probably complained about the noise—so the record-seekers moved to the Bonneville Salt Flats in Utah, leaving the oglers and springtime revelers with no excuse to go to Daytona Beach.

Bill France, a promoter of Daytona's prosperity, took up the slack. He persuaded the AMA to run its big spring race there. The AMA ran the first Daytona

200 in 1937, on a course that ran 1 mile down the beach and 1 mile back on rough pavement. Ed Kretz remembers averaging 74.5 mph over the full course and figures he hit 120 mph on the straights.

Meanwhile, the girls were speeding up, too. Bathing suits showed all the back, the cleavage in front, and the skirt was a mere vestige that let the bros admire legs that sprang from the coarse beach sand and rose all the way to the sky—well worth a long ride, especially from frigid northern states bogged down amid the thaw.



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France's promotion worked, and except for the war years, the Daytona 200 ran on the beach until 1960. By 1961, France had the Speedway put together, and the beach was left for the gawkers and the bathing suits—in two pieces now, and rapidly progressing toward the "itsy bitsy" bikini. It got there soon enough, and proceeded on to the T-backs of today. Makes you wonder where they'll go next. Wherever, the girls will come to Daytona

50th
Anniversary
Daytona Bike Week

UN- SWIMSUIT ISSUE



Beach to show them off.

If you like skin, bro, go to Daytona Beach and check it out. While you're there, take a look at the Harleys. Or is that putting it backwards? No matter, you'll see plenty of both and it'll do wonders for your spirits. Too bad Old Ponce can't be there to see it. He would've liked the Harleys, too.

Formally, the proceedings get underway on Sunday, March 1, 1991, when the first wave rolls in, and the festivities peak 10 days later, on Sunday, March 10, with the big parade through the middle

of town. Ed Kretz will be Grand Marshal. After Ed has reminded the contenders of the tradition they've got to live up to, the racers will run the 200 Speedway miles to see who's a hard ass today.

Police Chief Paul Crow will probably keep a low profile this year, like he did last time. The man isn't a publicity hound. He doesn't run around telling people how important he is, even though Chief Crow may be The Man Who Saved Bike Week.

In the early days, people in Daytona Beach lived for the bikes. They had sun and sea all the time, but



the bikes only came once a year. As Daytona grew into a retirement village of expatriate Northerners, though, a bunch of locals began to see Bike Week as an unnecessary interference with their bingo games. They showed bikers their attitude, and the bikers responded with their attitude.

In a contest of attitudes, the bikers were bound to win, but the locals still owned the turf and could turn Bike Week into an ordeal rather than what it should be—an upbeat gathering of the faithful. Thus, during the early 1980s, tension between

bikers and locals ran high. Some street brawls and trashings happened, and that gave the uptight locals more reason to demand that the Week be cancelled—and to hell with the Speedway and all the money the bikers left in the place.

In 1988, Paul Crow took over the Daytona Beach Police Department and decided to get both sides to clean up their acts. He encouraged the town to welcome the bikers, and in 1989 the bikers rolled in to see banners across the streets telling them that Daytona Beach liked them. Chief Crow also told his



50th
Anniversary
Daytona Bike Week

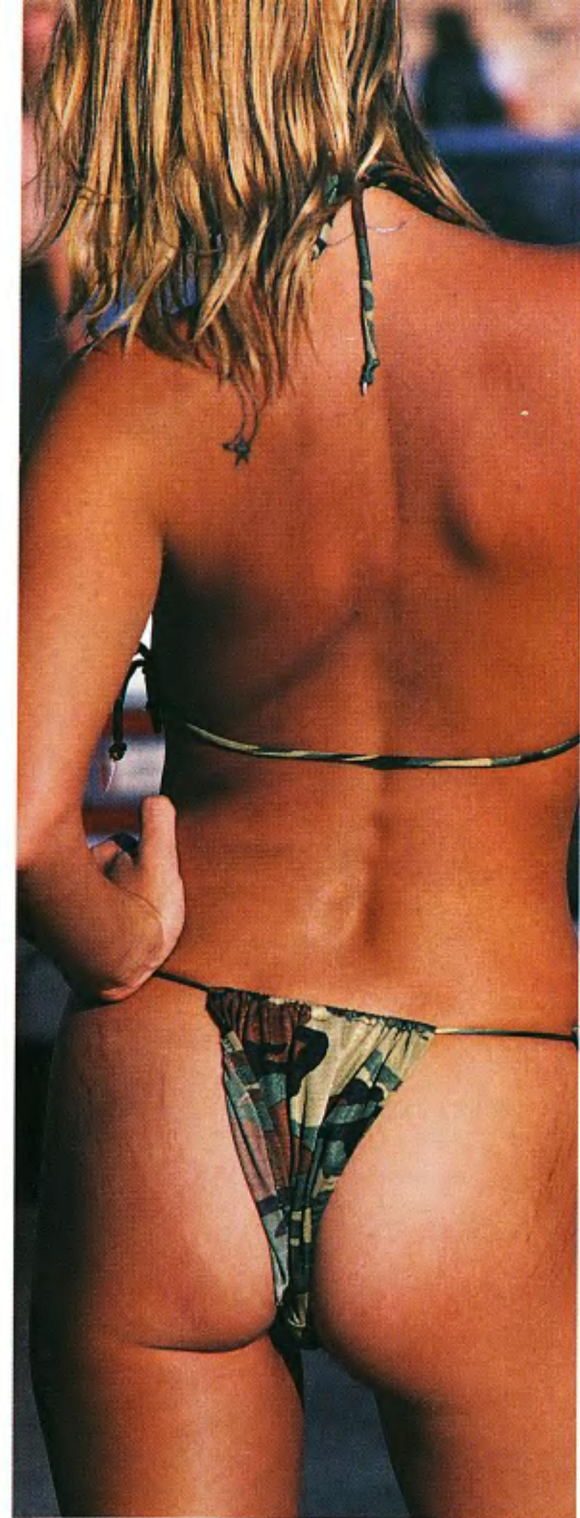
UN- SWIMSUIT ISSUE



troops to lighten up. He also told the bikers to mellow out. Everybody seemed to appreciate the leadership that led Bike Week out of a bad situation, so 1990 was, perhaps, the most successful Bike Week to date.

The Chamber of Commerce is estimating some 400,000 bikers to show up for 1991's Bike Week. Part of that estimate comes from the status of the 50th Anniversary, and part of it comes from the number of phone calls and inquiries they've received over the past year. Another part, no doubt, represents Daytona's

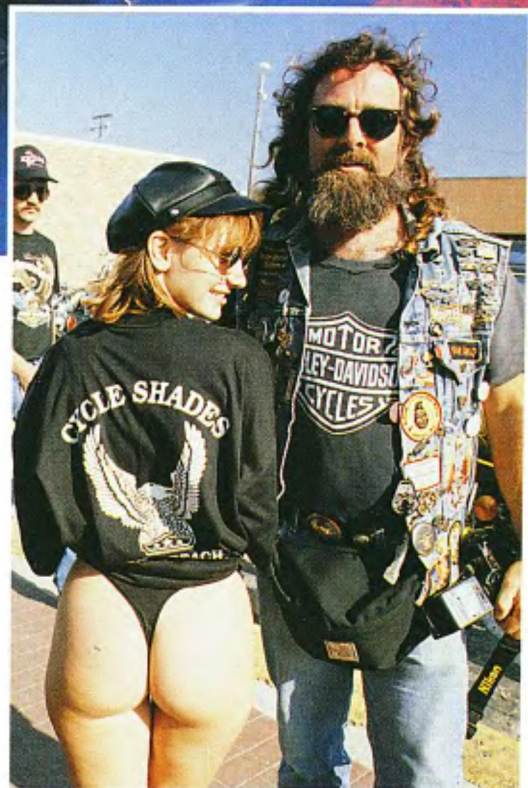




desire to beat both the attendance and profit figures of Sturgis' 50th Anniversary.

We won't know till it's over. We'll count up how many million beers go over the counters during the 10 days, divide by some reasonable figure—maybe a case a day per biker, or will that be enough?—and come up with some kind of number. We could count the motorcycles, but we'll be too busy gawkin' at the babes in their bikinis.

—Sharp



Photos by Billy Tinney, Michael Lichter, Pat Randle and Kim Peterson.

PICTURE YOURSELF IN *EASYRIDERS* . . .

Easyriders
20yrs.

Daytona
50yrs.



This Daytona promises to be the Granddaddy of 'em all, and we wanted to make sure we were a part of it—so we've set up a headquarters and store right "smack-dab" in the middle of Main Street. The store will be loaded up with great merchandise for your shopping pleasure, plus most of the *Easyriders* staff will be around all week snappin' pics and lookin' for

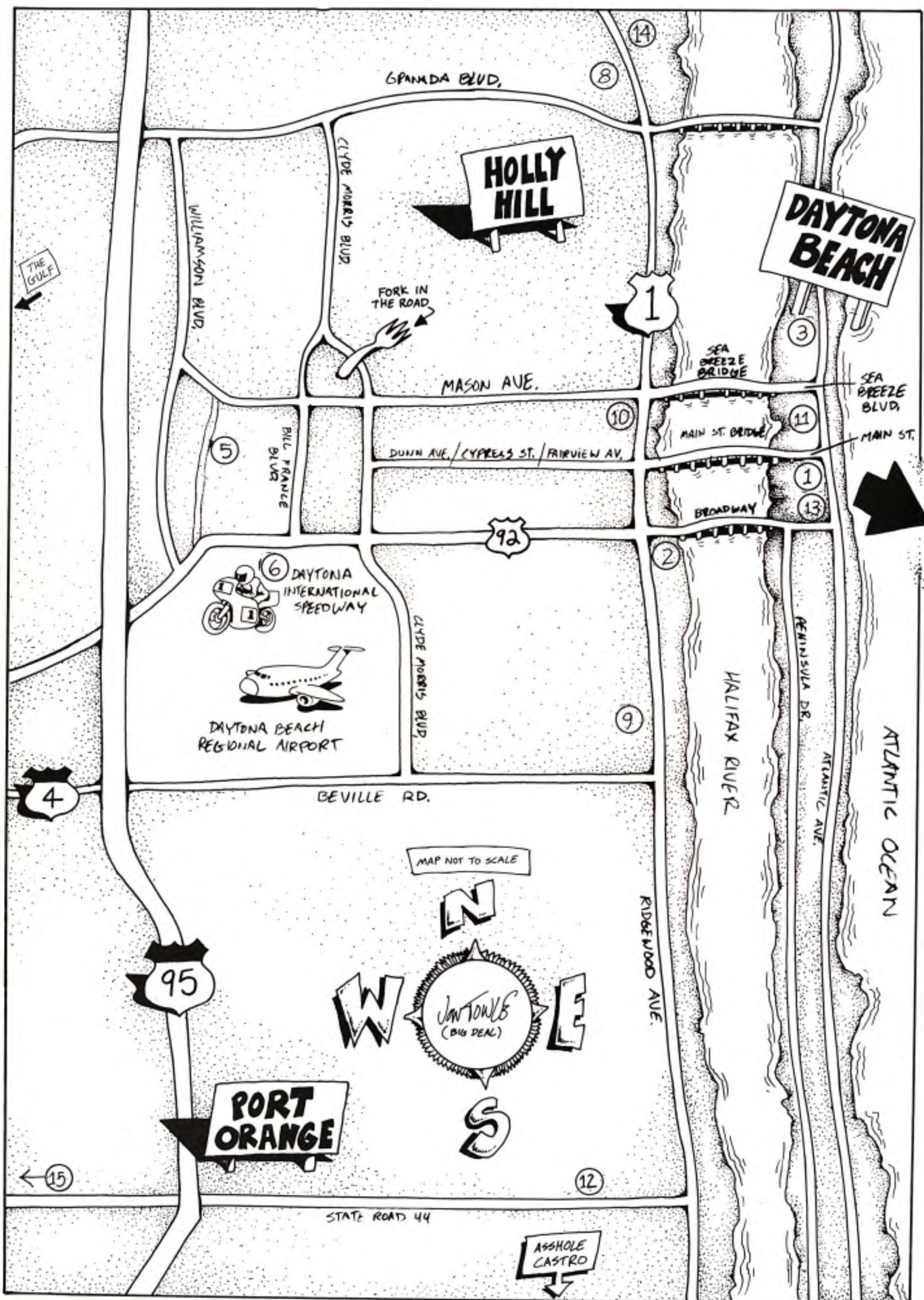
fine bikes and ladies to feature. Come on by and take a look!

Since the first issue of *Easyriders* hit the stands in April 1971 (June cover date), the June 1991 issue will be our 20th Anniversary Issue and will include a four-page gatefold. On one side of the gatefold there will be a photo taken at the Sturgis 50th celebration, and the other side will feature

a photo of Main Street during Bike Week of '91 (come by the store and find out when).

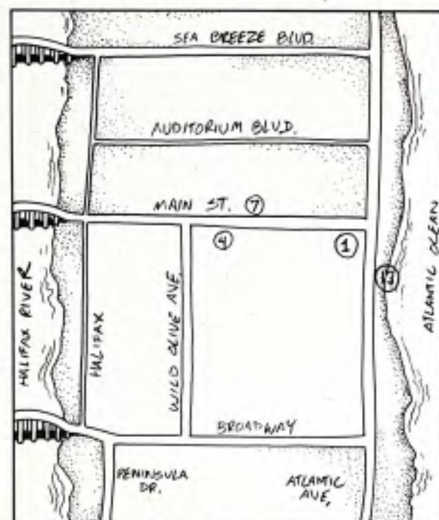
Be there and become a part of American biker history!





Legend for Daytona Map

1. A1A and Main Street
2. American Legion Hall
3. Bellair Plaza
4. Boot Hill Saloon
5. Crane Cams Open House
6. Daytona International Speedway
7. Easyriders Downtown Store
8. Iron Horse Saloon
9. Last Resort Bar
10. National Guard Armory
11. Ocean Center
12. Pub 44
13. Showboat Inn
14. Smiley's
15. Volusia County Fairgrounds



Main Street Area

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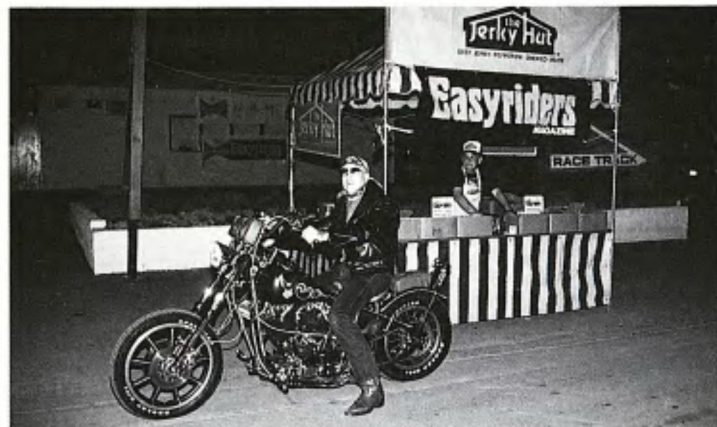
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50th Daytona Bike Week 1991 Resource Guide

(these directions assume you are at the junction of Main St. and US 1)

ABATE Office
(813) 665-7222

Airport (D.B.)
Daytona Regional Airport
189 Midway Ave. (904) 255-8441
(US 1 south > US 92 west > Midway Ave.)

American Motorcycle Institute (D.B.)
1445 Skytrooper. (904) 255-0295
(US 1 south > US 92 east)

Auto Parts (D.B.)
BD Tire & Auto Center
2423 N. A1A. (904) 672-0701
(Main St. east > Hwy. A1A)

Bellair Plaza (D.B.)
2400-2600 Block N. Hwy. A1A
(Main St. east > Hwy. A1A north)

Crane Cams Open House (D.B.)
530 Fentress Blvd.
(Main St. east > Hwy. A1A south > US 92 west > Fentress Blvd.)

Boot Hill Saloon (D.B.)
310 Main St. (904) 258-9506

Cabbage Patch (N.S.B.)
(US 1 south > N.S.B.)

ABATE of Florida Inc. Camp-ground (N.S.B.)
(US 1 south > SR 44 west > N.S.B. > across from New Smyrna Speedway)

Chamber of Commerce (D.B.)
126 E. Orange Ave. (904) 255-0981
(US 1 south > Orange Ave.)

Convention & Visitors' Bureau (D.B.)
(800) 854-1234
(same address as Chamber)

Crane Cams Open House (D.B.)
530 Fentress Blvd.
(Main St. east > Hwy. A1A south > US 92 west > Fentress Blvd.)

Daytona Flea Market (D.B.)
(904) 252-1999
(US 1 south > US 92 west > I-95 west)

Daytona Speedway (D.B.)
1801 Speedway Blvd.
(904) 253-RACE
(US 1 south > US 92 west > Speedway Blvd.)

Easyriders Store (D.B.)
605 Main St.

Finky's Country Showplace (D.B.)
N. Grand View Ave.
(904) 255-5059
(north of Main St.)

Foxhead Lounge (N.S.B.)
(US 1 south > SR 44 west > SR 415 south > N.S.B.)

Hilton Hotel (D.B.)
2637 S. A1A
(904) 767-7350
(Main St. east > Hwy. A1A)

Halifax Medical Center (D.B.)
303 N. Clyde Morris Blvd.
(904) 254-4000
(US 1 south > US 92 west > Clyde Morris Blvd.)

Humana Hospital (D.B.)
400 N. Clyde Morris Blvd.
(904) 239-5000
(US 1 south > US 92 west > Clyde Morris Blvd.)

Iron Horse Saloon (O.B.)
1068 N. US 1
(904) 677-1550
(US 1 north > past SR 40 > O.B.)

Last Resort Bar (H.O.)
3812 S. US 1
(US 1 south > Harbor Oaks)

Marriott Hotel (D.B.)
100 N. Hwy. A1A
(904) 254-8200
(Main St. east > Hwy. A1A north)

Municipal Stadium (D.B.)
(904) 255-2876
(US 1 south > US 92 west > 11th St. north)

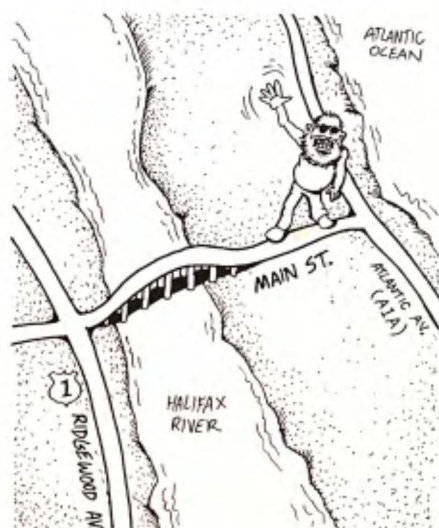
New Smyrna Speedway (N.S.B.)
SR 415 & SR 44
(US 1 south > SR 44 west > N.S.B.)

Ocean Center (D.B.)
101 N. Hwy. A1A. (904) 254-4500
(Main St. east > Hwy. A1A north)

Post Office (D.B.)
500 Bill France Blvd.
(904) 274-3500
(US 1 north > Mason Ave. west > BF Blvd.)

LEGEND:

Atlantic Ave. = Hwy. A1A
Daytona Beach = D.B.
Dunlawton Ave. = US 421
Flagler Beach = F.B.
Harbor Oaks = H.O.
Holly Hill = H.H.
New Smyrna Beach = N.S.B.
Ormond Beach = O.B.
Port Orange = P.O.
Ridgewood Ave. = US 1
Volusia Ave. = US 92



Police (D.B.)
(904) 255-1431
Emergency (911)

Pub 44 (N.S.B.)
SR 44/(904) 428-6523
(US 1 south > SR 44 west > N.S.B.)

Radio Info (D.B.)
TBA AM (tune in 'til ya find it)
(reports/activities/weather/updates)

Rat's Hole Building (D.B.)
801 Main St.

Riverfront Park (D.B.)
(904) 252-9717
(US 1 south > US 92 west)

Show Boat Inn (D.B.)
1220 N. Hwy. A1A
(Main St. east > Hwy. A1A north)

Smiley's Tap (O.B.)
(US 1 north > past SR 40 > O.B.)

Spruce Creek High School (P.O.)
(US 1 south > US 421 west > Taylor Rd. > Port Orange)

Squeeze Inn (P.O.)
5005 S. US 1
(US 1 south > Port Orange)

St. Paul's Catholic Church (D.B.)
317 Mullaly St. (904) 252-5422
(US 1 south > Mullaly St.)

Travel Star
(rentals/airfare/hotels)
(800) 541-1223/(813) 455-5140

Volusia County Fairgrounds (N.S.B.)
(904) 738-5015
(US 1 north > US 400 west > N.S.B. > across New Smyrna Speedway)

Shops • Parts • Towing

Shops/Parts
Choppers World (D.B.)
618 Main St. (904) 252-1922

Kelly's Custom Parts (Casselberry)
932 E. Semoran Blvd.
(407) 332-0229

Magnum Cycles (D.B.)
612 N. US 1. (904) 253-1398

Miller's Custom Parts (S.D.B.)
1863 S. US 1. (904) 761-0858

Progressive Harley Diagnostics (O.B.)
672 S. US 1. (904) 672-1222

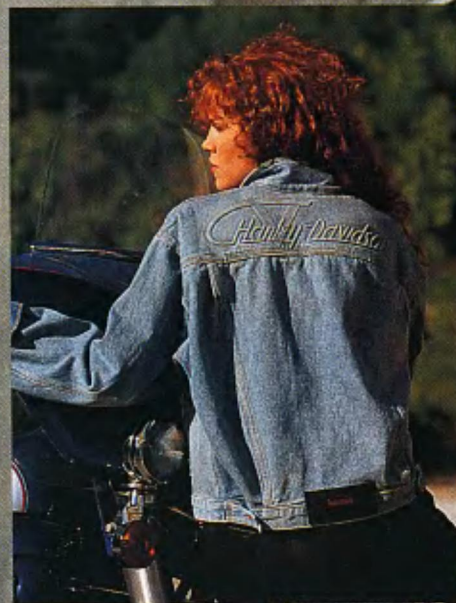
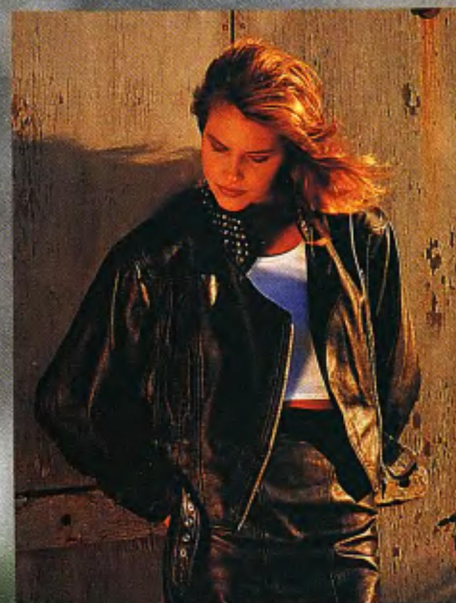
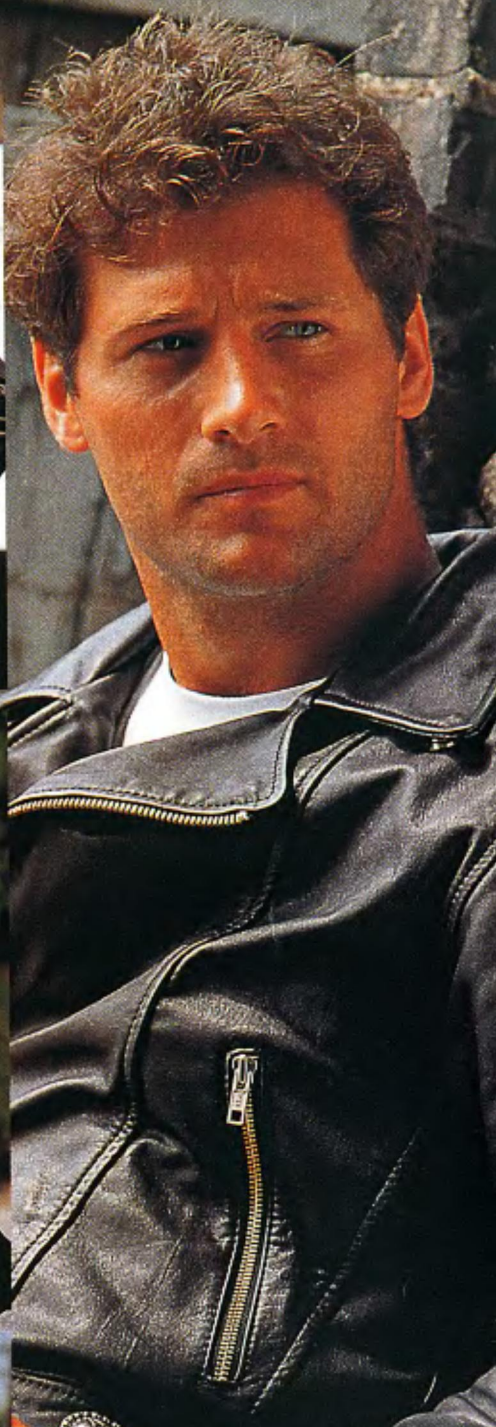
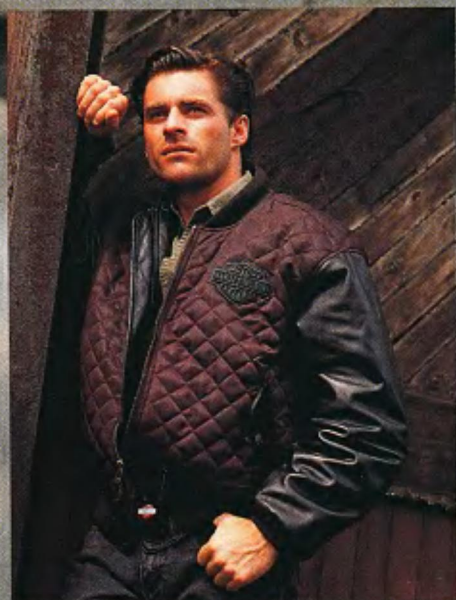
Robison's H-D (D.B.)
508 US 92. (904) 255-6788
(US 1 south > US 92)

Vintage Harley Works (D.B.)
140 Riverside Dr. (904) 252-7503
(Main St. east > Riverside Dr.)

Wrench Service Trailer (D.B.)
(Daytona Flea Market)

Towing
A-1 Auto & Truck Towing (D.B.)
(904) 437-3438

Arrow Wrecker Service (H.H.)
521 Carswell. (904) 255-2138
{US 1 north > H.H.}



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Daytona's 50th Bike Week 1991

Note: All events listed are in Daytona Beach, unless otherwise specified. See 50th Daytona Bike Week Resource Guide for info and directions.

Friday, March 1

AMA/CCS Motorcycle Sprint Races (Daytona Speedway)

AMA USEC 3-Hour Endurance Race/Championship (Daytona Speedway)

Bike Fest '91 (Riverfront Park)

Bike Week Activities (Main St.)

Easyriders Truckin' Daytona's 50th/Full Product Line (home-basin' at The Show Boat Inn—full length bar/full restaurant/live entertainment/great rooms at biker rates)

Saturday, March 2

1st Easyriders Daytona Store Grand Opening (605 Main St./products/info/etc.)

AMA/CCS Motorcycle Sprint Races (Daytona Speedway)

AMA USEC 3-Hour Endurance Race/Championship (Daytona Speedway)

Bike Fest '91 (Riverfront Park)

Bike Week Activities (Main St.)

Easyriders Truckin' Daytona's 50th/Full Product Line (home-basin' at The Show Boat Inn—full length bar/full restaurant/live entertainment/great rooms at biker rates)

Safety School (Spruce Creek High School/Port Orange)

Sunday, March 3

1st Easyriders Daytona Store Grand Opening (605 Main St./products/info/etc.)

3rd Annual Spider's Swapatona Swap Meet (10 a.m.-6 p.m. Daytona Flea Market)

13th Annual "Pig Out At Smiley's" Bike Week Pig Roast (Smiley's Tap/Ocean Beach)

AMA/CCS Motorcycle Sprint Races (Daytona Speedway)

AMA USEC 3-Hour Endurance Race/Championship (Daytona Speedway)

Amateur Dirt Track (Municipal Stadium)

American Motorcycle Institute Southeast Reg. Championship (Municipal Stadium)

Bike Fest '91 (Riverfront Park)

Bike Week Activities (Main St.)

Daytona Bike Week Safety Coffee Break (first rest stop on I-10/daytime)

Easyriders Truckin' Daytona's 50th/Full Product Line (home-basin' at The Show Boat Inn—full length bar/full restaurant/live entertainment/great rooms at biker rates)

Safety School (Spruce Creek High School/Port Orange)

The Daytona Beach ABATE 50th Bike Week Headquarters (Rat's Hole Bldg.)

The Wrench/Service Trailer (10 a.m.-6 p.m. Daytona Flea Market)

Monday, March 4

1st Easyriders Daytona Store Grand Opening (605 Main St./products/info/etc.)

3rd Annual Spider's Swapatona Swap Meet (10 a.m.-6 p.m. Daytona Flea Market)

Amateur Dirt Track (Municipal Stadium)

American Motorcycle Institute Open House (American Motorcycle Institute)

American Motorcycle Institute Southeast Reg. Championship (Municipal Stadium)

Bike Fest '91 (Riverfront Park)

Bike Week Activities (Main St.)

Daytona Bike Week Safety Coffee Break (first rest stop on I-10/daytime)

Easyriders Truckin' Daytona's 50th/Full Product Line (home-basin' at The Show Boat Inn—full length bar/full restaurant/live entertainment/great rooms at biker rates)

The American Motorcycle Auction (10 a.m. Volusia County Fairgrounds/New Smyrna Beach)

The Daytona Beach ABATE 50th Bike Week Headquarters (Rat's Hole Bldg.)

The Wrench/Service Trailer (10 a.m.-6 p.m. Daytona Flea Market)

Vintage Motorcycle Road Races/Amateur Supercross (Daytona Speedway)

Tuesday, March 5

1st Easyriders Daytona Store Grand Opening (605 Main St./products/info/etc.)

2nd Annual Brute Horsepower Shoot Out (American Motorcycle Institute)

3rd Annual Spider's Swapatona Swap Meet (10 a.m.-6 p.m. Daytona Flea Market)

AMA Professional Road Race Practice (Daytona Speedway)

American Motorcycle Institute Open House (American Motorcycle Institute)

Bike Fest '91 (Riverfront Park)

Bike Week Activities (Main St.)

Bike Week Carnival (City Island)

Daytona Bike Week Safety Coffee Break (first rest stop on I-10/daytime)

Easyriders Truckin' Daytona's 50th/Full Product Line (home-basin' at The Show Boat Inn—full length bar/full restaurant/live entertainment/great rooms at biker rates)

H-D Event Headquarters (Ocean Center)

Leather & Lace Poker Run (10 a.m. Finky's Country Showplace)

The American Motorcycle Auction (10 a.m. Volusia County Fairgrounds/New Smyrna Beach)

The Daytona Beach ABATE 50th Bike Week Headquarters (Rat's Hole Bldg.)

The "Squeeze Inn" 50th Bike Week Party/Easyriders Truckin' The Squeeze (Port Orange. Lotsa biker games with barbecue and music all day)

The Wrench/Service Trailer (10 a.m.-6 p.m. Daytona Flea Market)

Wednesday, March 6

1st Easyriders Daytona Store Grand Opening (605 Main St./products/info/etc.)

2nd Annual Brute Horsepower Shoot Out (American Motorcycle Institute)

3rd Annual Spider's Swapatona Swap Meet (10 a.m.-6 p.m. Daytona Flea Market)

10th Annual Last Resort Daytona Bike Week Bar Party/Easyriders Truckin' The Last Resort Bar (Harbor Oaks. Live music/biker games/great barbecue/midnight wet T-shirt contest)

AMA Professional Road Race Practice (Daytona Speedway)

American Motorcycle Institute Open House (American Motorcycle Institute)

Bike Fest '91 (Riverfront Park)

Bike Week Activities (Main St.)

Bike Week Carnival (City Island)

Bike Week Celebrity Golf Tournament (noon, Indigo Lakes)

Daytona Bike Week Safety Coffee Break (first rest stop on I-10/daytime)

Easyriders Truckin' Daytona's 50th/Full Product Line (home-basin' at The Show Boat Inn—full length bar/full restaurant/live entertainment/great rooms at biker rates)

Finky's Country Showplace Indoor Biker Bar Activities (11 a.m.-3 a.m. Finky's)

H-D Event Headquarters (Ocean Center)

H-D Ride-In Show/Day One (8 a.m.-4 p.m.—Ocean Center/ North Lot)

Junior/Pro-Am Dirt Track Motorcycle Races (Municipal Stadium)

Press Conference/Bike Week Task Force & Harley-Davidson (9 a.m. Ocean Center)

Spider's 1st Annual Rat Bike Nationals (11 a.m.-3 p.m. Daytona Flea Market)

The Daytona Beach ABATE 50th Bike Week Headquarters (Rat's Hole Bldg.)

The Wrench/Service Trailer (10 a.m.-6 p.m. Daytona Flea Market)

Timed Qualifying For The 50th Daytona 200 By Arai (Daytona Speedway)



Schedule of Events

Thursday, March 7

1st Easyriders Daytona Store Grand Opening (605 Main St./products/info/etc.)

2nd Annual Brute Horsepower Shoot Out (American Motorcycle Institute)

3rd Annual Spider's Swapatona Swap Meet (10 a.m.-6 p.m. Daytona Flea Market)

13th Annual Daytona Swap Meet (10 a.m.-6 p.m. Volusia County Fairgrounds/New Smyrna Beach)

AMA Professional Dirt Track (Municipal Stadium)

AMA Expert/Junior Dirt Track Motorcycle Races/Arai Twin 50s Qualifying Races/GP Twins 50s/750cc SuperSport Motorcycle Road Races (Daytona Speedway)

AMA Professional Road Race Practice/Alligator Enduro/Second Round Of Timed Qualifying (Daytona Speedway)

American Motorcycle Institute Open House (American Motorcycle Institute)

Bike Fest '91 (Riverfront Park)

Bike Week Activities (Main St.)

Bike Week Carnival (City Island)

Easyriders Truckin' Daytona's 50th/Full Product Line (home-basin' at The Show Boat Inn—full length bar/full restaurant/ live entertainment/great rooms at biker rates)

Finky's Country Showplace Indoor Biker Bar Activities (11 a.m.-3 a.m. Finky's)

H-D Event Headquarters (Ocean Center)

H-D Ride-In Show/Day Two (8 a.m.-4 p.m. Ocean Center/North Lot)

Pub 44 Bar Bash/Easyriders Truckin' The Pub (Pub 44/New Smyrna Beach—live music/full bar/barbecue/trophy girl contest/under the big tents)

Sidecar/Trike Day & Show (sign 12:30-2:30 p.m./judge 3 p.m./Volusia County Fairgrounds/New Smyrna Beach)

The Daytona Beach ABATE 50th Bike Week Headquarters (Rat's Hole Bldg.)

The Wrench/Service Trailer (10 a.m.-6 p.m. Daytona Flea Market)

VIP Reception (5:30-7:30 p.m. Daytona Beach Hilton)

World's Largest "Wall of Death" (Volusia County Fairgrounds/New Smyrna Beach)

Friday, March 8

1st Easyriders Daytona Store Grand Opening (605 Main St./products/info/etc.)

2nd Annual Brute Horsepower Shoot Out (American Motorcycle Institute)

3rd Annual Spider's Swapatona Swap Meet (10 a.m.-6 p.m. Daytona Flea Market)

13th Annual Daytona Swap Meet (10 a.m.-6 p.m. Volusia County Fairgrounds/New Smyrna Beach)

1991 Charity Poker Run (9 a.m.-2 p.m. Daytona area/75-mile run/904) 985-1717)

AMA Budweiser 600cc National Championship Dirt Track (Municipal Stadium)

American Motorcycle Institute Open House (American Motorcycle Institute)

Antique Bike Day & Show (sign 12:30-2:30 p.m./judge 3 p.m./Volusia County Fairgrounds/New Smyrna Beach)

Bike Fest '91 (Riverfront Park)

Bike Week Activities (Main St.)

Bike Week Carnival (City Island)

Crane Cams Open House (9:30 a.m.-2:30 p.m. 530 Fentress Blvd.)

Daytona International Motorcycle Show/Arai Twin 50-Mile Qualifying Races/Grand Prix Twin Finals/750cc SuperSport Final (Daytona Speedway)

Easyriders Truckin' Daytona's 50th/Full Product Line (home-basin' at The Show Boat Inn—full length bar/full restaurant/ live entertainment/great rooms at biker rates)

Finky's Country Showplace Indoor Biker Bar Activities (11 a.m.-3 a.m. Finky's)

H-D Event Headquarters (Ocean Center)

H-D Poker Run (8 a.m.-1 p.m. Ocean Center/North Lot)

Leather & Lace Open House/Awards Ceremony (1 p.m. Holiday Inn Boardwalk)

The Daytona Beach ABATE 50th Bike Week Headquarters (Rat's Hole Bldg.)

The World's Only Motorcycle Demolition Derby (gate/8 p.m. New Smyrna Beach Speedway)

The Wrench/Service Trailer (10 a.m.-6 p.m. Daytona Flea Market)

World's Largest "Wall of Death" (Volusia County Fairgrounds/New Smyrna Beach)

Saturday, March 9

1st Easyriders Daytona Store Grand Opening (605 Main St./products/info/etc.)

3rd Annual Spider's Swapatona Swap Meet (10 a.m.-6 p.m. Daytona Flea Market)

13th Annual Daytona Swap Meet (10 a.m.-6 p.m. Volusia County Fairgrounds/New Smyrna Beach)

19th Annual Rat's Hole Custom Chopper Show (register 7:30-9:30 a.m./behind Ocean Center/Wild Dive entrance)

AMA Camel Pro National Kickoff (Municipal Stadium)

American Motorcycle Institute Open House (American Motorcycle Institute)

Bike Fest '91 (Riverfront Park)

Bike Week Activities (Main St.)

Bike Week Carnival (City Island)

Cabbage Patch Party (Cabbage Patch/New Smyrna Beach—live entertainment/famous bike drop/barbecue/free camping)

Daytona International Motorcycle Show/Arai Twin 50-Mile Qualifying Races/Grand Prix Twin Finals/750cc SuperSport Final (Daytona Speedway)

Easyriders Truckin' Daytona's 50th/Full Product Line (home-basin' at The Show Boat Inn—full length bar/full restaurant/ live entertainment/great rooms at biker rates)

European Bike Day & Show (sign 12:30-2:30 p.m./judge 3 p.m./Volusia County Fairgrounds/New Smyrna Beach)

Finky's Country Showplace Indoor Biker Bar Activities (11 a.m.-3 a.m. Finky's)

H-D Event Headquarters (Ocean Center)

The Daytona Beach ABATE 50th Bike Week Headquarters (Rat's Hole Bldg.)

The Wrench/Service Trailer (10 a.m.-6 p.m. Daytona Flea Market)

World's Largest Poker Run (Foxhead Lounge/New Smyrna Beach)

World's Largest "Wall of Death" (Volusia County Fairgrounds/New Smyrna Beach)

Sunday, March 10

1st Easyriders Daytona Store Grand Opening (605 Main St./products/info/etc.)

2nd Annual Malcolm Forbes Motorcycle Parade (start: 9 a.m. Bellair Plaza/A1A to Daytona Speedway for 50th Daytona 200 By Arai (904) 255-0981)

13th Annual Daytona Swap Meet (10 a.m.-6 p.m. Volusia County Fairgrounds/New Smyrna Beach)

100k 600cc SuperSport International Challenge Final/Harley-Davidson Twin Sports Final/50th Daytona 200 By Arai (Daytona Speedway)

Bike Fest '91 (Riverfront Park)

Bike Week Activities (Main St.)

Blessing Of The Bikes (7:30 a.m. St. Paul's Catholic Church)

Daytona International Motorcycle Show/Arai Twin 50-Mile Qualifying Races/Grand Prix Twin Finals/750cc SuperSport Final (Daytona Speedway)

Easyriders Truckin' Daytona's 50th/Full Product Line (home-basin' at The Show Boat Inn—full length bar/full restaurant/ live entertainment/great rooms at biker rates)

H-D Harley Heaven (10 a.m. Daytona Speedway)

H-D Parade Formation (8-9 a.m. Bellair Plaza)

World's Largest "Wall of Death" (Volusia County Fairgrounds/New Smyrna Beach)

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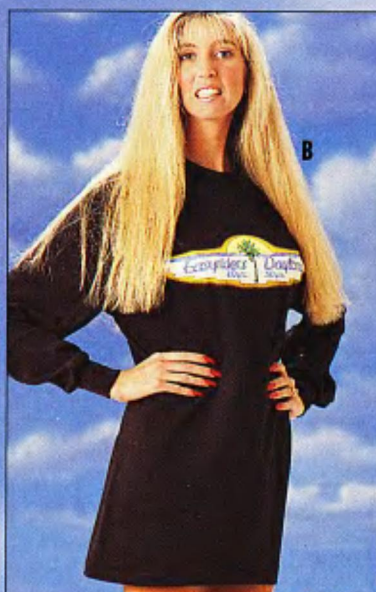
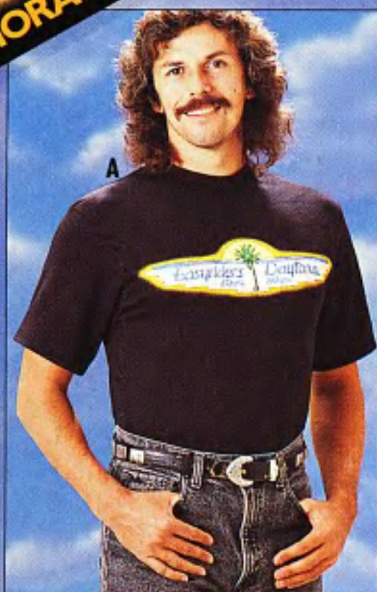
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XL	#800714	\$18.00
XXL	#800715	\$20.00

C. BABYDOLL TOP

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XL	#820123	\$12.95

D. EASYRIDERS BLACK LEATHER VEST WITH THE 20/50 PATCH.

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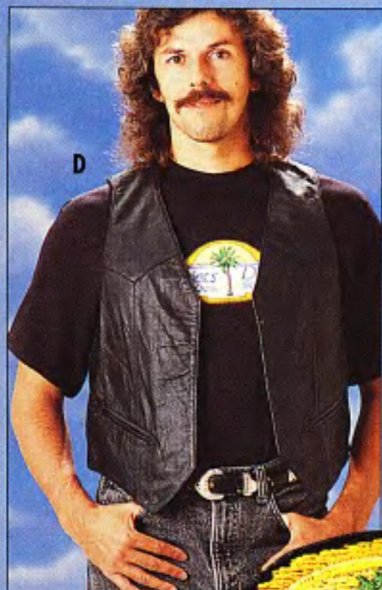
D. GAMBLER VEST

SM	#214408	\$99.95
MD	#214409	\$99.95
LG	#214410	\$99.95
XL	#214411	\$99.95

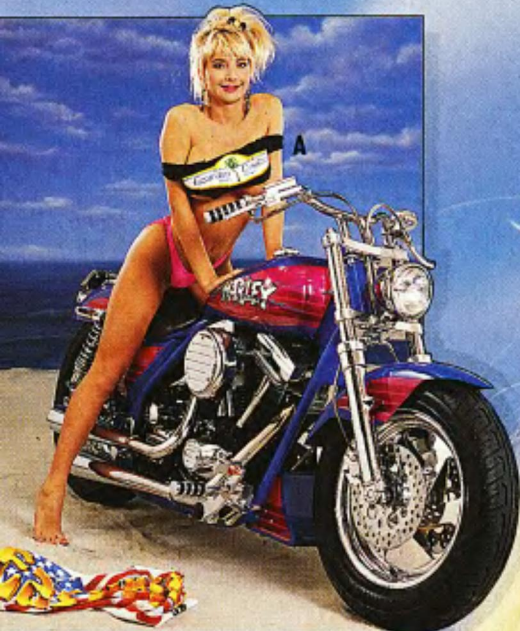
E. F. 20/50 LOGO PATCHES.

Sew-on patches with 20/50 logo. The large patch is the same one we used for the back of the leather vests. Comes in two sizes.

E. Small Patch	#180106	\$ 4.95
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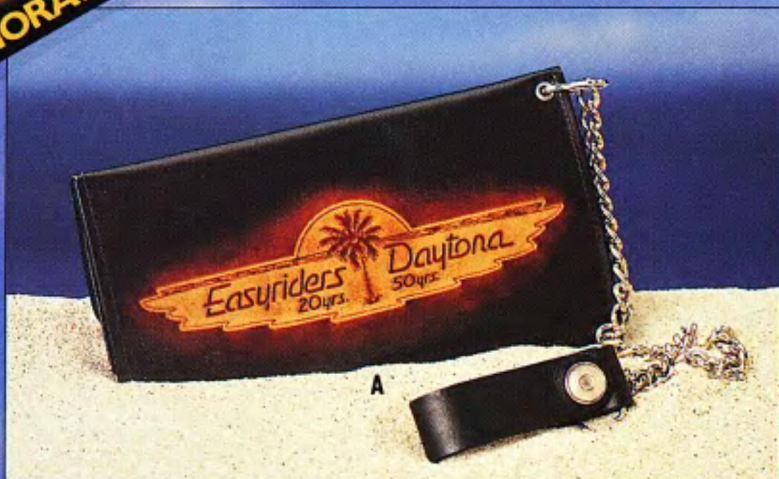
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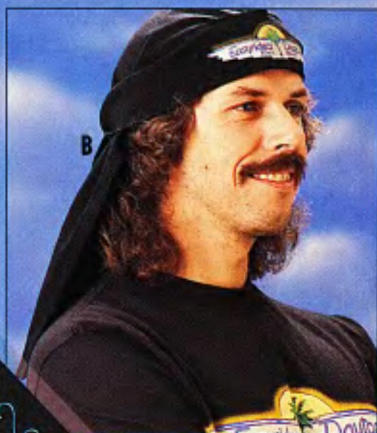


Easyrider's 20yrs. Daytona 50yrs.
COMMEMORATIVE PRODUCTS



A

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B



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When you've got more money than a money clip will hold, you can buy one of these fine black American leather chain wallets highlighted with 20/50 logo in brown. Contains credit card holder. #216538 \$27.00

B. 20/50 HEADWRAP

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C. 20/50 BANDANA

Cotton bandana beautifully designed with 20/50 logo. Use on your head, 'round your waist, across your chest, anywhere it'll fit. 22 inches x 22 inches. #801233 \$4.95

D. BLACK BERET WITH PIN

Special Forces 100% wool beret with silver 20/50 logo pin.

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LG	#300303	\$19.95

E. 20/50 PIN

Silver and black Easyrider's 20/Daytona 50 pin. This is the same finely designed and detailed pin mounted on both our woolen berets and leather caps. Available in two sizes.

SM- 1 1/2"	#310529	\$ 3.95
MD- 2 1/2"	#310530	\$ 4.95

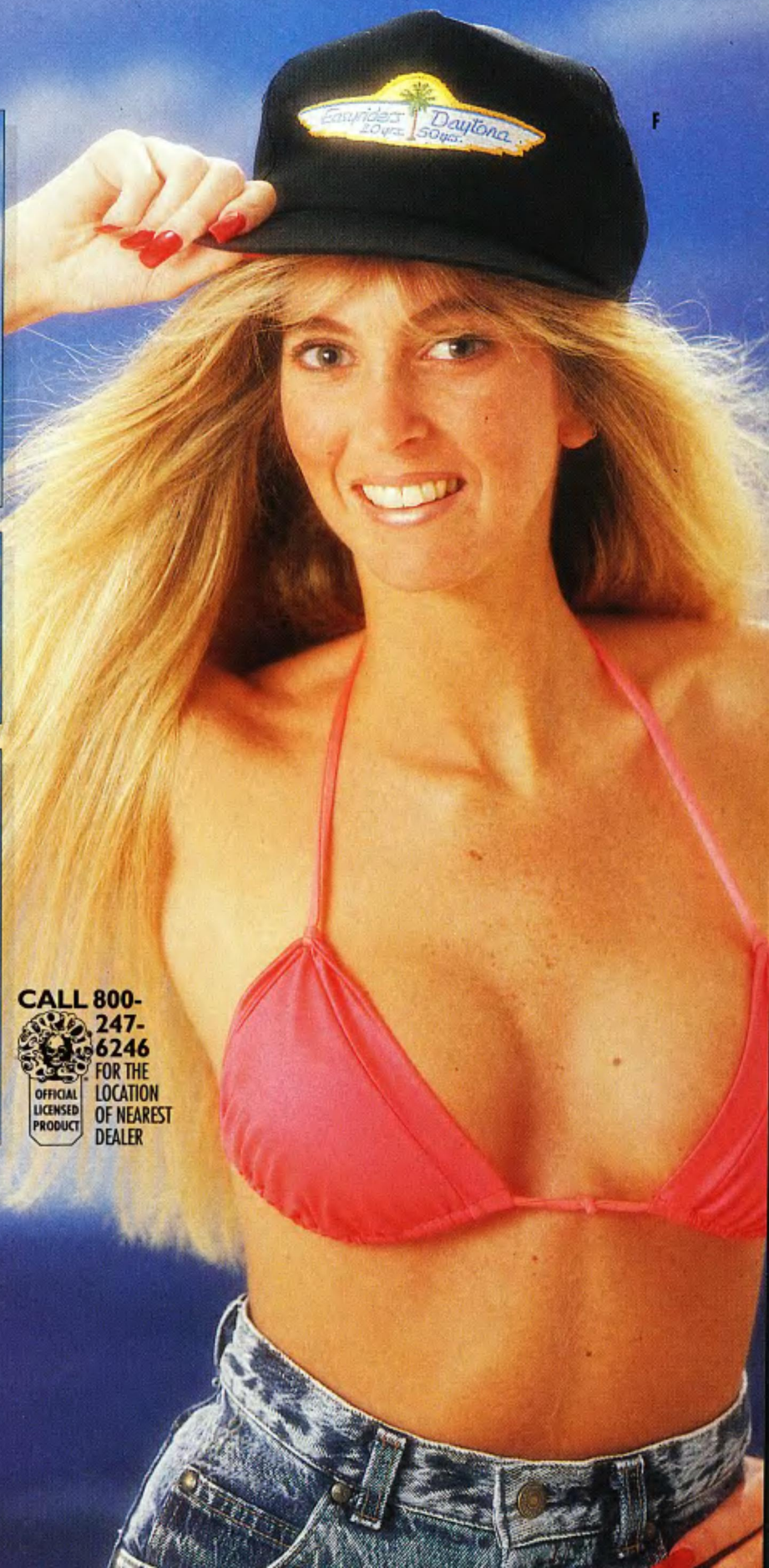
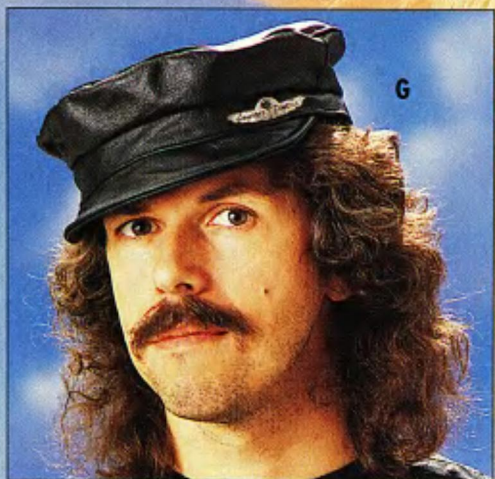
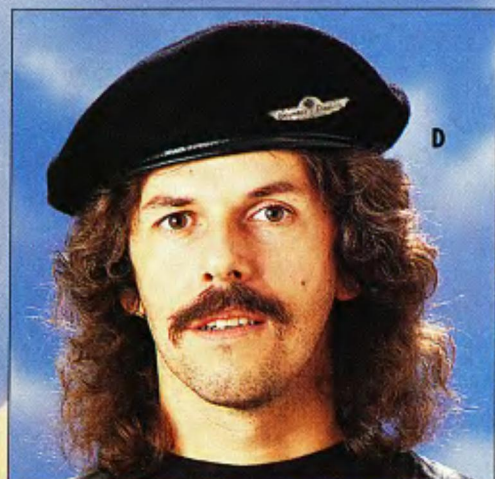
F. BASEBALL CAP

Beautifully embroidered baseball cap with full-color 20/50 logo. Made of cotton for cool comfort. Adjustable.

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G. EASYRIDERS BLACK LEATHER CAP WITH PIN

Keep your head covered and have a great souvenir of Daytona. These Easyrider's black leather caps with 20/50 logo silver pin are made with the finest leather and craftsmanship. Adjustable. One size fits all. #300304 \$21.50.

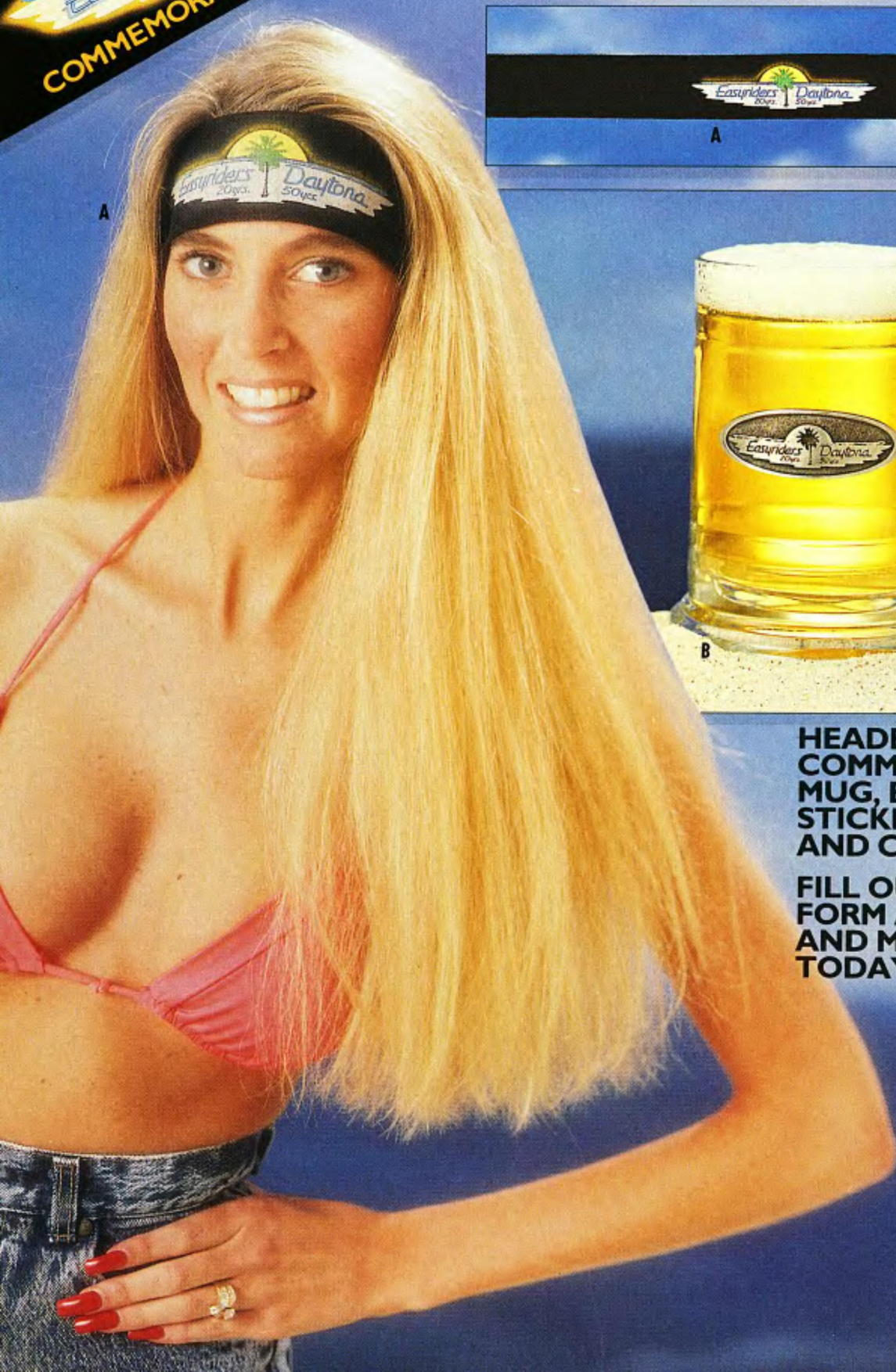


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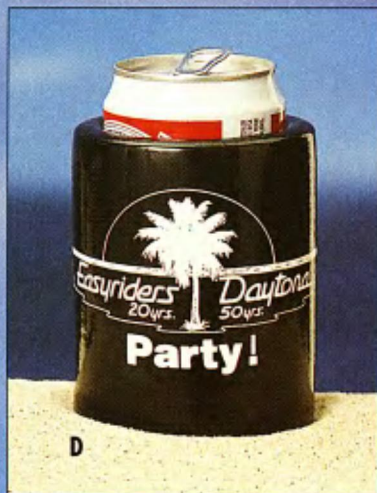
C. BUMPER STICKER WITH 20/50 LOGO

Black and white EASYRIDERS 20/ DAYTONA 50 PARTY bumper stickers. Get 'em for yourself — order some extras for your family and friends. #150134 \$2.00

D. CAN KOOLER

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IN THE WIND



—Bill Sphar, Cordova, Tenn.

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

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

—Bear Moran, Fairmont, W. Va.



—Bruce McDaniel, Rogersville, Tenn.





—Aaron and Joker, Fremont, Calif.

—Jim Fortier, Buena Park, Calif.



—Valerie Jouny, Saint Renan, France





—Bernie Bausch, Winnetka, Calif.



—Van Newman, Brandywine, Md.



—Jane Rohrschneider, Morton, Ill.

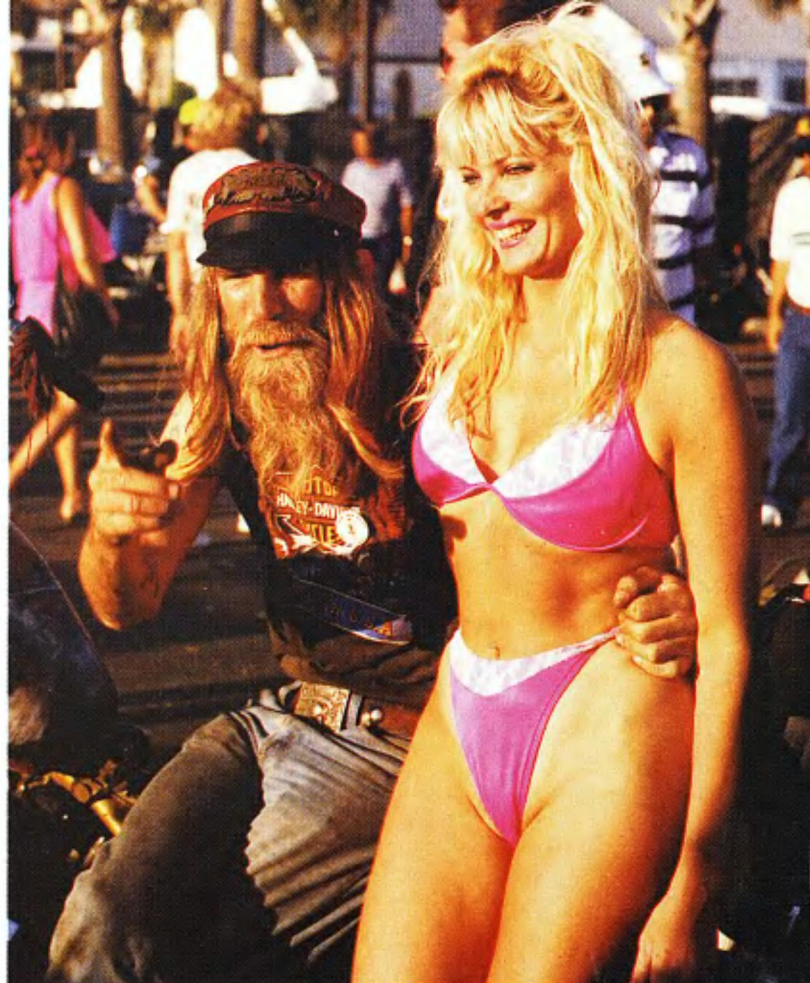
—Greg Pierce, N. Hampton, N.H.





—Jill Z. Smith, Sunburst, Mont.

—Ethan Allen Roberts, Billings, Mont.



—Ira Paul, Oak Park, Mich.





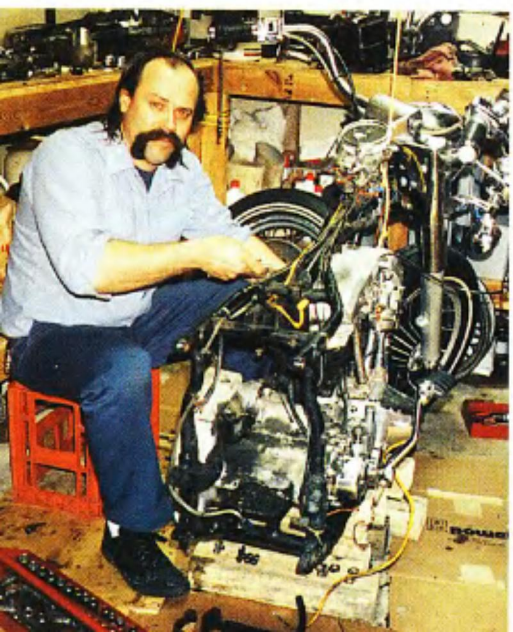
—Mutant, Silver Spring, Md.



—Paul Matylewicz, Groton, Conn.



—Little Big Man and Mohawk, Völs, Austria



—Scooter Burke, Kenner, La.



—Romy and Bruno Kistler, Geroldswil, Switzerland



—Linda Barbour, Sacramento, Calif.

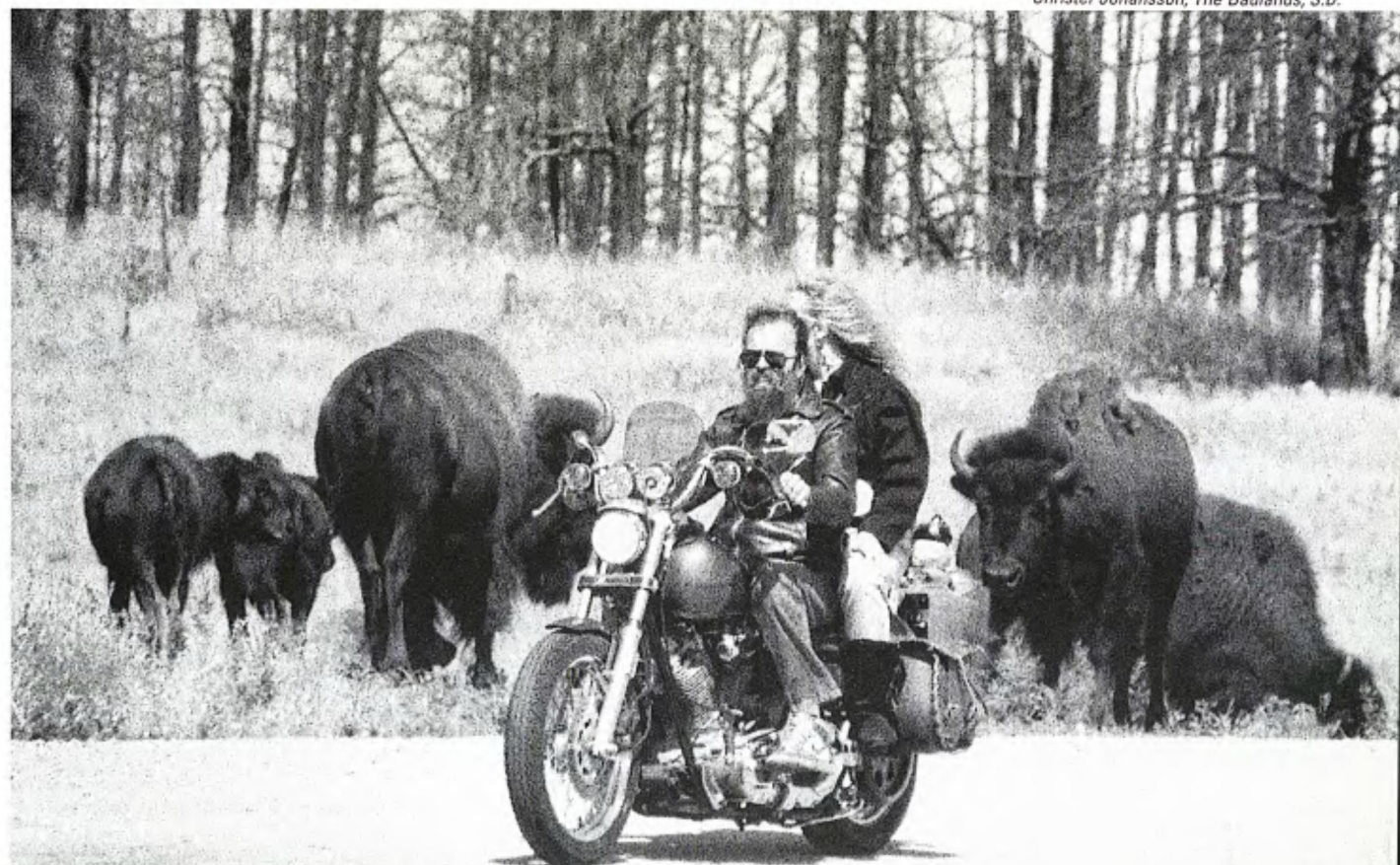


—John Cerilli, Chandler, Ariz.



—Dub Cross, Pryor, Okla.

—Christer Johansson, The Badlands, S.D.





—Tandra Moreland, Courtenay, B.C.



—John Lewis, Flint, Mich.

—Marty Temme, Los Angeles, Calif.



—The Sheriff, Sturgis, S.D.



Handlebars In The Fog

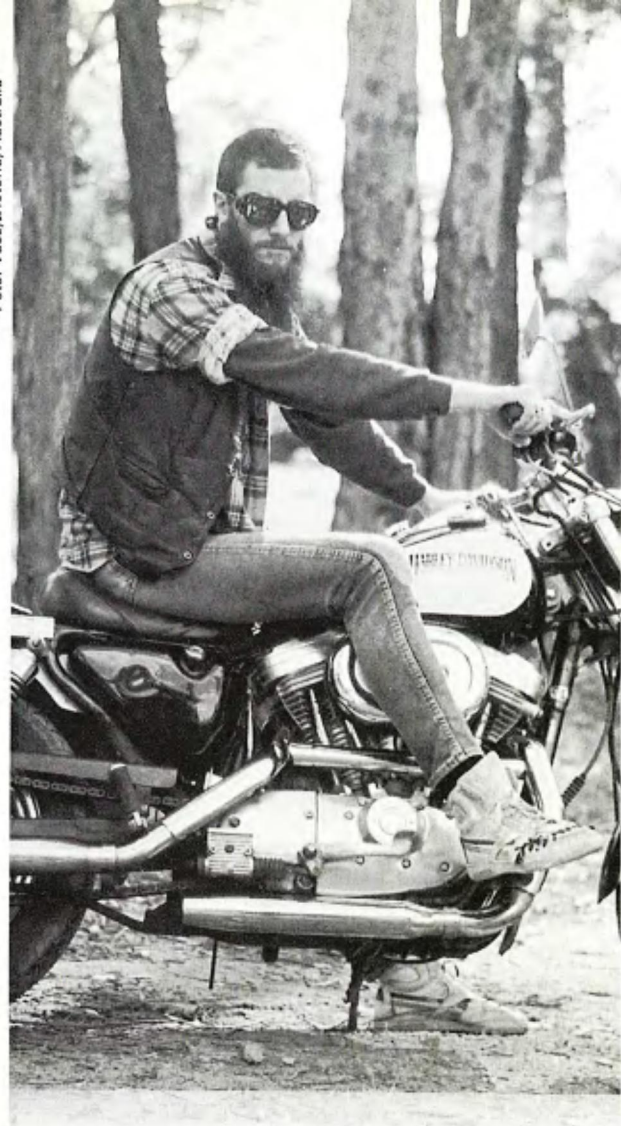
On the highway at night
The wind thunders past my ears
Like the surf pounds against the shore
The chilled air freezes my bare forehead
A lightening bolt pierces my brain

In my fogged vision
The needle of my speedometer quivers
Like the Devil's shaking forefinger
Warning me I tempt him in the darkness

My face is windblown
My hair's a mass of tangles
Water pours from the corners of my eyes

But I would rather die a free man
With my face in the wind
Than succumb to restrictions
My will forced to bend

—Renegade



—Christer Johansson, Buffalo Chip



—Max Dugout, Daytona Beach, Fla.





Photos by Kim Peterson

Janice Browne, Lancaster, California 1979 1000cc Sportster trike

Janice Browne is *another* one of my very favorite people.

Talk about strength of character . . . this lady ain't lackin' it.

This 1979 Sportster trike, dubbed "Heart of Harley," was a painful and brave achievement for Janice. Some would call her handicapped, but as she puts it, she's just "bent." Due to an advanced case of arthritic psoriasis, her leg bones are brittle. She needs to wear braces an' all, but do ya think that stops her? No way, José.

Initially, her ol' man, Bear (AKA Ted Browne), got her a '47 H-D trike. It was neat, but it was an old kickstart 45. When Janice used that Harley heart of hers to try and kick 'er over, that ol' trike just kicked right back. Exit 1947 45 trike.

They traded the '47 in for a *beyond* basket case VW trike. Bear souped 'er up and she was fast . . . but she wasn't a Harley.

Bear finally said, "Okay, okay, I'll build ya a Harley." Four months later, this H-D Sportster trike was born. Excited as hell, Janice immediately joined Leather & Lace and then founded, and is Prez of, the High Desert Chapter in Lancaster, California.

For my part, I'll say that I love this lady. She's not yer typical lady club member, neither. She's earned my respect. Not many women do. If you're "bent," Janice, then I'm sorry I'm not.

—Calamity

YEAR: 1979 Harley-Davidson

MODEL: 1000cc Sportster trike

ENGINE: 1979, points ignition, rebuilt by Ted "Bear" Browne

TOP END: flowed and ported heads, pistons bored .030 over, Keihin carb, baffled pipes, stock mufflers, solid lifters

LOWER END: stock H-D (for now)

TRANSMISSION: 1979 stock

FORKS: 1979 stock Sportster

FINISH: fuschia and pink enamel paint by Ted "Bear" Browne, custom tank mural artwork by Tara of Lancaster

CREDITS: Thanks and love to my ol' man Ted "Bear" Browne (also known as king Den Daddy), who has a true Harley heart of gold.

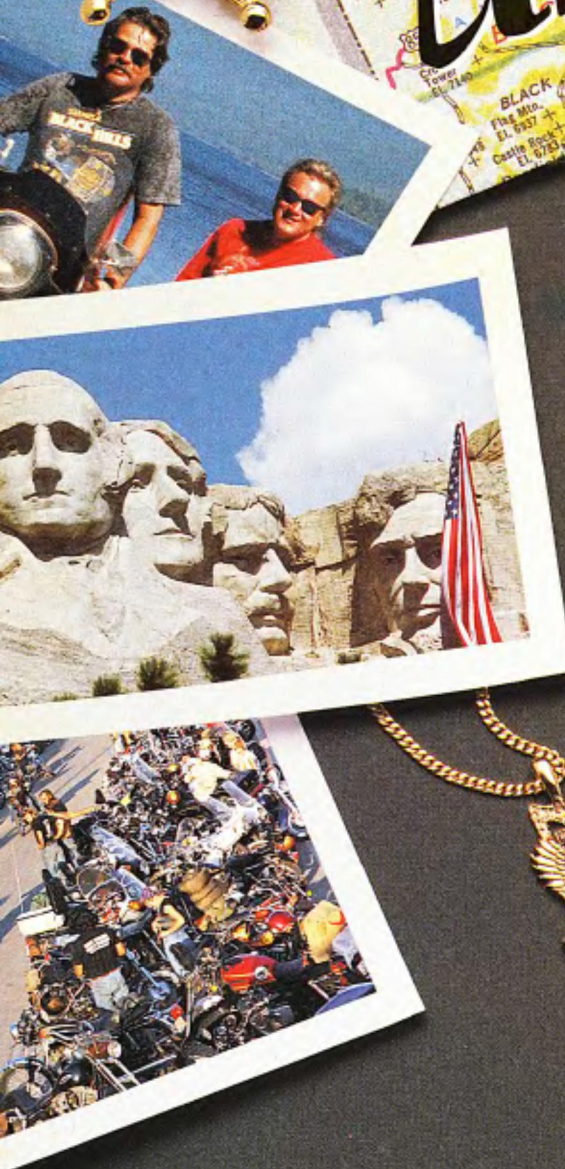
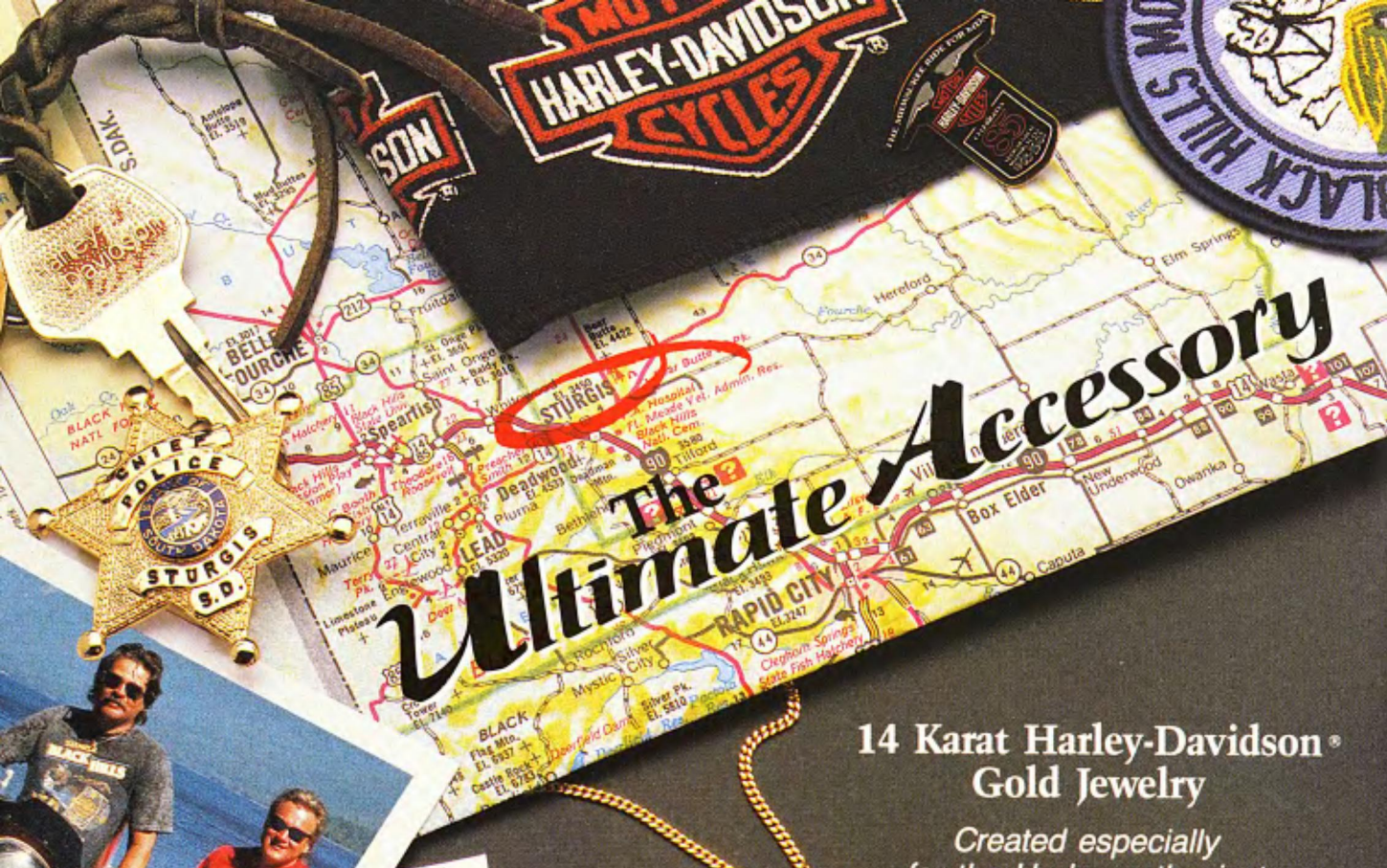
FRAME: 1989 trike swingarm hardtail by Denvers Choppers in San Berdo, 35-degree rake, 4-inch stretch

WHEELS: front: 19-inch H-D mag wheel, dual disc brake; rear: 14-inch 5-star mag wheel, juice brake

ACCESSORIES: one piece 4-gallon fathob, horseshoe oil tank with oil filter, pawn taillight, carpeted trunk, rolled & pleated upholstery

SPECIAL MODIFICATIONS: homemade seat, stretched trike frame, fiberglass rear body, chrome primary cover, '47 chrome trike rear axle, '77 Sportster rear shock





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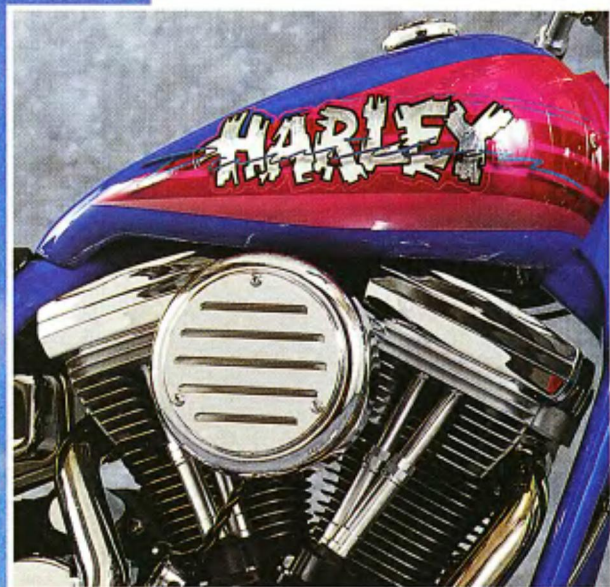
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LOOKIN'
GOOD







His name might not mean much to ya. An' ya probably wouldn't recognize him ridin' down the streets. But Tim McNalley's pretty famous in his own right. Not as a star, exactly, but as the man behind the stars.

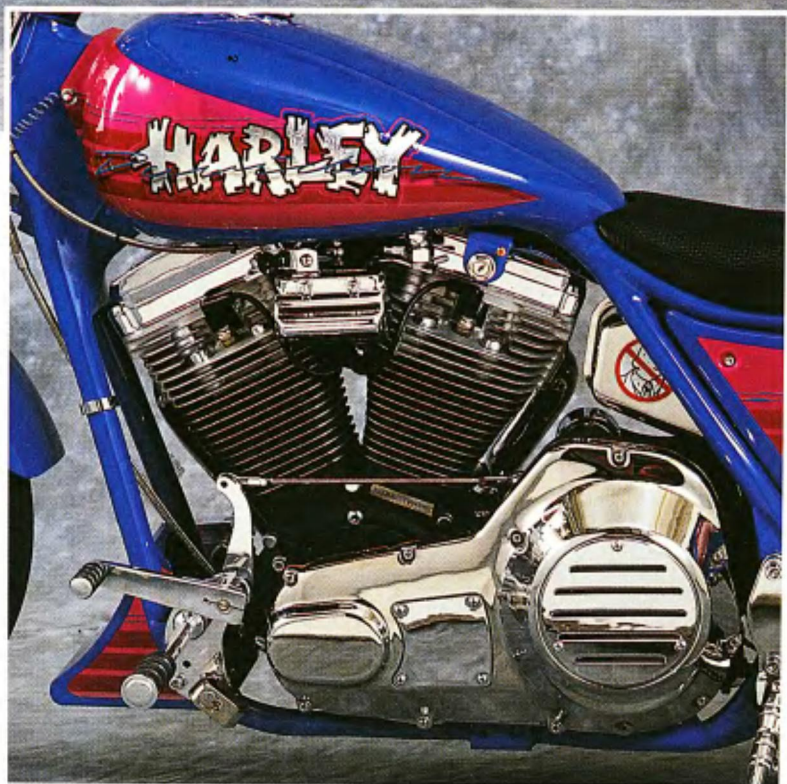
See, Tim McNalley is a Hollywood makeup artist. And before you get to see the stars, he makes sure they're worth lookin' at. In an industry where lookin' good matters, Tim's artistry is indispensable. An' while it's true you might not recognize Tim, you've seen plenty of his work.

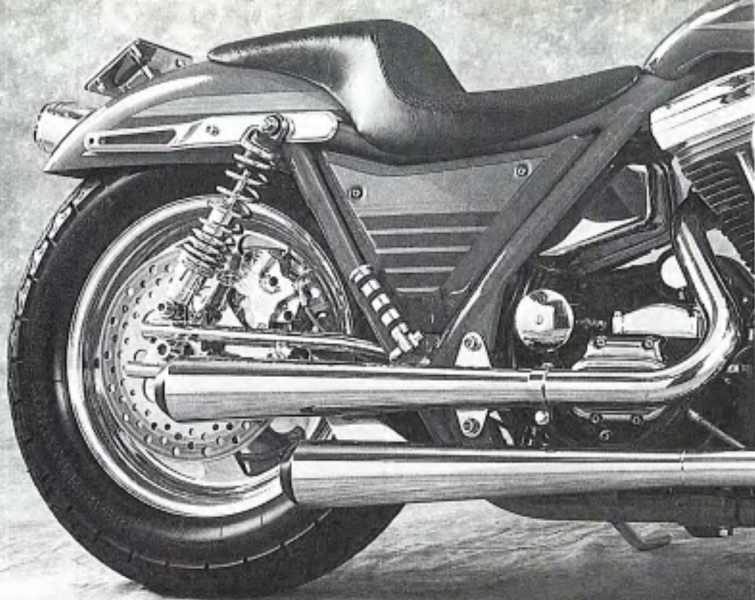
He did Sylvester Stallone in *Rambo III*, ferinstance—and worked out and trained with the Harley-ownin' actor throughout the shooting. He spent three years on the set of *China Beach*, makin' up the likes of Dana Delaney. He's worked on William Shatner for *Star Trek*. And Tim also applied the mud to Arsenio Hall in the movie, *Coming To America*.

You could definitely say he's covered a lot of faces in the last 30 years—Dennis Hopper, Jill St. John, Rick Nelson, Mickey Rourke, and Farrah Fawcett, just to name a few.

The movies and television shows he's worked on list like some sort of Hollywood Hit Parade. Just some of his screen credits include: *The Breakfast Club*; *Spiderman*; *Murder, She Wrote*; *Trapper John, M.D.*; *CHIPS*; and *Rumblefish*. It would almost be simpler just to ask who or what he hasn't worked on.

But for all the time he's put in behind the scenes, he's been ridin' even longer. He started out on dirt

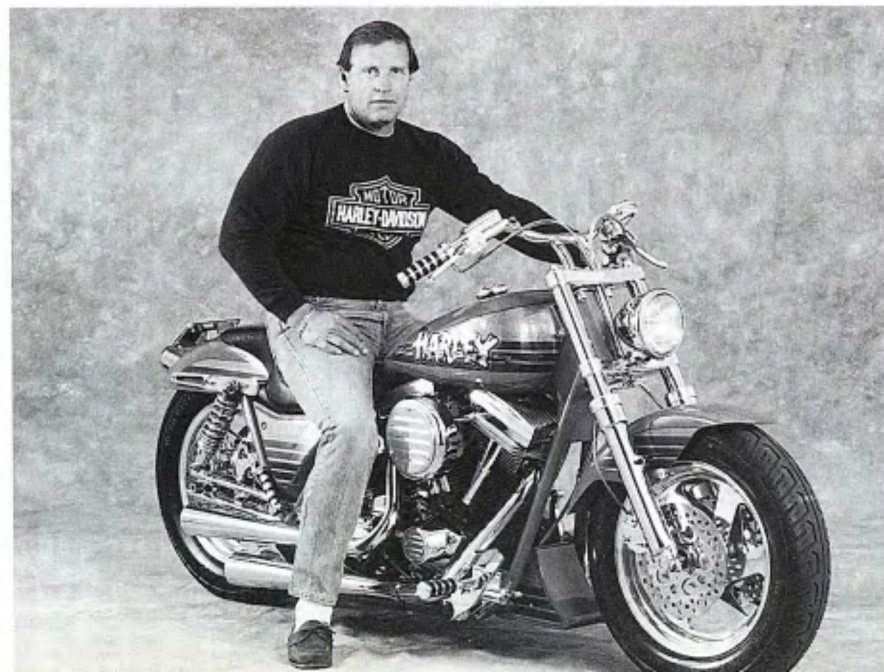




bikes when he was 12 years old, and 35 years later, he has landed on this Milwaukee masterpiece.

In a way, though, this particular bike came about purely by accident—an accident involvin' Tim, his pit bull, and a tangled leash. He'd been plannin' to ride to Sturgis on his '87 FXR when he took a totally unexpected trip—right down the stairs. The resultin' dispute with gravity left Tim with a hundred stitches in his legs and a broken wing.

It also left him with plenty of time; time he decided to invest in the traffic-stopper pictured here. It was, to say the least, a totally worthwhile effort that eventually resulted in a Best of Show trophy at the Palmdale,



California, bike drags.

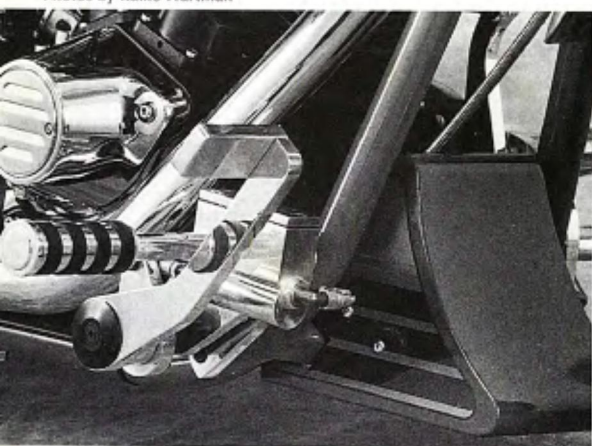
Not before Tim had another slight run of bad luck, though. Seems he was movin' the bike in his garage when it just sort of slipped outta his grip. Ya gotta remember an arm encased in plaster isn't the handiest thing—an' a dent in the gas tank ain't the prettiest thing.

Luckily for Tim, Dennis Dardanelli was just a phone call away. In about five weeks, the semi-mythical, master painter from Campbell, California, set things right. Tim McNalley's putt was lookin' good again.

So good, in fact, that Tim's main squeeze is makin' moves on it herself. He doesn't mind, though. He thinks havin' two bikes around would be ideal, so he's settin' the



Photos by Raiko Hartman



wheels in motion for building another show-stoppin' sled.

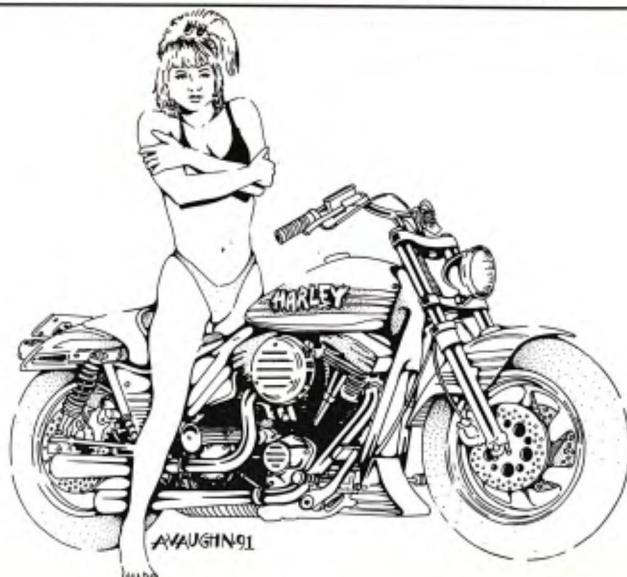
Ya gotta wonder—is this a typical Hollywood life or what? Ya spend half yer time workin' out with famous stars and makin' up beautiful women . . . then spend the rest of yer time ridin'.

Then again, maybe it's just somethin' that runs in the family. Tim's father was a department head for Walt Disney Studios and used to ride a green and white '56 panhead to work every day.

In the meantime, keep yer eyes peeled for Tim's latest efforts. He's just finished working on a new series called *Coopersmith*. It's a show that's lookin' good already—especially since the star rides a Softail.

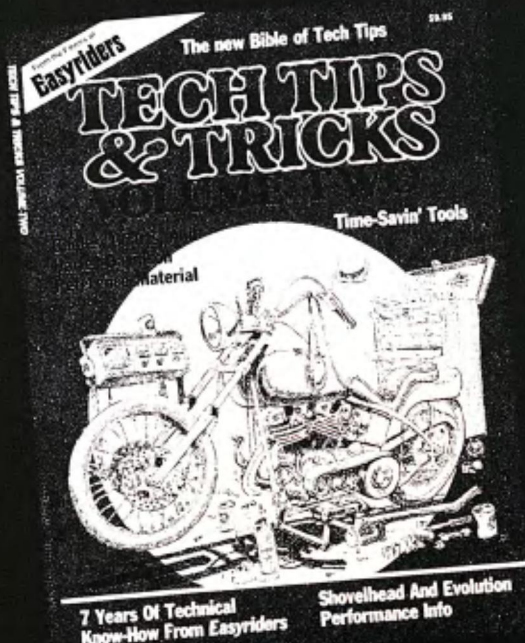
—Southern Connection

Owner(s): Tim McNalley		City: North Hollywood, California	
General		Frame	
Fabrication by: Cory Ness		Year: 1987 FXR	
Year and make:1987 FXRS		Builder: factory	
Model: FXRS		Type: FXRS	
Value: \$25,000		Rake: stock	
Assembly by: Cory		Stretch: checked	
Time: three months		Other alterations: Dennis molded it	
Chroming by: Triple A		Accessories	
Engine		Bars: Ness	
Year: 1991		Risers: Ness	
Model: Big Twin		Fender(s): Arlen Ness	
Rebuilder: XRV		Headlight: Arlen Ness	
Ignition: police module		Taillight: stock, early Harley	
Displacement: 80 cubic inches		Speedo: don't gotta have one	
Lower end: stock		Front pegs: JayBrake	
Balancing: factory		Rear pegs: JayBrake	
Pistons: H-D		Electrics: wired by Cory	
Cases: stock		Gas tank: custom by Cory	
Heads: Axtell		Oil tank: stock	
Cam: Crane 1000		Oil system: factory	
Lifters: Crane hydraulic		Primary cover: chrome FXR	
Carb(s): Mikuni		Seat: Mike Corbin	
Air cleaner: Mikuni		Sissybar: tell her to hang on	
Pipes: BUB		Height: n/a	
Muffler(s): BUB		Material: n/a	
Transmission		Forks	
Modifications: stock		Type: FLH with Ness triple trees	
Year: 1991		Extension: 2 inches under	
Shifting: JayBrake		Builder: Cory	
Engine sprocket: factory		Special features: Cory	
Trans sprocket: H-D		Wheels	
Wheel sprocket: stock		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: Dennis Dardanelli		Hub: Perf. Mach.	Hub: Perf. Mach.
Painter: Dennis Dardanelli		Rim width: 3 inches	Rim width: 3.5 inches
Color: Miata blue, candy pink		Tire: Metzeler	Tire: Metzeler
Type: lacquer		Brake: dual JayBrake	Brake: single JayBrake
Special paint: House of Kolor			
Other Special Modifications: Feast yer eyes. Special thanks to Scratches, Cory, Dennis, and XRV.			



All New

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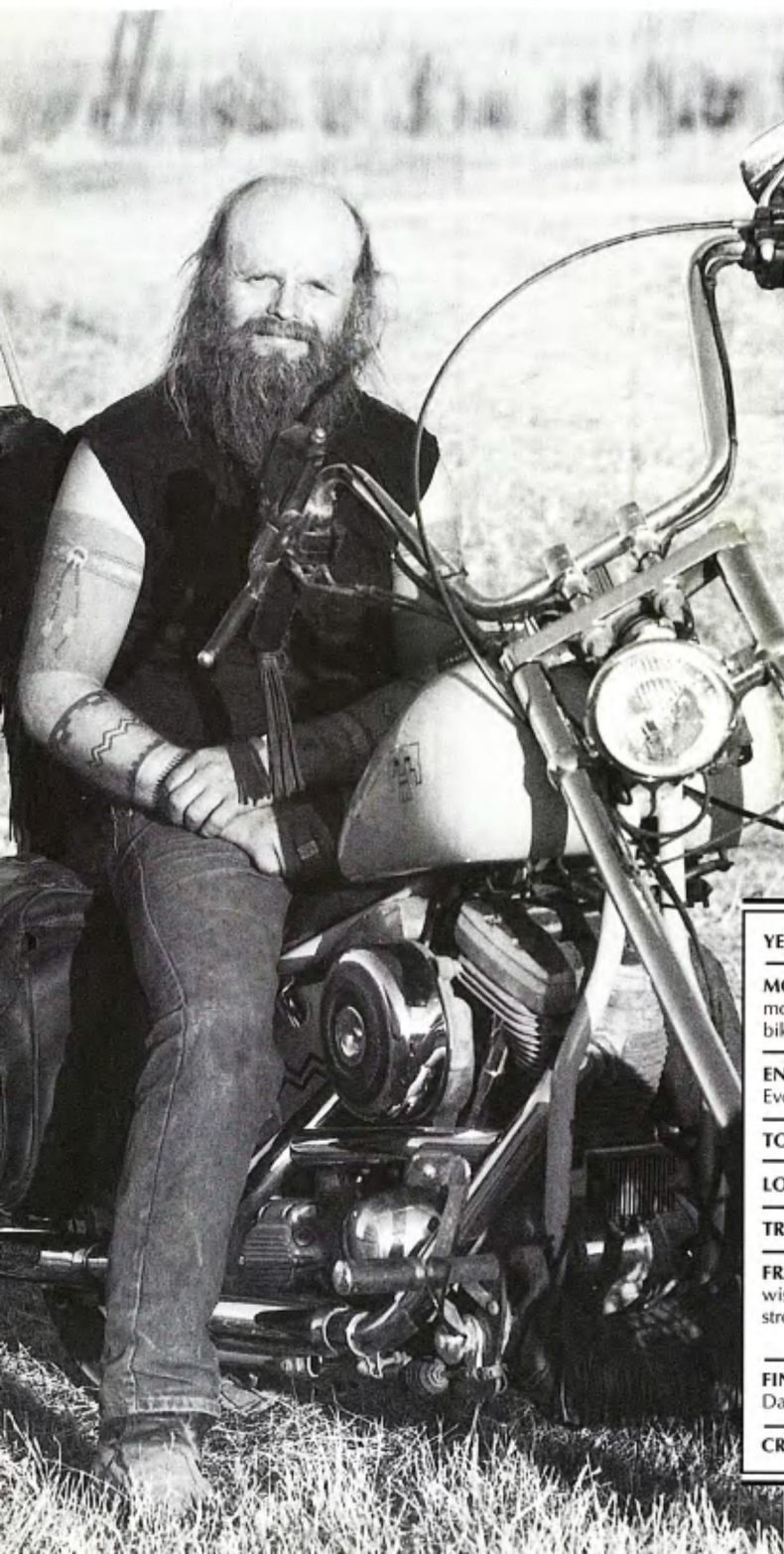
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READER'S RIDE



Benny Lindberg, Stockholm, Sweden 1987 Captain America



Benny Lindberg was just your average young Swede. He went to college, chased tall, buxom blondes, and became a champion, record-holding downhill skier. Then he went to the movies.

On a dark, Swedish winter night, Benny took his latest blue-eyed bombshell to see an American flick by the name of *Easy Rider*. When he left the movie theater, his life was changed. Harleys and the freedom of ridin' got under his skin. He longed to be part of the lifestyle.

He picked up a new 1987 Evolution Softail and had Pro Bike, a bike shop in Lejonkulan, Sweden, model the fabrication after the *Easy Rider* Captain America bike. The '87 Aron rigid wishbone frame was stretched 3 inches and strengthened in the rear. The wide glide front end had raked triple trees, manufactured by Hasse, and was accented by 16-inches-over extended tubes.

Benny's friend, Danne, molded the frame and added a bitchin' turquoise blue paint job highlighted by some spirited graphic American Indian symbols. American Indians had always fascinated Ben, as evidenced by his unusual and attractive tattoos.

On June 25, 1989, Benny left his Scandinavian home, bound for Sturgis' 50th. He took the long way to South Dakota . . . by way of the British Isles, France, Central Europe, Italy, Yugoslavia, Greece, Turkey, Syria, Saudi Arabia, Australia, and, finally, America.

I met Benny at the Bonneville Salt Flats in Utah. He'd heard about the Streamliner's Land Speed Record Attempt and stopped by The Salt for an up-close-and-personal look. He was so impressed that he stayed throughout the full 17-day ordeal. He and three other

YEAR: 1987 Harley-Davidson

MODEL: Softail original, rebuild modeled after Captain America bike

ENGINE: stock 1987 H-D Evolution

TOP END: stock

LOWER END: stock

TRANSMISSION: stock 4-speed

FRAME: 1987 Aron rigid wishbone, 3-inch stretch, strengthened rear

FINISH: turquoise blue lacquer with American Indian graphics by Danne

CREDITS: Special thanks to everyone that helped him on his trip

FORKS: wild glide by Hasse, raked triple trees, 16-inches-over tubes

WHEELS: front: stock spoke hub laced up to 21-inch rim; rear: stock 16-inch; both tires Metzeler; stock brakes

ACCESSORIES: Bates headlight, apehangers, sissybar, saddlebags (by Lejon Kulan), and fishtail muffler pipes

SPECIAL MODIFICATIONS: Softail to rigid frame, aftermarket fatbob rear fender, catseye taillight mounted on 30-inch sissybar



Photos by Michael Lichter



dedicated sponsors were put to work manning radios at the mile markers. We couldn't have gained the World Land Speed Record without their help. They put in many long hours with the crew and we became like one big family.

Talkin' about his travels, Ben told us he'd ferried his bike 13 times, traveled 43,000 miles on his rigid frame, and had ridden completely around the perimeter of Australia (which is 80 percent desert and real shitty outback roads). In the Land Down Under, Benny got stopped by the law 16 times (chopped motorcycles draw a lot of attention), and ended up bypassing many small towns he wanted to visit, just to avoid the hassle. He also informed us that it's practically impossible to ride there at night there because the kangaroos, which are numerous, freak in the lights.

It took him a lot of money and paperwork to get through the different nations. Sometimes he'd have to wait two months for his bike to get shipped from country to country.

Benny left his homeland in search of paradise, and along the way, discovered that paradise (for him) is the whole wide world. His favorite ridin' country is here in good ol' North America. He claims it's the most beautiful, and it's the first country he'd ridden in without a helmet. He believes American bikers don't know how good we have it, and should "fight for this last freedom [no helmets] with all we have."

Benny made it to Sturgis and, like the rest of us, was in awe. The enormous crowd almost spooked him into rollin' right on through town, but he stuck around for the whole week's activities, and was damn glad he did.

He's back in Sweden now, but you can bet we'll be seein' this tough-assed world traveler in the future.

—Clean Dean



The Deadwood Devil's Due

By C. Cobb

The year was 1990, the 50th year of the Black Hills Motorcycle Classic. It sure was one helluva party. There were more folks in attendance than ever before and they all came home with a story to tell.

They all had a story, all right, but I'll swap my hardtail for a Honda and ride bareass down the street if anyone's got a story like the one Juice told me.

Apparently it happened this way: On the last night of the races, while everyone else was still partyin' down at the dragway, Juice went back to the campground to get his sheepskin vest. It gets kinda nippy in those foothills at night. When he pulled up to his tent, he noticed a new arrival had set

up beside him. The newcomer was sitting there on his haunches, hunkered over a small campfire, poking at it with a stick. The guy was plenty old, with long, thin, gray hair and a beard to match. As he squatted there, his thigh bones poked against his jeans like there wasn't any meat to pad 'em. His faded and bleached tent had a tear through the words "U.S. Army" stamped on the flap. The bike parked alongside was a primo 1938 knuckle, stock and restored down to detail. Juice cut the motor on his own '65 panhead and leaned the bike down. The old man looked up, waved a small, bony hand, and returned his attention to the fire. ➤

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The Deadwood Devil's Due

A cold wind sent a shiver through Juice's body and made him glad he'd come back for his vest. He stepped over to the fire the old man had built, nodded a greeting, and stood warming his hands. "You know, partner, my cold mitts appreciate this fire, but I'd be careful if I was you. They don't want any brush fires, so they keep a real close eye on the camps."

The old man looked up at Juice with a face that seemed formed more from beard than flesh. He smiled a broad, toothless smile. "They needn't worry on account of me. My fire will burn, but it'll never get any bigger."

Juice appraised the old codger with an amused smile. "You just get here?" he asked. "The Rally's almost over. You musta had some ride."

"Yep, some ride. Got here just in time."

"Just in time?"

"Got an appointment to keep."

"Yeah? I met some bros of mine here, too." Juice extended his hand. "And I'm always glad to meet a new one. The name's Juice."

The old man rose with some effort and gripped Juice's hand with a strong palm. "Some folks call me Al."

The old man lowered himself back down and resumed stirring his fire. Juice looked at the threadbare, wool shirt hanging loosely around the old man's frame. He sat down beside the old man.

"Take care you stay warm tonight. These foothills can catch up with you if you're not careful."

The old man laughed a laugh that was a little too lively for the occasion. "If things don't work out the way I've planned, I'm not gonna have to worry about stayin' warm!"

Juice guessed the guy had been celebratin' his arrival with a little 90 proof and was counting on the ethanol to keep him warm. He looked at the old

man and decided he could use a friend.

"Look, bro, I've got some food and extra blankets if you could use 'em."

"Don't worry about me," the old man said. "But because of your kindness let me give something to you."

"What's that?" asked Juice.

"A little good advice: Be careful who you talk to in these Black Hills."

"Why?"

"Because if you don't, you'll have the Devil to pay!"

The old man threw back his head, laughing almost insanely.

Juice eyed his new campmate with suspicion.

"Why don't you hit the hay, bro?"

You'll feel better in the morning."

The old man ignored him and went on talking.

"You talk about brush fire. That's nothing. I've seen the fires of Hell, and they've been nippin' at my heels for the

These fires don't burn and they don't kill, they just pain you . . .

last 50 years. These fires don't burn and they don't kill, they just pain you for all eternity. Pain without time. Pain without end."

Juice decided the guy had lost a little gray matter, and considered whether he should trust him next to his tent.

"You've seen the fires of Hell, huh? Musta been something to see."

"It was."

"It's amazing you're here to tell the story . . ."

The fire found a sapling twig and lapped at the juice, sputtering and throwing a gleam into the old man's eye. "Yeah, young fella, the story is something to tell . . ."

"If this is the 50th year of Sturgis," the old man began, "then you know there had to be a first year. It was 1938, the same year I got the machine over there . . ." The light flickered on the bony old face.

"There were nine riders that year. I was one of them, a young cowboy from South Dakota who'd found himself a new kind of horse. My flesh was full back then and I had meat on these bony arms. We rode a dirt track during the day and sat around fires at night. Weren't many folks back then, but we sat and sipped and the feeling was strong. We knew we'd return from that year on. We were all young—too young to die."

"Then, bound to beat the best on the last day, I took a sharp turn too quickly. I saw the ground come up to meet me and the fence post nearing my face. I felt my head snap back like a twig—soft, quiet, and neat.

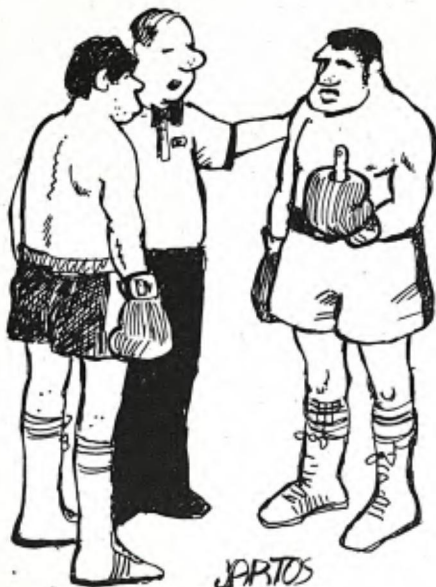
"I heard shouts from the crowd, then a long moment of silence. I remember thinking I should keep my eyes open until the last so I could see as much of the precious earth as I could, but try as I might, my eyes could see nothing. My ears heard nothing.

"Gradually, the sound of the crowd came back. From the distance it came and grew louder. My eyes cleared and I found myself looking down on a crowd of people standing around a fallen bike and a pitiful young cowboy with his head all bent back on a twisted neck.

"Not thinking it was strange that I was lofted so high or that I should be looking down on such a spectacle, all I thought was: *Too bad. So young. He shouldn't have to die.*

"Just then I felt a tap on my shoulder that stung like a needle and I heard a piercing voice that sliced the air like a knife. *You don't have to die, boy, it said. Tell you what I'm gonna do.*

"I turned fast. At least my head did, I found it moved pretty freely on its own now and it was an effort to keep my body with it. Behind me was the shape of a man, hunkered down in mid-air, like me, looking down on the crowd below. He was dressed like a Spanish caballero from Old Mexico, with a black leather jacket and chaps and boots with silver buckles and buttons. He had long flowing amber hair and a goatee; he chewed on a cheroot that glowed with an ember that matched the gleam of his eyes in his pale, bloodless face. ➤



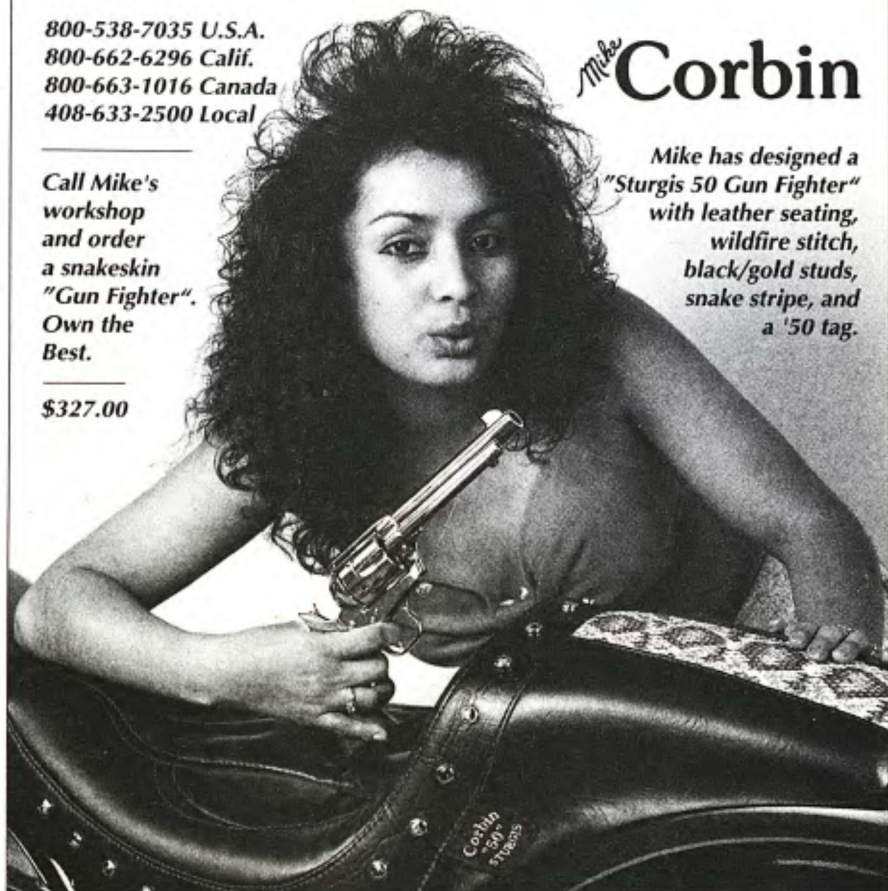
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The Deadwood Devil's Due

"I asked him who the hell he was."
"He laughed at me and said, *Who in Hell, indeed! I'm the Devil, son—and you, you're dead. Or nearly so. It's only a matter of time now with your neck all broke.* He shook his head sadly then continued to speak. *You're right, though, you're too young to die. You probably would've lived another 50 years if it hadn't been for that fool stunt you pulled.*

The caballero threw back his head and laughed

"That I would've," I replied.

"The mysterious caballero smiled and his cheroot glowed. *What would you say if I pulled a few strings and put you back on that bike for 50 years? What would you think of that?*

"I thought: *Why not? This must be a dream—why not dream I'm alive?*"

"I'd appreciate it, friend," I said, "and I'd owe you one." We shook hands.

Oh, yes, my boy, you owe me one, he laughed. And in 50 years I'm collecting. Fifty years from today I'll come back, and then together we'll ride.

"The caballero threw back his head and laughed. Smoke from that cheroot billowed, the tip glowin' like a volcano.

"That's when I saw them: the fires of Hell. The Black Hills behind him opened up and flames leaped from them; flames that could've stripped the marrow right from your bones. I raised my arms to cover my face and he flew backward, laughing all the way into the fire. The hills closed in on him.

"My eyes opened a moment later and I was staring into the face of a bro who was calling my name and telling me a doctor was on the way. I told him there was no need and used his arm to help myself up. He stared at me, opened mouthed, saying something about being sure I was dead with my neck all bent, but I had a hard time hearing him over the cheers of the crowd.

"I thought a lot about that dream, but I didn't tell anyone, for fear they'd think I was head-hurt and wouldn't let me race. By the next year, I'd almost forgotten the dream. That was, until the last day of the year, when I saw the caballero again. When he saw me, he winked and said, *Forty-nine years*.

"It was then that I realized what I'd done. I'd sold my soul for 50 years of riding, and when my time was up those fires of Hell in the belly of the Black Hills would suck that soul outta me."

When the old man finished his story, the two men stared into the fire. After some time, the old man spoke again. "I've seen that caballero at a few Rallies since then. He comes when time permits and raises a little hell. Sometimes he's busy elsewhere, like that war in '42. I saw him marching with Hitler back then. That's when I told him, I'd meet him here today, at the 50th Sturgis Rally."

The old man looked up at the full moon. "Better go now, son, 'cause my appointment's about due. You've been real kind to me and I wouldn't want you to get singed."

Juice shook his head. "No, old bro, I'm not gonna leave you sittin' here all cold and tired. I'm gonna get you some food, ➤

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The Deadwood Devil's Due

then we're gonna talk about gettin' you some better accommodations. We're gonna make sure you're warm..."

The old man frowned. "I'll be plenty warm soon enough, son, and so will you, if you hang around." He poked the fire then looked up at the sky.

The full moon moved a shiver and

friend. The caballero clenched his teeth and leaned the bike up, positioning the kickstart with his boot.

The old man stayed squatted and poked his fire. "Go to Hell."

The tall caballero shook his head and smiled. *That's exactly where I'm goin'. And you're comin' with me. He puffed up his cheroot and gazed at the smoldering end. Come on, now, old man, I held up my end. You've had your extra 50 years, now I'll have mine... and eternity more.*

The old man poked the fire again and shrugged. "Are you sure that's fair?"

The old man stood his ground, shielded by the truth of what he'd said, and the Devil was forced go lash at him across open space...

threw a beam of silver light across the fire. There was a pause, then lightening cracked from no cloud and struck on a distant hill. The two men looked up at the dirt behind them. A big, bored-out shovelhead, all black chrome and silver, pulled into the firelight. It was ridden by a man in leathers, with silver buckles and long, amber hair. The rider killed the motor, put down the stand, then stoked at a cheroot till it glowed.

The caballero sat back in the saddle and addressed the twosome, *Hey, Al, who's your new friend?*

"He's my friend, you slimy dog, and none of yours."

Now, Al, it's not a good idea to be calling your new boss nasty names. Things won't go easy on you.

"Things ain't never gone easy on me and there ain't no reason for me to believe they'll start now."

The caballero shrugged. *Well, if you're in such a hurry, climb on back and we'll get started. That'll give me time to come back here and talk to your*

The caballero laughed, *I'm sure it's not! But why do you ask?*

"Well, I was sort of tricked, you know. I thought I was dreaming when I bargained with you for 50 more years."

Well, dream or not, I said I'd be back 50 years from that day to collect. It's the 50th Anniversary today, so I'm here and you're mine. Come on, now, let's go.

"Just thought I'd check on what's fair," the old man said, as he straightened his bony back and looked the Devil in the eye. "Because you've made a mistake, you yellow-bellied snake: This is the 53rd year that I've ridden. That first Rally was in 1938. This is the 50th Anniversary, all right, but that's because your war had us busy for a few years and we couldn't hold the Rally. You missed your appointment. I'm a free man and I'll be on my way."

The Devil's eyes got as big as moons. They glowed with a fire as red as the cheroot that now burned full fury without the benefit of breath. The hair on his head billowed with a wind of its

own and his face furrowed deep with the most horrible frown. *You tricked me!* he screamed so loudly the hills resounded. He lunged at the old man with hands sporting claws and a wide open face that now brandished fangs.

The old man stood his ground, shielded by the truth of what he'd said, and the Devil was forced to lash at him across open space as he stood inches from reach.

The Devil sputtered and clawed like a foiled tomcat at a rat hole, then finally retreated, claws retracting but eyes and hair still on fire. His eyes narrowed and he hissed, *I swear by all the angels in Hell, if I can't have you, I'll tell the Old Man you've been talkin' to me and He won't have you either!*

The old bro shrugged, "So be it. Now leave."

The Devil jumped on his bike and the motor fired as his thighs touched the seat. He flew through the air toward the Black Hills, flames spouting from his pipes. Just as it seemed he would crash into the very rocks in his path, the mountain opened a roaring, glowing chasm and engulfed him.

Juice looked back over at the old man who was packing his gear and kicking dirt on his fire.

"Do you know what this means?" Juice asked.

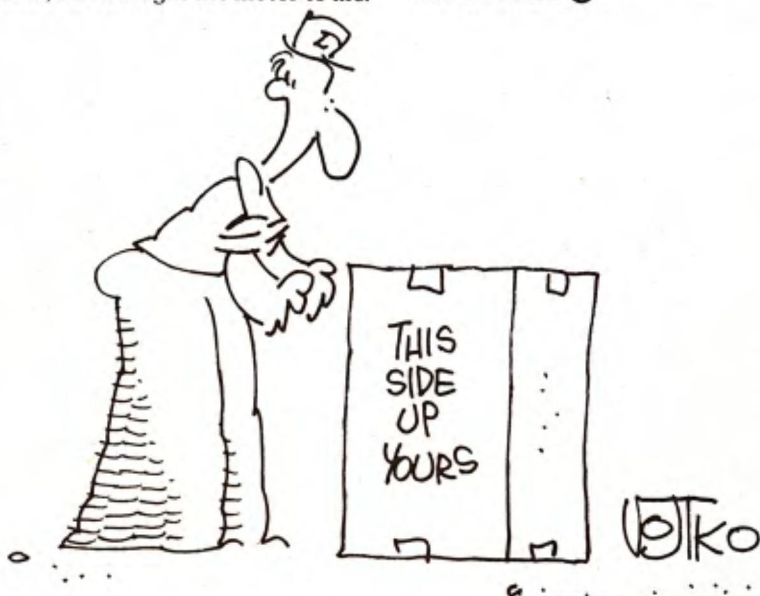
"Yeah, I know." The old man straightened his body and turned to look at the hills. The full moon silhouetted his bony form; a wild wind stirred the dry grass and salted the air with the smell of jack pines. The old man walked over and mounted his bike, freeing the kickstart with a tired gesture. For a moment, he settled back in the saddle and breathed the air. Then he leaned forward, raised his boot, stomped on the lever, and brought the motor to life.

In a voice too soft to be heard over the roar, Juice said, "This means, old man, you'll never die."

The old man turned and looked Juice dead in the eye. "I know." He threw back his head and howled.

"This means, old man, you'll ride these Black Hills forever. This means you'll never see Heaven..."

"I know," the old man sighed. "Ain't it Hell?" He let loose the clutch and dove into the wind. ☉



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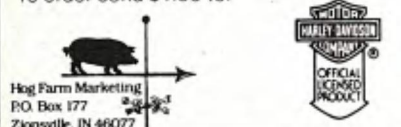
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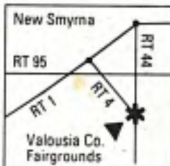
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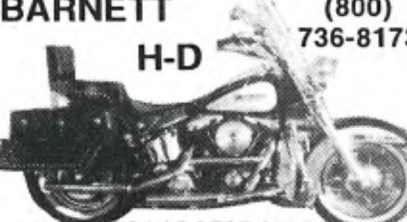
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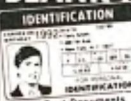
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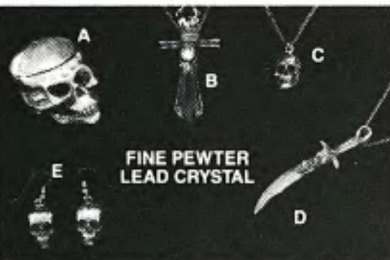
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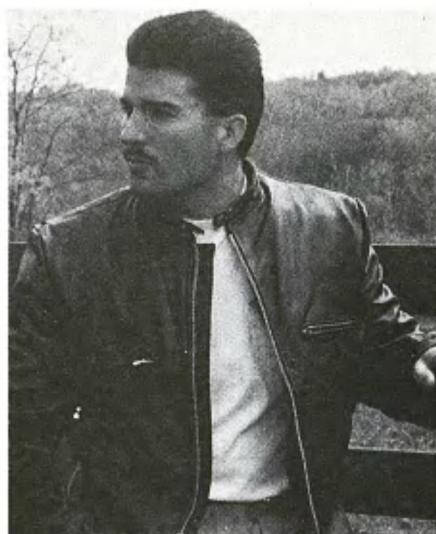
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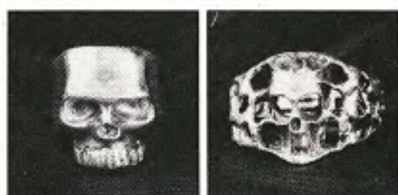
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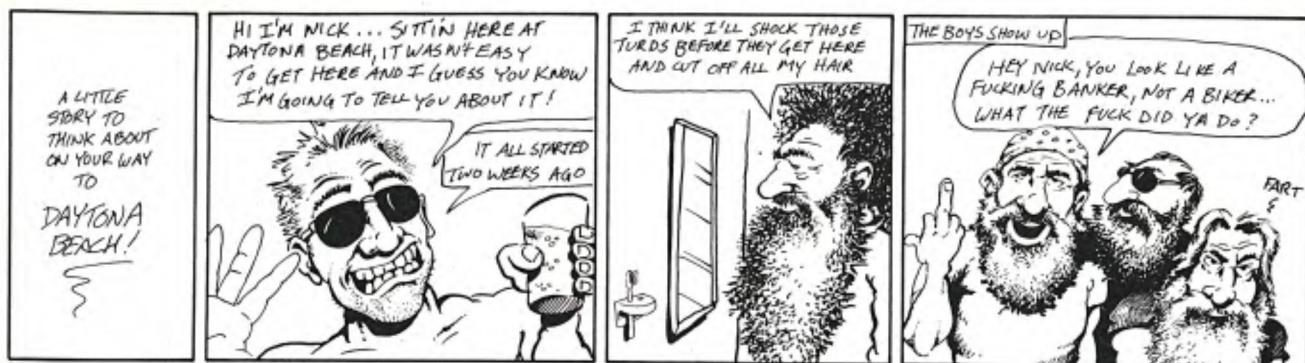
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Skitter, AKA Karon Lynch Spears, contact Greg Spears #D-85632, 3C05/124-L, Box 3471, Corcoran, CA 93212-8310. Release date: 5/26/91, Rick's number is listed.

Looking for Ralph Costamacea, 1988 Rodeo. This is Ralph. I'm in prison and need your help bro. Send kite to Ralph L. Troutman #E37752-RB331L, Box 705, Soledad, CA 93960-0705.

DON'T TRASH THOSE OLD WORN OUT MOTORCYCLE BOOTS! Turn them into cash. Collector of used motorcycle boots wants engineer boots by Chippewa, Harley, Nasty Feet, Red Wing and Wesco, sizes 10 to 13. **ABSOLUTELY ANY CONDITION**, deterioration, holes, rips, scuffs. Brand and height determine price. \$30 to \$100. Vintage Clothing, Box 3298, Marion, IN 46953, (800) 852-7394. Old biker jackets and tall lace-up boots wanted also.

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WHITE WINGS MC is now in Saudi Arabia. We're proud and wish you well. God's speed with our work. See you soon. We love you. Any correspondence please write: Box 1004, Yucaipa, CA 92399. Will forward all mail.

Need cash for scooter, will sell Sturgis coin collection, 1987 thru 1990. Also Harley knife commemorating return to full-Harley ownership in walnut box, never cut anything. Best offer in 30 days after this ad runs. Glen Paasch, Box 208, Owensville, MO 65066.



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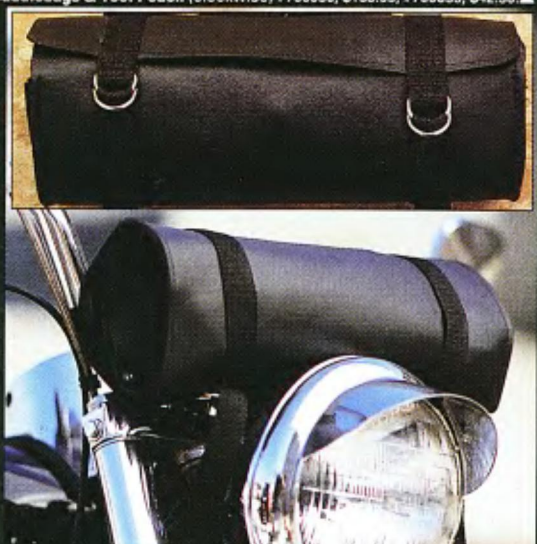
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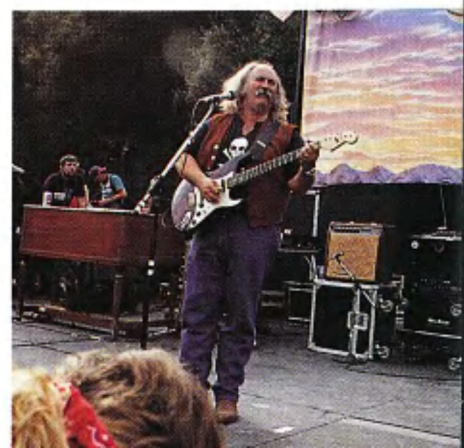
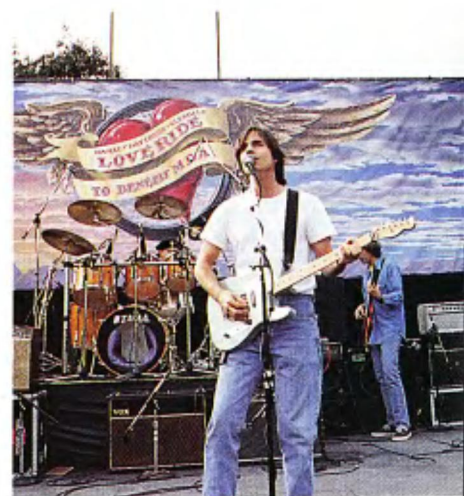
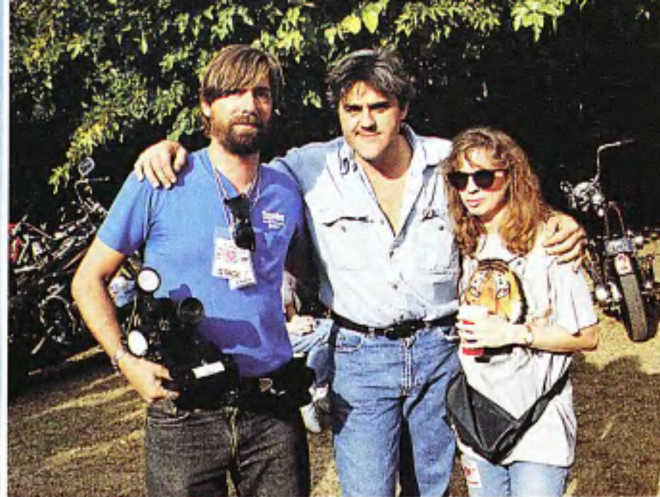


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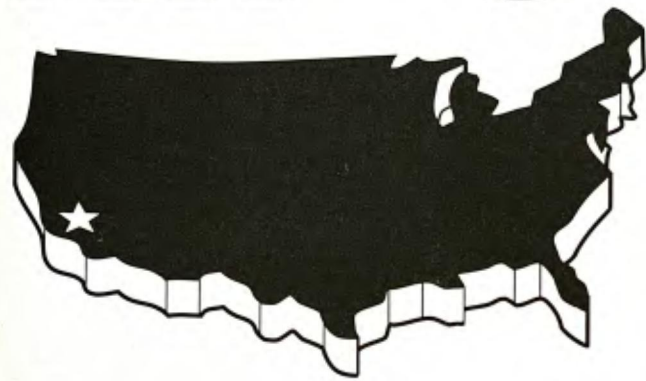


Tool Roll straps easily to fork tubes or front frame tubes. ▲

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RIP'S RUN



RIP TAKES PART IN
THE LOVE RIDE—
AND PARTIES
HOLLYWOOD-STYLE



Lucky 7 By Rip

Well I made it to the biggest Muscular Dystrophy Association (MDA) run in the world, and it was right here in my backyard. That is, the run is a 100-mile putt around Los

Angeles, culminating at the Calamigos Ranch, which as you may or may not know, is next door to the *Easyriders* ranch. Actually, it ain't a ranch *per se*, that's just what we call it. It used to be

the Malibu Mountains Racquet Club, but that's another story.

The Love Ride had a fantastic turnout, with many of Hollywood's great, and near great, attending. Before



Ugly MC, Hollywood, California.

**"YOU'VE HAD
A
MOTORCYCLE
ACCIDENT."**

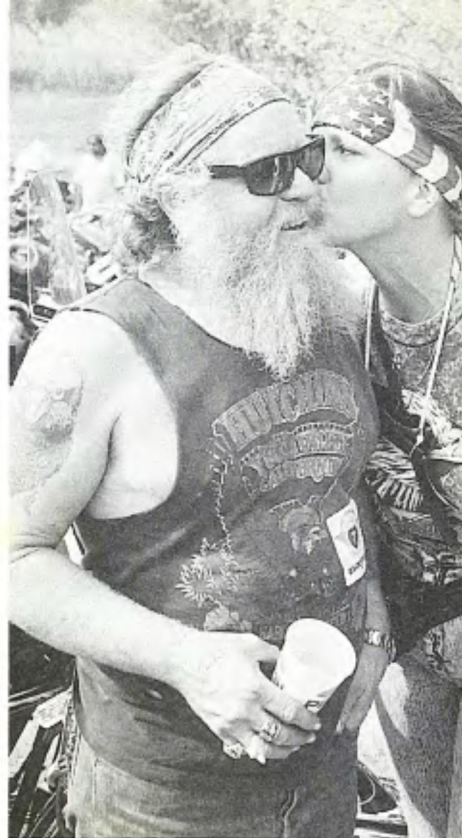
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He did good.

any of you hardcore riders jump on me for going Hollywood, let me remind you that people in the entertainment business have been riding bikes for as long as I can remember. As an example, look at the Victor McLaglen Motorcycle Drill Team from Hollywood, California. They have been together for over 50 years. In fact, I'd say probably closer to 60 years. They perform throughout the year at many charities. Besides that, I could take up this complete column listing names of actors and musicians from out of the past who have ridden American motorcycles. There is a list of these entertainers in David K. Wright's book, the authorized H-D issue, titled *Harley-Davidson Motor Company—An Official 80 Year History*. Check out page 242.

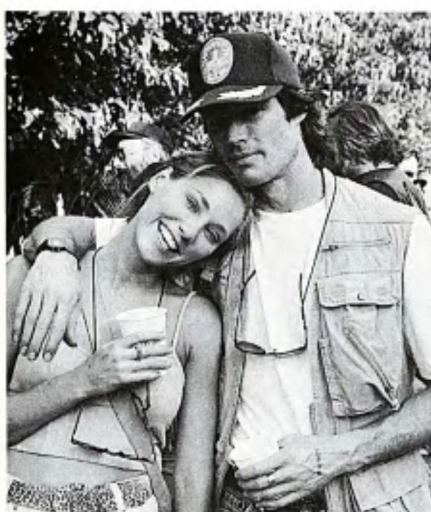


Getting down with the sounds.



Jay Leno's dresser that was auctioned off for MDA.

Let me also add that this is in no way a complete listing. There are currently many new riders, not listed anywhere. Check out the tube. MTV seems to have its share of Harleys featured in the music videos and even commercials are starting to show American bikes. A large number of print ads are using Harleys as a selling point as well. Plain and simple, we are seeing more and more motorcycles. It seems that the ad people know where their bread is buttered. Yeah, it's about time we got some good press, instead of the old



Soap stars.

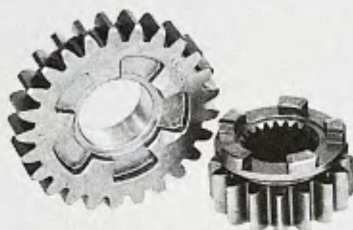
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E.



B.

**Harley Davidson
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\$13.00 (CANADIAN \$18.57)

Yes. That's right! Get these gorgeous looking pewter Harley Davidson Belt Buckles for only \$13.00 (CAN \$18.75).

All of our products are proudly made in U.S.A. and officially licensed. Belt buckles are about 3.5"X2.5". Hand colored are also available for \$2.00 (CAN \$2.85) extra.

Genuine leather Harley Davidson Belts are also available for \$8.00 (CAN \$11.50). Get a beautiful Harley Davidson sticker absolutely FREE when ordering \$30 (CAN \$43.00) or more by MAY 15th. Please PRINT your NAME and ADDRESS and TELEPHONE NUMBER. And make your check or money order payable and send to R&S Marketing Group 9601 Wilshire Blvd. Suite#1126 Beverly Hills CA 90210. (For faster delivery send money order). Please no C.O.D.s. Add \$2.50 (CAN \$3.50) for shipping and handling of first item and \$1.00 (CAN 1.40) more for each additional items. CA residents add 6.75% sales tax.



A.

Genuine leather
Harley Davidson Hat
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F.



G.

Genuine leather studded tool bag
\$19 (CAN \$27)
Size: 9 1/2" X 5 1/4"

Fast Brakes



Billet aluminum dual action calipers and hi-performance rotors - Bolt on brake systems for Harleys



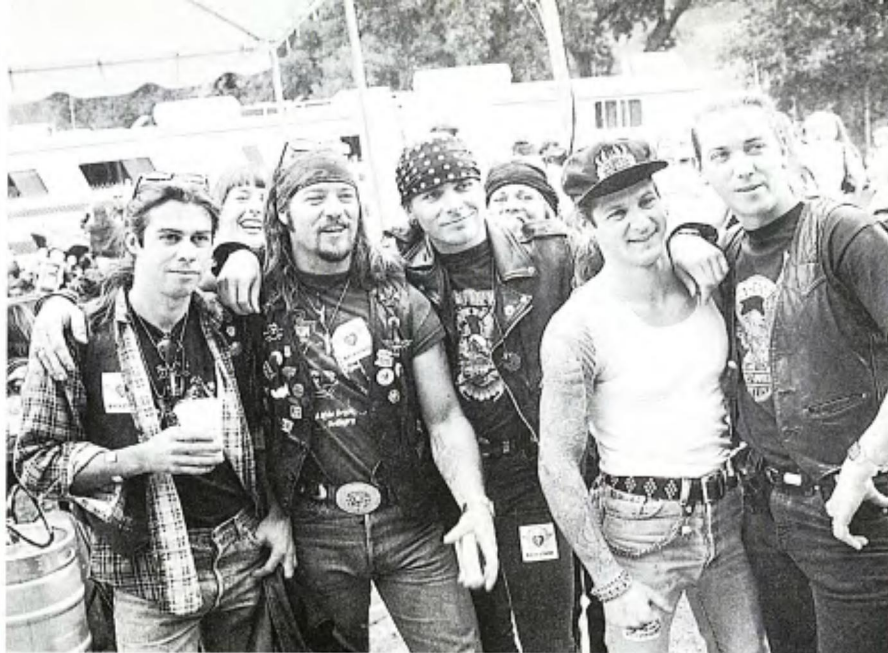
Ultimate in forward control design - All billet aluminum construction



*Mitchell Wheels New "Aero" Pattern
Send \$3. for complete catalog*

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They all rode to the Love Ride on Harleys.

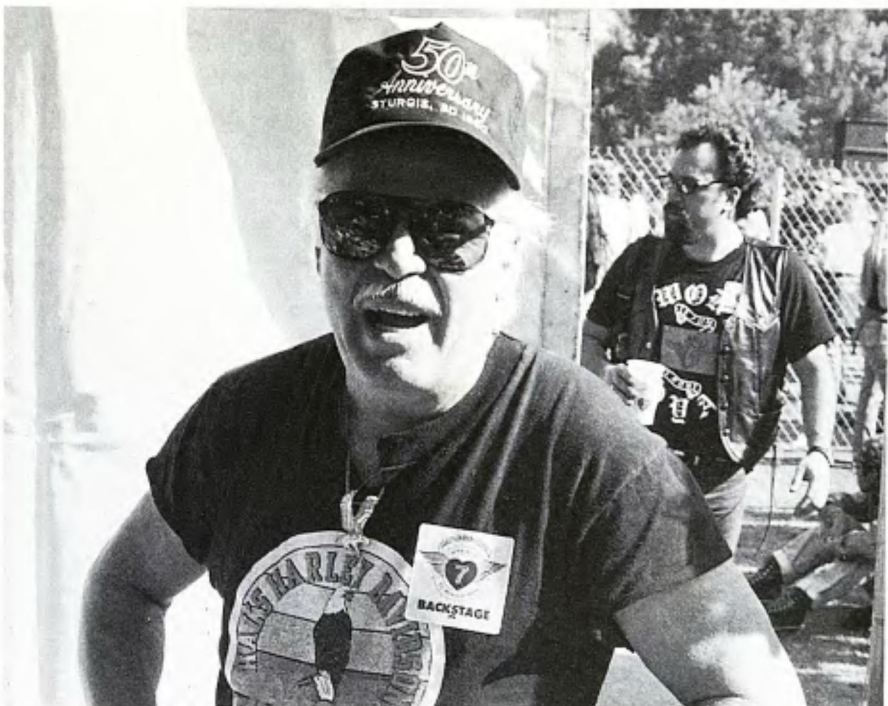
pillage-and-plunder bit.

At Love Ride number 7, I had a large time. It was mucho fun rubbing elbows with the celebrities. Last year, I had my picture taken with Malcomb Forbes (rest his soul) and Willie G. Davidson. This year I did the picture taking.

We were entertained all day with several rock 'n' roll artists, including Jackson Browne, David Crosby, and Eric Burdon, getting up on stage and doing their thing. The tunes they played were old favorites. You could sing and dance along, if you wanted to.

And if you think it was a piece of

cake putting the Love Ride on, you're wrong. Just imagine the amount of work that goes into planning an event of this magnitude. It takes many dedicated people to pull it off. First off, you gotta have people to conduct the run. Then you gotta have stage people and sound people. You gotta feed several thousand folks. The food was delish. We had ribs with all the fixings. We also had all the beer and soft drinks you wanted. You gotta have the entertainers. The work just goes on and on. But Oliver Shokouh, owner of Harley-Davidson of Glendale, can, and

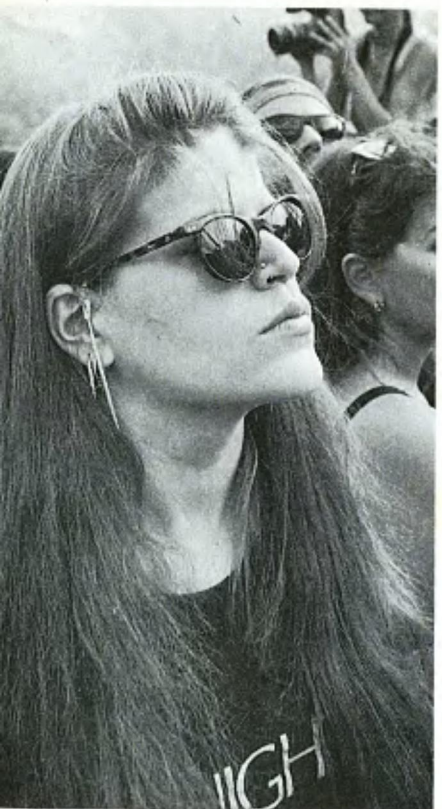


Came all the way from Wisconsin.



Lovely at the Love Ride.

has, handled the task admirably. On Labor Day, when you see the president of H-D, Richard Teerlink, hand Jerry Lewis several huge checks, you'll know that the money came out of our



California gals.

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ALL MODELS ARE 18 YEARS AND OLDER. RECORDS ON FILE



Lookin' sexy in leather and chain.



MDA kid, nice hat.



California gal.

pockets and that it's going to a worthwhile cause. We can all be proud of our accomplishments—to the tune of \$825,000. That's the amount generated by the Glendale H-D group. That's got to be some kind of a record.

Next year, if all goes well, we may even see the \$1 million mark broken. Now wouldn't that be something? All this from a bunch of grubby bikers. When Ollie first started the Love Ride, he never imagined it would turn out as well as it has. His shop is located at 3717 San Fernando Road. That's in Glendale, California, of course.

Drop by and pay them a visit. Let them know how much you appreciate their efforts. It ain't easy and they're not getting anything out of it other than the satisfaction of knowing that their sweat is assisting a group of citizens that couldn't make it without a little help from their friends.

Well folks, that's it for this issue. I'm cutting it short 'cause these fucking ads are choking the shit out of my column. I'm leaving more room for pictures.

If ya get a chance this winter, drop me a line, and let me know what the



Checking out the grub.



Tell it like it is.

haps are in your area. I'm gonna hang out around California until it warms up around the rest of the country. Then I'm outta here. Write to Rip's Run, Box 3000, Agoura Hills, CA 91301. ☉



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The hardest working chain lubricant you can buy is Kal-Gard's Chain Kote. A high viscosity bonding agent seals out dirt and moisture. Even the highest racing speeds won't throw it off. And Chain Kote contains Moly, a super high tech friction fighter that seeks out areas of maximum wear, lubricating both standard and O-ring chains inside and out. For superior performance, nothing beats the Kal-Gard chain gang.



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The year was 1927: WW I was still a vivid memory to most Europeans. The ancient empires of the Old World lay in ruins. Hitler was writing an autobiography in his jail cell, after trying to overturn the Bavarian government, and across the Atlantic, a young United States was starting to have its wind knocked out by the Depression.

Harley-Davidson was selling its 74-cubic-inch V Big Twins for \$325, including freight. By now, the company sold its bikes and parts in 116 countries, one of which was the young nation of Hungary.

It was there that Zoltán Sulkowsky and Gyula Bartha, two 25-year-old Hungarians, decided to see the world. It would take them another year to save enough money and to decide on the right means of transportation, but by August 1928 they were on their way, with \$600 in their pockets and astride an old Harley with sidecar.

During the first leg of their trip they traveled west, through Italy, France, Spain, and Portugal. From there, the rock strewn, sandy trails of the African continent led them from Morocco, through the northern Sahara, on to Egypt and Palestine. The lousy roads were only surpassed by the hostility of the people living in this furnace.

On the road from Nazareth to Damascus, Syrian Bedouins on horses suddenly attacked the travelers. The hardy V-twin engine roared like a lion as the throttle twisted its speed up to a torturing 60 mph. The two men had their hands full trying to keep the bike on the trail while screaming and shooting at their enemies. The Harley groaned under its total weight of 1,700 pounds, and inch by inch, struggling for what seemed an eternal 15 to 20 minutes, the bike gained ground on the Arabs, finally leaving them in the desert dust. The two men hightailed out of there into Turkey, where they found some security, but soon returned to travel south through the Sudan and across the Arabian Sea to India.

During their stay on the subcontinent they decided to refill their empty coffers by sending photos and stories about their adventures to Australian, Japanese, European, and U.S. magazines. They also managed to publish a book about their trip so far, but what surprised them the most was that it actually sold.

Concluding their 6,000-mile roundtrip through India, they took a ship to the island of what is now called Sri Lanka (formerly Ceylon), and from there Zoltán and Gyula jumped on another freighter to Australia. After a 10-day journey across the Indian Ocean, they arrived in the western port of Fremantle—almost precisely 100 years after Captain Fremantle moored there in 1829 to bring in the first immigrants.

They received a hero's welcome. Hundreds of journalists, photographers, and onlookers were there to greet them, having read the stories about these two courageous Hungarians in various magazines. By now the two men had been on the road about a year and had already traveled through 23 countries.

After a few days rest, they went on to visit all of Australia's big cities: Perth, Adelaide, Melbourne, over to the island of Tasmania where they visited Hobart, back to the mainland to Sydney and Brisbane. They covered more than 7,000 miles

After a short tour around the country, the two left aboard a ship bound for the "Territory of Hawaii" (it would take another 30 years before it became the 50th state of the U.S.). Only permitting themselves a short stopover, they soon reached the legendary California, land of gold and movie stars.

The two riders were greeted with great enthusiasm. They received a residence permit for a whole year, not just the usual six months, and they didn't have to pay any taxes or dues for entering the country. They did, however, have to pay customs \$2 for their motorcycle, as it was valued at \$20.

The wide, open spaces, excellent roads, and other comforts that the young 20th century could offer them in North America were a marked contrast to the deserts and jungles Gyula and Zoltán had to contend with during most of their journey. The landscapes impressed them as much as the tremendous traffic and many gas stations, sitting side by side in many places, offering fuel for 20¢ a gallon.

Starting off their trip through the U.S. and parts of Canada, they could not, of course, omit Hollywood. Because of their popularity, they gained easy access to all the major film studios. Their scooter, by now fully covered with various souvenirs, attracted lots of attention, and the marketing departments had them pose with one famous actress or actor after another for publicity shots. They met Greta Garbo, Charlie Chaplin, Richard Dix, Rita Moreno, and many other stars of the day this way.

But soon the open road was calling again, and so they headed east, along U.S. 80, or the Old Spanish Trail. Along the way, they supported themselves by giving lectures about their travels and by selling their "Baedekers" (travel books).

In Bridgeport, Connecticut, a curious thing happened to them, well, one of them: Prohibition was in its last two years and Zoltán happened to be in the quiet harbor of Bridgeport. A 3000-ton vessel had just moored at one of the piers. Suddenly, the place exploded into a madhouse. Huge trucks burst onto the scene and men jumped from the ship, armed with guns, and had everybody surrounded, including Zoltán.

The gunmen drove their prisoners onto the ship, where they ordered them to start unloading the ship's cargo. Everybody began to work feverishly, transferring what turned out to be a shipment of alcohol into the waiting trucks and moving them into nearby warehouses. The gunmen had everything very well organized, even the harbor offices were under control. The city had no idea what was happening, and three hours later the trucks disappeared, along with the gunmen, who were by then cheered on by the crowd as they handed each and every worker a \$20 bill.

Onward the two Hungarians moved, to Washington, where President Hoover granted them a hearing, and, finally, to Milwaukee, Wis., where they were received at the H-D factory and where their bike was fixed up and put in top shape.

By now it was 1932, and they had been on the road for four long years. The next two years would be spent traversing the South American continent, from Mexico

By Paul Komar Edited by Red Baron

ACROSS 110,000

along the perimeter of the continent, traveling through long, desolate stretches of desert.

At Brisbane, they got onto another ship and headed for the islands of Java, Sumatra, and Borneo, part of modern Indonesia, but then still under Dutch rule. It was there that they crossed the equator for the first time. On Sumatra, they visited the huge rubber plantations of the Goodyear Tire Company.

From there, it was on to French Indochina, once part of the ancient and mighty empire of the Khmer, which is divided into the countries of Cambodia, Laos, and Vietnam. They fought the same jungles that only a generation later would become the graves for many an American soldier.

In the summer of 1930 they arrived at the first Chinese village, only to be robbed by a group of gunmen who took all their belongings except their papers, checks, and gas cans. Luckily, they also left them their Harley. Undaunted, the two struggled through Manchukuo (Manchuria) to Korea, where they caught a ship to Japan.

Once in Japan, they again succeeded in getting more money by publishing stories and photos about their trip. They also met a large number of Harley riders and were already well-known by them. The local H-D sales agents had taken advantage of their journey and used it for advertising purposes.

to Cuba, through Colombia, Ecuador, Peru, Chile, Argentina, and Brazil. There were almost no roads at all for a great part of this leg, and no bridges by which they could have crossed the many rivers, particularly through the Amazon region. Many a day they only managed to travel 8 miles, oftentimes with their bike dismantled and their luggage in pieces so everything could be carried by Indians and transported by canoe across one rolling river after another.

In Brazil, they finally decided to return to Europe, after more than seven years on the road. The entire police force of Rio de Janeiro came to the port to see them off, everyone on a Harley, of course. After several more weeks at sea, they finally reached the shores of England. They were back home in Budapest on July 26, 1936.

Zoltán and Gyula had traveled more than 110,000 miles, or four-and-a-half times around the equator, through 68 countries. They had used up six sets of chains, 14,240 liters (3,807 gallons) of gas, 900 liters (241 gallons) of oil, and eight sets of tires. The engine was brushed up and enamelled once, and 280 auto and motorcycle clubs' stickers from around the world covered their Harley.

Summing up their trip for a magazine reporter, Zoltán said, "There are three goods you can buy everywhere around the world: Mobil oil, Singer sewing machines, and Odol mouthwash."

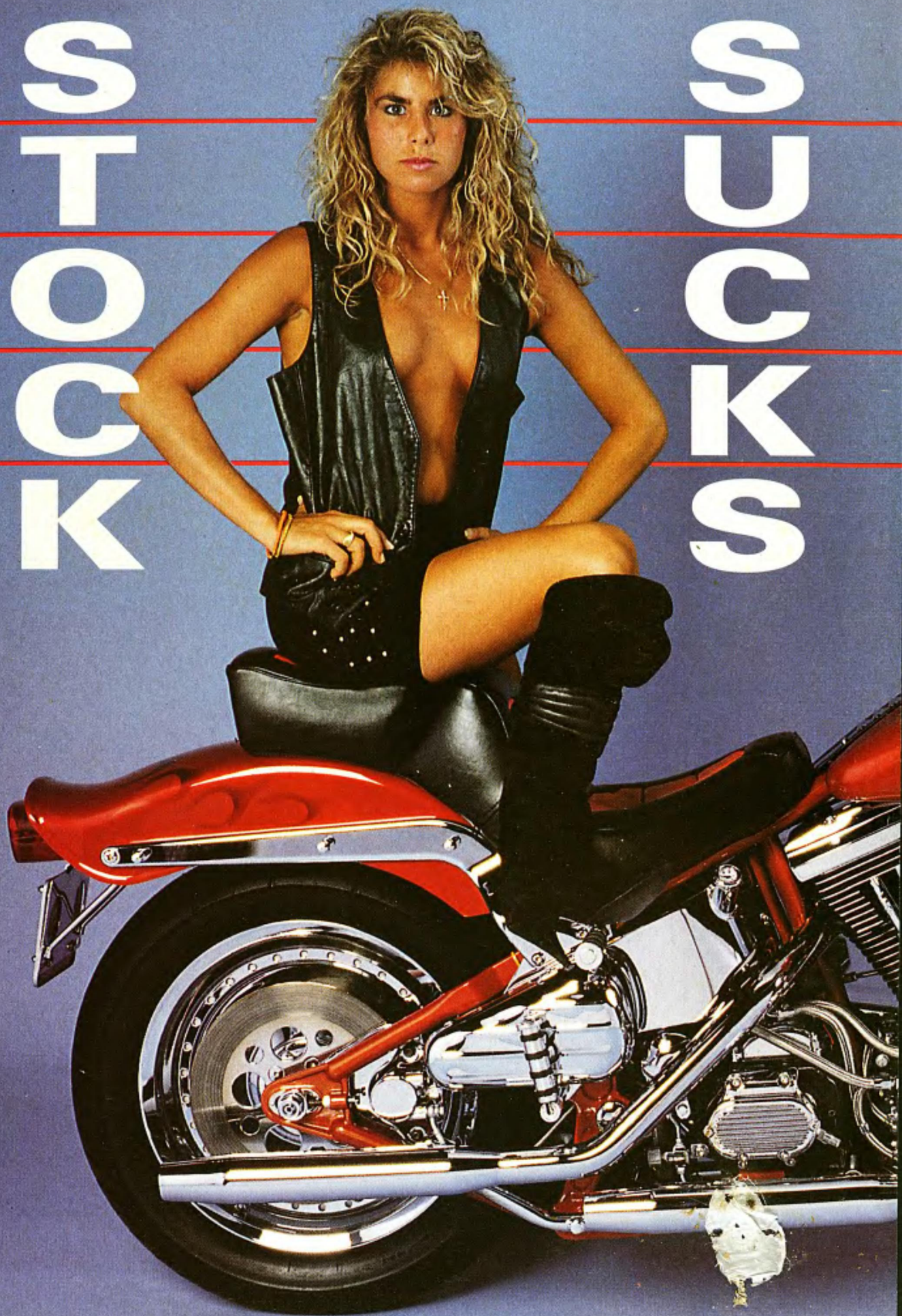


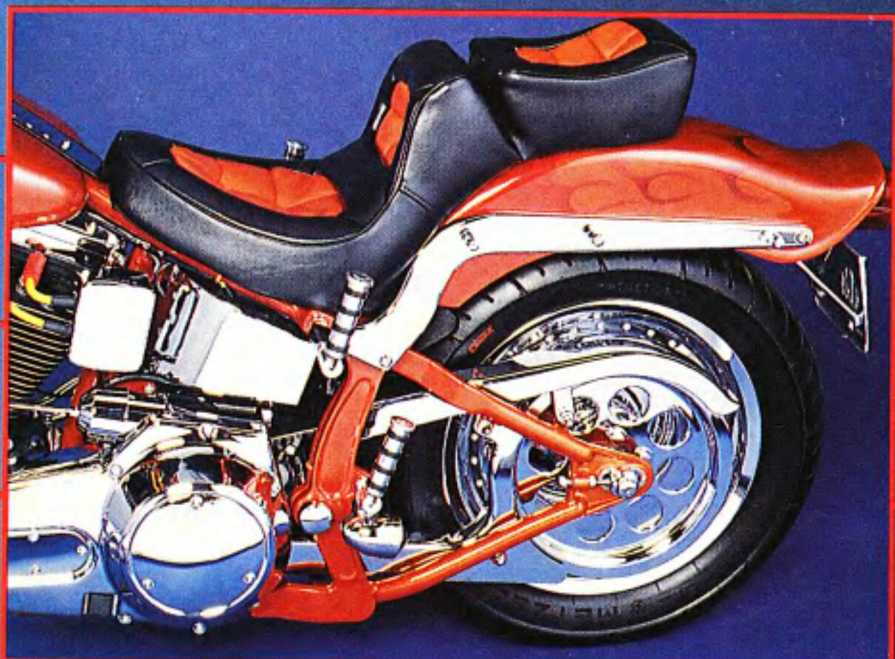
MILES, 68 COUNTRIES, AND FIVE CONTINENTS



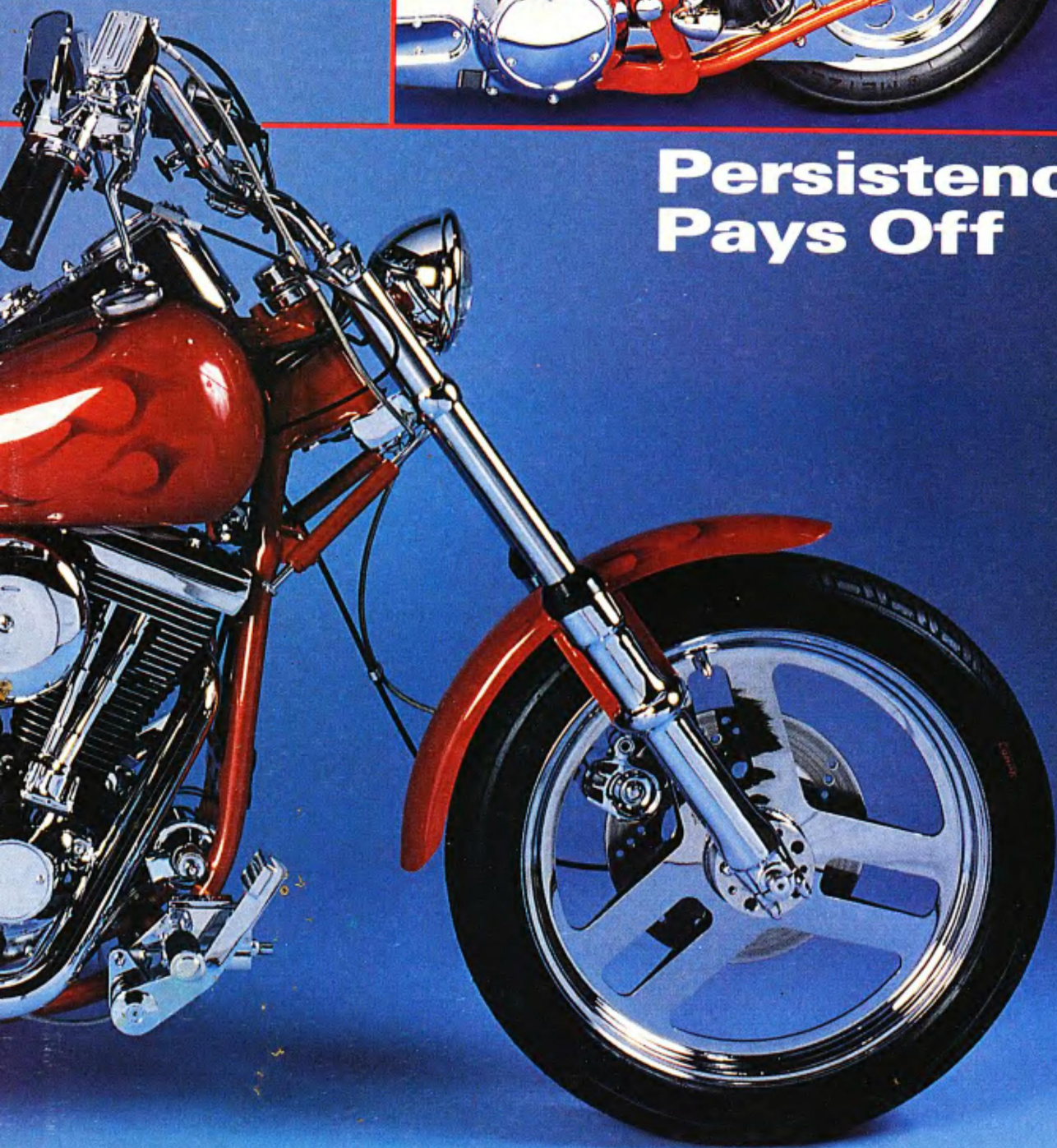
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**Persistence
Pays Off**





think we all know this feeling. Lord knows, I've seen it often enough. In fact, I've seen it so much that it makes me want to puke, and worse, it bores me. The story I'm talkin'

about is one that Rob Rossbach, owner of this custom 1988 FXSTC Softail, has lived. Are you confused yet? Well, never fear, I'm about to enlighten' ya.

Back in 1988, Rob saw this nice-lookin', bone stock, brand-new Harley sitting in the window of a local Cleveland, Ohio, Harley shop. Yep, it was lookin' mighty fine, and mighty original, and Rob bought that sucker. I've never owned nothin' *brand-new*, but I understand the appeal. Well, wait a minute, does toothpaste count? Yuk, yuk. You'll have to excuse me, I had too much fun last night and I'm feelin' peppy as hell. Back to the story . . .

So the scenario is this: you bring home yer brand-new Harley and

**there's nothin'
worse than
not putting
your imprint
and soul into
your bike**

man oh man, yer feelin' good! So good, you want to putt forever. However, pretty soon, there's a little ol' fly making a nasty black spot in that clean, white, dream ointment. You pull up to the light, ridin' proud on that Milwaukee iron, when lo and behold, what's this? Who's this character pullin' up next to ya, on the exact same bike? How dare he? 'Fore ya know it, ya can't go anywhere without seein' yer bike, and other folks ridin' it! Stock is stock, and popular as hell, so after it comes on the market as a new model, some of yer neighbors are gonna have the same idea as you. So now you've got twins. Bummer! Deflating as hell.

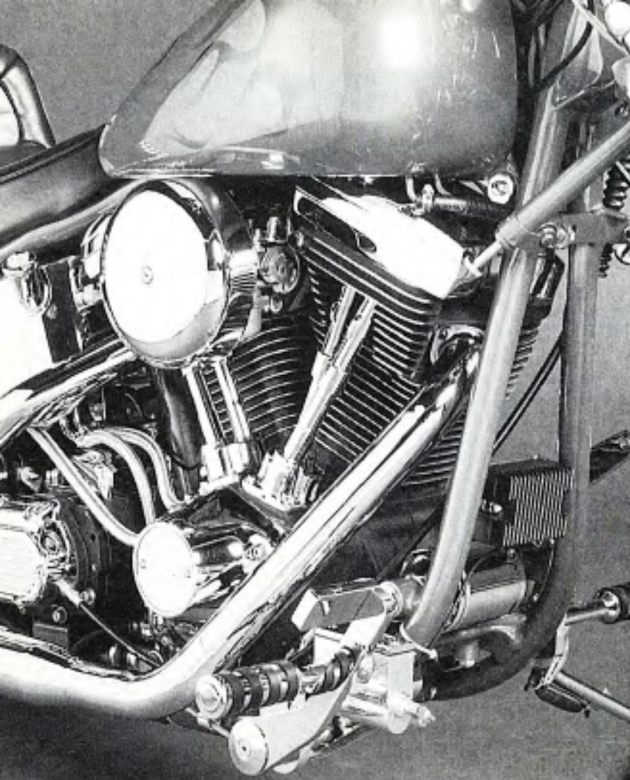
Now there isn't always a sad ending to this particular tale, not if you've got an original brain, plenty of spirit, and ain't afraid to get yer



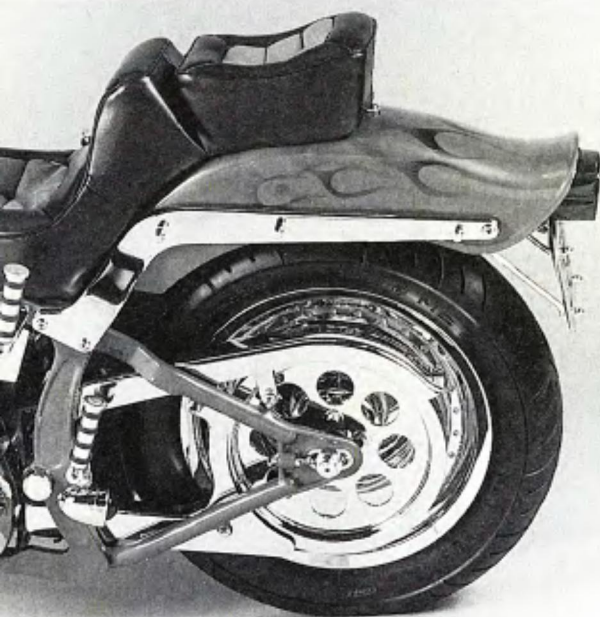
hands dirty. People like Rob save us from the lookalike blues, and it's a good thing 'cause there's nothin' worse than not putting your imprint and soul into your bike.

Sure enough, 'fore he knew it, the project turned into an eternal one. Parts were flyin', the engine was torn out, radical (but reliable) changes were made—and looky here. Ain't stock no more! Yeah buddy, that's what *I'm a talkin' about!* The pretty lady you see is Rob's fiancée and kindergarten sweetheart, Kristi. Lucky guy, huh? Well, hell, the guy's got good taste.

Rob started and owns an air freight company called Tazmanian Air Freight, which is growing steadily. Tazmanian Air Freight specializes in large deliveries and is cheaper than yer major companies, so if ya wanna



Photos by Chuck Emery



Owner(s): Rob Rossbach		City: Cleveland, Ohio	
General		Frame	
Fabrication by: Elyria H-D		Year: 1988	
Year and make: 1988 FXSTC		Builder: H-D	
Model: Softail		Type: Softail	
Value: never say never		Rake: none	
Assembly by: Mike Peplin		Stretch: none	
Time: six months		Other alterations: steering dampers, molding	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: H-D	
Year: 1988		Risers: stock	
Model: Evolution		Fender(s): H-D	
Rebuilder: Mike Peplin		Headlight: shines	
Ignition: 8000 rpm modular		Taillight: H-D	
Displacement: 80 cubic inches		Speedo: stock	
Lower end: stock		Front pegs: JayBrake	
Balancing: factory		Rear pegs: JayBrake	
Pistons: H-D		Electrics: alarm system, radar detector	
Cases: black wrinkle		Gas tank: 5-gallon	
Heads: Branch #4		Oil tank: horseshoe	
Cam: Sifton 144		Oil system: braided lines	
Lifters: hydraulic		Primary cover: H-D, chromed	
Carb(s): Screamin' Eagle		Seat: Lee Sanderson	
Air cleaner: Screamin' Eagle		Sissybar: none	
Pipes: Cycle Shack		Height: n/a	
Muffler(s): Cycle Shack		Material: n/a	
Transmission		Forks	
Modifications: none		Type: stock	
Year: 1988		Extension: none	
Shifting: 1 down, 4 up		Builder: H-D	
Engine sprocket: compensating type		Special features: turned down legs, chrome	
Trans sprocket: 32-tooth		Wheels	
Wheel sprocket: 70-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Paul Mervar (U.S. Cycle)		Hub: Perf. Machine	Hub: custom H-D
Painter: Paul Mervar		Rim width: 2.125	Rim width: 3.00
Color: candy apple tangerine		Tire: Metzeler Comp. K	Tire: Metzeler Comp. K
Type: lacquer		Brake: polished and chromed	Brake: polished and chromed
Special paint: Deltron acrylic urethane			
Other special modifications: special thanks to everyone at Elyria H-D and U.S. Cycle, most of all to Mike for putting up with all my crap!			

fly yer bike somewhere sometime, give 'em a call at (800) 426-0653. They'll treat yer scooter right.

Rob rides this sucker, he doesn't just admire it. He made his second putt to Sturgis for the 50th Anniversary with his buddy, Mark, and put another 1000 miles on it *after* he got there, sightseein'. That's certainly understandable, there's so much to see. You may have seen Rob and his cruiser at our Third Annual Bike Show and he also plans to hit Daytona for the 50th. Radical and reliable is the way he's building this scoot, and that's a damn good idea.

Well, all's well that ends well, I always try to say. See ya, gotta go see a man about a . . . well, never mind, that's another story.

—Calamity

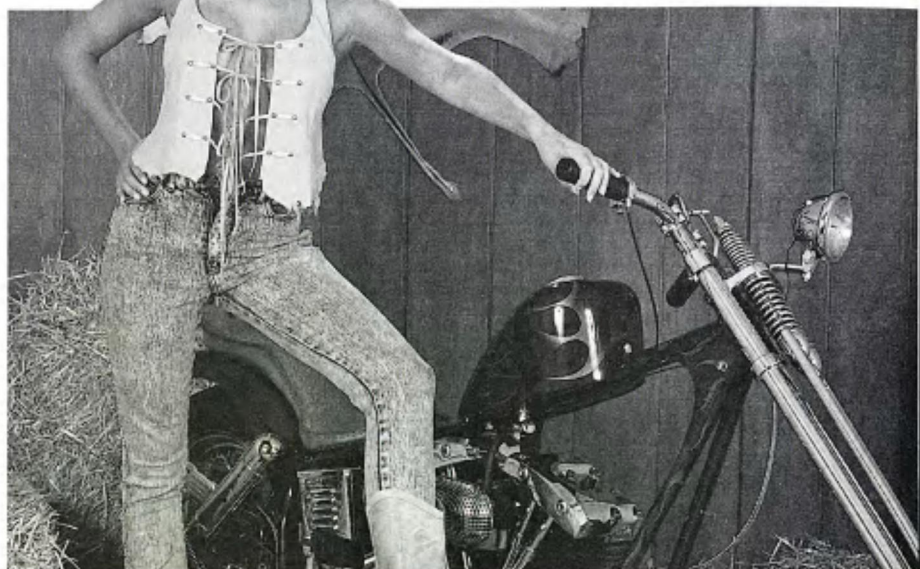


Easyriders Comin' At Ya

Easyriders ►

Don't miss some of the finest custom motorcycles in the country, including a 1938 Crocker and a wild Arlen Ness creation. North Carolina riders celebrate their fall rally in Cherokee, N.C., we're reviewing the best exhaust systems and mufflers, and the girls in this issue are unbelievable.

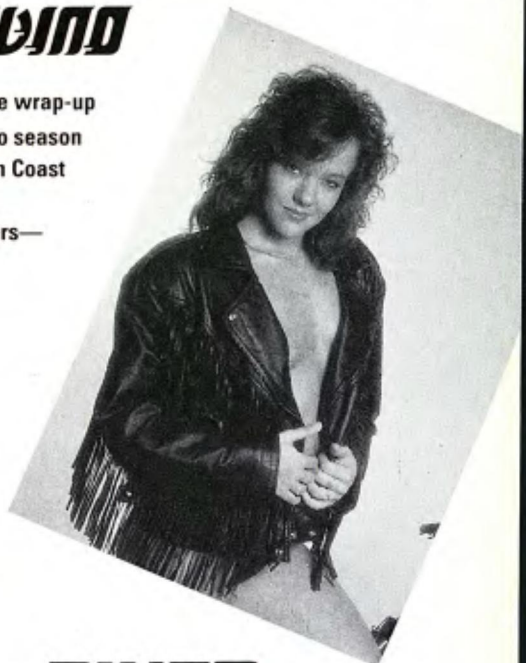
On sale March 28.



◀ IN THE WIND

We're featuring a complete wrap-up of the 1990 *Easyriders* Rodeo season with 32 pages of action from Coast to Coast, plus all the wild photography from our readers—everything from busted knuckles to big-busted babes.

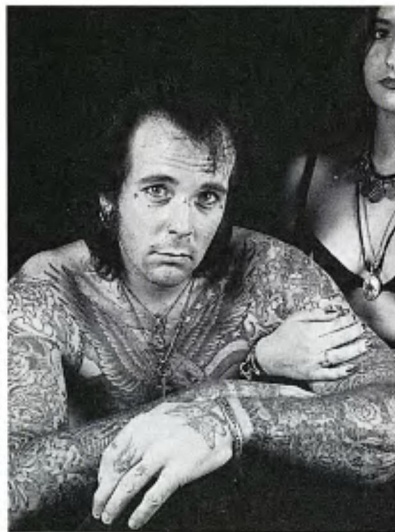
On sale April 11.



TATTOO ►

We're goin' to Kansas City for some crazy times at the Tattoo Rendezvous. Then we'll be going north to Alaska to check out Larry Allan's shop in Anchorage and we'll take a look at shows in San Diego, Cleveland, and Wisconsin. We'll also visit exotically tattooed women and men from all over the world. It's one trip you don't want to miss.

On sale February 28.



BIKER ▲

We'll be out covering events across the country, catchin' the burnouts at the drags, and showin' you some badass rides. There'll be flix showin' what we do best (party), another gorgeous chick to check out, and—if yer desperate enough—you can write home to Mutha.

On sale March 12.

BIKE FEST '91

JUNE 21, 22, 23
Featuring the music of the
Fryed Brothers Band
along with the
Beer Dawgs

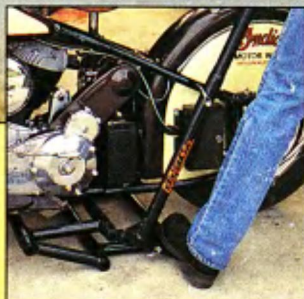
- Overnight camping
- Indoor trade show with all the latest parts & accessories
- 24-hour food
- Tattooist on duty!
- Men's & Women's tattoo contest
- Beauty contest
- Bike games—people games
- Cheap beer
- Wild Women, wild men, and wild times for only
\$25 in advance
\$35 at the gate

For more information and tickets call (800) 247-6246
For trade show information call (916) 921-9705

See next month's issue for location

M.M.A. of California event

LIFT. LOAD. WRENCH. THE E-Z WAY.



The DUO-LIFT is a one-man operation that puts both wheels in the air and the bike setting solid. Detachable handle and fold-up feature make for easy storage. Made of the finest American tubing and steel. Locking pin and safety clips prevent bike from being pushed off the side of the lift. Works on all Harleys (rigid, swingarms, Softails, etc.) with standard front ends.

Made in the USA. \$99.95, #280101.

You can also order the Extra Lift Bar, for those extended front ends and tall settin' scoots (more than 5 1/2 inches of ground clearance) that need that extra lift to get the front wheel off the ground. \$15.00, #280102.

DUO LIFT



The EZ-LIFT can be a one-man operation. The 3-way adjustable feature allows you to use it with Softails (high position), swingarms (middle position) or rigids (bottom position). This single tubular bar lift allows you to lift either the front or rear of the bike separately. The handle can be attached to either side

of the lift, making it possible to use on either side of the motorcycle. The powder painted lift (electronically bonded paint) is aircraft grade, and chip-resistant. The telescopic arm and compact design allow the complete unit to fold into one easy-to-store piece. \$69.95, #280104.

EZ LIFT

Easyriders®

ER 214

Official Licensed Products

For free catalog and name of your nearest dealer call 1-800-247-6246. Easyriders, Box 1025, Agoura Hills, Ca 91301.