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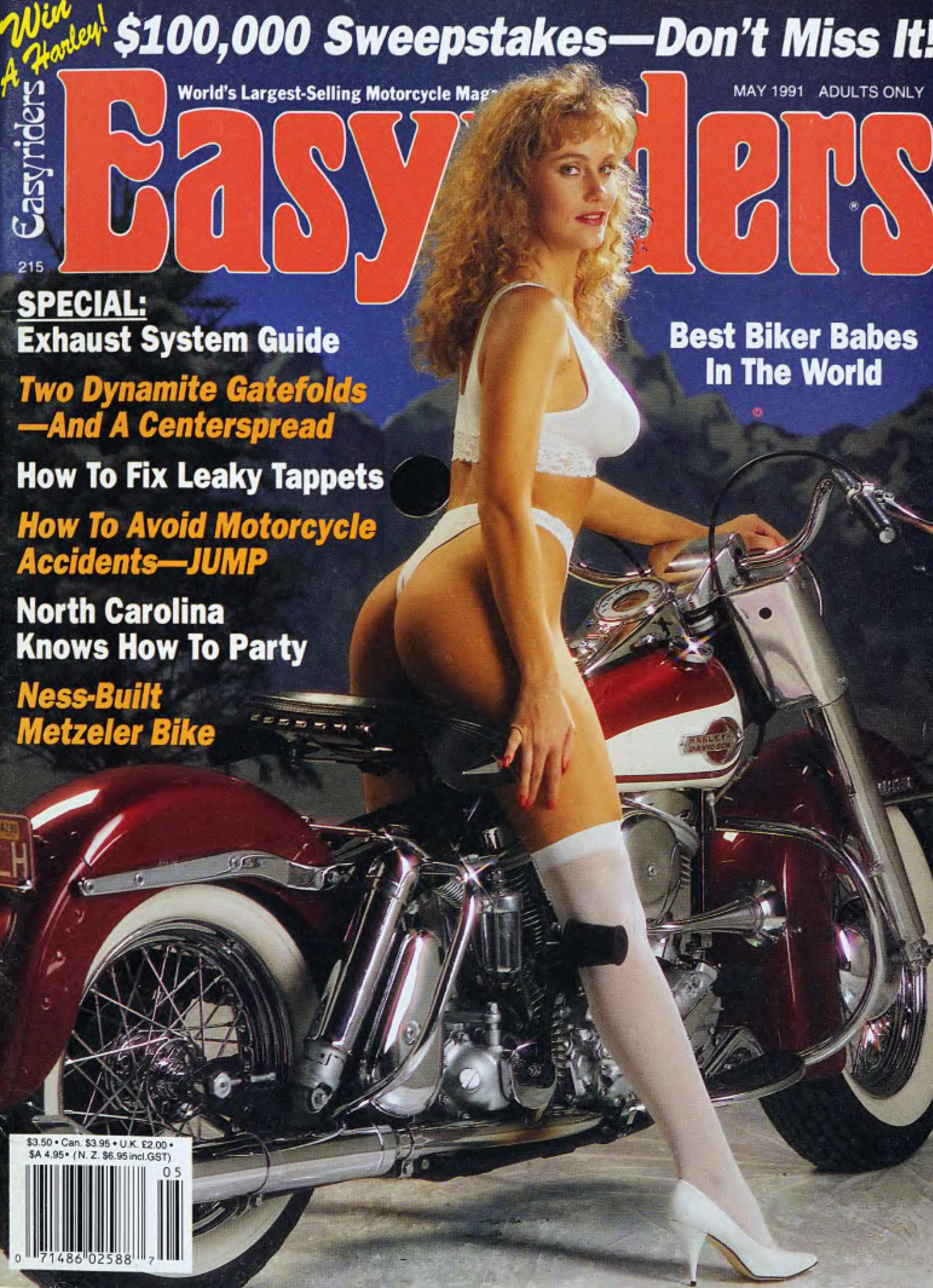
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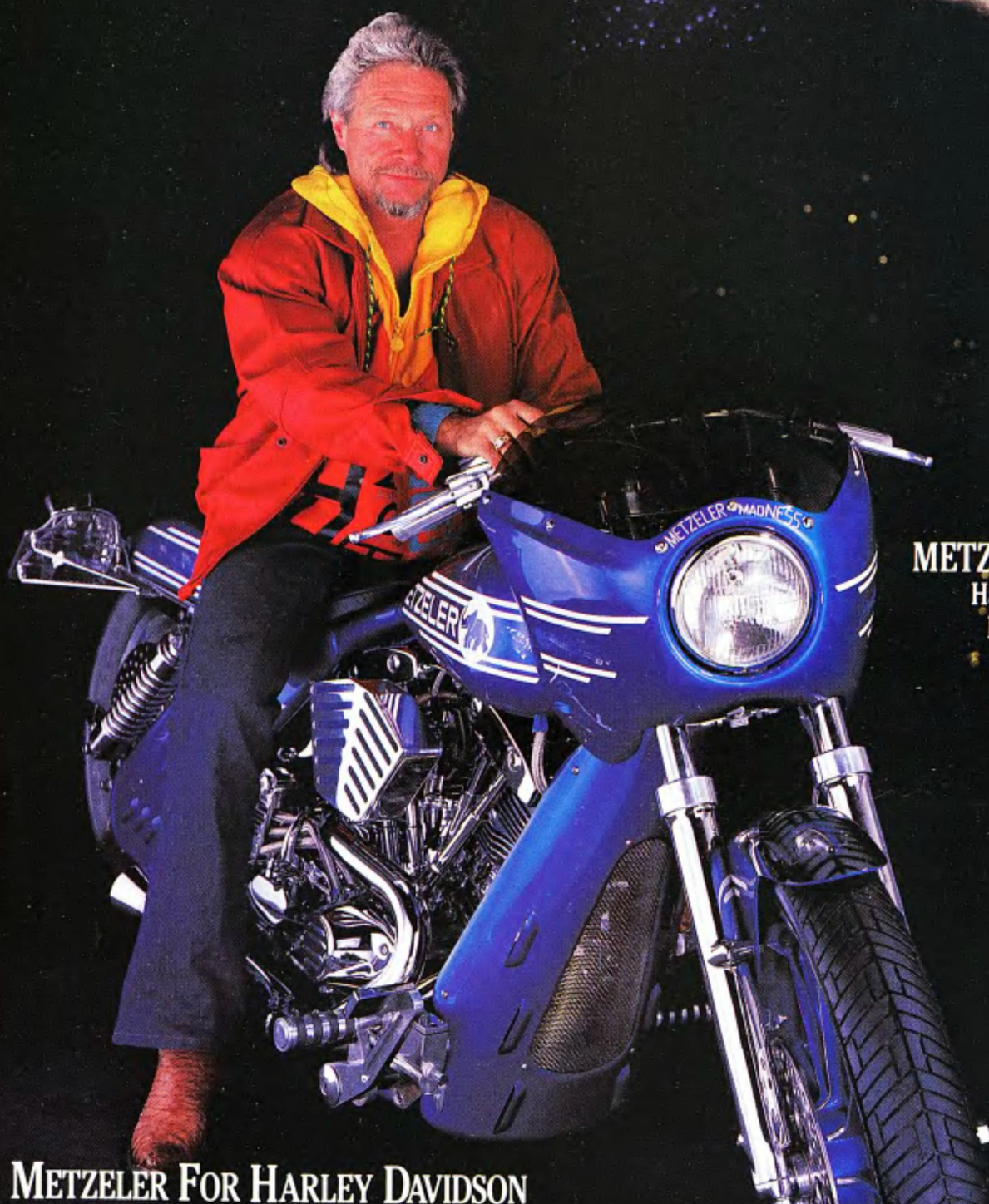
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Easyriders MAGAZINE

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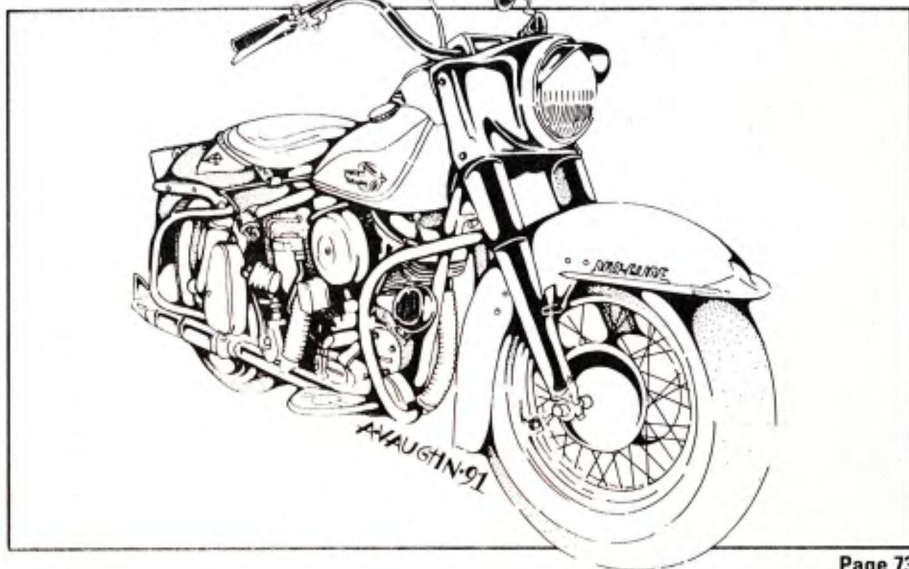
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Printed in the USA

The next liver-quiverin' issue of this rag goes on sale April 25.

Cover photo of Sivi on Jamie Burton's 1960 panhead by Randy Logan.

The Audit Bureau

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A 51-year-old woman wanted to end a relationship with a 77-year-old man. He wouldn't have any part of that shit and clubbed the shit out of her. Being a religious man, all he had was a Bible, but it did the job.

A female cop was walking with a male cop on their beat when a German shepherd attacked the male cop. So the female cop took very careful aim (took her time to make sure she got the dog) and fired a couple of times. And who in hell do you think she shot? Yup, it was her partner. He was treated for gunshot wounds in both legs.

You think you can belch. But there's a belching king! He belched for an unbelievable amount of time—3 minutes and 23 seconds. "It sounded good and it felt good," the guy said.

He got himself drunk and decided he wanted to die, so he went home and talked his aunt into shooting him. He begged and begged until she finally shot him with a buckshot. At first she didn't think she had hit him. But it started stinging a little bit, and then he decided he didn't want to be shot near as bad as he said he did. It smarted too much.

For once, here's a judge we can cheer for. A man was sent to prison for 18 months because he had oral sex with his wife. An appeals judge who read the charge immediately let the guy out of prison, saying the police would have to come up with a better reason than that for sending him to jail.

Now here's the male dipshit of the month: This guy was trying to prove to a judge that he had been unfairly searched. He even went so far as to give the judge his jacket to go through. As the judge was searching through the pockets, he found a packet of cocaine. He thought it was so funny that he laughed for five minutes and had to take a recess to compose himself.

What are the chances of this happening? This guy shot another guy. The paramedics took the guy who was shot to the hospital. In the meantime, the shooter himself was shot by another person, and the paramedics took him to the hospital also. When he was wheeled into the emergency room, the police were quizzing the first guy who was shot. He looked over at the guy they just wheeled in and pointed at him for identification.

This guy has 4,000 different tattoos and he wonders why he intimidates people. Do you think it could be his breath?

Talking about nibbling on a woman's ass during a frenzy of good sex, I had better cool it. It seems that a guy just paid \$27,500 in damages merely because he bit a girl's ass in a bar. Now I gotta tell you that nibbling is not biting.

Here's the female dipshit of the month: She went into a bank with some stolen checks she'd taken from a car just two days before and tried to cash one. But oops! The teller was the same guy whose car the checks had been stolen from.

I guess you could blame the girl's parents for raising such a monster. This seven-year-old monster's mother fell off a ladder and broke a leg. While lying on the ground in pain, she yelled for help. Soon her daughter came over and asked her if she could move. The mother said she couldn't and asked her daughter if she would please call 911. The little monster replied that she would call 911, if her mother bought her a dozen Barbie dolls, raised her allowance, and took her to Disneyland for a month. Her mother agreed through gritted teeth. Right now there's no word on what the mother did after the leg healed.

When you want to relax after a stressful day, just munch on your pregnant ol' lady's tits. They just discovered that a mother's milk is a natural tranquilizer. But be careful while rooting around that you don't overdose.

Now here's a job I could really get interested in. This guy tells women's fortunes by studying their asses. That's something I could truly get into. He smears the women's asses with paint, has them sit on some paper, and reads the imprints.

All you guys should think twice about where you stick your crank because now if you get infected, your ol' lady can sue your ass. A chick recently sued her husband for bringing home a strange disease, and he was sentenced to six months in the slammer to think about it.

TAKING IT EASY

By Spider



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

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

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Bartels HD

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Help

☐ I need help in locating an address for the company that manufactures Golden Bear leather jackets. The one I'm wearing was purchased in Hawaii at a motorcycle shop that supplied jackets to the Hawaii P.D. motorcycle cops.

I want to get one for my bud who is rebuilding my '82 Sturgis, while I'm deployed to the Middle East. Golden Bear is a top quality jacket that will keep him warm and dry when all hell breaks loose. I'm fairly sure the company is in California.

T.W. Sitsch
EOD DET 14
USS Theodore Roosevelt (CVN-71)
FPO NY 09599-2871

Righteous Amy

☐ Man, you did me righteous with this chick Amy (February '91 issue). She has a set of legs that gives me a muthafuckin' woody.

Ed
Berwyn, Ill.

Confused Press

☐ Following my media bias article (#211, January '91), I want to thank the bro from Buffalo, N.Y., who sent a clipping from the *Buffalo News* (he didn't give his name). The clipping has this headline: *BIKER GANG KILLS WOMAN IN L.A. SPREE*.

Oooh, bad news. *Bikers!* That means tattoos and leather and Harleys and call out the SWAT teams and the shock troops. We all know that. The media certainly tells us often enough.

So, who were these "bikers?" Turns out they were a bunch of gang-banger punks on *bicycles*—but, hey, if you're in the business of "news" and "truth," you've got to choose words that will create the image you want to spread. Never mind the facts. They just get in the way of your purpose, and with the media, it's always political.

Don Sharp
Agoura Hills, Calif.

A Bitch

☐ I have an honest complaint about your rag. All year long my customers look forward to the *Easyriders* Rodeo coming to town. It's a tremendous success. Folks rant and rave about it all year and can't wait for the next one.

Now why in hell don't we see some honest coverage of the event during the year (for that matter, any rodeo)? This two-picture routine just doesn't get it. A couple of pages would definitely be more like it.

Pete Stan
Lewisburg, Ohio

■ See issues 212 and 213, Feb. and March 1991.

A Nitpicker?

☐ After reading the "Christmas Rush" article on Louie Falcigno's bike in the December '90 issue, I feel there are a few important facts that should be

brought to the attention of your readers.

I realize that Louie has had his bike for 15 years and has built and rebuilt it (as the article states), but it does not point out the fact that the pictures in this article, and some of the items on the tech list, have changed over the years.

On page 71 the bike is pictured with a "Weber Down-draft Carb," and on page 72 it shows the bike with an S&S "L" series carb.

On pages 70 and 72 it shows a standard rear chain, and on pages 71 and 73 it shows the bike with an orange anodized chain. Also, not shown or mentioned in the article is the fact that the bike has been repainted, still with the same radical style of flames, but the mural is quite different.

It is a known fact that he is the owner of a bike shop and has been building custom bikes for years. He is a professional bike builder.

Now what really bugs me is the timing of the article and the way it is written. It's in the December 1990 issue, and the second to last line of the article states, "It's won 1st Place in its class at the Rat's Hole Show in both Daytona and Sturgis." This gives the impression that he won these awards in 1990. It did happen, but not last year. In 1990, at the 4th Annual Rat's Hole Show on the 50th Anniversary of the Sturgis Motorcycle Classic, I, a nobody from Regina, Saskatchewan, Canada, won 1st Place in its class (over 1000cc Radical), not Louie Falcigno (who placed 7th).

I feel that proper respect and recognition is due. Also, I feel an apology to both me and your readers is in order.

Harvey Stadler
Regina, Sask.

Raisin Pie For Rip

☐ Yo! Raisin pie to Rip for those words about Clovis, New Mexico, right down there by my old stomping ground. It's a good place, full of farmers who understand rumbling machinery and the wind in your face. I especially liked Rip telling how the local bros got along with the cops. In a small town like Clovis, the cops live close enough to the people to respect them—and vice versa. If big city cops would turn their faces from the bureaucrats, who give the orders, and look at the people they serve, a lot of the shit between cops and citizens would stop.

And Rip, next time you're in New Mexico, go through Silver City and see if the whorehouse on Hudson Street is still in business. Don't mention my name. It's been a long time, but still...

Toejam
French Frigate Shoals, Hawaii

BASH T-Shirts

☐ Your BASH T-shirts arrived—they're great! My "baby" daughter is a staff sergeant in the N.Y. Air Guard, and you know how she "loves" Hussein. Well, my daughter and wife both bowl

with the Roslyn Air Guard team, and two of the shirts went right onto their bodies for a game the next day. Needless to say, they were the twin hits of the evening!

Me? I promptly wore mine to a Cross Island MC meeting the same night and had to model for everyone. My son hung his up in the office for all to see (December in New York City is not exactly T-shirt weather).

Great shirts—really!!

Ken Weingart
Long Island City, N.Y.

Some Info

☐ Saw the letter headed "Harley Sprint Parts" in the February '91 issue. The Sprints were made in Italy when Harley owned one-half interest in the factory. Cagiva no longer has parts for them, but we (Moto Italia) and Charleston Custom Cycles both sell parts for them. Check out "Biker's Bulletin Board."

Leslie Bull
Moto Italia
Boulder Creek, Calif.

A Sniveler

☐ I don't like seeing a panhead or shovel under the specs listed as a 1990 or 1989. I realize that the year of construction is how the bike is listed, but that's for registration. When listing the specs, how about giving us the straight info on engine year, frame years, etc., and if necessary, state that the construction date is 1990 or whatever.

Stan Neely
Divide, Colo.

In Love With Kelly

☐ Congratulations to photographer Raiko Hartman and to you, for the layout on Kelly (page 10 of your January 1991 issue). Never, even in my wildest fantasy, could I have imagined that a woman's body could be so close to perfection.

Frank L. Swan
Newport Beach, Calif.

☐ You really made my day. I'm locked up in Missouri and am about the only one in here to get your rag. Everyone else gets *Hustler*, *Fox*, and *Playboy*. They tell me my rag doesn't have hot ladies. Well, your January '91 issue sure proved them wrong. Kelly is a much finer lady than *Hustler* will ever have.

I'm proud to be a reader of your rag.

Tattoo #172316
Boonville, Mo.

Help! I'm in love!

D.E. Codosea
Pearl Harbor, Hawaii

Right On, Don

I just finished reading Don Sharp's article

"Beware of the Scribes" in the January '91 issue. It's about time we all take notice of these faceless and, in most cases, nameless, woosy-assed writers. In the majority of the cases, their distorted facts are usually conjured up to satisfy the demands of the special interest groups they are so anxious to suck up to. It makes a thinking person sick to read the shit they write.

John M. Morrow
Phoenix, Ariz.

A Big Thanks

☐ On behalf of all Harley enthusiasts in the fleet or in the "Great Sandbox," thank you so much for your support! While we fight for you, y'all keep fighting at home for our rights as bikers and the freedom to be in the wind!

Andrew Nelson
Lakehurst, N.J.

Another Badmouth

☐ Recently, I was sitting around at the auto repair shop, having a new exhaust put on my car. While looking through some magazines, I spotted your rag. After reading a few articles, I was compelled to drop you a line.

Harley people have an image, one of a figure claiming to be human, but I see an animal—someone who never washes his clothing, has long, dirty hair and a beard to match, and smells like Bigfoot. I am amused when I see women hanging all over these faggots. I'll bet that half of these macho men are really gayblades, hiding behind an image of filth and deceit.

I bet Harley-Davidson's sales would double if they could get away from that so-called image. Then, maybe, I would consider buying one. Until that time, tell the low-life jailbirds that the Harleys today look the same as they did the day they were incarcerated.

If you can't read this, have someone with a little intelligence read it for you.

T.M. Cranmer
Tuckerton, N.J.

■ Have anything to say? Want to bug the staff about its mistakes? Want to give a well deserved pat on the back? Poison pen letters, porno mail, threats of violence, love letters, propositions, and demands for payment may all be sent to the Wordmonger, Box 3000, Agoura Hills, CA 91301. Don't wanna take the time to write? Call 900-234-BIKE and leave your message on the Raisin Pie Line. Be sure to specify which letter you're commenting on. The call costs 89 cents per minute.

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A Fine MA



business



Have ya ever noticed how the strangest things sometimes end up forming relationships? No, I ain't talkin' about you and yer ol' lady. I'm talkin' about Harley-Davidson motorcycles and blimps.

That's right, blimps—or dirigibles as they're sometimes called. You know what I'm referrin' to, those big cigar-shaped balloons that used to float through the sky around the turn of the century. Matter of fact, William S. Harley and Arthur Davidson probably saw a blimp or two pass overhead while they were tinkerin' on their new idea for a motor-driven bicycle.

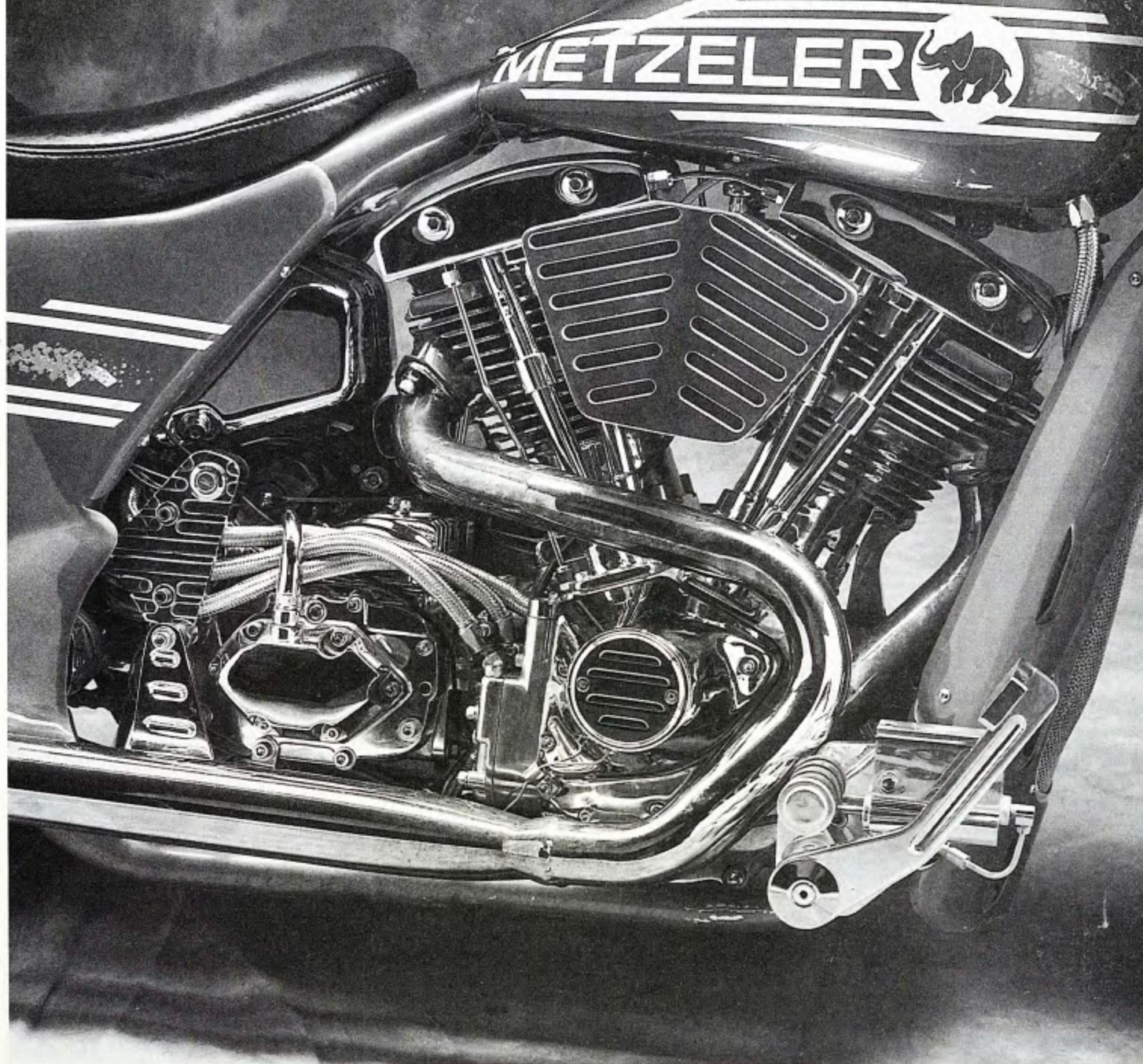
Do ya think they ever visualized any sort of future connection?



Well, eventually it happened. Because, see, the folks that made the rubber-coated fabric for those very same blimps and various other flying machines have ended up makin' a line of tires for Harleys. It's something Gary Gallagher, product specialist and vice president of Metzeler Tires, is justifiably proud of. The same painstaking craftsmanship that went into producin' blimp skins and other rubberized products over a hundred years ago, now gets channeled into makin' motorcycle tires.

"And that's *all* we make," Gary is quick to point out. "We're not a little branch of a much bigger car tire division. One hundred percent of our total energy is focused into building specialized tires to fit a variety of riders' needs."

And it may come as news to a lot of folks, Gary adds, but here in the United States, Metzeler sells



as many or more tires through dealers as Dunlop.

"There's a huge following throughout the world for Harley-Davidson," Gary says. The challenge facing Metzeler was how to carve a bigger slice of that pie—especially since Harley riders are as varied and individualistic as the bikes they ride. The solution came about when the president of Metzeler, Bob Gregg, wandered through a bike show and saw an eye-poppin', two-wheeled work of art built by Arlen Ness. The two put their heads together and figured out that the best way to showcase Metzeler's finest products was to put them on Milwaukee's finest. The resultin' metal masterpiece is called Metzeler Madness.

Arlen Ness, of course, has been craftin' award-winnin' showstoppers for the last 25 years and, of course, a good many of his projects have appeared

in this very rag. The one thing all these bikes share is Arlen's own particular style and vision.

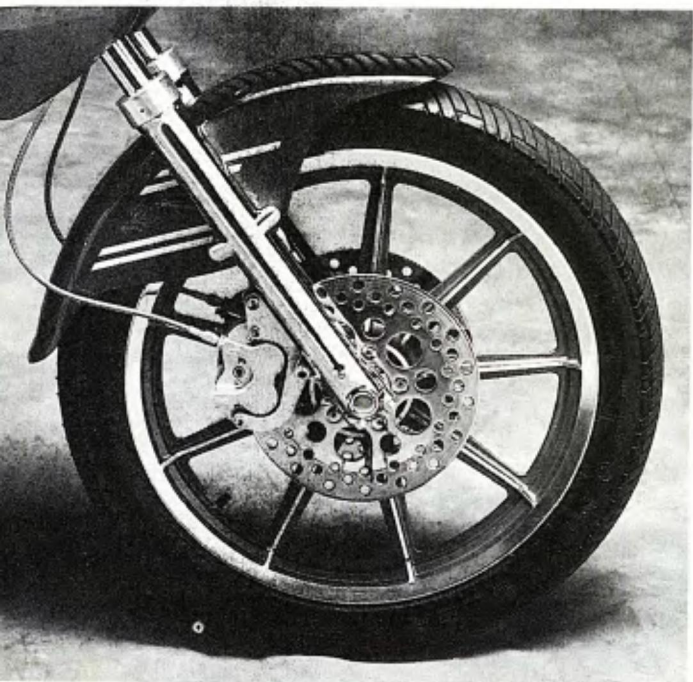
Some of Arlen's individual touches on Metzeler Madness are the narrowed fatbob tanks, the 100 percent polished and plated motor and tranny, and the hand-pounded aluminum side panels. But if there's one innovation he's most proud of, it's the tire treads airbrushed on top of the fenders. "It's just like you're looking down through a piece of glass," Arlen says.

Building a project bike to represent a company's products is a relatively new concept. "It's unique and it's expensive," Gary says. But so far it's working out very well.

"The bike is a real attention getter," Gary says. "We take it on the show circuit for exposure and it's been very successful." So successful, in fact,



Photos by Steve Coonan



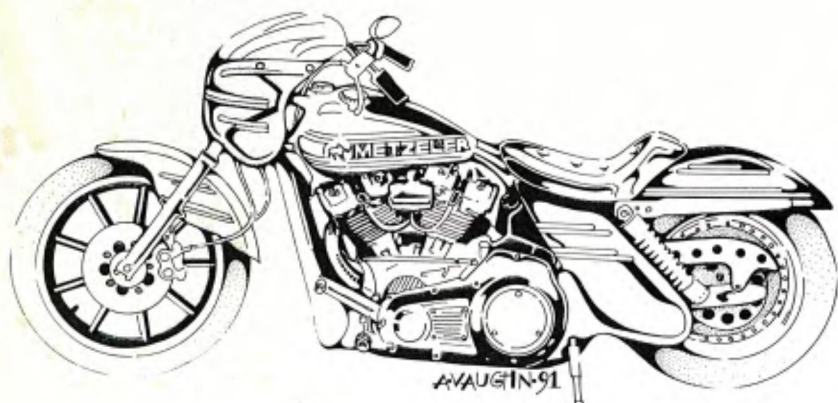
Owner(s): Arlen Ness		City: San Leandro, California	
General		Frame	
Fabrication by: Arlen, Bob Munro		Year: who knows?	
Year and make: shovelhead		Builder: Arlen	
Model: FXR rubbermount		Type: 5-speed rubbermount	
Value: \$35,000		Rake: 36 degrees	
Assembly by: Arlen		Stretch: 2 inches	
Time: six months		Other alterations: sectioned fender rails	
Chroming by: High Lustre		Accessories	
Engine		Bars: Arlen	
Year: no telling		Risers: Ness	
Model: shovel		Fender(s): Arlen	
Rebuilder: Carl's Speed Shop		Headlight: Ness	
Ignition: XL		Taillight: Gary Bang	
Displacement: 80 inches		Speedo: nope	
Lower end: stock		Front pegs: Ness	
Balancing: Arlen		Rear pegs: same	
Pistons: Gary Bang		Electrics: XL	
Cases: H-D		Gas tank: narrowed fatbobs	
Heads: factory		Oil tank: factory	
Cam: Crane		Primary cover: chromed stock	
Lifters: Crane		Seat: Ness	
Carb(s): stock		Sissybar: none	
Air cleaner: Arlen		Height: n/a	
Pipes: Ness Collector		Material: n/a	
Muffler(s): Ness Collector		Forks	
Transmission		Type: modified	
Modifications: polished and plated		Extension: 2 inches under	
Year: No telling		Builder: H-D	
Shifting: high speed		Special features: Ness trees	
Engine sprocket: stock		Wheels	
Trans sprocket: factory		Front	Rear
Wheel sprocket: H-D		Size: 19-inch	Size: 16-inch
Painting		Hub: Drag Specialties	Hub: Centerline
Molding: Ness		Rim width: WM 2	Rim width: 3.5-inch
Painter: Ness		Tire: Metzeler Lazer	Tire: Metzeler Comp K
Color: Oriental blue		Brake: JayBrake	Brake: Same as front
Type: House of Kolor acrylic lacquer			
Special paint: House of Kolor			
Other special modifications: Special graphics by Dennis Dardanelli. Brakes: JayBrake four-piston calipers with Ness stainless steel polished rotors. Special thanks to Russell Performance and Jeff Border.			

that Arlen is currently building another project bike for the tire company.

"Harley-Davidson has endeavored to keep its classic American style, yet improve its production performance and reliability," Gary explains. It's the same way at Metzeler. "We want your bike to look as good when you're riding it as when it's parked."

Maybe the relationship between blimps and Harley-Davidsons isn't so strange after all. Because what was important back then is still important now—stayin' in the wind.

—Southern Connection





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ever had a Harley,
it's real.

Because a Harley,
any Harley, changes
the way a person looks
at things. It doesn't
matter whether it's a
'59 or a '91, whether
the person is young
or old, male or female.
The effect is the same.

And there is no
half-way. It gets into your
blood, becoming not
so much a possession
as it is an obsession.

When you look at it
that way, owning a Harley
makes you part of a larger
universe. You've bought
into a singleminded
philosophy and tied

into a tradition that was
set down over 87 years
ago. You've got a special

view of the country
that you can't get any
other way.

Owning a Harley is
also lots of little things.
Like not being able

to hide a grin when you
see a police officer on
one. Getting down



See a '59 Panhead?



any other make of motorcycle.

This is all something the average person cannot understand, and no explanation can ever bridge the gap. You're a Harley rider or you're not.

You get it or you don't. When you have a Harley, there's much more to it than just owning a motorcycle. Along with it comes something that is its own reward. It's the freedom to go places most people never go.

The beauty of seeing things most people never see. The satisfaction of being Harley-Davidson, through and through.

on hands and knees
to take a toothbrush
to a cylinder's cooling

fins. It's taking the
long way to work.
Seeing a kid's eyes

light up at the end
of a toy run.
It's knowing that

there are probably
more Harley-Davidsons®
in living rooms than



**Through and
Through.**

Leap...

By Maestro

As the song goes:
Casey turned to the
fireman, said, "Boy, you
better jump. Two loco-
motives are going to bump."

Sim Webb, the fireman, did what he was told and jumped, but Casey Jones stayed on the job, tried to stop Number 382 by reversing the engine, and died with his hand on the throttle.

Jumping can save your ass. Toejam said he learned that much down on the farm. Seems he had the farmer's daughter spread out on a hay bale up in the barn when he felt the cold barrels of a 12-gauge on his ass.

With a pair of fat legs clamped around him, he couldn't wiggle out, but being on all fours like he was, he gave a mighty heave with his arms and legs and airlifted himself from danger. He upended the girl, flew out the hay-loft door, and landed in a pile of cowshit—but what's a faceful of fresh

cowshit compared to an assful of hot buckshot?

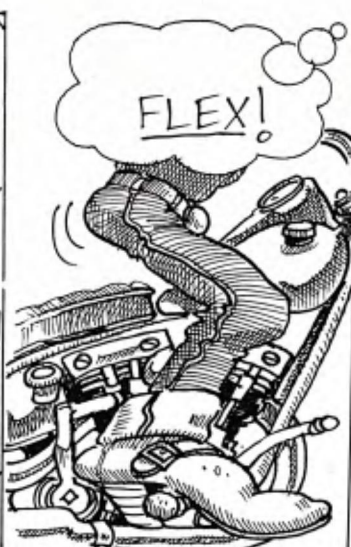
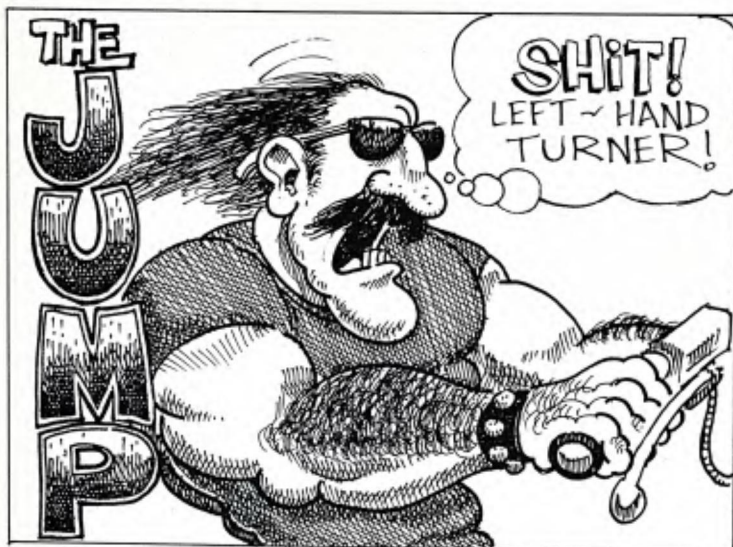
A jump in time can save your rump. Look at cats. They say cats have nine lives, but that's bullshit. Cats have no more lives than the rest of us. They just know when to jump. If you want to see, find yourself a veteran alley cat—a seasoned pro who can wrestle a half-rotten roasted turkey from the bottom of a full dumpster—and toss him in the backyard with your pit bull. A smart tomcat will hold his position until Ol' Bull's too close to put on the brakes, then jump right over him. Happens nine out of 10 times.

That 10th time, when Ol' Bull catches Tom in mid-air and catburgers him in one chomp—well, that's when Tom was just a tad slow. In jumping, timing is everything. If the fireman had waited for Casey to say it twice, if Toejam had lingered for a parting kiss—well, neither would've lived to tell about it.

So, you ask, what's jumping got to do with riding? Just this: when that Hawg starts to hit something bigger and heavier, get the hell off. Jump. Put some muscle into it and you'll sail right over what's in front of you.

This jumping technique was developed by Ted Summerfield and Tad Winiecki, a pair of bros on the rider training circuit. They outlined the idea here three years ago (issue #177, March '88) and it made enough sense that the Motorcycle Safety Foundation (MSF) had them present it at the big safety conference last fall.

Jumping works because of momentum. Think of momentum as stored energy. If you weigh 180 pounds and you're puttin' along at 40 mph (about 59 feet per second), your body represents about 10,620 foot-pounds of stored energy. That's how much total force you're subject to if you bring yourself to an instant halt. Spreading the impact out over one second reduces the energy



BEFORE YOU LOSE IT

required to stop you to around 331 foot-pounds, but that's still enough to do serious damage.

Now, the good news: you can use that same amount of foot-pounds to hoist yourself out of the way, provided you put it to work in the right direction. In other words, if you aim yourself somewhere besides right at the car—over the top of it, for example—your momentum will propel you toward where you aimed when the bike stops. Of course, like Slow Tom grieving in Ol' Bull's jaws, if you wait too long, you'll wind up as human Bondo. So, jump first. And pray.

And which way can you jump? Up. The only way. You can't go sideways 'cause that leaves you on a level with the obstruction. You have to go up, and to make sure you go up, start going up before the crash throws you forward, and help yourself go up by putting all you've got into the launch.

The best technique is to have your

feet directly under yer ass. That way, the line of force when you kick off will send you straight up. Problem is, most Hogs have the footpegs forward of your ass. That costs you some advantage, but don't stop to worry about it. When that car crosses your path, a bike's length away, stand up hard and quick on the pegs, with a motion that heaves you upward as you go from sitting to standing.

You can improve things a bit by jerking yourself forward and up from the handlebars, but you've got to turn loose of the grips quick, so your hands and arms don't hold you back. Soon as you're flying, get your arms up above and keep your body straight while flying over the car. Once you're clear, duck your head, put your hands behind your neck, and hide your head between your arms. Then, pull your knees up to your chest. Curled like this, you'll roll like a sow bug's turd when

you hit, and you'll dissipate your momentum energy in rolling rather than bouncing, skinning, bruising, and breaking. But where and when do you practice your technique? We'll get to that.

Now, as the tomcat showed you, timing is everything. Jump too soon and you wind up between the bike and the car. Jump too late and you wind up part of the car. Furthermore, as Toejam proved leaving the barn, you've got to take off from a proper foundation. This means having the bike perpendicular to the road and going in a straight line.

The normal reaction when you're about to hit something is to put on the brakes—real hard. Problem is, unless you're good at emergency braking, the rear wheel may slither to one side or the bike may offer to fall over. Either way, you can't jump effectively 'cause you can't aim yourself where you want to go. So, keep the machinery rightside ➔



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parts and accessories. Check out the 1991 Custom Chrome 20th Anniversary Catalog for accurate fitment information and clear product descriptions. Over 590 pages of ideas!

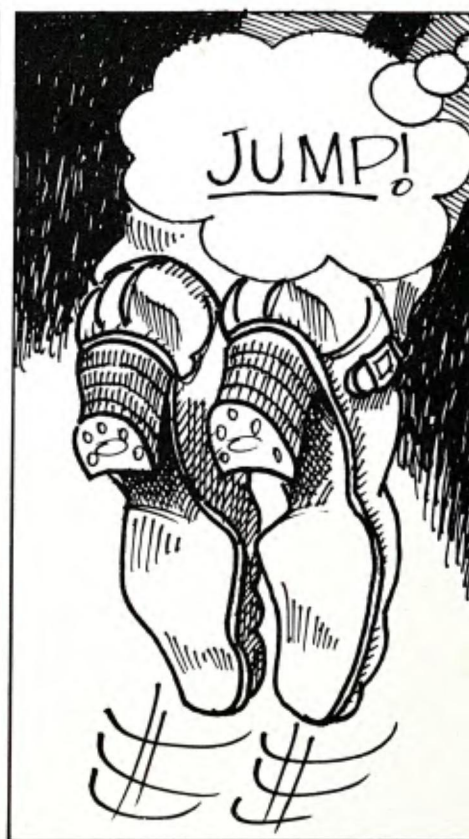
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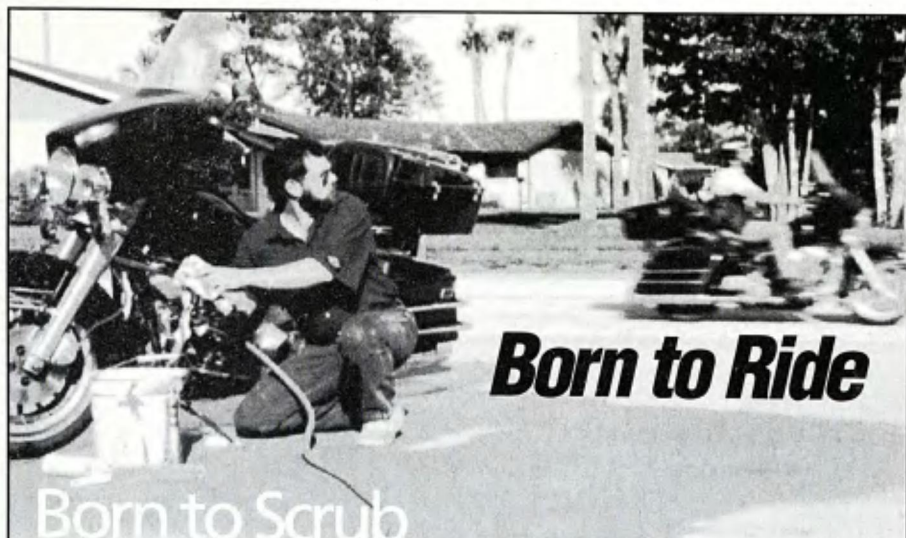


up and going straight, and just before the front tire touches metal, heave away with your legs on the pegs.

"Jump?" says the skeptical bro, runnin' a hand over his beer belly and wondering how a man carrying such a heavy responsibility is going to jump over anything.

Okay, so it won't be easy. You have to study and practice. First, send the rugrat out to catch a grasshopper. Grasshoppers are the original, world-class jumpers and they know more about it than anybody. Park the grasshopper on your finger and study how it cocks those hind legs like a trapgun. Then, nudge its ass with your thumb, and watch it turn that power loose in a thrust that sends it across the room and turns it into a green splotch on the wall.

What you do now is go around playing like you're a grasshopper. You imagine riding along, cool in the breeze, and while you're imagining, you flex your legs like you were fixin' to jump—'cause you might have to jump any time. Every now and then, you stand up real quick, studying the motions and muscles you use doing it.



Seem like you spend all your time just keeping up with the dirt your bike gets into? Make you feel like you were born to scrub? Know what? S100 Total Cycle Cleaner can get you riding faster than you ever dreamed. See, both of these guys started cleaning their bikes 15 minutes ago. The guy with the old fashioned stuff's got an hour of scrubbing left. The guy on the bike used S100 and he's gonna get an extra hour of riding in.

What's S100? S100 is the Total Cycle Cleaner that everyone's raving about. Spray it on the whole bike, touch a sponge to the real grundgy spots, rinse it off with a garden hose and go. *Rider Magazine* called it a product "...likely to revolutionize the Saturday morning wash." Of course, since S100 is approved by Harley Davidson, your authorized Harley Davidson dealer stocks it too. Just ask a friend who uses S100. After all, you were born to ride, not to scrub!



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You visualize the mortal enemy—a two-ton stationwagon, driven by a blue-haired granny in thick glasses, crossing your path. You imagine your front wheel getting closer and closer and closer and then . . . you **JUMP!** Only you don't really jump. You just think about it and pretend to.

Or, you're sitting at the bar, a bottle

visualization technique. They call it "synaptic efficacy," a fancy name that conveys what the practice does for you psychologically. Basically, it's like dodging a doubled-up fist that's coming at you: you've thought about it so often that you duck without even thinking. Same way with "synaptic efficacy." You rehearse your jump when

jumping would be as entertaining as rolling a beer keg around.

Summerfield and Winiacki tell dozens of stories about bikers who saved themselves by jumping. Some of them actually landed flat on their feet. No problem.

Think about it. Nudge that grasshopper in the ass and see how he handles

What would really give the bros some jumping practice would be for *Easyriders* to include a jumping event in the Rodeos.

in one hand and a mug in the other, thinking about being a grasshopper. Hook you heels on the rungs of the barstool, tighten up, and let your mind go over what you'd do if you were really jumping over your handlebars. But keep it under control, Toejam let go once and shattered the Budweiser neon hangin' over the bar.

Summerfield and Winiacki teach their riding students to practice this

it's not happening so that when it does happen, you jump without having to think.

What would really give the bros some jumping practice would be for *Easyriders* to include a jumping event in the Rodeos. You think you see wild modifications on those pullin' bikes? Wait'll you see what the bros will do to win the jumping contest. There'd be no end to the possibilities—and

it. Toss that cat into the penful of pit bulls and study his technique. And when you get up to fetch a beer from the 'fridge, imagine the kitchen doorway is the car you're about to hit and flex the muscles you would use if you were jumping over it.

Editor's Note: *Although this is a helluvan article and justified in many respects, we are not recommending that this practice is the answer to accident avoidance.*

THE HARLEY SIX PACK



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CONTI TWINS for CLASSICS. "...There's nothin' that'll ride like a Continental K-112 (Twins) tire..." *EASYRIDERS "Tech Tips & Tricks,"* Volume two, 1990. What more can we say!

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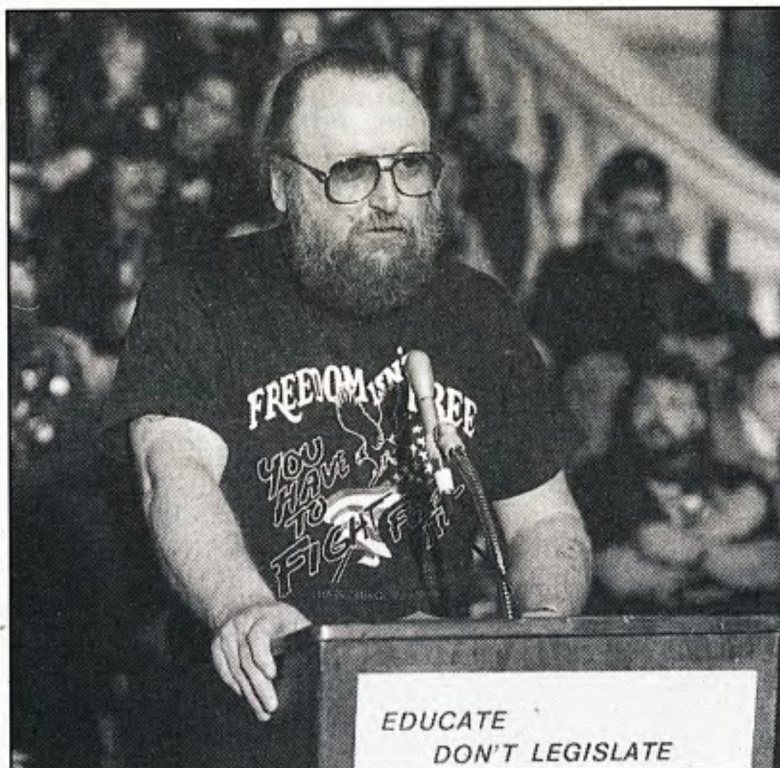
"IF IT'S OF INTEREST TO BIKERS, WE'LL PRINT IT."

ABATE OF PENNSYLVANIA COMES CLOSE—NEXT TIME?

In high school civics, you learned that state legislatures conduct their business with the dignity of a marriage broker dealing off a homely spinster to the local nerd. Truth is, the closing days of a legislative session more closely resemble a bunch of blind pigs trying to get out of a burning cornfield.

The end-of-session confusion worked to ABATE's advantage in South Carolina in 1980 (Jan. '90 issue) and they got rid of a lid law. Unfortunately, the same kind of confusion bit ABATE of Pennsylvania right in the ass. The state helmet law survived by seven votes—and seven of those who voted "Nay" on repeal thought they were voting on something else.

The problem was the legislative logjam at the end of the session last November 1990. The amendment to repeal the helmet law had become somewhat of an orphan, but a friendly legislator, Mike Veon, got it attached to a bill involving insurance policies. When the time



Charles Umbenhauer

came to vote, though, some legislators confused the helmet amendment with another amendment and voted against it. Somebody pushed an absent legislator's "Nay" button by mistake, and another legislator, following the absent one's example, also voted "Nay."

The speaker froze the

votes at 89 "Yea" to 102 "Nay," with three absent and seven not voting. Had the seven errors gone the right way, helmets would have been repealed 96 to 95.

So, ABATE of Pa. missed by a fraction. But Charles C. Umbenhauer, who handles government relations for ABATE of Pa.,

got the word out that: first, just to get the repeal amendment to a vote at all represented considerable progress; and, second, they were almost assured of getting rid of helmets in the '91 session. And, certain pro-bucket legislators, particularly, Bruce Smith, came over to ABATE's side.

Smith noted that Joan Maljavec, an active ABATE lady, had sent him many letters urging him to take the bikers' position. He also remembered how Joan went door-to-door with him in his first run for office. "Guess I couldn't let her down," he said.

That's the way it goes. A legislature doesn't run with the efficiency of the average pool hall, so you just have to accept it and work with the situation. Most important, as ABATE of Pa. proved even in defeat, is that bikers can be heard and can get bad laws repealed—but you have to organize, put in money, and hang in there. Umbenhauer's been at it five years. He almost got it this time, and next year he's sure to win.

To improve their odds in '91, ABATE of Pa. is holding a big rally at the State Capitol in Harrisburg on Monday, May 6. Keystone State bikers, be there, whether you belong to ABATE or not. Call ABATE of Pa., (717) 234-3777, for more details.

Photo by Fred Prouser

FORWARD, FORR MISSOURI

Freedom of Road Riders, Inc. (FORR) of Missouri, scored one in the elections last fall. They campaigned for Steve Danner in his bid to get into the State Senate from the 28th District, and

Danner won—just barely.

Unfortunately, FORR's man in the 32nd District, John Spangler, didn't make it, but he was running as a write-in candidate and that's always an uphill fight. Spangler did

thank FORR for their support, and says he'll be on the ballot next time.

The fact that Danner won by a narrow margin convinces him that FORR's help made the difference, and he wrote

them a nice letter saying as much. Danner closed his letter with, "I have enjoyed working with you in the past and look forward to an even brighter future."

Hear that? That's a leg-

islator talking to bikers. Now, when FORR needs some help keeping The Man off their backs (and out of their wallets), they've got a rep who will listen and who appreciates their help.

SHORT STROKES



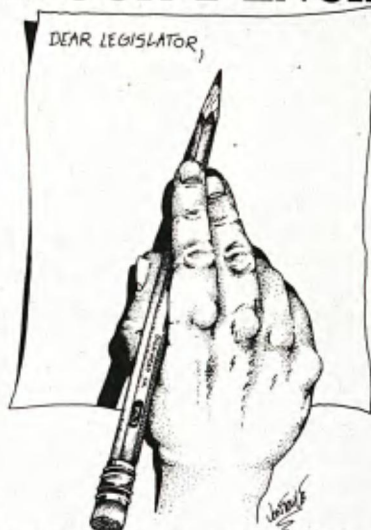
The Fiendish, Fast, And Frustrating

The performance end of this sport is exploding. Carl's Speed Shop, outta Santa Fe Springs, Calif., deserves recognition for their performance at the AMRA All-Harley Drags, Oct. 24 - 25 in Palmdale, Calif. (alt., 3850 ft.). Mark Ingle, the EV XL-Super Stock Winner, is the shop foreman. And Doug Morrow's 1200cc Sportster from Hell, owned by J. Ferl, (11.84 E.T. at 111.68 mph) was equipped with Carl's Speed Equipment. The list went on to include four of the top winners in the meet. He's into it....**The Henry Doorly Zoo** in Omaha, Neb., used bikers in an ad they ran to promote the zoo. The ad shows kids looking at a man and woman on a

Harley, and then asks if this is the only wildlife they've seen lately. Jails, museums, and now zoos. Wow....**The lung cancer death rate in women** is higher than it was 30 years ago. Smoking kills 3 million a year, worldwide. Maybe women, the mothers of future generations, should be forced to wear helmets and respirators and restricted from smoking or drinking alcohol. Think of all the money insurance companies will save. Surely, our premiums will go down—yeah, right....**Here's a quote from an unsigned editorial** in the *Arizona Republic*, the major newspaper for the Phoenix-metro area, "If traffic

safety were the ultimate consideration, motorcycles would be banned outright. Cars, trucks, and bikes are a deadly mix." Thanks, Mr. Anonymous**On the positive side**, Bill Tolle and ABATE of Nebraska are raising funds to repeal the year-old helmet law through the Hastings, ABATE of Nebraska, 10th Annual Custom Bike Show, held in May. For more info, call Bill, (308) 381-0354....**Hey, if you live in Iowa**, there's a segment on the 97 WXL morning show called "Biker Bob's Bedtime Stories." According to a local rider, this DJ gives the impression that all bikers are drug addicts and murderers. At the end of the segment, when the kids ask if he'll be back next weekend, Biker Bob replies, "Yeah, on America's Most Wanted." Hell, what's wrong with that? "Rude Awakening" is on 97 WXL, 1229 Brady St., Davenport, Iowa....**And from our science files** we find the first known case of someone showing signs of intoxication after drinking a large quantity of water. Seems a stewardess drank 3 liters of water in 3 hours, tryin' to make herself urinate for a drug test. Later, she demonstrated confusion, slurred speech, and an unsteady gait. ●

RIDERS, START YOUR PENCILS



They came close in Pennsylvania and made headway in Missouri, but the shit still runs deep in Connecticut. Word from the Connecticut Riders Association is that State Senator Thomas F. Upson is determined to get helmets on all Connecticut riders in 1991.

In one of those turns that makes you sick Upson even found a bike shop owner to go on record in favor of helmets. Fred Klies, owner of Eastern Cycle Performance in Waterbury, said he agrees with Upson. When asked if helmets interfere with hearing, Klies said bikers couldn't hear much anyway be-

cause of the traffic whizzing by them. Sheesh!

Upson invoked head injury numbers from the latest report by the Center for Disease Control (CDC) in Atlanta. Presumably, the new CDC report "proves" bikers need helmets. We've ordered a copy of the report but haven't received it yet. However, we expect the study to show that people in cars need helmets, too.

We'll bring you more info as soon as we see their report. Meanwhile, call your Connecticut bros and get them to bury the state legislature in mail. If Upson wins, that'll just encourage the bucket brigades everywhere.

BATTLE STATIONS, RHODE ISLAND BIKERS

Governor Ed DiPrete of Rhode Island wants a helmet law real bad, so last November he called in the pro-helmet big guns to propagandize for a helmet law in 1991.

John Chafee, R.I.'s fanatical pro-helmet senator, couldn't make it, so his place was taken by Mike Ryan, from Gov. DiPrete's office. Chafee, you may remember, broke his head skiing last winter. So, everybody wanted to know if he was wearing a helmet. He wouldn't say.

Yes, the Governor did

let some folks from the Rhode Island Motorcycle Assoc. (RIMA) into the meeting, but the bucket zealots treated RIMA's members like they weren't there. RIMA Legislative Coordinator Ed Matheny repeatedly pointed out that motorcycle accidents involve a lot more factors than just wearing a helmet—but nobody wanted to hear it.

"The word 'safety' hardly came up at all," said Matheny. "The purpose of the conference was to justify a helmet

law." But RIMA did manage to find some encouragement in the meeting. Eugene Peterson, from the Governor's office of the state of Washington, told the conference about how hard ABATE of Washington fought against the Washington helmet law. Peterson's point was that they won't have an easy time with helmet laws unless they can shut up the ABATE people.

In addition, Mike Ryan admitted that Senator Chafee got loads of mail opposing his position on

helmets. Apparently, Chafee didn't think the opinions of the people had to be considered—which is the normal attitude among the bucket brigade, and which is also the reason we have elections.

Last, State Representative Frank Fiorenzano spoke up to say that, irrespective of the public health issues, helmet laws involve civil and political rights that should not be treated casually:

Good words, Frank—the insurance lobby won't like you, but you

have honesty and the people on your side.

The purpose of the conference, as Matheny said, was to provide Governor DiPrete with ammunition for a helmet law campaign in 1991. RIMA—all 800 or so of its members—will fight hard, but they need help. Hey, Rhode Island riders, rally 'round and help beat this one. Lend your name, energy, and a few bucks to help. As Fiorenzano said, the issue isn't health or helmets. It's freedom.

—Maestro

WE AREN'T PARANOID, BUT . . .

Every so often somebody reminds us of the organ harvesting business. You know, an otherwise healthy person gets killed, and the doctors immediately want to install his heart or kidneys in one of their patients. Usually, the doctors lay a bunch of tearful words about how "the dead can help the living" on the relatives, and get the them to sign a consent form while they're still in shock. Then, it's out with the parts before they have time to change their minds.

The dead can, indeed, help the living for a little while, but the ones who get the most help out of the organ business are the doctors who charge up to \$100,000 to trans-



plant a kidney. The hospitals don't do badly, either. The bill on a heart transplant can run \$250,000. Of course, neither the dead guy nor his relatives get any of this green, since the rela-

tives got talked into "donating" the body parts.

Despite their public image, bikers are prime sources of usable parts. That is, they tend to be in reasonably good physical condition, their

hearts aren't bound up with cholesterol, and their kidneys are well flushed with beer. From these circumstances, some very suspicious (or very perceptive) bikers have concluded that the whole helmet law thing is a conspiracy to kill bikers so doctors and hospitals can make money selling their organs. If this sounds far-fetched, you probably don't understand the medical profession.

Right now, the suspicion is only a murmur, but it may be rising. ABATE of Nebraska, for example, prints a form for the members who want to refuse the use of their body parts while Nebraska's helmet law remains in effect. (Bikers in Texas are circulating a similar form.) The idea is

to give the medical establishment an inducement to back off their lobbying for helmets. In other words, "If you make us wear helmets, we'll make sure you don't profit from the fact that helmets can kill us."

Watch Nebraska's doctors try to get a law saying they don't need anybody's permission to sell your heart, that in their "unselfish" zeal to save somebody's life they don't have time to bother with consent forms, etc. Keep your ears trimmed in other states, too. If you hear doctors sounding off about how desperately bikers need helmets and how people killed in accidents should "donate" their organs, you might assume a connection.



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Rebuilt Flywheel Assembly - \$195.00 (exchange).

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DRAGNEWS

Here are the 1991 all-Harley drag racing schedules for AMRA, HDRA, and ECRA. Also, we are including the dates for El Mirage Dry Lake, plus the SCTA dates for Bonneville.

—Rip

AMERICAN MOTORCYCLE RACING ASSOC.

Box 50, Itasca, IL 60143
(708) 250-0838

Confirmed 1991 Points Meets:

- 1. March 7-8, 1991: Daytona Beach, Fla.**
(New track will be finished by this date in DeLand, Fla. This will be a new AMRA facility, like the one in Sturgis.)
- 2. June 22-23, 1991: Union Grove, Wis.**
(Same facility as last year.)
- 3. July 6-7, 1991: Humboldt, Iowa**
(Same facility as last year.)
- 4. July 20-21, 1991: Clarksville, Tenn.**
(Same facility as last year, but a new month.)
- 5. Aug. 7-9, 1991: Sturgis, S.D.**
(Same facility as last year.)
- 6. Sept. 14-15, 1991: Avilla, Ind.**
(Same event as last year but the facility was upgraded from the Bunker Hill, Ind., track.)
- 7. Oct. 5-6, 1991: Bowling Green, Ky.**
Finals: Beach Bend Raceway
(Was at the Clarksville, Tenn., track but we outgrew the facility for a final event. The Bowling Green facility seats over 20,000.)

HARLEY DRAG RACING ASSOCIATION

Box 1429, Elon College, NC 27244
(919) 229-4877

1991 Schedule

- 1. March 30-31, 1991: Greensboro, N.C.**
Piedmont Motorsports Park
HDRA's 6th Annual Spring Nat'l's
(Easter weekend)
- 2. May 11-12, 1991**
*Open
- 3. May 17-18, 1991**
*Open
- 4. June 15-16, 1991: Hagerstown, Md.**
Mason-Dixon Dragway
HDRA's 3rd Annual Mason-Dixon Nationals (Father's Day)
- 5. July 4-5, 1991: Charlotte, N.C.**
Charlotte Motor Speedway
N.C. H-D Dealers Assoc. Drags
(sanctioned by HDRA)
- 6. Aug. 24-25, 1991: Beaver Springs, Pa.**
Beaver Springs Dragway
HDRA's 2nd Annual Can-Am Nationals

- 7. Oct. 19-29, 1991: Farmington, N.C.**
HDRA's 8th Annual N.C. H-D Dealers Assoc. Farmington Finals
- 8. Nov. 16-17, 1991**
*Open (dates haven't been secured as of press time 1/1/91)

EAST COAST RACING ASSOC.

1966 Black Horse Pike
McKee City, NJ 08232
(609) 641-4224

1991 Schedule:

- 1. June 23, 1991: Atco N.J.**
Atco Raceway
- 2. July 14, 1991: Epping, N.H.**
New England Dragway
- 3. Aug. 18, 1991: Englishtown, N.J.**
3rd Annual New England Motorcycle Festival
- 4. Sept. 22, 1991: Atco, N.J.**
Atco Raceway
- 5. Oct. 13, 1991: Englishtown, N.J.**
Englishtown Raceway Park
- 6. Nov. 10, 1991: Englishtown, N.J.**
2nd Annual H-D Summer Festival
- 7. Dec. 1, 1991: Atco, N.J.**
Atco Raceway
- 8. Dec. 8, 1991: Atco, N.J.**
Atco Raceway
- 9. Dec. 15, 1991: Atco, N.J.**
Atco Raceway
- 10. Dec. 22, 1991: Atco, N.J.**
Atco Raceway
- 11. Dec. 29, 1991: Atco, N.J.**
Atco Raceway
- 12. Dec. 31, 1991: Atco, N.J.**
Atco Raceway

EL MIRAGE DRY LAKE

El Mirage, California

1991 Schedule

- 1. May 5, 1991: El Mirage Dry Lake, Calif.**
- 2. June 9, 1991: El Mirage Dry Lake, Calif.**
- 3. July 14, 1991: El Mirage Dry Lake, Calif.**
- 4. Sept. 15, 1991: El Mirage Dry Lake, Calif.**
- 5. Oct. 13, 1991: El Mirage Dry Lake, Calif.**
- 6. Nov. 10, 1991: El Mirage Dry Lake, Calif.**

BONNEVILLE SALT FLATS

Wendover, Utah

- 1. Aug. 18-24, 1991**
Bonneville Salt Flats, Utah



Photo by Gregg Daniel

Biker's Bulletin Board

If you would like your business included in the "Biker's Bulletin Board," seen by more than 2,500,000 readers every month, call (818) 889-8740.

ANTIQUE MOTORCYCLES & PARTS

Antique Cycle Supply, Rt. 1, Cedar Springs, MI 49319, (616) 636-5200. International source of restoration parts for H-D motorcycles. Catalog \$5.

Bob's Cycle Supply, large catalog, only \$3. Parts shipped UPS/COD. 4138 E. University, Phoenix, AZ 85034, (602) 437-0829.

BIKER BARS

Rainbow Tavern, T-shirts, with H-D design & bar logo on back (S-XL), \$13. Cert. check, M.O., or cash only. 3425 E. Benson Hwy, Tucson, AZ 85706, (602) 889-9165.

BELT DRIVES

Super Max Belt Drives, 200 South D St., Porterville, CA 93259, (209) 782-8200.

Primo Belt Drives, Inc., 6416 S. Western Ave., Whittier, CA 90606, (213) 692-8944. Catalog \$2 (refundable).

CARBURETORS

Rivera Engineering, Inc., SU Eliminator and Dell'Orto carburetors, 6416 S. Western Ave., Whittier, CA 90606, (213) 692-8944. Catalog \$5 (refundable).

CHROME PLATING

Show-quality chrome, gold and black chrome. Free price list. Worldwide direct mail order service. (204) 475-8979. The Chrome Pit, Box 3509 Stn. B, Winnipeg, MB, Canada R2W 3R4.

CUSTOM PARTS

M&M Welding, custom parts made to your specs or change old ones. Also, aluminum coatings for exhaust systems, etc. 131 N. Campus, Upland, CA 91786, (714) 981-6162.

CYLINDER REFINISHING

Newton Cycle & Leather, "Kwik-Way" bore, rigid & ball, hone to specs. 1 pr. pistons, rings, pins, keepers; \$110 complete! 24-hr. turnaround. UPS shippable. Free service catalog. (800) 284-1428.

DEALERS WANTED

Fine-Line Prod., Inc., 2461 W. Center St., Milwaukee, WI 53206. 112-page, 4-color catalog, H-D accessories/genuine bikerware. Call/write (414) 263-3000, FAX: 414-263 2001. Wholesale only.

FORKS

Forking by Frank (Frank's Maint. & Eng., Inc.), 945 Pitner, Evanston, IL 60202, (708) 475-1003.

GASKETS

Jan's Cycle Gaskets, for Harley-Davidsons. Available in kits or individually. Made in USA. Call or write for the distributor nearest you. Box 5790, Somerset, NJ 08875-5790, (201) 359-6611, FAX: (201) 359-5665.

HEADS

Flo Dynamics, 1150 Pike Lane #2, Oceano, CA 93445, (805) 481-6300. Space-age technology and parts used. Satisfaction guaranteed. 2-week turnaround. Technical info and prices available upon request. Go with the Flo Crane Cams in stock.

Hog Heads, free info and discount price sheet for valve jobs and cylinder boring. Call: (209) 533-0290 or (800) 553-8992 (outside of CA). Or mail request to: 20684 N. Sunshine Rd., Sonoma, CA 95370.

ITALIAN HARLEY PARTS

Charleston Custom Cycle, 211 Washington, Charleston, IL 61520, (217) 345-2577. 1/2-million parts in stock.

Sprint Parts Catalog, \$2, postage paid, also 2-stroke parts. Moto Italia, 13960 Hwy 9, Boulder Creek, CA 95006.

JEWELRY

Brass Head, Inc., 68 Lamar St., W. Babylon, NY 11704. Spiked leather, chain & eyeball jewelry. (516) 643-6060 (wholesale only).

LEATHERS

Sleepy Hollow Saddlebags, Inc. Free info. & price list. 105 S. 2nd St., Chesterton, IN 46304, (219) 926-1071, (800) 338-8625.

MAIL ORDER

FREE 94-page catalog, Harley-Davidson Parts & Accessories. Call (216) 364-5519 or write to: H&M Cycle Sales, Inc., Box 128, Dover, OH 44622.

Rattlesnake, Horsehair, Alligator items. Duster coats, biker items. Color brochure. Free. Paris Taxidermy, Rt. 1, Paris, TX 75460, (903) 784-7342.

MC PATCHES

Semel's Custom Colors. Made in the USA. Manufacturing colors over 50 years. Finest quality, discount prices. Fast, loyal service. 76 Lexington Ave., Passaic, NJ 07055, (201) 473-3959, FAX: (201) 473-8895.

MUSIC

"Biker Party King", "Pussy Licking Tommy," "Sally's Hair Pussy," and 14 more nasty songs on two cassettes. Send \$14.95 to Mack Banks, Box 17, West Point, MS 39773.

NEW—Writer of #1 Hits for David Allen Coe, Johnny Paycheck, George Jones, and others. "Junkyard" Gentry with "USED PARTS BAND" give you the best X-RATED biker songs you can buy. Order your 10-song cassette, "Heroes and Harleys," today. For fast delivery, charge it—M/C or Visa, call (800) 553-3610, 9 a.m.-5 p.m., CST. Or send cash, check, or M.O. to: HOGS & HEROES, 4815 Trousdale Dr., Ste. 375-ED, Nashville, TN 37220. Allow 3-4 weeks for delivery.

PERFORMANCE

Bartels' Harley-Davidson, 8910 Washington Blvd., Culver City, CA 90230, (213) 838-3003, FAX: (213) 204-0376

RESTORATION PARTS

Harley Linkert Carbs, complete rebuild with brass floats, glide fork legs, rebushed with factory tools. Fat Bob speedos, '36-'61 cosmetic & mechanical rebuilds. Throttle Masters, 3921 S. Archer, Chicago, IL 60632, (312) 247-6114

SALVAGE PARTS

Throttle Masters, H-D motorcycle & servi-car salvage. Used, rebuilt, new, old stock parts from dismantled bikes & former dealer inventories. 3921 S. Archer, Chicago, IL 60632, (312) 247-6114.

SPECIAL SERVICES

Barely There Sportswear. Look foxy in our custom-made swim and sportswear, revealing to concealing, all sizes. Catalog, \$4/refundable. Box 114, Cottage Grove, WI 53527, (608) 839-4835. M/C & Visa.

TRANSPORTATION

D&D Motorcycle Service/Crating and shipping from California to anywhere in the world. 1338 W. 228th St., Torrance, CA 90501, (213) 530-5634.

TRIKE BODIES

Maynard's Bodies. Custom fiberglass VW, sport & full size, 10 metal-flake colors available. M-F, 8-10 p.m., S/S, 10 a.m.-10 p.m. RR #2, Box 243, Lawrence, KS 66046, (913) 842-6148.

T-SHIRTS

Barnett Harley-Davidson/from \$11.95 ea. (\$9.95 ea. additional). 5 colors, all designs in stock, shipped UPS/COD same day. 9501 Montana, El Paso, TX 79925, (915) 592-5804 or (800) 736-8173.

Bro's Motorcycle Access., original flames on black, 100% cotton pocket T's, \$21.95; regular Harley T's, \$10.95. 23132-A La Cadena Drive, Laguna Hills, CA 92653, (714) 859-7708.

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) 998-6666 (U.S. funds only).

Blue Ribbon Cycles, Inc. Easyriders, H-D, custom designs. 2137 Dixie Ave., Smyrna, GA 30080, (404) 432-3614. Shipped UPS/COD.

Hacienda Harley-Davidson, \$11.95/first shirt, \$9.95/second. Heavy, black, 100% cotton, 5-color design. Shipped UPS/COD, XXX available. 918 Thatcher Blvd., Safford, AZ 85546, (602) 428-4700 or (800)-BIKE4U2.

Harley-Davidson of Hempstead Inc., \$15 ea., includes P&H. U.S. funds only. State size. 4 Laurel Ave., Hempstead, NY 11550, (516) 481-7100.

Harley-Davidson of New York, Inc., 32-86 47th Street, New York, NY 11103, (718) 278-1515. Large selection of styles & sizes—\$10 and up.

Stubbs Cycles Harley-Davidson, S-XL, \$13; XX-XXXXL, \$16. 4436 Telephone Rd., Houston, TX 77087, (713) 644-7535.

Miller's Custom Parts, S-XL, \$13.95; XXL-XXXXL, \$16.95; XXXXXL, \$21.95. Prices include postage and handling. 1863 S. Ridgewood Ave., So. Daytona Beach, FL 32119, (904) 761-0858.

Tampa Bay Ray—Motorcycle Rodeo Champ—4-color custom designed T's; \$14 (includes S&H). State size with check or M.O. to R&R Cycles, 4101A 12th Ave., East #3, Tampa, FL 33605, (813) 247-6393.

USED HARLEY-DAVIDSONS WANTED

Hacienda Harley-Davidson, 918 Thatcher Blvd., Safford, AZ 85546, (602) 428-4700, (800)-BIKE4U2, FAX: (602) 428-1988. Cash for used Harleys. We trade for anything. We pick up, crate, and ship overseas.

We Buy, Export, Sell Used Harley-Davidsons. Top cash paid. Yarock Music & Motorcycles, 8149 N.W. 103rd St., Hialeah Gardens, FL 33016. We ship worldwide. Phone: (305) 558-3345, FAX: (305) 558-0791.

Barnett Harley-Davidson, 9501 Montana, El Paso, TX 79925, (800) 736-8173 or FAX: (915) 591-8889. Cash for used H-Ds. We pick up nationwide, crate & ship overseas. We trade for anything.

VALVES

Classic Enterprises "The Head Masters." Unleaded-fuel valve seats. R.R.1, Churchill, Ontario L0L 1K0. Tel: (705) 456-6622, FAX: (705) 456-0360. USA: Kaycee, Rt. 228, Buffalo, WY 82834.

VIDEOS

Hussies on Harleys. Rock videos as you like them. \$29.95 plus \$3.50 postage and handling. VISA / M/C. Allow 4 weeks for checks, (800) 562-8357.

XXX-Adult, 90-min., full-length video tapes; \$10 each; 2 for \$15; 3 for \$20. Guaranteed 1 year. No postage necessary. Check or M.O. to NMGS Video, Drawer 11, Groveton, NH 03582 or (800) 227-8322. Checks must clear. Over 500 titles available.

WHEELS

Custom Wheels, specialize in lacing & truing. Save \$\$ on spiral, diamond, and stainless spokes. Tires, rims, hubs, complete wheel assy's, PM brakes, Revtech & Mitchell mags, chrome service, UPS shipping. New, 1991 catalog: \$1. 975 West St. Attleboro, MA 02703. Phone/FAX: (508) 222-4381.

Tell 'em you saw their name here!

EASYRIDERS

GUIDE TO EXHAUST SYSTEMS

This is tougher than breakin' the bead on a 16 with two screwdrivers and a go-cart. Many of the following companies carry a virtual armada of exhaust systems. It was a damn tough task to pick one. So, here's how we did it.

Because you, the readers, come first, we felt our primary purpose was to show you the widest selection of quality exhaust pipes available. We contacted all the major manufacturers and distributors and quizzed 'em about the systems they currently carry or build and which systems sell and perform the best.

We've covered most of the styles available, with performance in mind. If you're impressed with the info on a particular company but you like the style shown in another photo, contact the company of your choosing and ask them to send you a catalog of their systems. Every system shown could not be evaluated, but they are all hot sellers.

When you invest in a new exhaust system, keep in mind that preparation and installation are every-

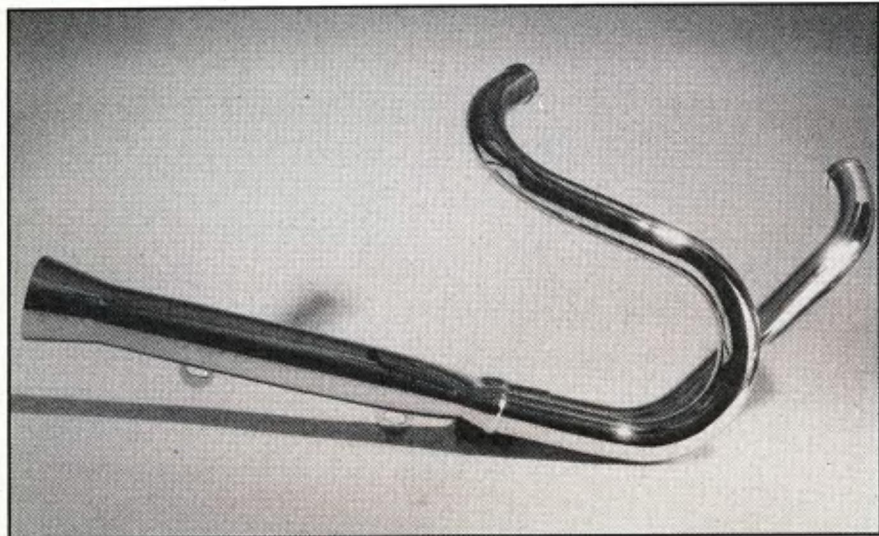


thing. A new exhaust system will be burned beyond recognition if your scoot is not tuned properly, the seals at the exhaust ports are loose, or you don't have the necessary ground clearance. During our research, we discovered that CCI has contracted with a company that makes a substance that prevents pipes from bluing—no shit. It's pictured here.

You should have your system mounted securely enough to be able to lift the scoot by the exhaust. Don't rely on the manifold bolts to hold up the pipes. When you install a new system, take your time. Don't rush or force it and make sure to use new exhaust gaskets (a must).

Most of the manufacturers in business today are not successful just because they create cool or loud pipes. There's a tremendous amount of science and technology involved, so they're a knowledgeable bunch. Tell them about your bike, how you ride it, and what's in the engine. Then let them help you get the best out of your bike.

By Wrench

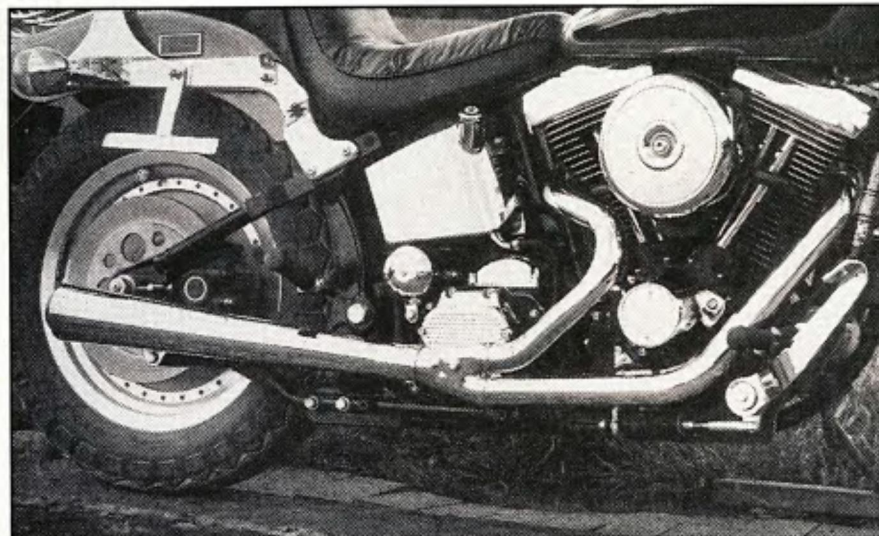


Arlen Ness

Model: Flared-tip Collector Series

Application: Chrome or black chrome for FXRs, FXSTs, and shovelheads.

Other Hot Models: FXRs and Softail systems, duals, upsweeps and shotgun pipes. But they can get anything you need. Send \$5 for the brand-new catalog to: Arlen Ness Dept ER, 1991 Catalog, Dept ER, 16520 E. 14th, San Leandro, CA 94578, (415) 276-3303.

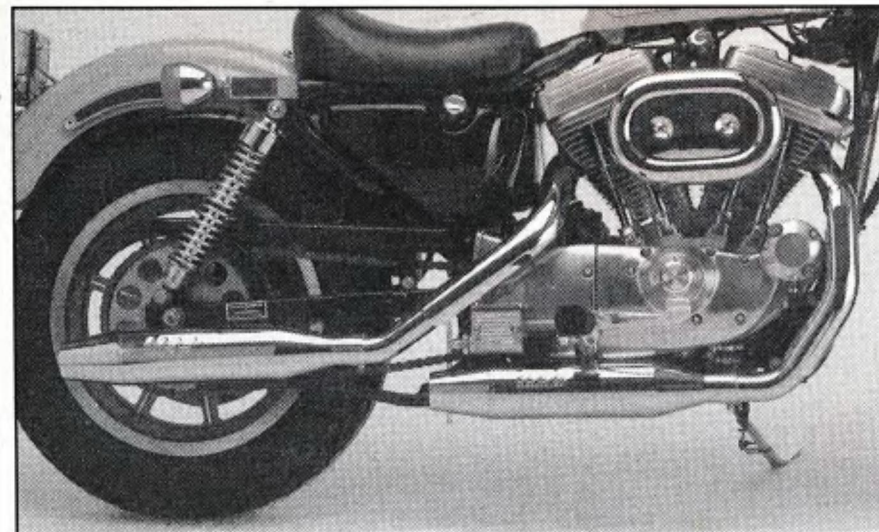


BUB Enterprises

Model: Two-Into-One for all FXSTs

Application: FXSTs

Other Hot Models: BUB Enterprises concentrates on performance exhaust systems for shovelheads and Evolutions. They make staggered duals and two-into-one systems for Sportsters and Big Twins. For the brochure that shows all the BUB models installed on street bikes, write: BUB Enterprises Dept ER, 22573 Meyer Ravine Rd., Grass Valley, CA 95949, (916) 268-0449.

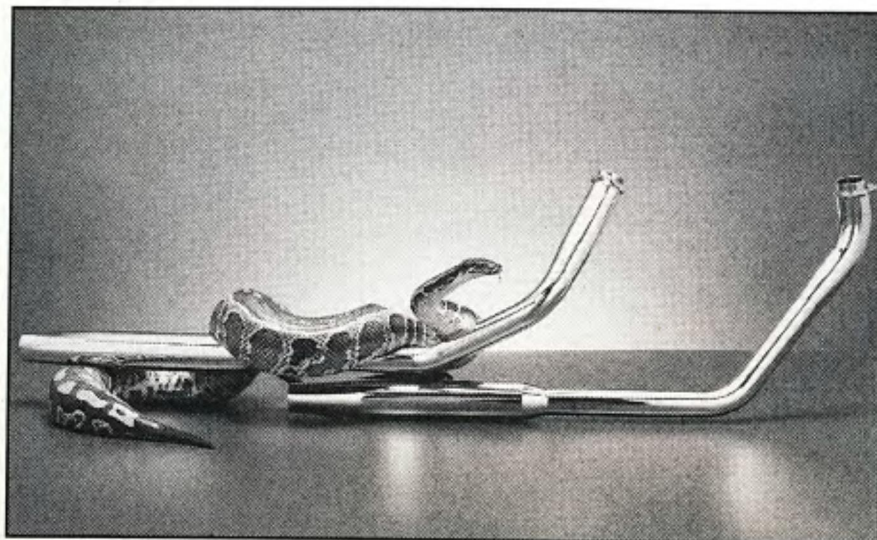


Custom Chrome

Model: SuperTrapp Staggered Duals

Applications: Sportsters, FXRs, Softails

Other Hot Models: Two-into-one SuperTrapps for FXRs, Sportsters, and Heritage-style Softails (with fins). SuperTrapp crossover systems for dressers and shotgun SuperTrapps for Fat Boys are also available. Also Dyno Power staggered duals, upsweeps, drag pipes and shotgun pipes. For their complete array of exhaust systems refer to their new 20th Anniversary catalog. (See the ad in this issue.)

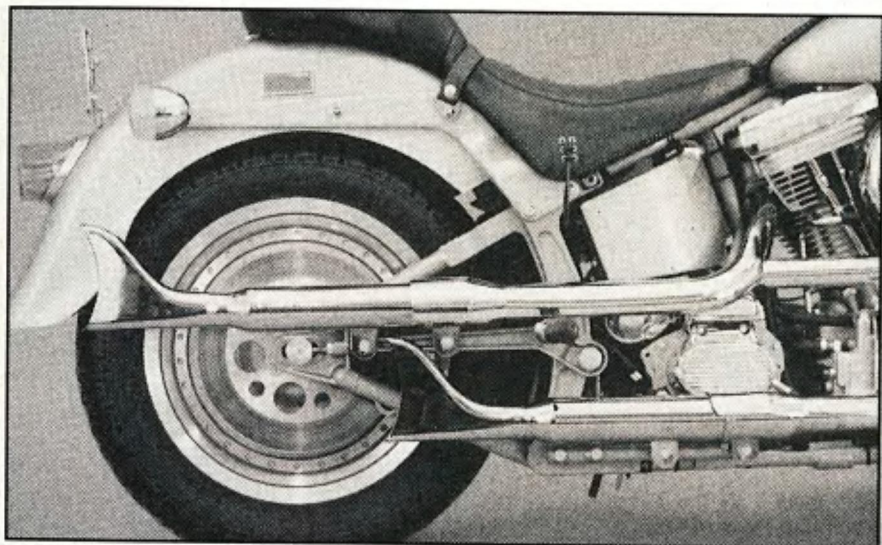


Drag Specialties

Model: Python Drag Pipes

Application: FXRs, shovelheads, Sportsters

Other Hot Models: Drag carries a complete line of quality exhaust systems available through their catalog. But this particular manufacturer is an exclusive with Drag Systems are available with and without mufflers for most Evolution and shovelhead models of Big Twins and Sportsters. For the real deal, contact: Drag Specialties, Dept ER, 9839 W. 69th St., Eden Prairie, MN 55344, (612) 942-7890.

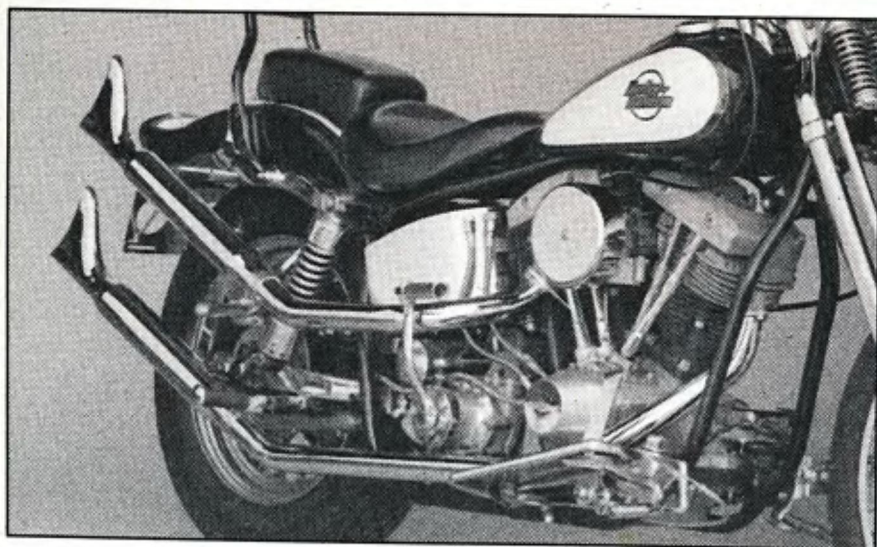


MAC Products, Inc.

Model: Softail Shotguns

Application: Softails

Other Hot Models: MAC makes drag pipes, mufflers, staggered duals, dresser mufflers and systems, two-into-one and two-into-two systems. They are one of the few companies that still advertise panhead systems. And they will treat their systems with a black ceramic coating. I liked the heat shields on this system. MAC Products, Inc., Dept ER, 1410 W. Gaylord St., Long Beach, CA 90813, (213) 436-5462.

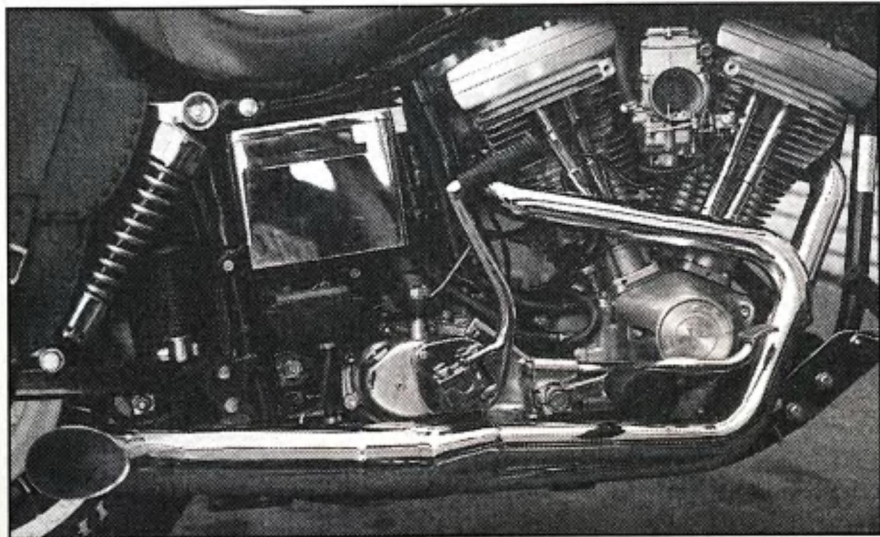


Paughco

Model: Shovelhead Upsweeps

Application: Shovelheads in swingarm or rigid frames

Other Hot Models: Paughco has a full line of systems, although, currently, their best-sellers are crossover pipes for 1986-91 Heritage Softails. The system was styled after the 1950 panhead systems. Upsweeps are also available for Softails. Paughco Inc. Dept ER, 11 Cowee Dr., Box 3390, Carson City, NV 89702, (800) 423-2621.

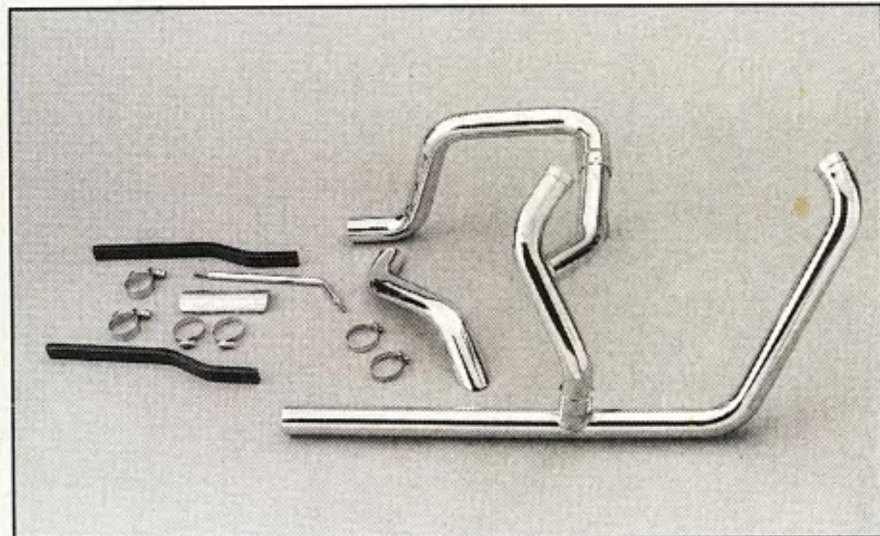


RB Racing

Model: Tuned Primary Two-Into-One

Application: Shovelheads, Evolutions, and Sportsters

Other Hot Models Available: More of the same—they concentrate on two-into-one collector systems. Most models are built for Evos and shovels. Turn-out, slash styles are now available. New custom styles called TT High and Dual High Megaphones will be available in their new catalog. For the complete assortment send \$5 to RB Racing, Dept ER, 1625 W.134th St., Gardena, CA 90249, (312) 515-5720.

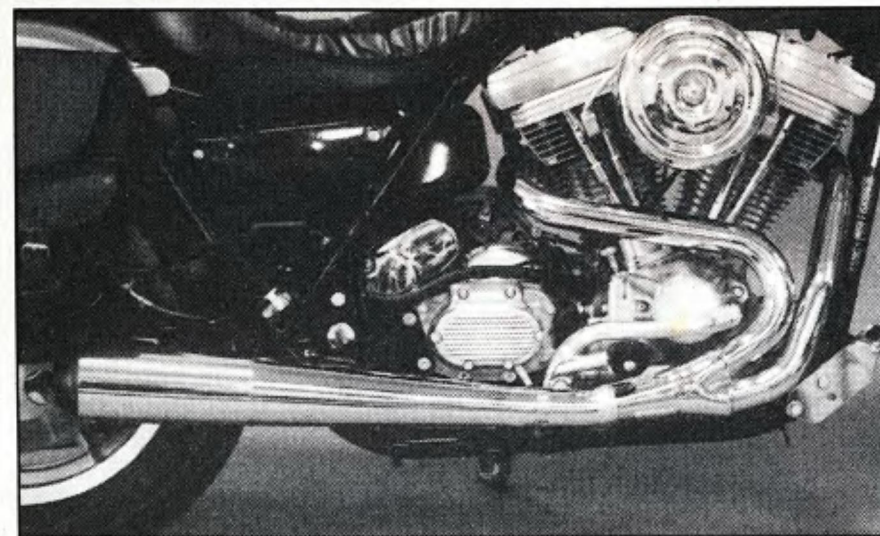


Run Roder

Model: Evo Crossover System distributed by Drag Specialties, Nempco, Mid America, etc.

Applications: FLSTs, FXSTs

Other Hot Models: Run Roder makes drag pipes, tapered style, slash cut style, turn out style, shorty, or fishtail for Evolutions Sportys, Softails, FXRs and shovelheads. For more data, contact Kim Hotinger, Run Roder Dept ER, 9500 Lucas Ranch Rd., Cucamonga, CA 91730, (714) 944-0890.



Summit Industries

Model: Jardine's Two-Into-One System

Application: FXRs

Other Hot Models: Straight pipes and one-piece muffler systems for shovelheads and Evos. Summit Industries Inc. Dept ER, 1220 West Railroad St., Corona, CA 91720, (714) 371-1744.

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.

When Panhead Pete's house mouse asked him to wear a rubber, he sniveled that he couldn't feel anything.

"Good—now we're even," said his ol' lady.

—Earl Layne
Petersburg, Ill.

There once was a honey from Boise Whose twat was exceedingly noisy. It slurped, slapped, and sucked Whenever she fucked, And could clearly be heard in New Joisey.

—Uncle Polack
Idaho Falls, Idaho



"Wow! Not too many guys would let me do the drivin'."

Definition of *breast implants*: mammaries that last a lifetime.

—Hammer
Here

A hick from a small Midwestern town was subpoenaed for a blood test to determine if he was the father of a local teenage girl's baby. He was scared shitless before he took the test, but when he left the doctor's office he was all smiles.

"Well, can they prove you're the father?" asked one of his friends.

"Shit, no way," said the confident hick. "That dumbass doctor took the samples from my finger!"

—Jeff Davis
San Antonio, Tex.

The perfect way to watch yer drinking habit: Visit only the bars that have mirrors.

—J.V.
Golden, Colo.

What's a skeleton in an Aggie's dormitory closet called?

The winner of the A&M campus hide-'n'-seek game.

—JoJo
Ridgeway, Mo.

Definition of *stalemate*: yer ol' lady after menopause.

—DeeCee
America



"Behead everyone. Spare only the criminally insane."

Three men sitting side-by-side on a plane had ridden silently for half an hour when the one next to the window cleared his throat and said, "General, United States Army, married, two sons, both surgeons."

Another 30 minutes passed in silence until the man on the aisle snorted and said, "General, United States Air Force, married, two sons, both judges."

A full hour later, the man in the middle spoke up. "Sergeant Major, United States Marine Corps, never married, two sons, both generals."

—Fat Boy
Rockies

What's LXIX?
Sixty-nine, the hard way.

—Thomas Oetzel
Ocala, Fla.

Definition of *condom*: Planned Parent Hood.

—Bosco
Inside

A hot-looking chick went to the police station to report being raped. Halfway through her story, the desk sergeant interrupted her. "Wait a minute, Miss. If you were raped two weeks ago, why are you just now coming forward in the matter?"

"That's easy to explain," she said. "I didn't know I was raped until his check bounced."

—Slick Sue
Lansing, Mich.

Three years after Chopper Charlie bit the dust, his ol' lady conjured him up in a seance through a spirit medium.

"Are ya happy now?" she asked him.

"Very!" was the ghostly reply.

"Happier'n ya were here on earth with me?"

"Much happier!" the voice of her late ol' man assured her.

"Tell me, Charlie, what's it like in Heaven?"

"I hear it's not so hot," he said.

—Al Troxler
Greensboro, N.C.



"I had all these bike parts in my garage, then I scored this cool train engine at a swap meet, so..."

On their first date, Little John took his new hardbelly out to a movie, where he had a pretty good time watching the flick and copping a feel now and again. After the show, he asked her what she wanted to do next. "I wanna get weighed," she said decisively.

Little John thought it was kinda odd, but whatdafuck, he thought—different strokes for different folks, right? So he fired up the scooter and took her down to the corner drugstore, where the machine said her weight was 107 pounds.

Afterwards, she pouted and sulked the rest of the evening, and finally a disgusted Little John took her to her door, where she wouldn't even let him kiss her.

"Jeez, whatsamatter with ya alluva sudden, anyway?" the exasperated tramp said.

"Just go on home," she pouted. "I had a wousy time."

—Kippy West Coast

The young and nubile hardbelly married a 93-year-old coot for his money, and on their wedding night, much to her surprise, the old guy held up five fingers as she hopped into bed. "Oh, honey," she said with astonished delight, "does that mean five times?"

"Not exactly," said the graybeard. "It means you can pick one out."

—Ruben Sanchez Crescent City, Calif.

A backstabbin' bro was screwin' the hell outta his best friend's ol' lady at her pad, when suddenly she heard the front door open and realized her ol' man had come home earlier than usual.

"Oh shit, he's gonna kill me if he finds you here," she said in a panic. "Hurry, honey, jump out the window!"

"Are ya fuckin' nuts," the cheatin' biker said. "We're on the 13th floor!"

"Darlin'," the bitch said, "do ya really think this is the right time to be superstitious?"

—Victor USA



"Sorry, Ma'am."



"You took a crap just last month. What've you got, diarrhea?"

Mad Mike and his ol' lady had been married 25 years, so they decided to renew their sacred vows and then relive their wedding night. As they sat on the side of the bed in the same motel room where they'd spent their honeymoon, his ol' lady asked, "Sweetheart, what were your thoughts 25 years ago tonight?"

"I was thinkin' 'bout how I was gonna fuck yer brains out," Mad Mike reminisced aloud.

"Wow! And what are you thinking about tonight?"

"I was thinkin' about what a good job I did."

—Ken Burden Sterling, Ill.

Born loser: someone who gets a paper-cut infection from a get-well card.

—Risky Doin' It

"And what exactly were you doing out at 3 a.m.?" the judge asked the drunk.

"I was attending a lecture, Yer Honor," replied the drunk.

"A lecture? At three in the morning?"

"Sure, Judge," answered the drunk, "and sometimes the wife stays up even later than that."

—Jackson Corcoran, Calif.

One day the neighborhood asshole was putting in his backyard when he spotted his next-door neighbor, a biker, grinning at him from the bedroom window across the way.

"Hey, I heard your wife's pussy smells like an empty tuna can," the asshole yelled at the biker.

"That's a fact," the biker replied.

"And I heard your wife's tits hang down to her knees," yelled the asshole.

"That's a fact," the smiling biker once again replied.

"Well, ain't ya gonna say something about my wife?" asked the puzzled neighbor.

"Fuck, man, do I look crazy to you?" asked the biker. "Right now, my left nut is in your ol' lady's mouth!"

—The Goose Blythe, Calif.

What do a biker bitch and a shotgun have in common?

One cock 'n' she's ready to blow.

—John Harrell Goodyear, Ariz.

A Texan visiting his cousin in Maine belittled every scenic wonder he was shown. His cousin finally had enough of his bragging, and in desperation he slipped a huge lobster into his guest's bed. When the Texan pulled down the covers, he gasped and called for his cousin.

"What in tarnation is that?" asked the Texan.

"That's a Maine bedbug," the Yankee replied.

"No shit?" said the Texan as he studied the lobster more closely. "It's a young'un, ain't it?"

—Lucky Graybar Hotel

One day while out shooting squirrels, a backwoods hillbilly found a mirror which had been lost by a backpacker.

"Well, if it ain't my old dad," he exclaimed as he picked it up and gazed at it. "I never knew old Dad had his picture took."

He took the mirror home and stashed it away in the attic, but his actions got his ol' lady suspicious. That night she slipped up to the attic and found the mirror.

"Uh-huh," she said, looking into the mirror, "so this is the old hag he's been slippin' off to see."

—Morris the Cat In Lockdown



Heard a good one lately?
CALL 900-234-BIKE
Leave your jokes on the
RAISIN PIE LINE
and we'll send you \$40
for each one we use.

89 cents per minute

BIKER HALL O' FAME

BROTHERS AND SISTERS WHO STAND OUT IN THE CROWD

Clay Johnson

Council Bluffs, Iowa

March 4, 1944 - November 21, 1990

Clay Johnson was largely responsible for the rebirth of ABATE of Iowa. He served many years as state coordinator and was instrumental in the creation of the now-annual 4th of July Freedom Rally.

He was instrumental in the establishment of an ABATE of Iowa lobbyist, initiating a state-funded Rider Education program (for which he was an instructor) and he assisted in forming the National Motorcycle Rights Foundation.

A Clay Johnson Memorial Award has been established by ABATE of Iowa to go to the state's top Rider Education instructor each year.

Here's a quote from an article in the December 1990 issue of *Free Way Flyer* (the ABATE of Iowa newsletter) written by Lee McCubbin, a longtime friend of Clay's and fellow ABATE officer:

Clay Johnson was more than a friend to me. He was a teacher, a confidant, an advisor

and a mentor. He taught us all how to listen and how to plan. He challenged us to think and to believe in what we were doing and to believe in ourselves. He taught us not to quit just because we made a mistake. He taught us instead to learn from those mistakes and to go on.

Clay showed us that if you believed in something strong enough and stuck with it... you could succeed. He showed us how to channel our enthusiasm and energy to



Photos by Michael Lichter

achieve those goals and how to work together. He showed us that imagination and guts to try were things to be proud of.

Remembering what he has taught us and continuing to grow, even with him gone, is the best memorial and testimonial that we can provide to this man.

You will be sorely missed, Clay Johnson, but we will not let your spirit nor your conviction

die. They are the gifts you left to us... keeping them alive and growing will be our gift to you. Thanks for having been here...

Clay was riding solo that tragic night in November when he fell victim to an unexplained motorcycle accident.

We'll all miss you, Clay—ride free, bro.

—Dean Shawler
ABATE of Iowa
Editor, 1982-84

SHACK O' SHAME

Governor Mike Sullivan

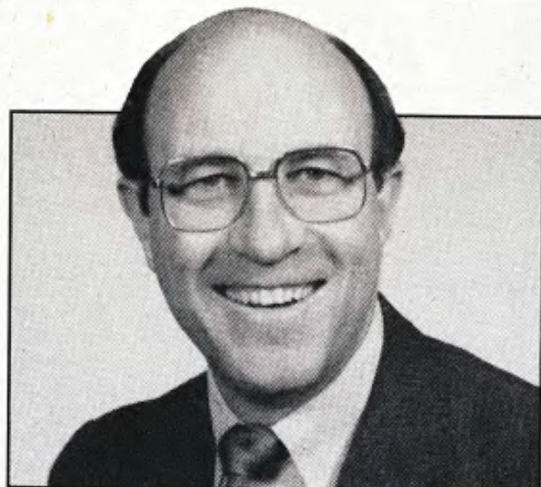
Cheyenne, Wyoming

While California probably has the most controversial insurance issue in the nation, with Proposition 103 (which would lower insurance rates across the board) having been voted in some three years ago by the people of the state and virtually ignored by insurance companies, other states are experiencing similar problems.

The last, but certainly not least, of these con-

troveries occurred in Wyoming, which, according to the *Radar Reporter*, where we got this story, has probably the cheapest speeding tickets in the nation. But what the magistrate doesn't rob you of after your indiscretion of velocity, your insurer will.

State Senator John Vinich was able to convince his fellow lawmakers that information about certain speeding



violations—up to 64 mph on roads with 55-mph limits and up to 74 mph on 65-mph roads—shouldn't be shared with insurance companies. Unfortunately, Governor Mike Sullivan wasn't

willing to raise the ire of insurers or jeopardize federal highway funds, and so he vetoed the bill.

Sullivan said in his veto message, "I would suggest that if automobile insurance rates are

too high, the issue is better addressed through insurance rate regulation, rather than a pea and shell game with public traffic citation records."

The insurance industry is a profit making enterprise which has garnered higher and higher profits through government intervention, as this example illustrates. Bullshit!

—Red Baron

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To obtain the 20% discount you must either be a member of our Discount Club or mail in your order.



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CLASSIC 4.0 & 5.5 GAS TANKS

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25-571 3.5 gal. 58-78 XL \$155.96
25-572 3.5 gal. 82-84 XL \$155.96

KING TANKS FOR SPORTSTERS

GM104 3.5 gal. low tun. universal \$70.36
GM103 3.1 gal. high tun. 57-78 \$70.36
GM105 3.1 gal. high tun. 79-81 \$70.36
25-573 3.3 gal. high tun. 82-89 \$91.96

KREEM GAS TANK SEALANT & PREP

15-291 Sealant, one pint \$6.80
15-290 Prep \$6.80

BENDIX CARBURETOR KITS INCLUDE AIR CLEANER, THROTTLE ETC.



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ALREADY APPLIED

BENDIX CARBURETOR KITS

27152-71 38mm, fixed mainjet \$111.96
27153-71 38mm kit, fixed mainjet \$127.96
27152-86 38mm, adjust. mainjet \$143.96
27153-86 38mm kit, adjust. mainjet \$159.96
27152-87 40mm, adjust. mainjet \$151.96
27153-87 40mm kit, adjust. mainjet \$180.00

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96815-46 Fits 74's, 80's & 45's all years \$27.96

20% APPLIED

DRESSER-STYLE DUAL EXHAUST FOR SOFTAILS
800-00 Dual exhaust, Dresser style, mufflers optional 84-84 FXST \$360.00
800-10 Dual exhaust, Dresser style, 30" drag pipes w/bolt-on fishtail \$380.00

DELL'ORTO PUMPER CARB

RE-DEL-38 38mm XL, FX, FL \$214.95
RE-DEL-40 40mm XL, FX, FL \$214.95
RE-DEL-38P 38mm Pan 48-64 FL \$229.95
RE-DEL-40P 40mm Pan \$229.95

ASK ABOUT DISCOUNT



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AMERICAN MADE WHEEL ASSYS.

40968-73 16" chr. 3.50 rim \$180.00
40969-73 16" chr. 4.00 rim \$192.00
40968-19 19" chr. 1 1/2" \$195.00
40968-21 21" chr. 1 1/2" \$195.00
43540-73 Hub, comp, chr \$140.00



"SUPER" SERIES CARBURETOR KITS FOR BIG TWINS

100-1 Knuckle/Pan carb kit, O-ring heads 1 1/2" 36-65 FL \$220.00
100-2 Shovel carb kit, O-ring heads 1 1/2" 68-78 FL, FX \$220.00
100-3 Shovel carb kit, band heads 1 1/2" 79-83 FL, FX \$220.00
100-13 Evol. Big Twin carb kit 1 1/2" 84-84 FL, FX \$243.96

KITS FOR SPORTSTERS

100-4 Sportster carb kit, O-ring heads 1 1/2" 52-78 \$220.00
100-5 Sportster carb kit, band heads 1 1/2" 79-84 \$220.00
100-52 Spt. carb kit, w/vac adv ign, uses comp. fittings 1 1/2" 85-85 \$220.00
100-15 Spt. Evo carb kit, solid man. 1 1/2" 85-85 \$243.96

Note: Kits for Evolution models include solid mount manifold.

S & S SUPER

"E" & "G"

Super "E" 1 1/2" & "G" 2 1/16" carb

\$309.95-\$328.75

Complete kits include air cleaner, manifold and instructions etc.

NO FURTHER DISCOUNT



S.U. CARB KITS
Specify carb & manifold
Fits all Harleys
S.U. carb \$255.00



20% APPLIED

SOLID MOUNT INTAKE MANIFOLD FOR EVO.

27008-83 Intake manifold 83-83 FL, FX \$47.96
27011-83 Intake manifold 86-88, 883, 1100, 1200 XL \$47.96
27012-83 Intake manifold spigot mount 88-88, 883, 1100, 1200 XL \$47.96
Above item 27012-83 requires part #17-372 Adaptor, flange style \$12.76

REAR RIMS

CHROME 16"

08-007 40 hole \$35.96

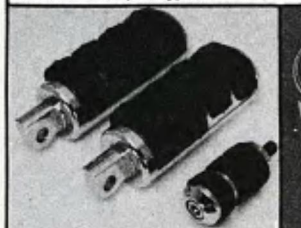
20% APPLIED

FRONT-END PACKAGE \$1095.00

Complete dual disc front-end includes:

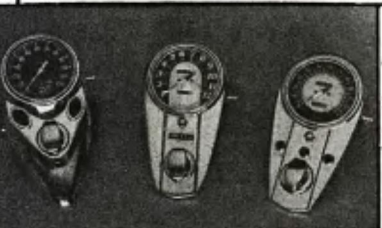
Econo-Glide in stock or 2" over lengths w/custom trees, Glide risers w/choice of handlebars, master cylinder, brake lines, black calipers, axle, 21" front wheel w/disc rotors, tire & tube front fender.
45514-89 Front-end package, complete \$1095.00

ADD \$50.00 FOR STOCK TREES



ISOLATOR FOOTPEGS

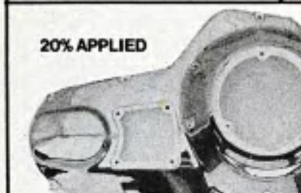
48-000 (2) sm, male \$23.96
48-001 (2) sm, 1/2" male \$23.96
48-002 (2) lge, male \$23.96
48-003 (2) lge, 1/2" male \$25.56
48-004 Shifter peg (1) \$7.96



DASH KITS FOR HARLEYS

All kits come complete with chrome dash cover, mounting kit, ignition switch and choice of speedo.
NOTE: Specify 2:1 or 1:1 ratio on speedometer.
310125 Cateye dash kit \$119.96
310135 Three light dash kit \$119.96
310185 Two light dash kit \$119.96

20% APPLIED



20% APPLIED

OUTER PRIMARY COVERS

28-065 Outer primary, chr. 70-85 FX \$95.96
28-066 Outer primary, chr. 65-84 FL \$95.96



DUAL LEAD COILS

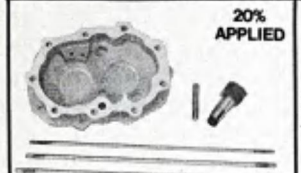
17-371 12V chr \$19.60

CLUTCH HUB W/BIG FIX

26-500C Clutch hub, 5 stud \$111.96

CLUTCH HUBS

25-295 Clutch hub, 3 stud \$74.95
26-500 Clutch hub, 5-stud \$94.95



20% APPLIED

REPRODUCTION ROUND AIR CLEANER

29002-35D Air cleaner assembly, plain \$35.96
Fits Bendix, Keihin & Tillotson carbs.

20% APPLIED



KICKSTARTER KIT 5-SPEED

33032-80 Kicker kit, 5-spd 80-86 \$199.96

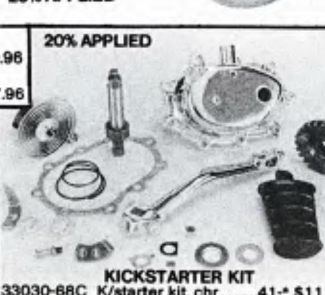
KICKSTART ADAPTOR 5-SPEED

33030-80 Kickstart adaptor 80-86 \$87.96

EXHAUST PIPES CLOSE OUT SPECIAL

WHILE SUPPLIES LAST \$69.95

0705 2" Slash cut 36-47 Knuckle
0707 2" Slash cut 79 XL
0733 2" Titan 66-69 FL
0742 2" Titan Spt. 86-883-1100
0808 2" T/Turbo FXR, FXRS, EVO
0825 2" S/Gun T/Turbo 57 & up Rigid
0828 2" S/Gun Titans 84-84 FXST
0830 1 1/4" S/Gun Titans 84-84 FXST
0833 2" U/swept F/Tail 36-47 Knuckle



KICKSTARTER KIT

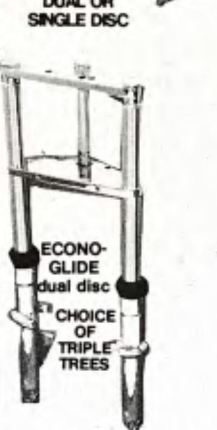
33030-68C K/starter kit, chr. 41-84 \$111.96



FLH TYPE TRIPLE TREES

45701-80 Chr 49-84 FL \$151.96
T2513 Custom \$132.00
45666-80 Chr FXWG \$140.00

DUAL OR SINGLE DISC



ECONO-GLIDE dual disc

CHOICE OF TRIPLE TREES

ECONO-GLIDE

45512-86 cust trees \$550
45510-86 blk. stk. trees \$570
45511-86 chr. stk. trees \$600



NOTE: FRONT-END SOLD LESS R/LIGHT & BRACKET

NO FURTHER DISCOUNT ON FRONT-END KIT

20% APPLIED

STAINLESS STEEL SPOKES \$45.00

201S 16" FL Hub
801S 19" FL Hub
802S 19" FX Hub
901S 21" FL Hub
902S 21" FX Hub

CHROME SPOKES

08-019 Spokes 16" FL hub \$26.36

SUPER COIL

140405 \$43.96

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DISTRIBUTOR PACKAGE \$6.00 VIA U.P.S. CALL FOR DETAILS

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ER5-91

TALKIN' TECH



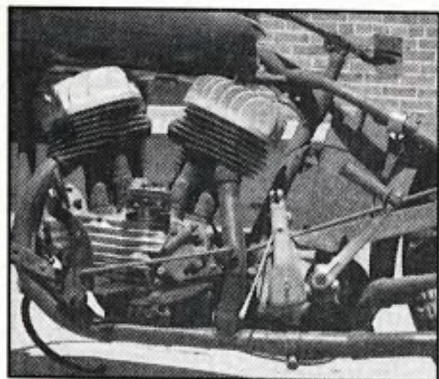
How many times have you sat in your garage, teeterin' on an old milk crate and scratchin' your head over how to do this or that? Well, by all the flywheels that turn, this is your opportunity to find the answer. Just jot a note to Wrench, c/o Easyriders, Box 3000, Agoura Hills, CA 91301. If we can find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

Get It Together

On page 28 of your November 1990 issue, in your "Restoration Tech," I noticed the photo caption that said, "1936 VLH." You should know that particular bike was *not* a VLH. It was a 45 flathead and an earlier one at that. Why don't you guys get it straight?

Terry Williams
Latham, Ill.

It's not our nature.



Five-Finger Rake

What the hell is a five finger rake? Can you rake a frame the width of a palm? I had a Jap custom frame that was raked an inch, or 20 degrees over stock, and that seemed like a lot. Of course, I used a 10-over springer. She was hell at slow speeds, but straight as an arrow on the freeway.

Wayne
Missoula, Mont.

One time, in our not-too-distant past, bros raked frames out far enough to get five fingers under the neck. The rough rule of thumb is 10 degrees per inch. It's unlikely you raked your frame 2 inches.

Boo-Boo

This is for Troll. In regards to your "Tech Tip," page 66 of the December 1990 issue, you made a boo-boo.

The "pressure release valve" you warned everybody about is in reality a pressure relief valve and is very much desired. In the unlikely event the filter paper plugs up (bad?), the little

valve opens and lets oil (unfiltered) return to the tank.

Or, since I live much closer to the Arctic Circle than you, extremely cold oil might find it a bit tough to get through the paper 'til some engine heat starts seeping through.

I use the same adapter you do, except my filter is a Fram PH3614.

Steve Austin
Potlatch, Idaho

What's First?

I'm interested in buying a Harley and am looking for some information—like which model I should plunk my hard-earned service salary down on? Would it be better to go for a new or used one? I'd appreciate a suggestion or two.

Kevin Cornett
USS Midway (CV-41)
IM-3 Shop 11
FPO San Francisco, CA
96631-2710

Got any suggestions for Kev?

Danny Gray Seats

Over the years, I've noticed many feature bikes adorned with Danny Gray seats. Could you tell me how to contact this talented artisan.

Geff Besser
Elma, N.Y.

Danny Gray can be located at 625 Third St., Clovis, CA 93612. Or you can call him at (209) 299-1000. His specialty is custom-made seats.

Panster

I've got a '79 XLH that I would like to convert to a "Panster," (pan top/Sporty bottom). Where can I find the recipe to do such a masterpiece? And will the new motor fit in the stock chassis?

Karl "Taz" Bivens
4710 Plomondon #55
Vancouver, WA 98661

Here are two to try: **Axtell**, 1424 S.E. Maury, Des Moines, IA 50317, (515) 243-2518. **Trock Cycle**, 13 N. 417 French Rd., Hampshire, IL 60140, (708) 683-4010.

Belt Info

Regarding the bike on the cover of the February 1991 issue. The bike chart lists Karata Belt for the secondary drive, from the trans to the rear wheel. Where's this company located?

Derek Wirth
Sarasota, Fla.

Karata Enterprises, Co. is located at 3 River Rd., Conshohocken, PA 19428, (215) 825-2070.

Advance Mechanisms

I had changed over to points in my cone motor when your article came out—excellent advice, but here are some additional pointers.

When you get the advance mechanism kit, with points and condenser, shitcan the points and condenser and replace them with Blue

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

What's Happenin'

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

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

Arizona

SW HDRA ALL-HARLEY DRAGS—May 18-19 in Phoenix at Firebird Int'l. Raceway. Sponsored by Southwest Harley Drag Racing Assoc. Write/call: SW HDRA, Box 56603, Phoenix, AZ 85079. (602) 931-1906 or (800) 289-DRAG.

California

VINTAGE CYCLE RALLY SHOW/SWAP/RUN—April 27-28 in Tulare at Tulare County Agri-Center, 4450 S. Laspina. LARGEST and BEST!!! Sat.-show & swap, Sun.—"Pete Stockfelt Memorial Run." Admission: \$1 (GATE 3). Show entry: \$20 (GATE 2). Swap space: \$35 (GATE 1). Sponsored by Friends of West Coast Rally. Hotels available. All inquiries: Will Dickey-(805) 772-2038.

4TH ANNUAL SAN BUENAVENTURA ANTIQUE & CLASSIC MOTORCYCLE SHOW & EXCHANGE—June 23 in Ventura at Ventura Fairgrounds (9 a.m.-3 p.m.) A MUST for Indian, H-D classic, owner/enthusiasts. Featuring amazing Victor McLaglen Motorcycle Stunt & Drill Team. DON'T MISS IT! Sponsored by area's ONLY Indian-H-D classics shop: The Shop, 6541 Ventura Blvd. (Hwy. 101, Johnson exit), Ventura, CA 93003. (805) 656-6777.

Illinois

3RD ANNUAL SPRING POKER RUN—April 28 start (9:30-11 a.m.) in Waukegan at Lake Shore H-D, 1424 Belvidere Rd. Party at last stop. Food/entertainment, bike raffle. Call: Russ/Henry/Richie-(708) 662-4500.

Iowa

MOTORCYCLE HILLCLIMB & PARTS EXTRAVAGANZA—June 2 in Anamosa (1-mile S. junction Hwy.'s 64 & 151, 10 a.m.-4 p.m.) Admission \$5. Sponsored by J&P Swap Meet Promotions. Write: Box 405, Anamosa, IA 52205. Call: Bill-(319) 462-4605.

Maryland

HDRA 3RD ANNUAL (Father's Day) MASON-DIXON NATIONALS—June 15-16 in Hagerstown at Mason-Dixon Dragway. Sponsored by Harley Drag Racing Assoc. Write: HDRA, Box 1429, Elon College, NC 27244. Call: Ace/Dane-(919) 229-4877.

Mississippi

POKER RUN—April 20 starting in Jackson at Longhorn Tavern/Mart 51 (corner Terry Rd./Hwy. 80) at 11:30 a.m. to Vicksburg. Sponsored by ABATE of Mississippi, Jackson Chapter. Write/call: Box 97264, Pearl, MS 39208. (601) 957-9163.

Montana

3RD ANNUAL "SHOW & SHINE" MOTORCYCLE SHOW—April 20 in Billings at Beartooth H-D, 1215 Monad Rd. Outdoor/indoor, depends on weather god. Beer/food available. Admission \$1, entry \$10. Six trophy classes, trophy girl. Sponsored by Roaddogs MC. Write: Box 50611, Billings, MT 59101.

New Jersey

AMERICAN IRON MC SPRING PARTY & JAP BIKE CRUSH—April 28 in Hamburg at Hamburg Fireman's Pavilion on Rt. 23 at noon. Sponsored by American Iron MC. Call: Ed-(201) 848-8485.

EAST COAST MOTORCYCLE FESTIVAL—June 23 in Atco at Atco Raceway. Sponsored by East Coast Racing Assoc. Write/call: 1966 Black Horse Pike, McKee City, NJ 08232. (609) 641-4224.

North Carolina

7TH ANNUAL CHEROKEE RALLY SWAP & SHOW—April 26-27-28 in Cherokee, Ceremonial Grounds. Games, music, vendors, QUALITY EVENT. Sponsored by Bob's Precision Cycle, 702 Anderson St., Piedmont, SC 29673. (803) 845-5772.

North Dakota

GLEN ULLIN/VIETNAM VETS MC POKER RUN—May 25 in Glen Ullin. Write/call: 1001 S. 22nd St., Bismarck, ND 58504. In ND-(800) 247-1213 or, (701) 223-5609.

Norway

SUPER RALLY '91—May 17-18-19-20 in Hunderfossen. Advance tickets \$30, at gate \$40, camping. GOOD PARTY! Sponsored by H.O.G. Club of Norway, Postboks 751, 2801 Gjovik, NORWAY. Tel. 476179820.

Pennsylvania

ROLLING THUNDER PA.'s 2ND ANNUAL "RIDE FOR FREEDOM"—April 28 starting (9-11:30 a.m.) in Montgomery at Comm. College (leave noon) to Vietnam Memorial, Philadelphia. Show SUPPORT for RELEASE of our POW/MIA's. Write or call: ROLLING THUNDER PA., 180 Chester Ave., Phoenixville, PA 19460. (215) 935-2771.

MOTORCYCLISTS RIGHTS RALLY—May 6. ***DATE CHANGE*** Was 5/20. Details in last issue (#214). Call (717) 234-3777.

Utah

JUNE JAMBOREE—June 21-22-23 in Ogden Valley. Music, camping, events. Sponsored by ABATE of Utah, Weber Chapter. Write/call: 3043 W. 4850 S., Roy, UT 84067. Spike. (801) 773-6134.

SW HDRA ALL-HARLEY DRAGS—June 29-30 in Salt Lake City at Bonneville Raceway. Sponsored by Southwest Harley Drag Racing Assoc. Write/call: SW HDRA, Box 56603, Phoenix, AZ 85079. (602) 931-1906 or (800) 289-DRAG.

Virginia/Washington, D.C.

ROLLING THUNDER IV MEMORIAL DAY WEEKEND 1991—May 24-25-26. Campground in Front Royal (Va.) at Warren Co. Fairgrounds. 2-part run—Part 1: leave campsite 8:30 a.m. to Pentagon parking lot. Part 2: leave Pentagon parking lot noon for D.C. run. Both led by Vietnam Vets MC. Campsite offers music, speeches, guests, museum. Fri.-Sat.-Sun. camping. Campsite (gate): \$25 person/\$40 couple. Campsite sponsored by Americans Supporting America's Veteran's (ASAV). Write/call: Don "Smitty" Smith, c/o ASAV, Inc., Box 1333, Front Royal, VA 22640. (703) 722-1103.

Washington

13TH ANNUAL SPRING OPENER—June 14-15-16 in Roslyn. Sponsored by ABATE of Washington. Write/call: Jim Boyer, Cindy Cooper, Box 26, Olympia, WA 98507. (602) 931-1906 or (800) 289-DRAG.

Wisconsin

HARLEY HOMECOMING NATIONALS—June 22-23 in Union Grove at Great Lakes Dragway (10 a.m.-5 p.m.). Drags/bike show/swap. Write/call: Broadway Bob Metzler, c/o Great Lakes Dragway, Box 154, Union Grove, WI 53182. (414) 462-5520.

900 phone number state codes - alphabetically

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

BIKE FEST '91 MARIPOSA CALIFORNIA

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
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- Cheap beer
- Wild Women, wild men, and wild times for only
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For more information and tickets
call (800) 247-6246

For trade show information call
(916) 921-9705

\$25 in advance (\$35 at the gate)

Send _____ tickets @ \$25 Total enclosed \$ _____

☐ Money-Order ☐ Check

Name _____

Address _____

City _____ State _____ Zip _____

Charge my: ☐ MasterCard ☐ Visa ☐ AMEX

Card No. _____ Exp. date _____

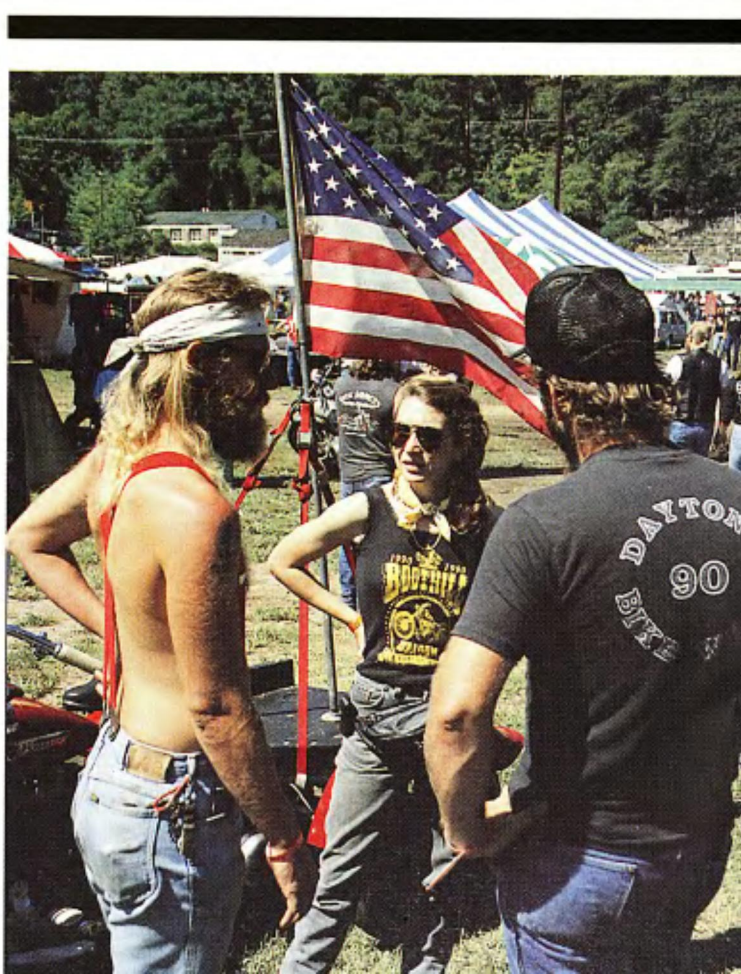
Signature _____

Day phone _____ Night _____

Visa, MasterCard, AMEX orders only, toll-free 24 hrs.:
800-247-6246

An M M A of California event

Send to BIKE FEST '91, Box 1025, Agoura Hills, CA 91301



THE CHEROKEE RALLY

The 1990 Fall Rally in Cherokee, North Carolina, was a righteous way to wind up the

summer. It gave all of us ridin' fools the chance to head out on the high-

way and really put some miles under our belts. As we wound our way through the

beautiful Blue Ridge Moun-

tains, I'll be damned if that cool autumn air didn't feel downright good. (Just in case you

weren't one of the over 10,000 bikers that showed up,

make it a point to be there in '91—and remember, they

hold this Rally in the spring, too—the last weekend in April.)

Folks call the area in and around Cherokee, N.C., a reservation,

but accordin' to the history books, it's what they refer to as

a boundary. Dr. Abram, of the Cherokee Heritage Museum,



THE SOUTH DOES IT AGAIN



says the Indians acquired this land from a particular feller, Will Thomas, who wanted to give the Indians a chance to own their land, which was at that time illegal. He bought the land from white settlers and then sold or, in most cases, gave it to the Indians who wanted to remain on their native hunting grounds, instead of being forced to move to a "reservation" in Oklahoma.

The Indians named this patch of land the "Qualla Boundary," in honor of a white woman who lived on the actual boundary line that separated the land owned by the Indians and the settlers. Her name was

Polly, but the way the Indians said it, it sounded like "Qualla." Evidently, they couldn't quite get the "p" and "y" sounds right. Cherokee means "yellow hill" and Oconaluftee (try saying that after a shot of Jack Daniel's), the name of the river that flows through the valley, means "beside the river." The Indians that lived near the river were known as "Luftees."

Well, now that history class is over, it's time to tell ya 'bout the Rally.

You couldn't have asked for better weather then we had Saturday morning, and everybody was ready to mark this Rally up as another one to remember. I'll



be willin' ta betcha my ol' 1972 Night Train that no one had any gripes—'cept, maybe, that the nearest place to buy cold beer was about 7 miles away, so if you weren't packin' your own supply, ya had another excuse ta fire up and do some more ridin'.

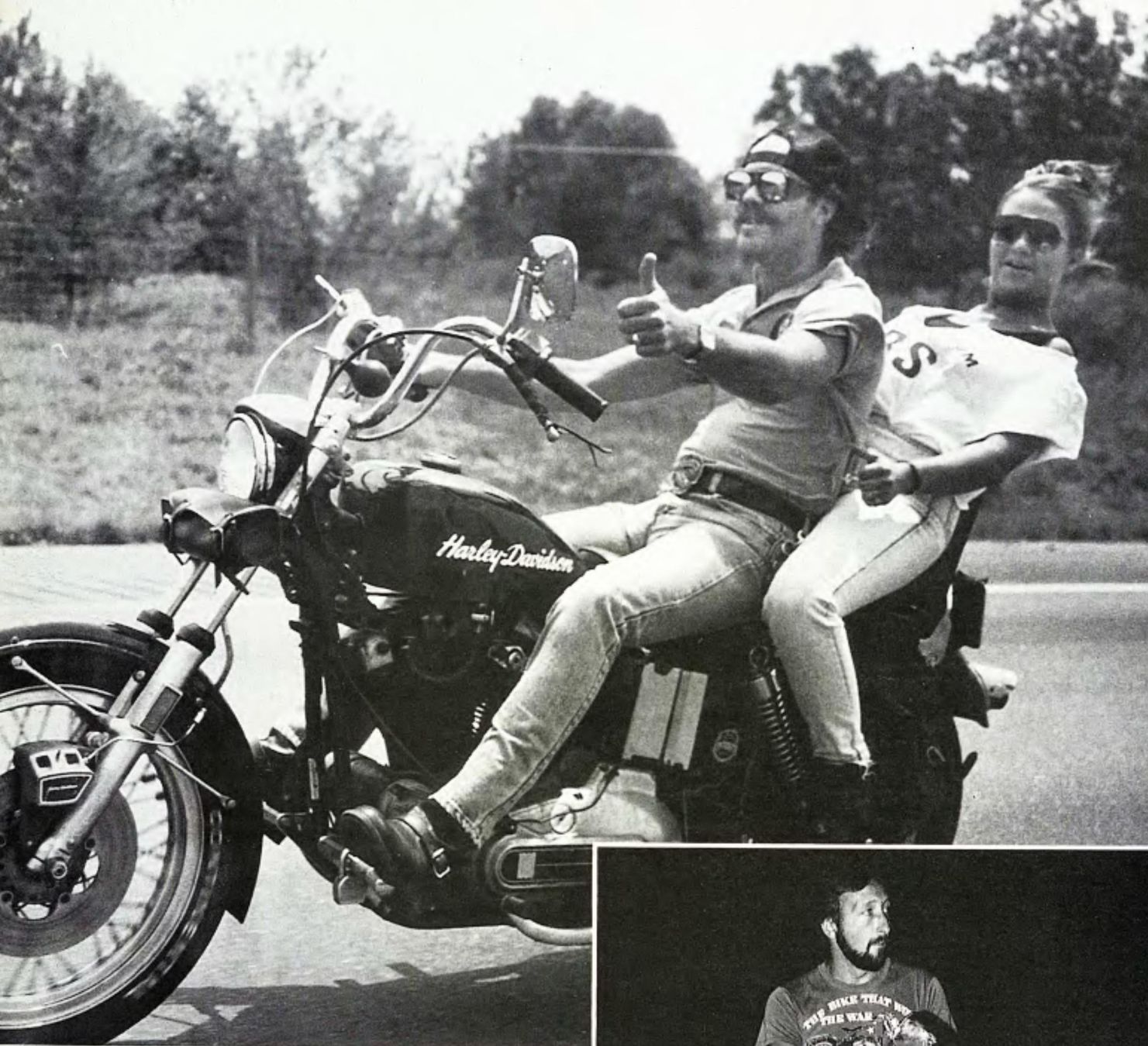
There was some righteous partyin' goin' on, with folks windin' it up tight and gettin' down at the Wolfe Campground, and private drag racin' happening at the New Found and Cool Waters motels. There wasn't a disgruntled word heard from anyone. Matter

of fact, the Comfort Inn even provided a bag o' rags for motorcyclists to use.

Bob and Sharon Baxter, and the rest of their crew, did a helluva job keepin' the fun rollin', with a lot more to do at a Rally than you'd expect. Events

There was some righteous partyin' goin' on

included: your basic wienie bite, tater in the hay, and slow race, a killer sled pull, a figure eight, and one of the most competitive, oiled-down board competitions this 'ol boy has seen in quite some time. I'm talkin' about some serious ridin' skills here,



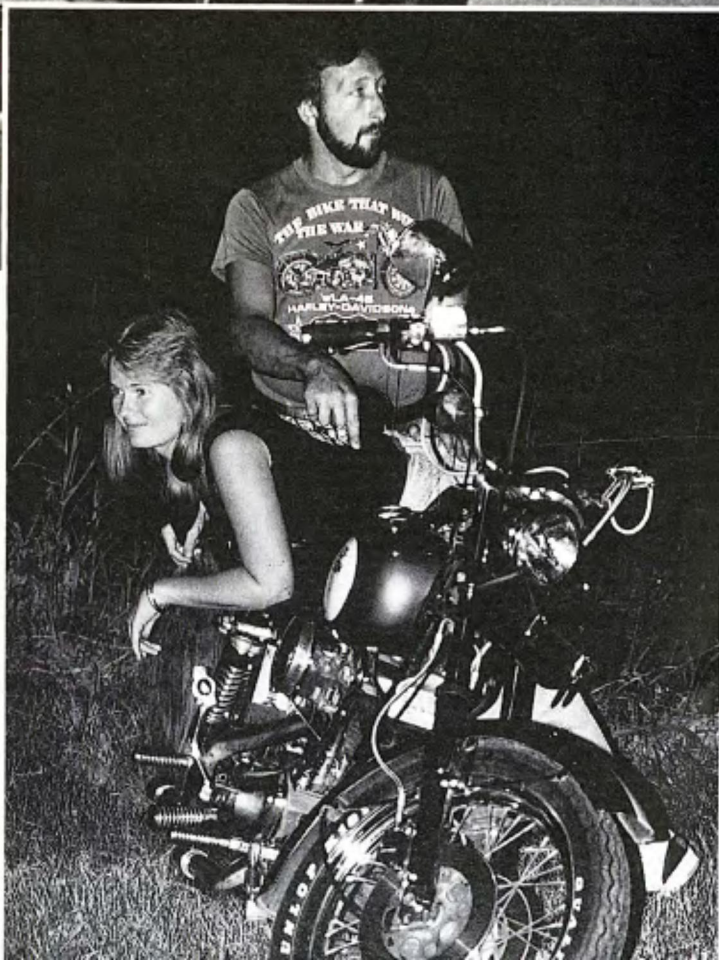
Photos by Michael Cornett

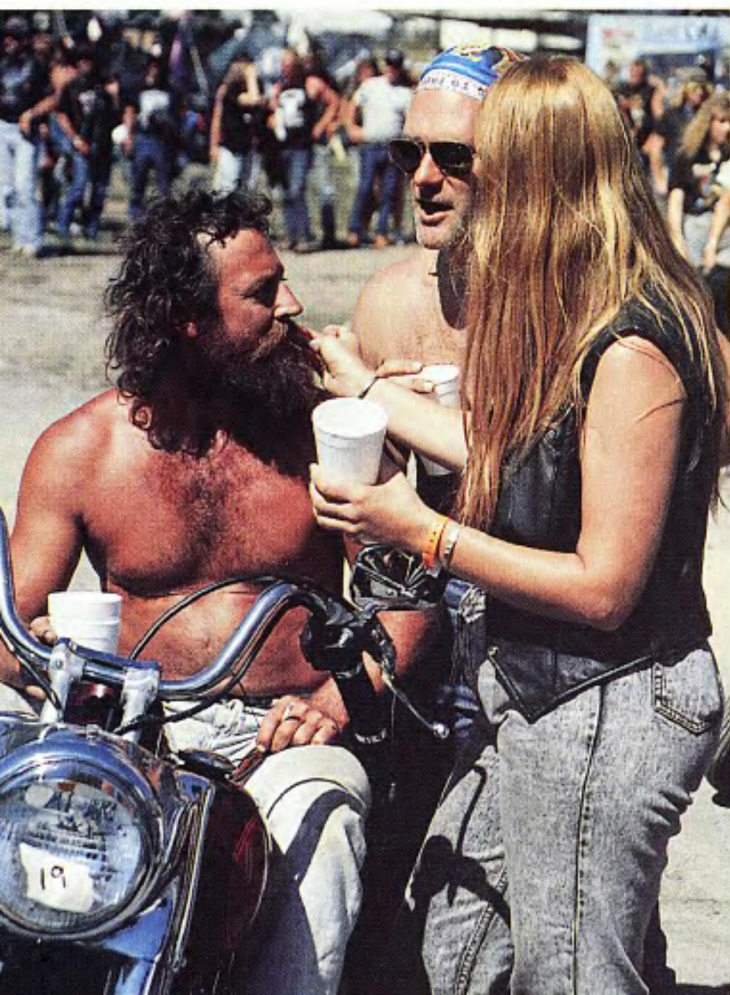
and not just by the hardtails, either. There were some women who got in on the action, and they went at it with righteous and dogged determination.

I can't forget to mention the 32 choice machines that were in the bike show and the others that didn't get entered, but were part of the fine-looking bunch ridden to the Rally.

If ya still need convincin', just ask any of the folks who know. They'll tell ya there are some damn good times awaitin' ya in the "Yellow Hills," and you'll be gearin' up to ride to the next one.

—Beauregard





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DECEMBER *Fox Hunt* WINNER



Sivi, pictured in an ass-shiverin', bone-hardenin', mountainous, winter-wonderland scene, is yer latest bike-ridin' Fox. Her dad raised her to putt. In a departure from the norm, we've featured her aboard another lovely lady's scooter. We did it for a couple of reasons, not the least of which is that containin' a red-blooded American biker bro around Sivi's suppleness ain't the easiest job. Besides, whatdafuck? Jamie's panhead is deserving.

—Loudmouth



Hardtails turn me on. I like the beauty of the curves in the Harley body, which handles mine well.

Goldie, Florida—900-234-BIKE—Ext. #401



I dream of riding fast through the night with a man with total experience and control over his bike and over me.

Angela, Hawaii—900-234-BIKE—Ext. #402



Since the first time I rode a Harley, it has always brought me peace of mind and comfort.

Debra, California—900-234-BIKE—Ext. #403



I'm a German girl. I would love to be in your magazine because it and Harleys are the best.

Sherrol, Louisiana—900-234-BIKE—Ext. #404



I think motorcycles looks tough, especially with a hot, sexy model posing on it.

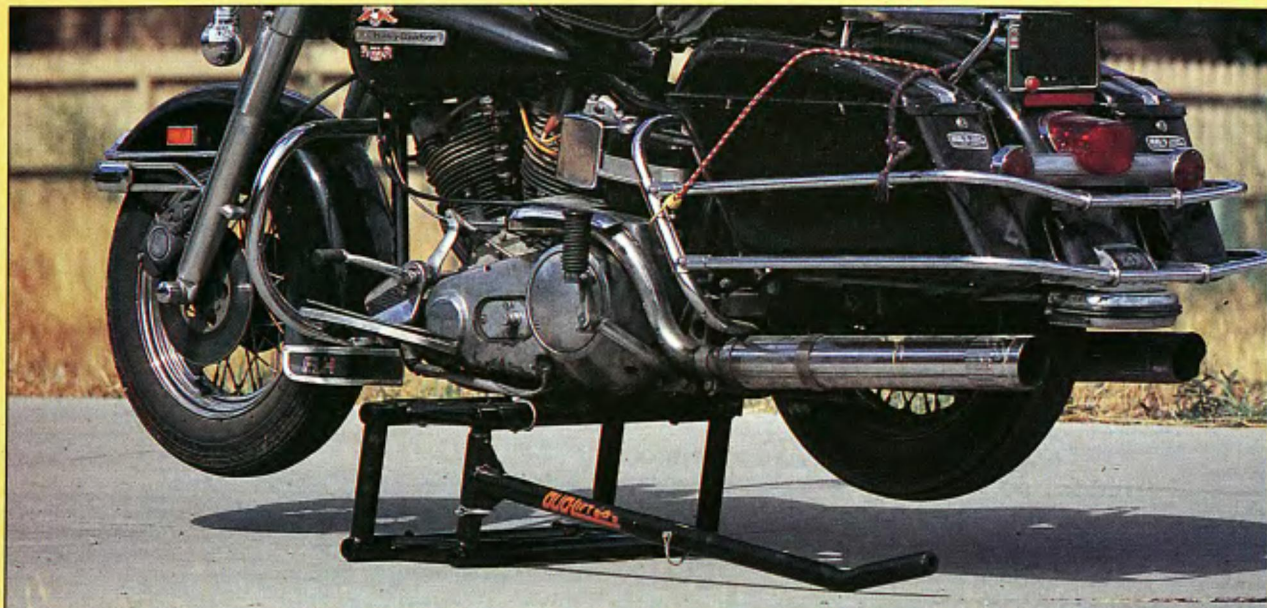
Jewell, Indiana—900-234-BIKE—Ext. #405



Bikers are the best people. When the time's right, they know how to have fun.

Lisa, Iowa—900-234-BIKE—Ext. #406

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.

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Easyriders

Fox Hunt

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

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

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

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

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

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

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

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

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

Readers, exercise your God-given right as a biker and a reader of this rag. You can call in for this issue starting April 1, 1991. No foolin'. 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



Here she is, bros, the first monthly winner in our 13th Annual Fox Hunt, Sylvia, #406, from San Jose, California. See more of her next issue.

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

The deadline for voting for this month's crop of cuties is April 30, 1991.

We'll print the winner in the September issue.

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

FOX HUNT
Box 3000
Agoura Hills, CA 91301

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.

215

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.

TAPPET TRIVIA

During the 30 years that I've been eyeballing scooters, I've seen many otherwise beautiful engines spoiled by annoying, unsightly oil leaks. This is especially common around the tappet guide/pushrod tube area on Big Twins.

In the following article, we'll cover a few of the tips and cures for this problem which I've found to work well. (Cheap, too—that never hurts).

If you pay close attention to these tips, and watch for an upcoming article on rocker box leaks, you may just be able to go for a ride someday without a rag in your back pocket!

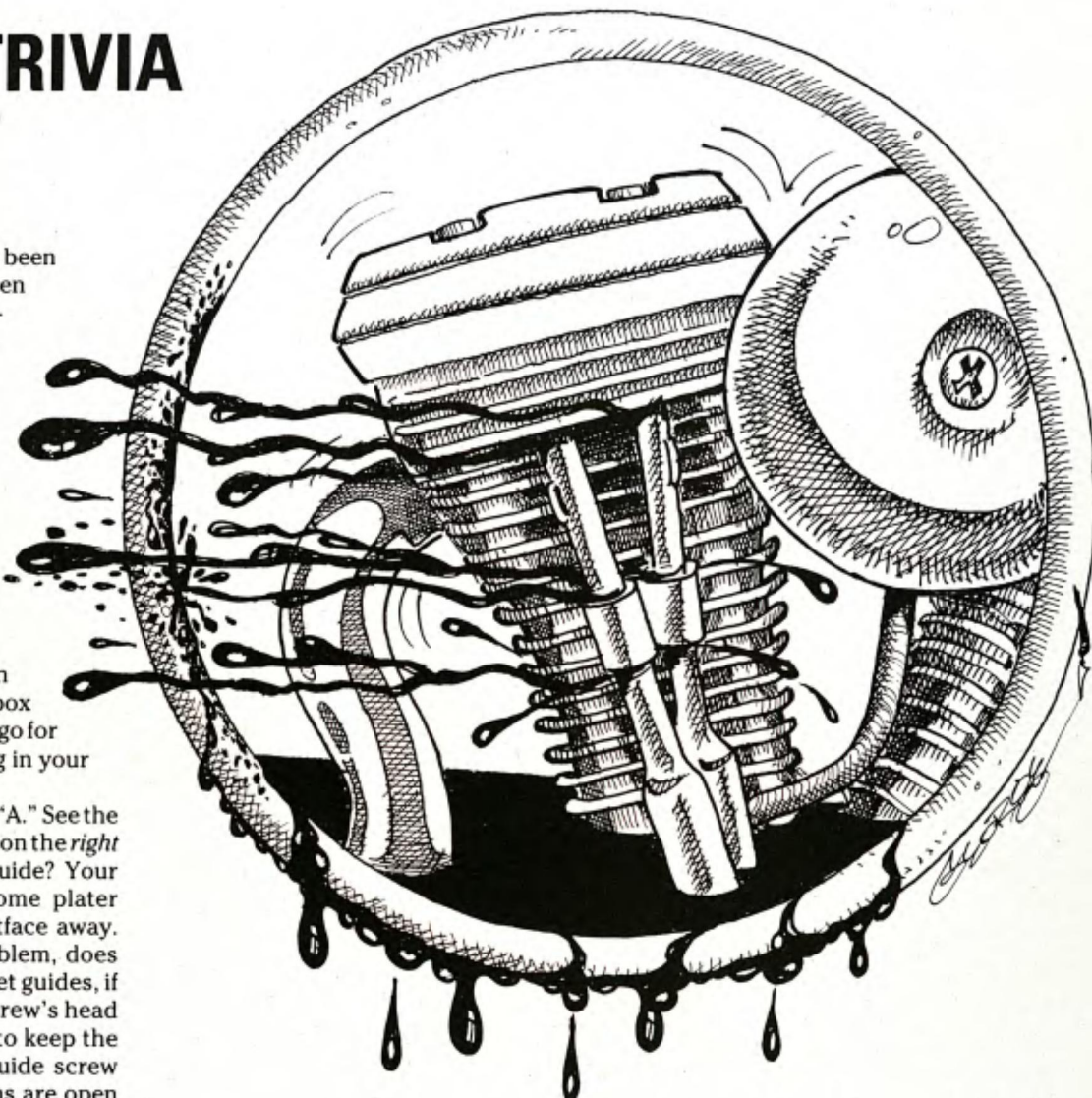
Take a close look at photo "A." See the tappet screw spotface (seat) on the *right* near corner of the tappet guide? Your friendly neighborhood chrome plater has partly polished the spotface away. Doesn't seem like a big problem, does it? But, on late Big Twin tappet guides, if this surface is not flat, the screw's head can't seal against the guide to keep the oil in. Most of the tappet guide screw holes on late-model Big Twins are open to crankcase pressure at the bottom, inside the gear case cavity. Positive crankcase pressure forces oil vapor up the screw threads and out from under the head of the screw which is hanging out unsupported on one side. Instant leak. The hard, unforgiving nature of a chrome-plated surface doesn't assist sealing, either.

Easy cure: Place one H-D #6218W seal washer (also available from NEMPCO—#82396) under the head of each screw during installation. It's fixed. These copper washers are quite small in outside diameter and are not objectionable in appearance at all. Makes for a neat, professional-looking installation.

Next problem: chronic leaking at the bottom seal of the pushrod tubes. There are several things which must be checked here. Run down the following list and you should have all the bases covered.

1. Spring Tension

If you can depress the spring cover cap quite easily, then you may have a weak spring which should be replaced.



If your engine has taller-than-stock cylinders, you need extra-long pushrod spring cap retainer clips. Sometimes even a stock height engine can benefit from these. S&S products has a good selection of these clips in five different lengths. Use the longest one you can fit in. Shorten them to suit, if necessary.

Occasionally, you'll find the steel washer (H-D #6762B) which goes between the spring and seal missing. Look closely, sometimes they imbed themselves in the cork seal and only appear to be missing.

2. Pushrod Tube Drainage

You know it's not good when you shut off your engine, open up a pushrod tube, and a flood of oil comes out. No seal can last long if the whole pushrod tube is full of oil. The oil drain hole down through the cylinder head and cylinder is not the only way top end oil returns to the crankcase. A portion of it flows down

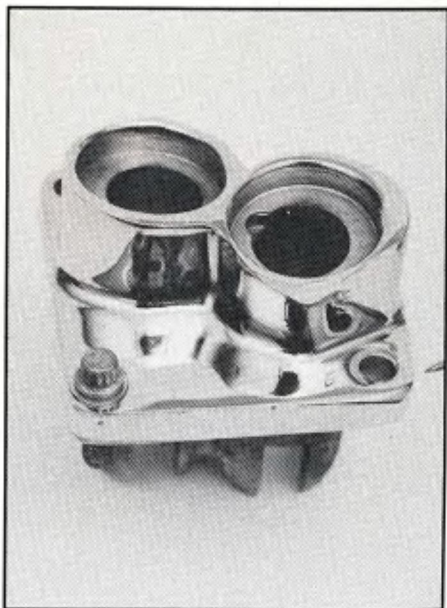


Photo A

through the pushrod tubes, but then comes up against the tappets—you must provide a way around them to the cam gear cavity. There are drain holes in the tappet guides already, all you have to do is alter them slightly and you'll be in business. Using these existing holes as a guide, drill down the cross passage until you can see the drill bit intersect with the clean passage. (The drain passage is the one closest to vertical in photo "B.") Use the same size drill as the passage you are working on; sometimes these passages are slightly different sizes—a machinist's number drill set is helpful here. Drill the drain passage all the way down through the bottom of the guide, so that it is the same diameter from top to bottom.

3. Tappet to Seal Interference

Some tappets, especially solids, are quite tall. When used with very high lift cams, they may hit the lower pushrod tube seal at full lift. Chamfer the top edge of the tappet just enough to prevent contact.

Even if you don't have this interference problem, it's not a bad idea to "radius" the top edge of your tappets. (See photo "C.") This edge can be quite sharp on some tappets and it will cut and wear the tappet guide bores just like a sharp tool bit.

4. Over-oiling

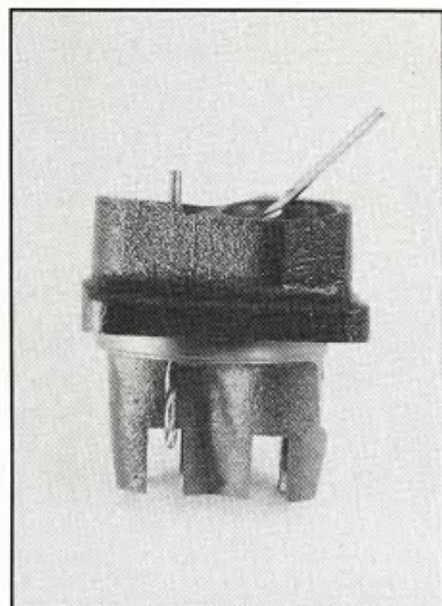


Photo B

Engines that have been converted to solid tappets do *not* need full oil pump pressure fed to the tappets like hydraulic tappers do. You can eliminate the pressure oil feeds to the tappets by tapping the feed holes indicated in photo "D" with an 8-32 tap and plugging the holes with 3/16-inch-long, 8-32 hexhead set screws. *Note:* Use a good *sharp* tap

and let it cure overnight before installing and starting the engine.

No, this modification will *not* reduce tappet service life.

5. Pushrod Tube Damage

Check the tubes thoroughly for bends, dents or any other form of damage at the sealing edges (flanges). Straighten or replace parts as needed.

If you're a little on the cowardly side, just fill the hole solidly with silicone sealant and let it cure overnight

and work carefully, it's easy to break a tap in this hole as it enters the guide at an angle. Don't tap all the way through into the tappet bore; just go deep enough to allow the screw to be completely hidden inside the casting. There must be incomplete threads at the bottom of the hole for the screw to "jam" against.

If you're a little on the cowardly side, just fill the hole solidly with silicone seal-

ant and let it cure overnight before installing and starting the engine.

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 quality machine work for over 25 years. You can reach him at (617) 326-8380 or FAX: (617) 320-9351. Mail order service is no problem. ●



Photo C

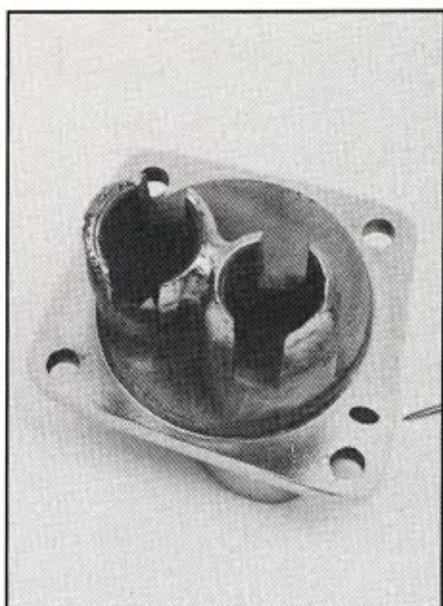
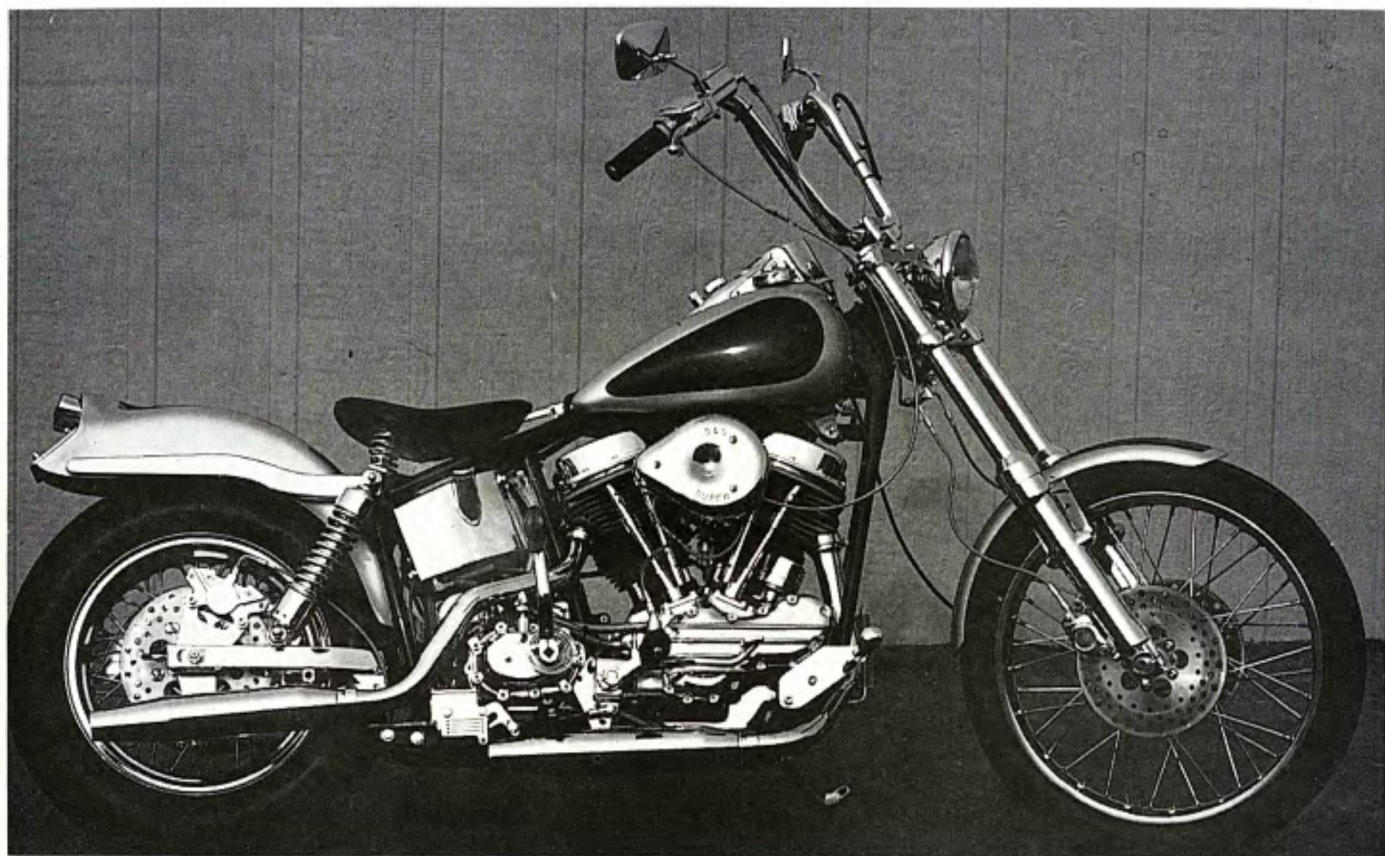


Photo D



Photos by Joe Hughes

Clayton Baker, Somewhere In California Late-model panhead

Deadline was quickly approaching and the editorial staff meeting was underway. When the time came for me to report on the status of my Reader's Ride article, I came out of my daydream long enough to say, "Consider it done."

Ya see, more important things were on my mind, like wrenchin' on Ol' Blue for the weekend run, and that young, long-legged redhead that was packing behind me. Besides, this story was practically gonna write itself. The info looked complete and owner contact was going to be simple.

Well, like Waylon Jennings says, "Wrong." Every attempt I made to reach Clayton Baker, this pleasurable panhead's owner, was futile. The builder has flat-out disappeared.

Clayton's 93-inch Special Construction panhead is truly unique—mine and many-a-biker's dream. Ya can't beat the throaty sound of a raging pan, and this mean machine has it all: the classic panhead look and performance, a stretched custom frame for comfort and handling, a 6-inch-over wide glide, modern disc brakes (front and rear) both electric and kick start, and some jammin' five-speed gears snugged into a four-speed tranny case (compliments of Grannys Trannys).

All this frustration's makin' me thirsty . . . maybe I'll go get a cold one and worry about hookin' up with Clayton tomorrow.
—Clean Dean

YEAR: Special Construction

MODEL: panhead

ENGINE: Jeff Rudkin built 93-cubic-inch

TOP END: S&S pistons, solid lifters, Super B carb

LOWER END: Delkron cases, S&S wheels, built by Jeff Rudkin, balanced by Al Blazic

TRANSMISSION: 1984 4-speed cases modified with 5-speed internal gears by Sputhe, 8mm belt, 23-tooth trans sprocket, 51-tooth wheel sprocket

FINISH: black and silver polyurethane enamel by Alfonso Marin

CREDITS: Anthony Grose, Jeff Rudkin, and Al Blazic.

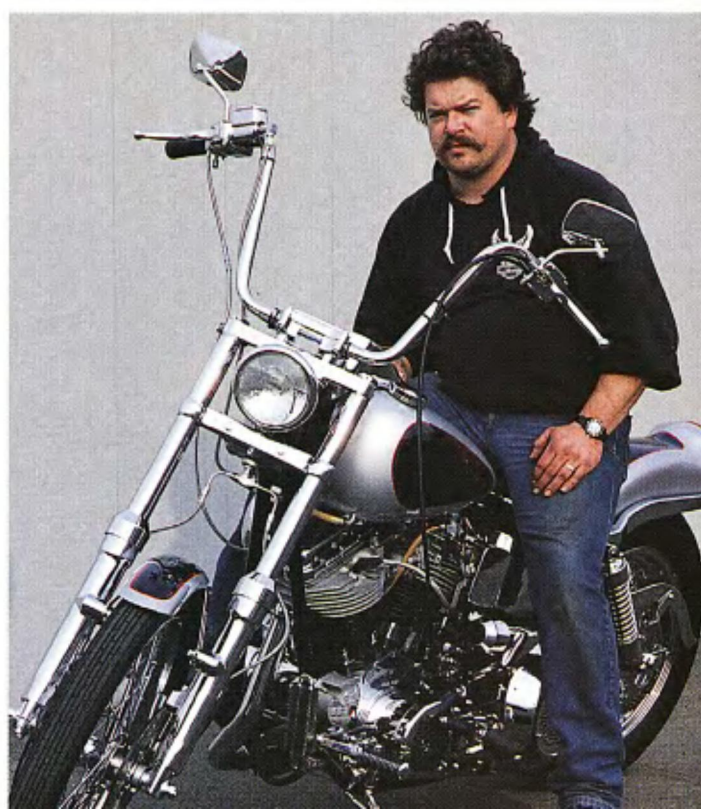
FRAME: 1986 Paughco swingarm with 2-inch stretch

FORKS: 6-inch-over, late model Harley-Davidson wide glide

WHEELS: front: stock spoke hub laced up to 21-inch rim with Avon tire; rear: stock 16-inch, 5 1/4-inch width hub, Continental tire. Front brake chromed stock; rear brake special construction centermount by Perf. Mach.

ACCESSORIES: No. 2 Flanders bars, catseye taillight, chrome rigid horseshoe oil tank.

SPECIAL MODIFICATIONS: 5-speed in 4-speed trans., with electric start.



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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 sled 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.

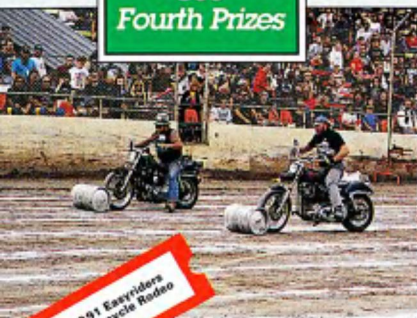
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1991 Easyriders Motorcycle Rodeo

**500
Fifth Prizes**

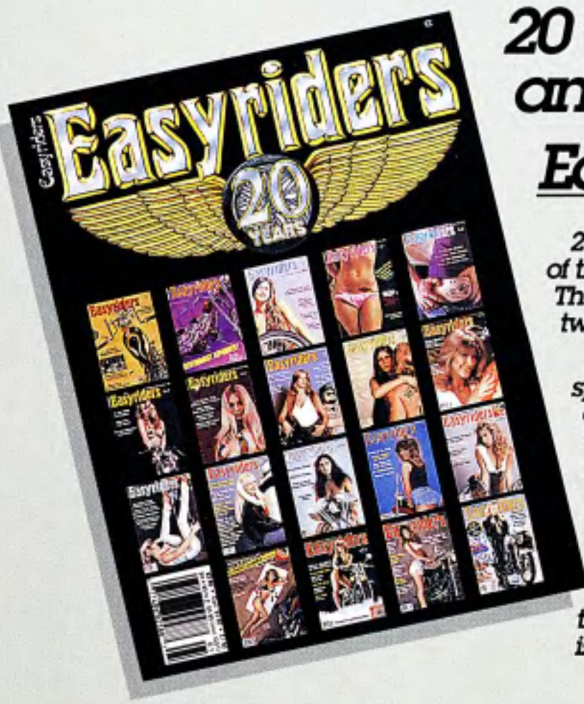


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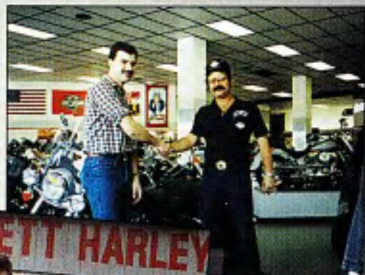
1. Use the enclosed Official Entry Form and subscription envelope. Mail your entry to Easyriders 20th Anniversary Sweepstakes, Box 390, Mt. Morris, IL 61054-0390. LIMITED TO ONE ENTRY PER HOUSEHOLD. Entry blank must be legible and completed in full to be valid. All entries must be received by June 30,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



Mike Moore
Mesquite, TX



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



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



Norm and Lisa Lock
Ferndale, MI

Easyriders[®]





Patience

Good Things Happen When Ya Have It



They say good things come to those who wait. I don't know who-dahell they are, but I do know that few of us believe it. Most of us want *what* we want *when* we want it. Waiting is something we can do without, especially when it comes to shiny chrome, a new ride, and the wind in our faces.

Thankfully, Rick, the owner of this fine shovel, doesn't have a problem with impatience. If he did, we wouldn't be eyeballin' these flicks.

The first glimmer of the idea that was to become Patience came to Rick back in the late '70s. He was livin' in Detroit at the time, building bikes with a bro named Dr. Ru. The 1969 swingarm on Patience originated from Dr. Ru's shop. Who knows what kind of mill it was sporting at the time? Rick wasn't interested in the mill, though. What grabbed his attention was the bike's clean lines—the way it sat.

Of course, Dr. Ru wasn't about to get off the bike. He'd just finished it and he wanted to get some wind in his face, not head back to the shop to do some more wrenching. But, finally, after some insistence on Rick's part, Dr. Ru agreed to let Rick know if he ever decided to sell it. So Rick waited.

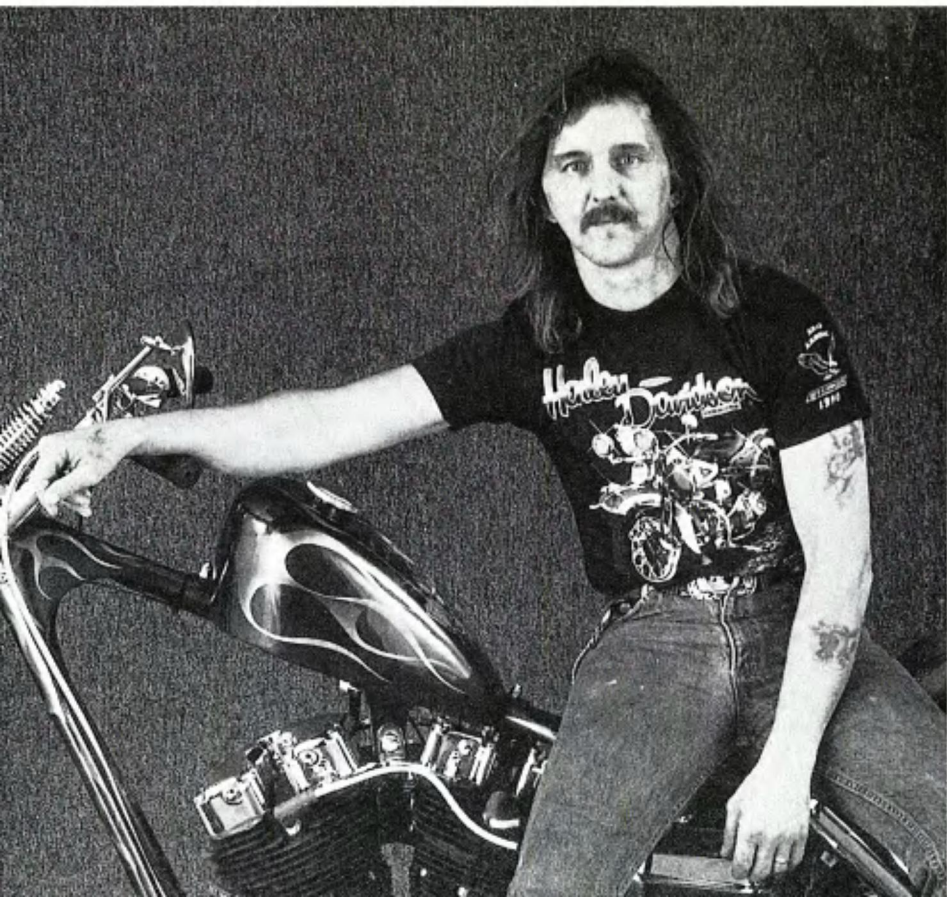
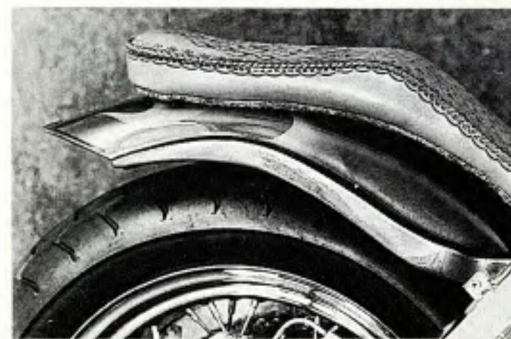
Now patience is a virtue which Rick possesses in greater quantity than most of us. See, time passed, years in fact, and long, cold winters and harassment from The Man drove Rick south to the Sunshine State. Other bikes were built and sold (Rick's thing is building 'em and selling 'em—



in the 16 years he's been riding, he's owned over 20 different bikes). But still he waited, giving Dr. Ru a call from time to time to let him know he was still interested. But the answer was always the same: "No."

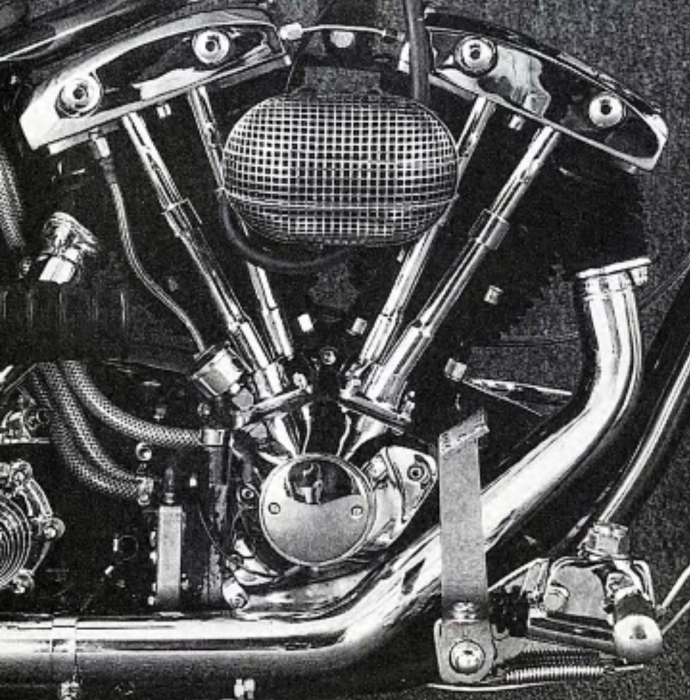
Then, a little over a year ago, Rick got a call. It was Dr. Ru. He was building a new bike and needed a little extra cash. Yes, he was finally willing to get off the '69. A grin slowly formed on Rick's face as he listened. Rick's funds were low, but the price was right. It seemed the waiting was finally over—or so he thought.

For a while things went fine. The cash went north and the bike came south with no problems. But the bike that showed up on Rick's front porch in Fort Pierce wasn't exactly the one he remembered. It'd lived through 12 years of hard ridin' since the day Rick



watched Dr. Ru roll it outta the shop for the first time. It didn't bother Rick much, though, all he'd ever *really* been interested in was the frame. Still, money was tight, so he took another hard look. He shook his head, stood back, folded his arms, and circled the road-worn sled. If he was gonna do it, he was gonna do it right. Funds or no funds, he decided to proceed with a complete rebuild, from cases to paint.

Since the frame was the only thing Rick had ever been interested in, that's where he started. He stripped everything else off and sold it. Then, because of the low cash flow, he shifted to a strategy he calls "Possessed and Repossessed." Defined, so the rest of us can understand it, that means: He dug through the garage, scrounging through all the parts stored there, until he found the ones he wanted on this bike. Then he got his little black book outta the drawer and started calling in favors. One bro owed him some cash. He didn't have the money, but he did have the 74 mill. Another guy owed him a front tire and wheel, another one



Photos by Silvermoon



owed him a rear tire and wheel, and Louie, at C&L Hog Shop, owed him a front end. And so it went, until Rick had procured everything he needed to assemble the bike. Then, in a weak moment, he took the parts down to C&L to have Louie put them together.

Rick knew Louie had a rep for being meticulous and a tad slow, but he figured, whatdafuck, he had patience, right? Rick kept reminding himself of that as the months clicked past . . . May . . . June . . . July. Finally, it was August. Louie was headed for Sturgis while Patience still sat on a crate. That's when Rick decided he'd waited long enough. With the help of C&L's head mechanic, he began to assemble it. Two weeks later, the waiting was over. Rick and Patience were finally in the wind.

What does Rick say about all the waiting. Well, he just grins and says, "Ya know, bro, it's like they say, 'Good things come to those who wait.'" After eyeballin' these flicks, I've gotta agree with him. Maybe patience is a virtue. Hell, we had to test our own patience just being in the same room with delectable Debbie.

—Silent

Owner(s): Rick Poster		City: Fort Pierce, Florida	
General		Frame	
Fabrication by: C & L Hog Shop, owner		Year: 1959	
Year and make: 1974 H-D		Builder: Dr. Ru, Detroit	
Model: shovel		Type: swingarm	
Value: not for sale		Rake: too much	
Assembly by: Bruce, C&L Hog Shop		Stretch: 6 inches	
Time: one month		Other alterations: far out	
Chroming by: Atlantic Coast Plating		Accessories	
Engine		Bars: drag	
Year: 1974		Risers: 3-inch Paughco	
Model: shovel		Fender(s): 5-inch ribbed	
Rebuilder: C&L Hog Shop		Headlight: CCI	
Ignition: coil		Taillight: CCI	
Displacement: 74 cubic inches		Speedo: none	
Lower end: factory		Front pegs: CCI	
Balancing: original		Rear pegs: CCI	
Pistons: S&S		Electrics: 12-volt	
Cases: H-D		Gas tank: Sportster	
Heads: H-D		Oil tank: stock side fill	
Cam: factory		Oil system: stock	
Lifters: S&S		Primary cover: chromed	
Carb(s): Bendix		Seat: custom by Keith	
Air cleaner: CCI		Sissybar: none	
Pipes: 2-inch drag		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: Andrews gears		Type: springer	
Year: 1974		Extension: 16 inches	
Shifting: foot		Builder: Paughco	
Engine sprocket: 23-tooth		Special features: works	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 18-inch	Size: 16-inch
Molding: Dr. Ru, Detroit		Hub: spool	Hub: H-D
Painter: Glen Dale		Rim width: 2.4-inch	Rim width: 3.5-inch
Color: purple		Tire: Avon	Tire: Continental
Type: lacquer		Brake: none	Brake: Perf. Mach.
Special paint: Streeter the Great			
Other special modifications: Custom frame, seat, and paint job.			





THE STRUTLESS® BIG-TWIN FENDER

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



SPORT BOB

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



THE STRUTLESS® SPORT FENDER

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



THE STRUTLESS® DRESS FENDER

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



THE STREAMLINER

For 5-speed frames, uses stock fender rails. All holes drilled, taillight bracket welded in, and seat holes drilled with nuts welded to fender. Five-speeds to 1986, part #7070, 1987+ part #7087. Price \$115, shipping \$10. Taillight \$19.95.



STRUTLESS® FENDER FOR SOFTTAILS

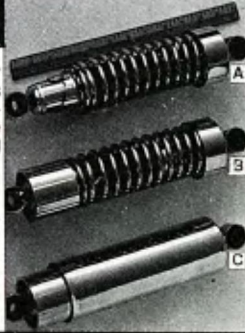
Designed for 1984 & 1985 Softails—'86 and later Softails can mount this fender if frame fender struts are removed. Taillight bracket welded in—all you need is a taillight. Part #3033. Price: \$215.00. Taillight: \$19.95. Dresser style also available. Price: \$259 (includes shipping). State year of bike.

DON'T WANT TO BUY NEW SHOCKS?

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

Shortened Lengths

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



LOWER YOUR HARLEY with Short Shocks

MIKE'S SHORT SHOCKS

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

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

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

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

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

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

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

BELOW FITS '52-'78 SPORTSTERS

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

BELOW FITS '58-'72 FLH with ROUND SWINGARMS

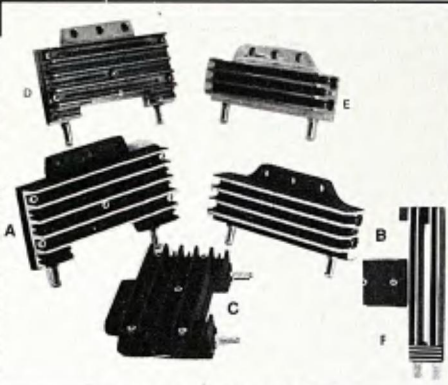
13.0	Lowers bike 1 inch, chrome spring, looks like stock	#4411	\$159
13.0	Lowers bike 1 inch, full chrome covers, looks like stock	#4422	\$179

ALUMINUM OIL COOLERS

OIL COOLERS

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

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



SKULL & DICE

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

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

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



SKULL AXLE CAPS

Skull Head Axle Caps polished aluminum sold in pairs. Part #9966. Price \$29.95. Shipping included.

BIKE LIFT

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

LOWER PRICES

OIL GAUGE MOUNTS

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

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

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

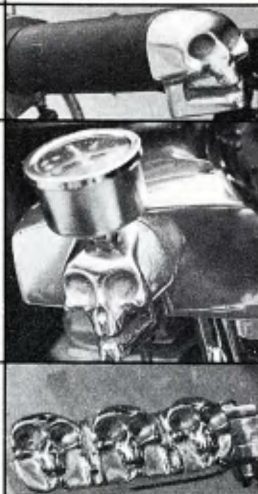
ROCKER SHIFT END SKULLS Replace your rockershaft end plugs with skull heads. No oil gauge hole in these skulls. Sold each Polished Aluminum \$15.00; part #9911. Chrome \$19.00; part #9911.

SKULL OIL GAUGE MOUNT

Skullhead rockershaft end plug. Oil gauge fitting for all shovelheads. Polished Aluminum Part #9922 \$24.95. Chrome Part #9811 \$29.95.

SKULL FOOT PEGS

Made in the USA. These Heavy Duty polished aluminum foot pegs feel more like a floor board than a foot peg. sold in pairs price \$35.00. Female mount (shown) Part #9903. Male mount (not shown) Part #9944.

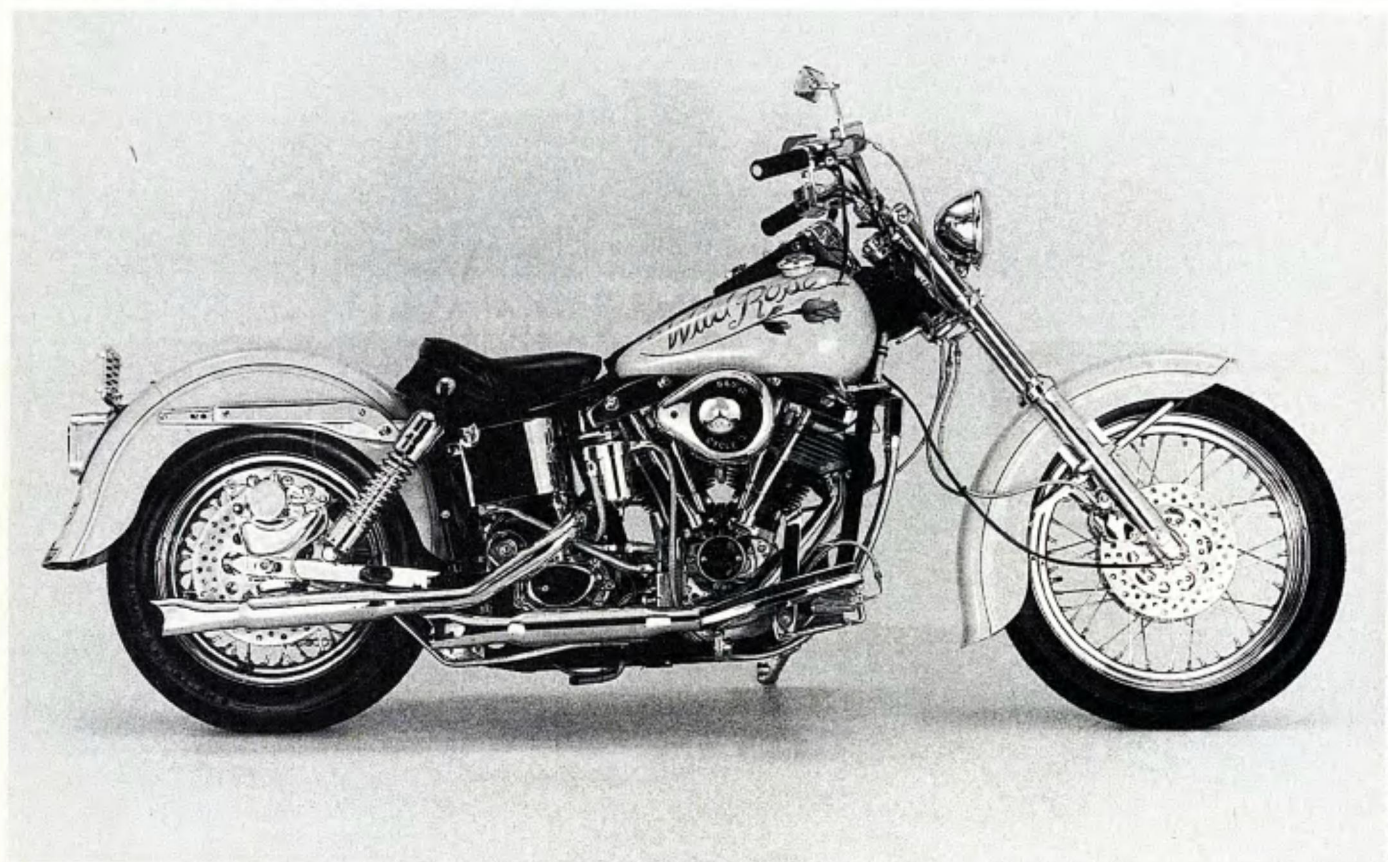


SUPER FLOW AIR CLEANER

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 too 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, Keihn & 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 Keihn CV Carb	\$69.95
Air filter element is not supplied, use 6" S&S type.		



Photos by Michael Lichter

Rose Kelly, Golden, Colorado 1981 FX Super Glide

Occasionally, this World War II-salvaged phone o' mine makes a decent connection. In talking with "Wild Rose," I discovered a kindred spirit (funny, my best friend's name is Rose).

Rose's first bike was a genuine dream come true. At the age of 25, she found a '69 Police Special flathead trike, scarred, broken, and lyin' in a field. "Bad luck bike" taboos hovered near, but she overcame. Nuff said.

Rose healed the old survivor, and within a year sported a beautiful, attention-grabbin', candy apple red trike.

Later, in '84, Rose moved to Colorado and sold the flathead. It just wasn't made fer them Colorado'n mountains, not the way Rose rides, anyhow—lots and hard.

On Mother's Day in '85 (yep, 13-year-old twins), Rose scored again by findin' this '81 FX. The owner, a down-on-his-luck farmer, was havin' a "sell everything" sale. He'd lowered and raked the shovel for racin', which suited Rose just fine.

Ever heard of fire clearance? Burnt-up house, burnt-up garage, and burnt-up bike . . . need I say more? Gotta watch where fuel resides in yer garage. Broken fuel lines'll leak every time.

But disaster wound up being incentive in disguise. The damage drove Rose to really fulfill her dream—and she dreamed in custom. Look closer, Rose kinda loves them old shovels . . .

—Calamity

YEAR: 1981

MODEL: FX Super Glide

ENGINE: 80 cubic inches, solid state electrics, rebuilt by Tony Drexler

TOP END: S&S Super B carb, ported and flowed heads, solid lifters

LOWER END: stock cases, Andrews "B" cam

TRANSMISSION: stock 1981

FORKS: H-D narrow glide, 2 inches under, chrome trees, CCI headlight, custom narrow glide fender, built by Tony Drexler

WHEELS: front:19-inch, dual disc brake, Michelin tire; rear:16-inch, disc brake, Michelin tire

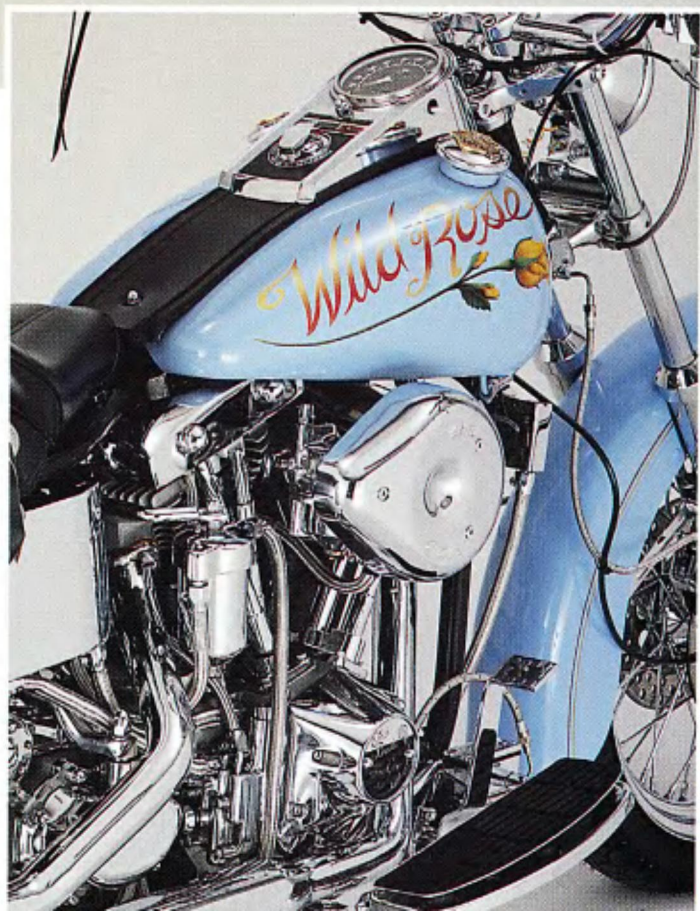
FRAME: 1981 swingarm, 3/4-inch rake over stock

FINISH: special gold metal flake paint on tank lettering

PAINT: sky blue Imron paint, yellow paint on roses, entire paint job by Lance Wilhite

ACCESSORIES: CCI bars, CCI taillight, CCI front pegs, wraparound oil tank, custom rear narrow glide fender, engraved primary cover, slippery oil system, solo fringe seat, chroming by ALP

CREDITS: Special thanks to Tony Drexler, John Pass, Mark Newman, San Jose Jerry, Sugar Bear, Steve Boyer, Lance Wilhite, and Vic Vic.



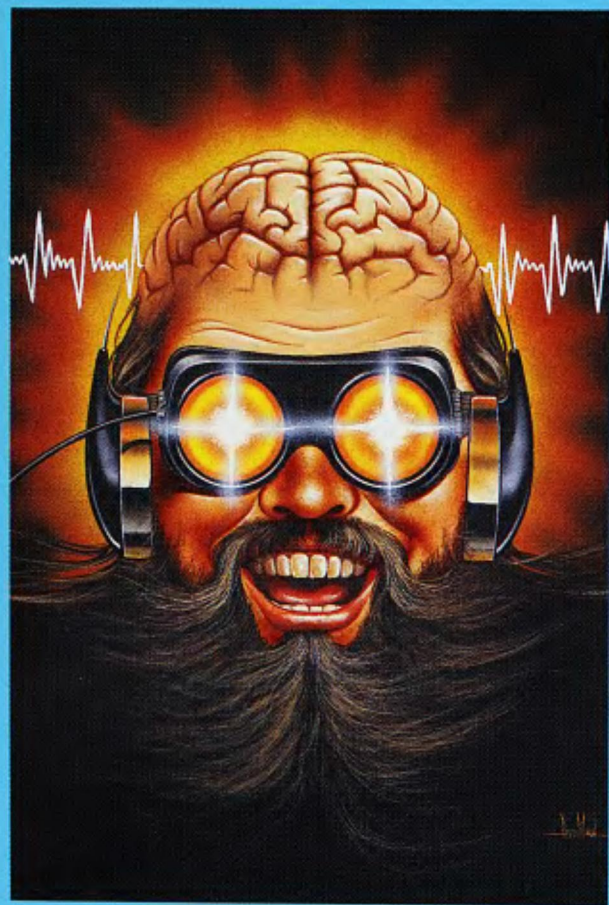
BEACHCOMBER TAVERN



David Mann

A Harley For Your Brain

By Dick Teresi



Look, it's the dead of winter. You have no idea how cold it is because your thermometer doesn't go that low. The Hog's in the shed, and you couldn't ride if you wanted to because 12 feet of snow is piling up outside your garage door.

What do you do to get that mellow feeling in your head that only comes from a V-twin vibrating your whole being into nirvana-on-the-highway? Yeah, you could watch *The Wild One* for the 342nd time, but here's another idea:

Strap on a synchronous light-and-sound machine. What this is, is a box of electronics with a pair of earphones and lighted goggles



attached by cords. The goggles flash lights in your eyes (keep your lids closed) and the headphones beep various sounds in your ears. The box synchronizes everything, so the lights and sound do a number on your head. Besides mellowing you out, the flickering lights over your eyelids create incredible light shows in your head. Hook up a tape deck with your favorite tunes and you've got your own personal Filmore West right inside your brain.

There are a number of brands and models; the Synchro Energizer, Inner Quest, MindsEye, Paradise, Relaxman, etc. Some are \$70,000 industrial-strength jobs that you'll find in "mind spas" being used to mellow out 30 or more people at a time. Others are Walkman-like units, priced in the hundreds of dollars, that you can use at home or carry with you.

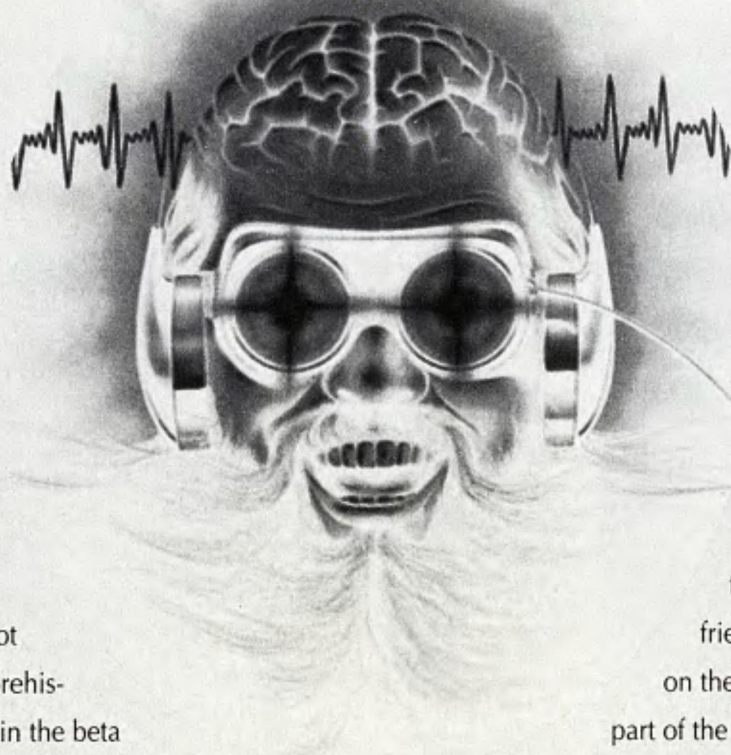
But they are all based on the same concept: that feeling good depends on good vibrations. Not good vibrations in the Beach Boys or Haight-Ashbury sense. Good vibrations in the literal sense. Your brain vibrates; that's what brain waves are, vibrations. The problem is that during our

"normal" nine-to-five existence, our brain waves vibrate at a very high frequency: 30 cycles per second (30 hertz) or higher. Such frenetic brain waves are called beta waves, and beta is a terrific state of mind for dealing with your boss, rush hour traffic, or buying your daughter a training bra at Kmart. It's not so good for relaxing. Our prehistoric ancestors were rarely in the beta state, except for a few minutes a day while hunting woolly mammoths or fleeing from sabre-toothed tigers. But in today's screwed-up society, the majority of us are in beta all day long. That's why we have so many headaches and heart attacks. To become human again, we have to tune down.

Some people use drugs. Now, light-and-sound machines offer an alternative. Through a process called entrainment, the machines lower your brain frequency to

13 cycles per second and lower, putting you in what's called the alpha, a pleasant state in which you're relaxed, but still fully alert. Many years ago, scientists discovered that by flashing a strobe into someone's eyes, that person's brain would

be *entrained* to the same frequency as the light. That's how light-and-sound devices work. They also generate sounds that supposedly heighten the effect. Some even provide a synthesized heartbeat or surf sounds.



Bikers have known about entrainment for years, albeit on an unconscious level. After a day of high-tension hell on the job, you get on your scooter and put in some head-clearin' miles on the road. Yeah, sure, there's also the sense of freedom, the wind in your face, and the camaraderie of your friends and all that good stuff on the run. But let's face it: A big part of the effect comes from the

Harley itself. That distinctive deep-throated sound (low frequencies) and the vibration of that low-revving motor. Compare it to the shriek of a Kawasaki or Honda with their mega-revs, and you can begin to understand the basic difference in personalities between laid-back Hog owners and uptight rice jockeys.

So, when nasty weather makes riding impossible, check out a light-and-sound machine to mellow out your brain. It can bring you down below alpha, too. With ➡



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Kal-Gard's Engine Gard contains Moly, an unbeatable metal to metal lubricant that forms a permanent protective barrier. Added to engine oil, it actually seeks out hot spots to dramatically reduce friction and wear. For superior engine protection, smoother shifting and increased horsepower, the hot tip is Engine Gard!



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Brain

practice, you can chill your waves down to five to seven cycles per second. This is called the theta, Zen, or hypnagogic state. It's that period of waking dreaminess just before you fall asleep. In theta you are theoretically more susceptible to learning and behavior modification. That's why some machines come with a little tape deck, so you can play learning or behavior modification tapes while the lights and sounds are bringing your head down into theta.

As we all know, riding is an incredible high and an excellent way to clear out the cobwebs in your head. Now, there's a way to get a similar feeling . . . and it's legal.

For more information, see *Would the Buddha Wear a Walkman?: A Catalogue of Revolutionary Tools for Higher Consciousness*, by Judith Hooper and Dick Teresi, a Fireside book published by Simon & Schuster.

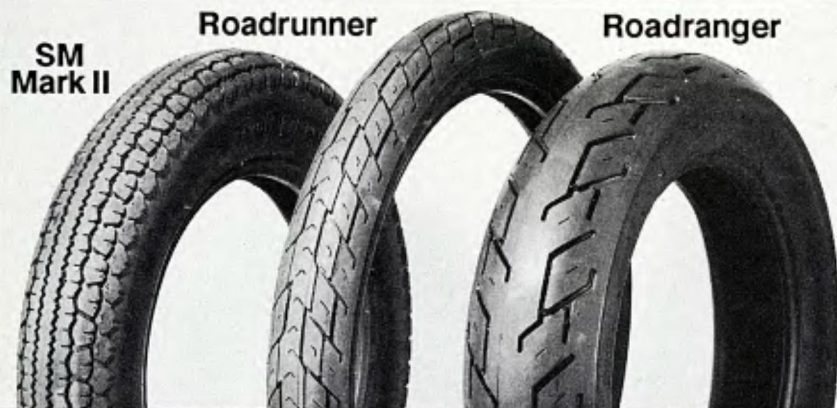


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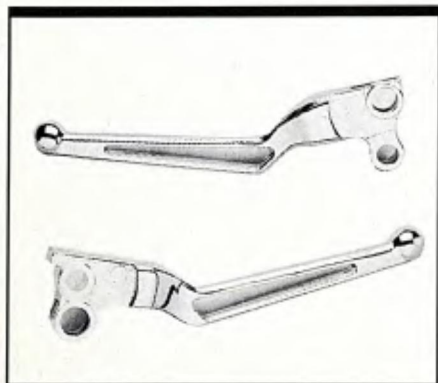
Organized ride to the party noon sat.

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6312 W FOND DU LAC, MILWAUKEE, WI 414-461-4444

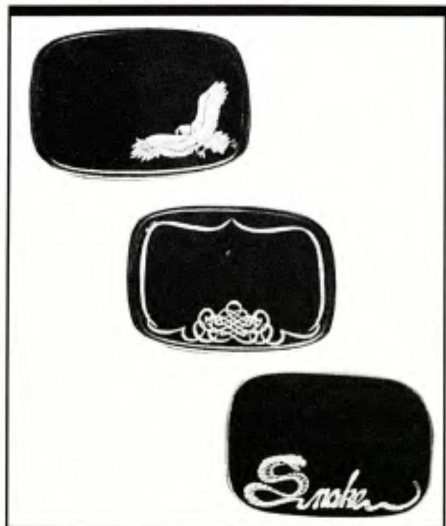
PARTS BOX

Tell 'em Snake sent ya



Stealth Series

Arlen Ness and Drag Specialties have gotten together to produce a line of distinctive custom parts that will spruce up any scooter. I'm even savin' some to lend the final touches to a custom I'm buildin' deep in the recesses of my garage. These chrome levers are designed with the unique Ness cut-out to match the Stealth mirror set. They're sold in pairs and come with an anti-rattle clip and clutch lever pivot bushings. Go into any Drag Specialties dealer and tell 'em Snake sent ya. They'll probably throw you out.



Touch Of Glass

That's class, actually. A couple outta Big Rapids, Michigan, are in the business of engraving glass. These are some stock examples, but they can also engrave mirror glass or plate glass windows. Just call Jan Cousineau at (616) 796-0663. She'll tell ya all about it.



Brass Plaques

While tryin' to eat a turkey leg the size of my girlfriend's thigh, and dodging traffic in downtown Sturgis last year, I came across a booth showin' off a very pretty lady and some very intricate, hand-engraved brass plaques. They stood out among the T-shirts and ordinary gee gaws being sold. L.J. Rivers is capable of engravin' almost anything on these lifetime plaques. Write him, tell 'im what ya want, and he'll create a plaque you'll be proud of forever. L.J. Rivers, Dept ER, 8113 S. Tacoma Way, Tacoma, WA 98409. It's a great place for a shop or club logo.



Bunch O' Crap

Looking for that special birthday present? Or something for the ol' lady that'll show her how much you love her? How 'bout a 16-million-year old, fossilized turd? No kidding, this item is becoming so popular that the guy who markets it, Dennis DeLaet, from New Meadows, Idaho, recently shipped 800 pounds of it to England. For more bullshit, write to Dennis and Pat DeLaet, Box 321, New Meadows, ID 83654, or call (208) 347-2507.



Nitralloy Kidney/Cone Cam Cover

'Bout time I covered a motorcycle part here. And this here part can do a lot for early motors. It makes it possible to use the latest ignition technology. Any ignition system designed for 1970 and up Big Twins or 1971 Sportsters may be utilized, including the latest, programmable, 4-prong systems. It has an improved air/oil separator, and can be used with side or end pinion shaft oiling. For the technical data, jot a note to Sputhe Engineering, Dept ER, 11185 Lime Kiln Rd., Grass Valley, CA 95949.



I've Gone Insane

Yeah, I know, Elvis cologne. I can't believe I'm runnin' this in our esteemed scooter rag. Hell, they didn't even send me any of this bottled rock 'n' roll history. But, whatdahell, splash some on and go for a ride. Elvis did. ☺

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Unusual and Off-The-Wall Books That Should Be On Every Hip Bookshelf.

FOR ADULTS ONLY

HOW TO CHANGE YOUR NAME

Wish you'd gone back to your former name after the divorce? Tired of spelling V-e-n-k-a-r-a-m-a-n S-u-b-r-l-m-a-m-l-a-m- over the phone? This book explains how to change your name legally and provides all the necessary court forms. It also explains how to get social security, DMV, and passport records changed.

8-1/2" x 11", 120pp, soft cover

Order Number 111

\$19.95

DOG LAW

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.

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\$12.95

HOW TO BEAT "HONESTY" TESTS

In recent years an insidious employment screening tool has been used with ever-increasing abandon. Often job applicants are told that it is merely an "attitude survey," just another form to be completed before getting the job. Because there is so much paperwork involved, this usually passes by unquestioned. Despite whatever you may be told, it is a pencil-and-paper test that claims to measure how honest you are and it is more than just another part of the red tape involved in landing a job. This book examines why these "honesty" tests exist, why they do not do what their publishers claim (that is, why they are inaccurate) and why people take them as seriously as they do. Finally, it explains how these tests are intended to work and how you can beat them at their own game.

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HOW TO GET I.D. IN CANADA

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5-1/2" x 8-1/2", 81pp, illustrated, soft cover

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THE BEGGAR'S HANDBOOK A GUIDE TO SUCCESSFUL PANHANDLING

It is a sad but true fact of life in America today that people can be reduced to the status of begging in the streets. Anyone living in any medium to large city can

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.

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DEATH ROW

This huge gruesome book contains actual photographs of some grisly execution methods, such as the feared "Death of a Thousand Cuts" from China. It also contains lengthy profiles of 12 condemned killers, a history of capital punishment, and the complete listing of all 2,186 Death Row inmates at the time the book went to press. Illustrated with photos of cops, killers, and victims, *Death Row* is published especially for police officers but will be of interest to anyone interested in bloody murder.

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HOW TO GET LOST AND START ALL OVER AGAIN

This book is for all people who are so troubled by financial problems that the only solution seems to be to "get lost" from it all. About half the book deals with the financial problems that might make a person want to get lost. The other half provides information on how to get lost. It tells you how to get your creditors off your neck - how to get lost from them so you have time to think things over and decide what course of action is in your best interest. In today's world, it is easy to get in over your head. If this happens to you, you will need to know *How To Get Lost And Start All Over Again*.

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to thwart tampering and how to overcome them. Various other ways of bypassing locks and locking mechanisms.

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This extraordinary book brings together the merits of experience for sound legal scholarship, for an approach to the law that no one else has dared to present - the perspective of the citizen - lawbreaker. While there is no such thing as complete security for someone who chooses to disobey the government, there is a zone of protection in which one can expect both privacy and a lower burden of punishment if one is caught. The establishment doesn't want us to know precisely where this "zone" is or how to take advantage of it because that would greatly diminish its level of control. That's why this important information never appears in the media, the standard literature, or the teachings of establishment institutions.

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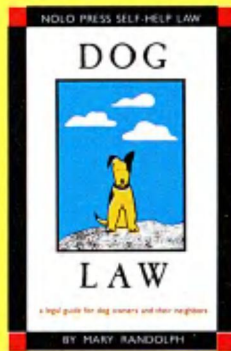
HOW TO DISAPPEAR COMPLETELY AND NEVER BE FOUND

This book tells you how to pull off a disappearance, and how to stay free and never be found. It analyzes all the ways you could be found by whoever might be looking for you - Missing Persons bureaus, the Feds, private eyes and skip tracers, insurance companies - and tells you how to evade their pursuit. It tells you how to plan for a disappearance, how to arrange for new identification, and even how to stage a "pseudocide" to make your pursuers think you are dead! How to cope with the first days, how to get a job, establish credit, and find a place to live. Everything you need to know is in this amazing book!

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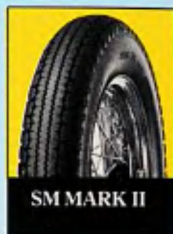
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Gettin'
the
hang
of it

This restored 1960 FLH belongs to a 22-year-old woman who's been riding since the tender age of six. No, she's not the scantily-clad munchkin you see initially, but she *is* pictured, with just as much charm, later in the feature. Matter of fact, after sitting back and watching Randy Logan shoot her bike, Jamie's considering a break into the modeling side of the biking lifestyle. Sivi, our esteemed Fox of the month, is performin' the poses this go 'round, though.

Now, with all that confusion out of the way, let's review this restored ride and Jamie's riding past. Then, if she *does* concede to appear in limited attire somewhere down the not-too-distant road, you'll know her background like the back side of your derby cover.

Jamie's folks are divorced, so while she grew up in Salt Lake City, she spent her younger summers in New Prague, Minnesota, riding a small foreign make 'round her mother's fields.

Some years passed, and she moved to Sun Valley, Idaho. One summer, a boyfriend took her for a ride. She quickly discovered that it was her destiny to own a Harley. After her first experience on an American bike, the equine science major came to realize the riding adventure that is Harley-Davidson. Once in the pilot's seat, she wasted no time gettin' hands-on experience. On a blockhead Sporty, her handlebar initiation was in the cruisin' form—a 2,800-mile ride to the West Coast, on up to Canada.

Her riding partner on the excursion was "Fathead" Thornton. Natch, ol' Fathead had a Fat Boy. With \$1,700 between them, they



Easyriders

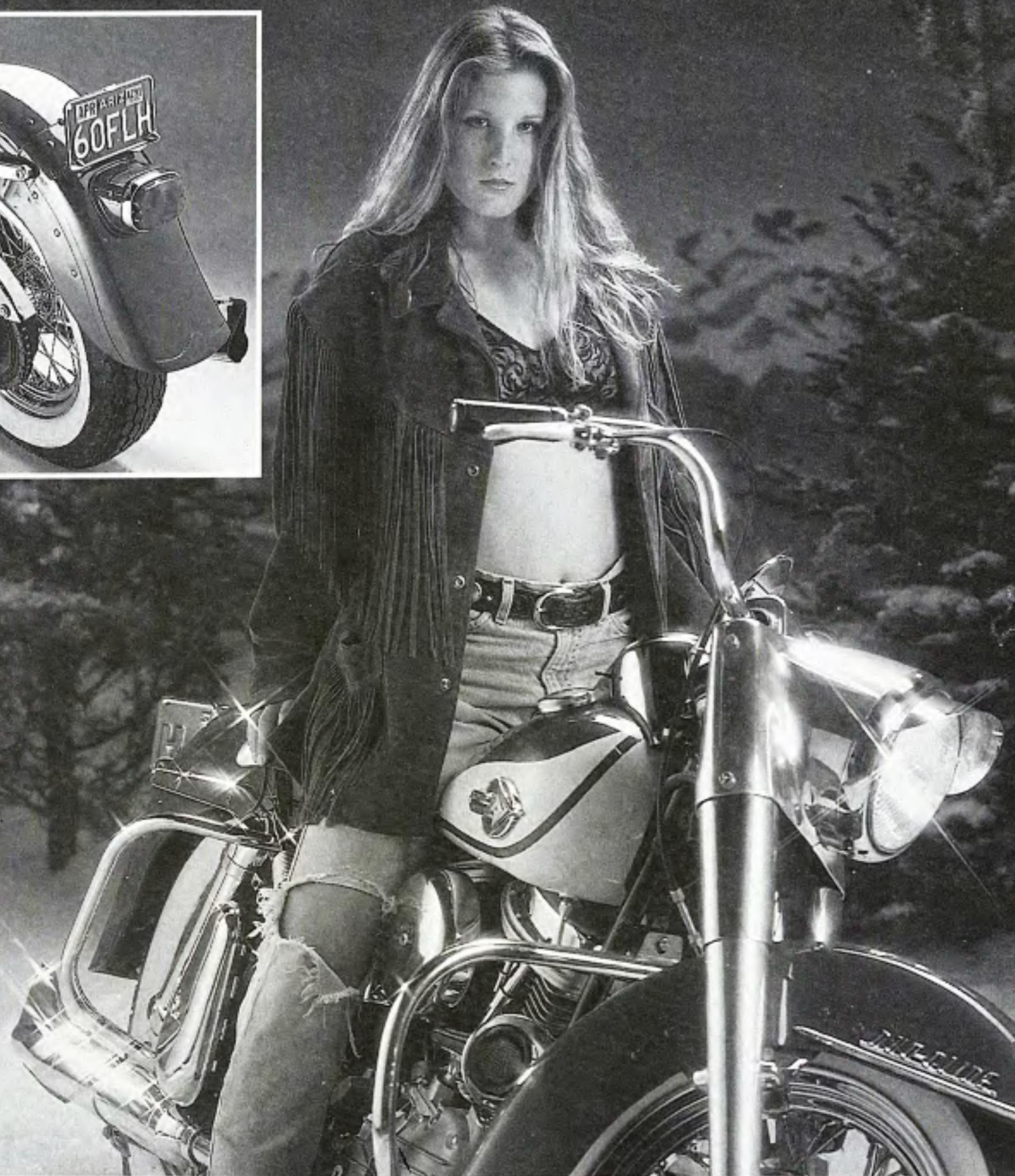
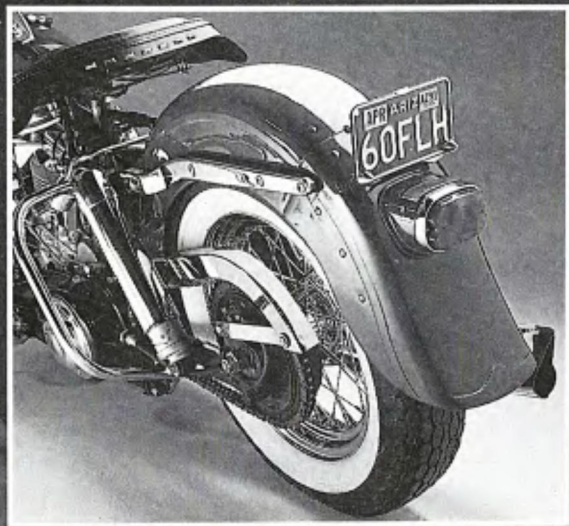






fired up
their scooters
for the trip.

It was late September, the temps were starting to cool off, tourist traffic was at a minimum, and roads were clear, as they rode out of Sun Valley, bound for Boise. A downed friend, Scruffy, was in the hospital there—in a coma. After checking in on Scruffy, they jumped onto Interstate 84 and headed west into Oregon, stopping to don helmets at the border crossing. After about 150 miles, they reached the Umatilla Indian Reservation. The air cooled, the clouds grew dark, and an Oregon drizzle began as they jammed for Portland. Despite the rain, the ride along the south slope of the Columbia



River was spectacular.

The next day, the weather cleared, showing enough blue sky to get out of Portland via Highway 30. Wanting to hug the coast, they crossed the rumbling Columbia River, via the massive Megler toll bridge, and rolled into Washington. Going from the 101 to the 103, they tripped up the Willapa Bay peninsula toward South Bend. The roads were out in several places, but the detours were an adventure of coastal sites and rural towns. Ultimately, they wound up back on the 101, heading due north for the Canadian border.

At Port Angeles, they made arrangements to ferry their bikes (and themselves) over the Strait of Juan De Fuca. The wind whistled along the

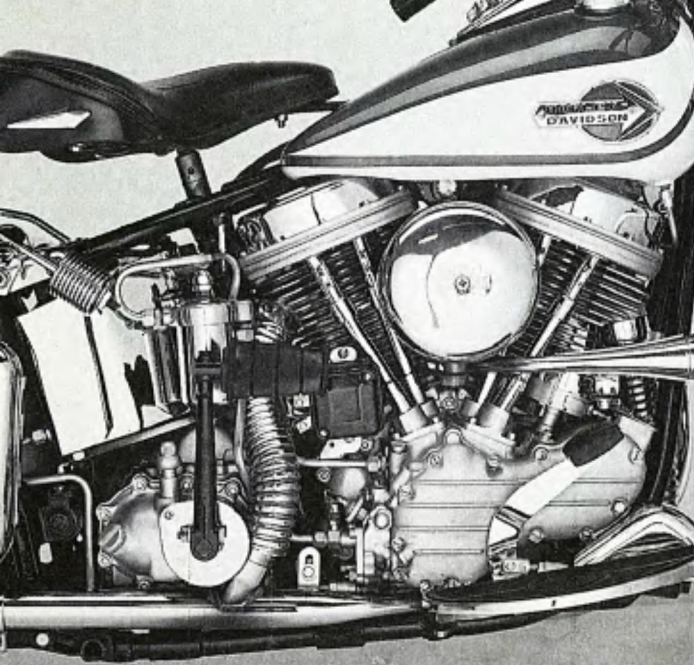


lower deck where they moored their bikes beside big rigs for the 2 1/2-hour crossing to Victoria, Canada. In addition to side stands, the crew recommended they tie their scoots securely to the bulkheads. It was 3 a.m. when the mooring lines were thrown ashore and the huge vessel

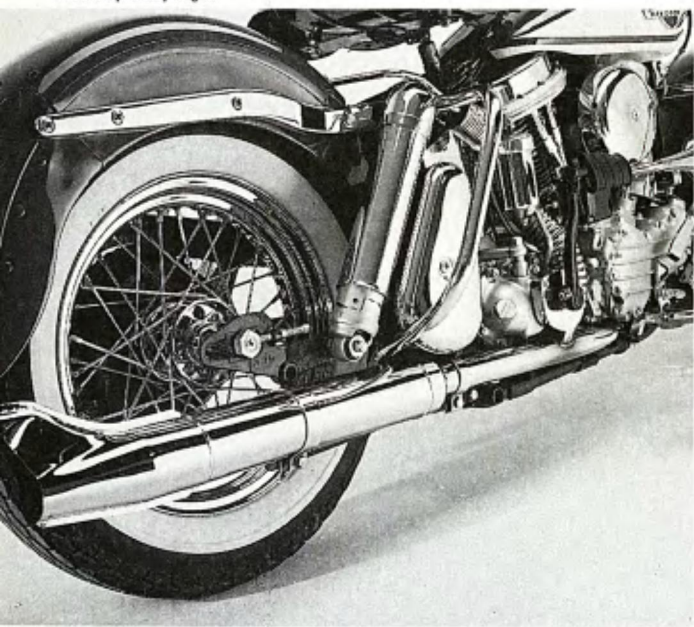
pushed into the swells of the channel. The warmth of a toddy and comfort of the lounge soothed their weary bones as the distant lights of Seattle and approaching lights of Victoria bounced against the ocean like fireworks exploding to music. Soon Victoria came into view and the intrigue of a new port called.

The weather in British Columbia was clear as crystal, but cold as a chilled beer mug. The frigid temps prevented investigation of the rolling green hills and communities of picturesque Victoria. They opted for the warm atmosphere of the Queen Elizabeth Inn, where they caught up on sleep and their English manners in front of a crackling fire.

The next day, their damp front



Photos by Randy Logan



Owner(s): Jamie Burton		City: Phoenix, Arizona	
General		Frame	
Fabrication by: Highway Choppers		Year: 1960	
Year and make: 1960 H-D		Builder: H-D	
Model: Duo Glide		Type: swingarm	
Value: \$13,500		Rake: 30 degrees	
Assembly by: Highway Choppers		Stretch: none	
Time: approximately two years		Other alterations: none	
Chroming by: Custom Metal in Phoenix		Accessories	
Engine		Bars: dresser bars	
Year: 1960		Risers: stock	
Model: FLH		Fender(s): fat	
Rebuilder: Highway Choppers		Headlight: aluminum housing	
Ignition: points		Taillight: oval style	
Displacement: 74 cubic inches		Speedo: works	
Lower end: H-D		Front pegs: footboards	
Balancing: Highway Choppers		Rear pegs: stock	
Pistons: 7.5:1, low compression		Electrics: 6-volt, 2 brush	
Cases: glass beaded		Gas tank: 3.5-gal.	
Heads: rebuilt w/stock parts		Oil tank: chromed horseshoe	
Cam: FLH		Oil system: stock w/outside filter	
Lifters: hydraulic		Primary cover: tin	
Carb(s): Linkert M74B		Seat: solo	
Air cleaner: wire mesh		Sissybar: none	
Pipes: 2 into 1		Height: n/a	
Muffler(s): NOS		Material: n/a	
Transmission		Forks	
Modifications: rebuilt		Type: glide	
Year: 1960		Extension: none	
Shifting: ratchet top		Builder: rebuilt/Highway Choppers	
Engine sprocket: 21-tooth		Special features: housings	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: none		Hub: star	Hub: star
Painter: Far West Auto		Rim width: 4-inch	Rim width: 4-inch
Color: high-fired, birch white		Tire: Coker	Tire: Coker
Type: acrylic lacquer		Brake: drum	Brake: drum
Special paint: none			
Other special modifications: Check the owner.			

wheels rolled onto the wood ferry deck again. In Vancouver, they caught Highway 3, a well-kept road rolling along the Canadian border, before dipping back into the States, at the northern tip of Idaho. Though the northern-most part of the Gem State offered them some of the most beautiful roads in the U.S., the pinnacle of their journey was their putt through Montana's Glacier National Park and, in particular, the stretch on the Going to the Sun Highway. This road is named for its spectacular climb, beginning at a 3,000-foot elevation and reaching nearly 10,000 feet. At one point, the winding uphill road skimmed the edge of a clear, blue lake. The sights were breathtaking, as the road wound so close to the

water's edge that trout were visible beneath the surface. Then, the road swept away from the granite sand into an area of lush, green pines. Mountain goats and bighorn sheep watched over the two travelers as they made their way along the remote, yet comfortable, road. Like fresh lime in vodka the air throughout the region had a crisp bite that cleansed their souls.

Leaving Glacier National Park, they headed down 93 to Interstate 90. Heading west into Idaho, they passed through the old mining towns of Silverton and Kellogg. They caught I 95 at Post Falls, and Jamie coasted into Potlatch on fumes. The Sporty gasped as she rolled into a rural gas station for a fillup. They continued

down 95 through New Meadows then jumped on the 55 and jammed down to Boise, to visit Scruffy again. He was out of the coma and coming around. On the final leg of the trip, they went east on I 84 'til Twin Falls, then caught 75 and headed back up to Sun Valley.

After nearly 3,000 miles, Jamie went down once in gravel, broke her sprocket cover, and dented her pipes. Not bad for a maiden journey. She enjoyed the hell outta every mile and it lead her to purchase this 1960 Duo Glide pan. She's currently lookin' for a Softail and hopes to someday ride with her main flame, the lead singer of The Cult, Ian "Crush" Astbury.

After a trip like that she should be able to ride with anyone.

—Wilburn Roach

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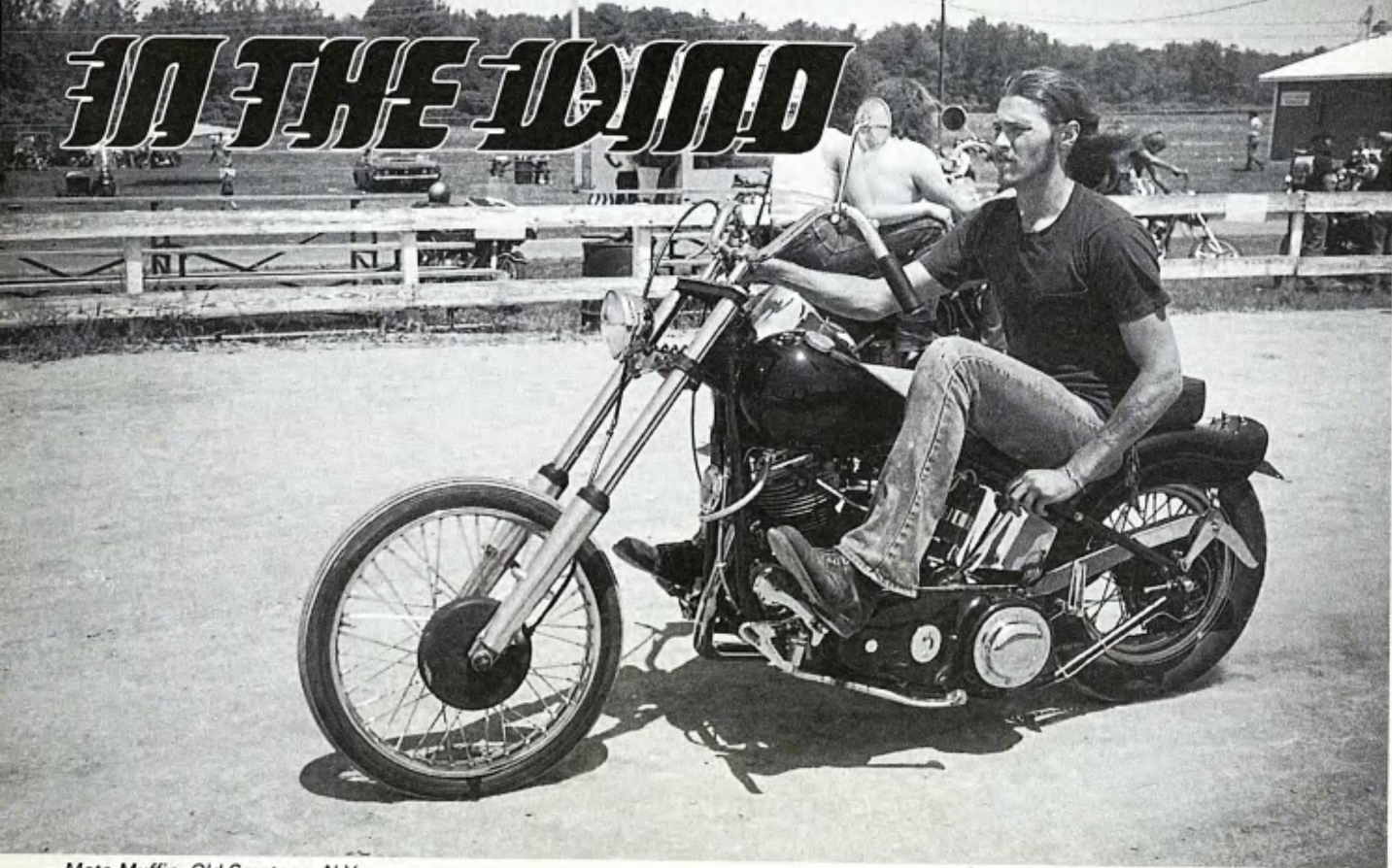


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IN THE WIND



—Moto Muffin, Old Saratoga, N.Y.

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—Jeanette Andersson, Tyreso, Sweden



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.

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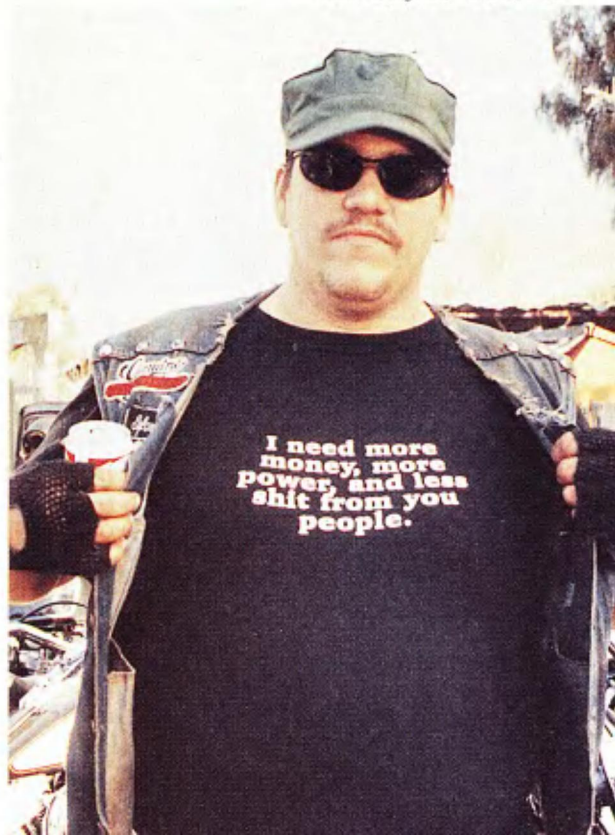




—DM, Sparrows Point, Md.

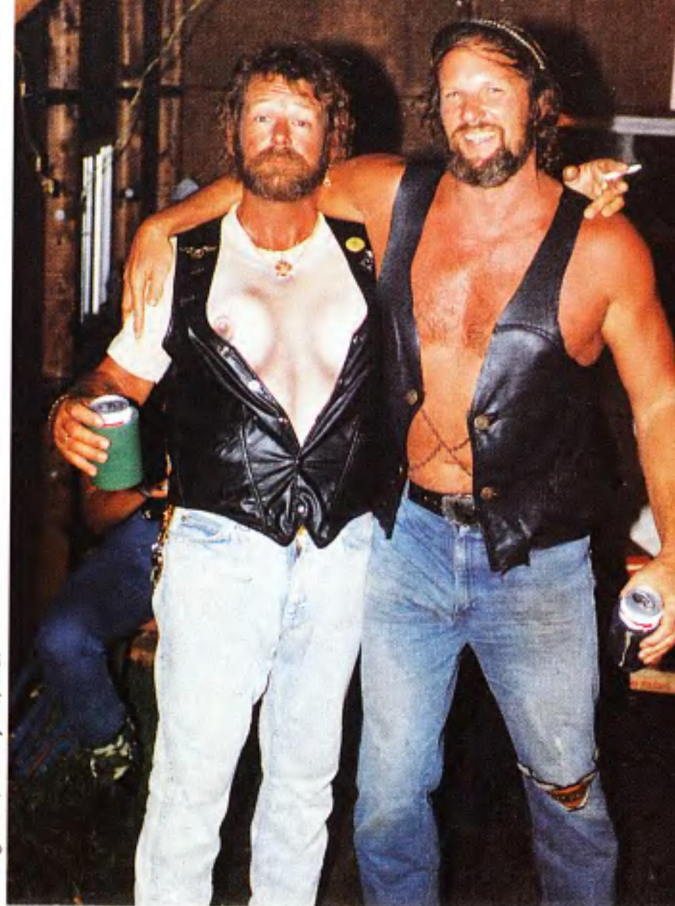
—Dewey Morris, West Palm Beach, Fla.

—G.M. Guignet, Cocoa, Fla.





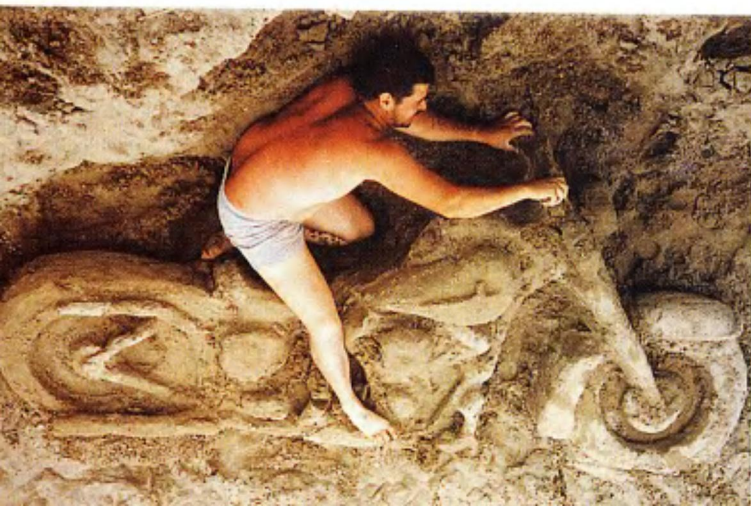
—Flash Petrovich, Hesperia, Calif.



—Big Bird, Ft. Myers, Fla.



—Pat and Moe, Chunchon, Korea



—Ben Dickey, Yuba State Park, Utah



—Mario Sisti, Montreal, Quebec

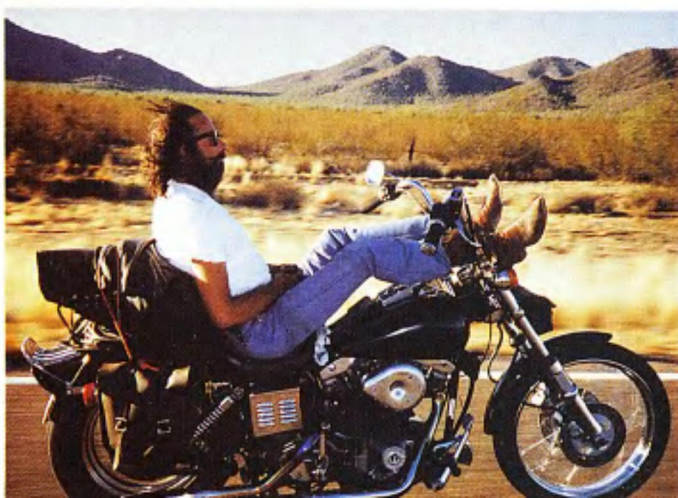


—Art Schmidt and Putt, Palmer, Alaska

—Diane Morgan, Sturgis '90



—Joe Phillips, Goudsboro, Pa.



—Clay Huckins, Cobb, Calif.



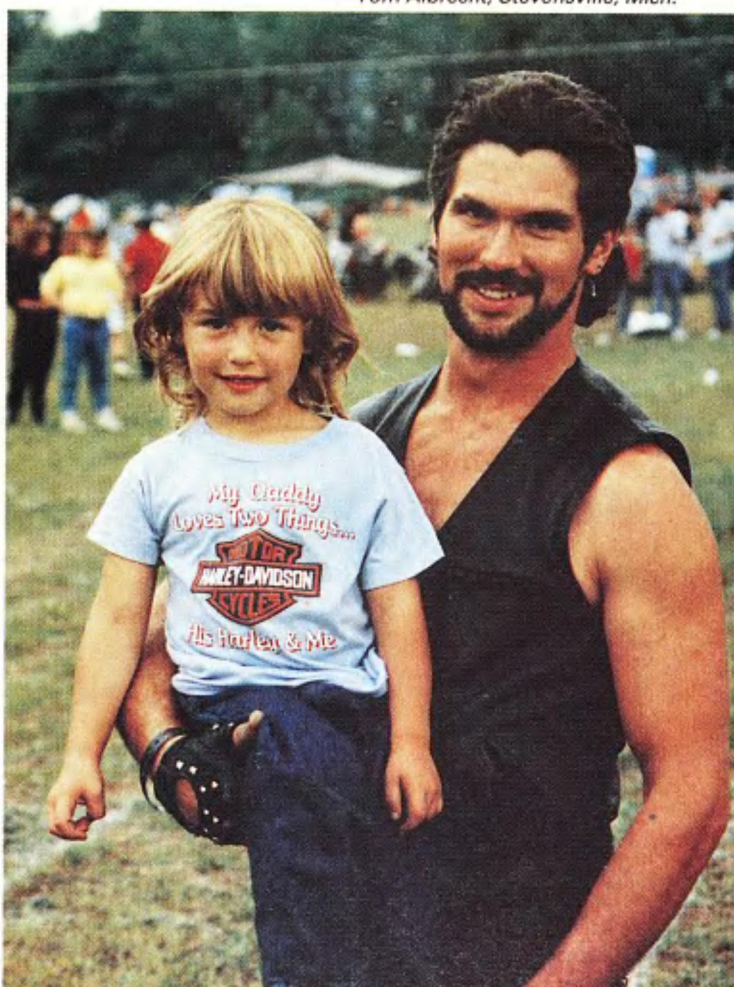


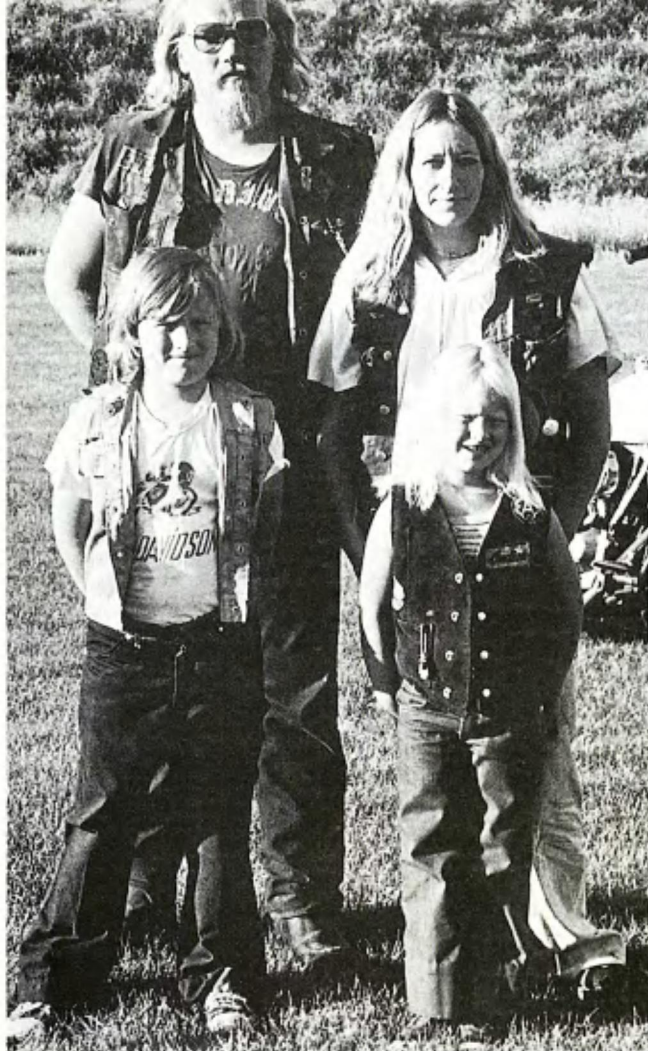
—Rick Porter, ABATE of Ohio, Region 7

—Tom Albrecht, Stevensville, Mich.



—Rat, Oceanside, Calif.



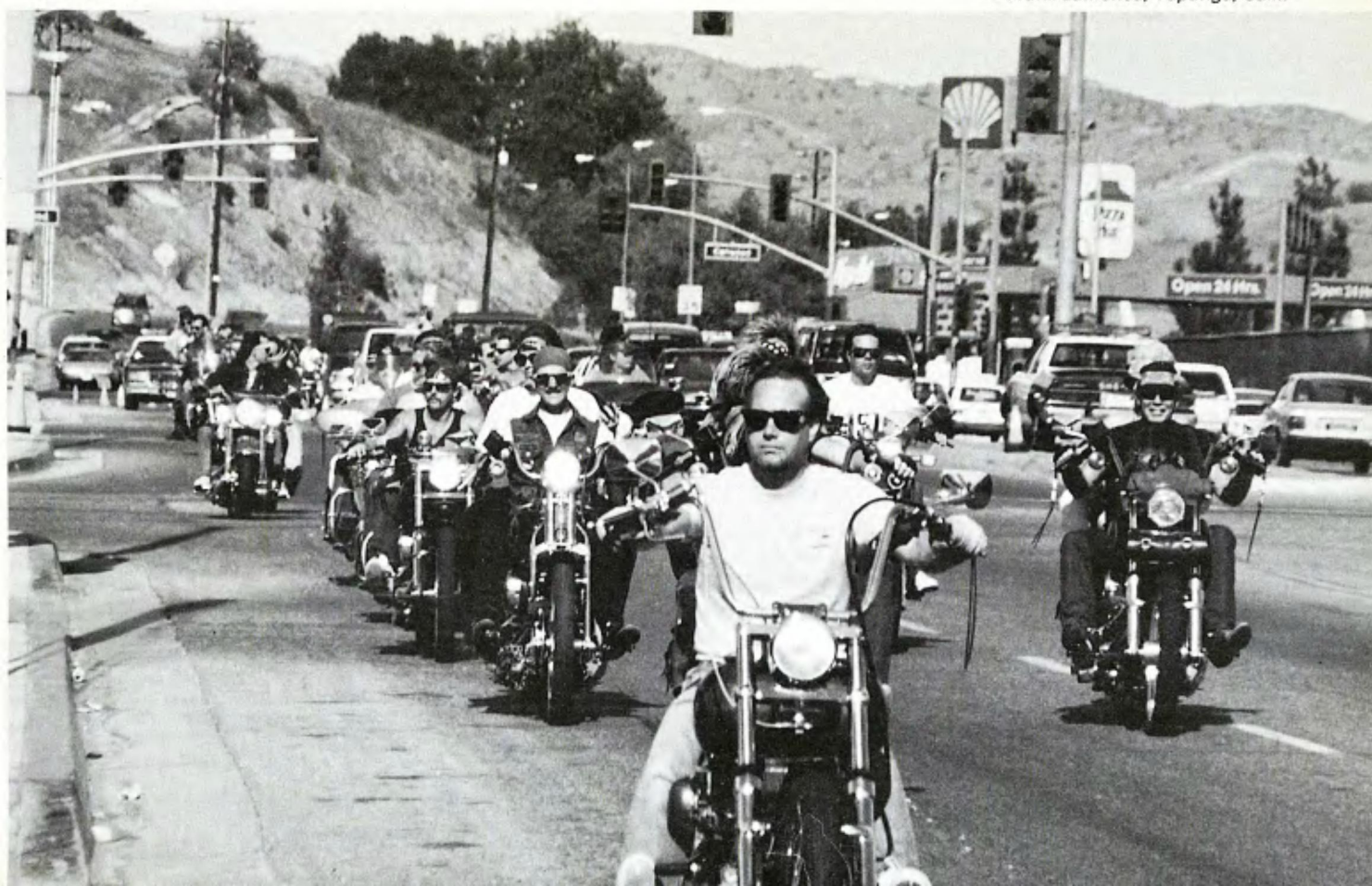


—Yogi, Victoria, Australia



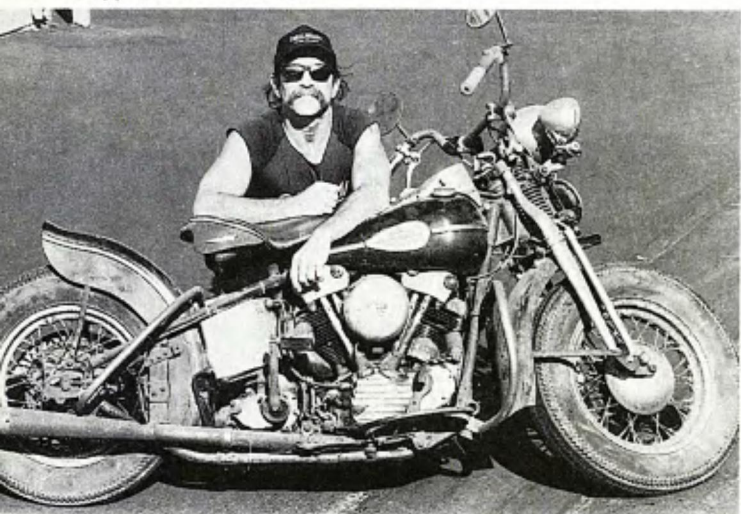
—Wino Joe, USA

—Frank Lamonea, Topanga, Calif.



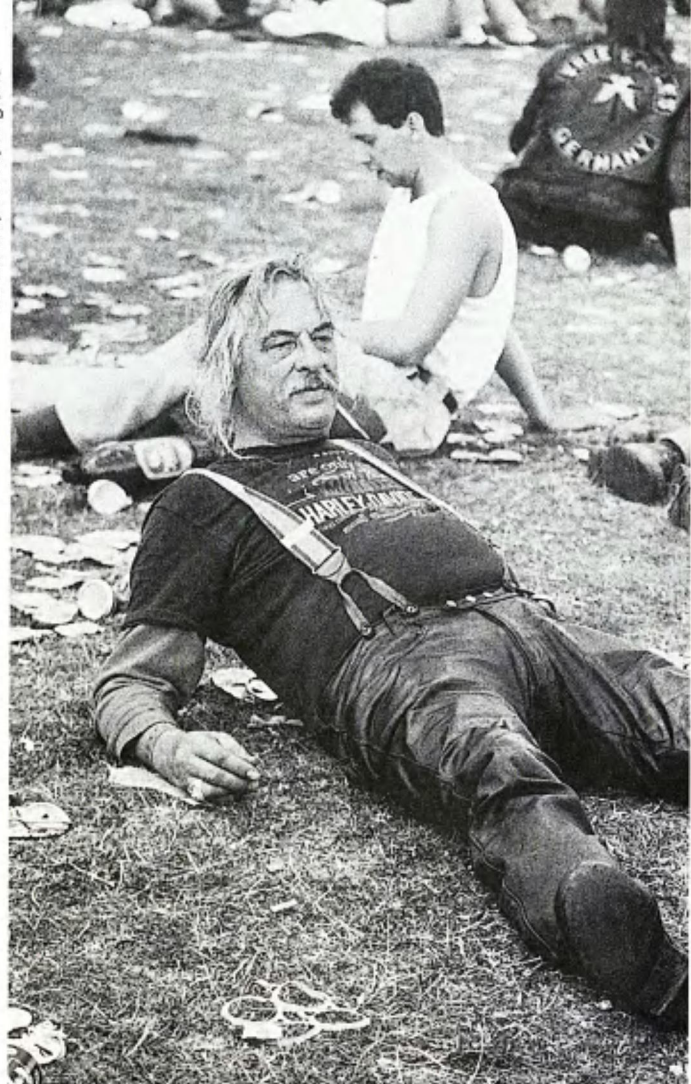


—Pepper, E. St. Louis, Mo.

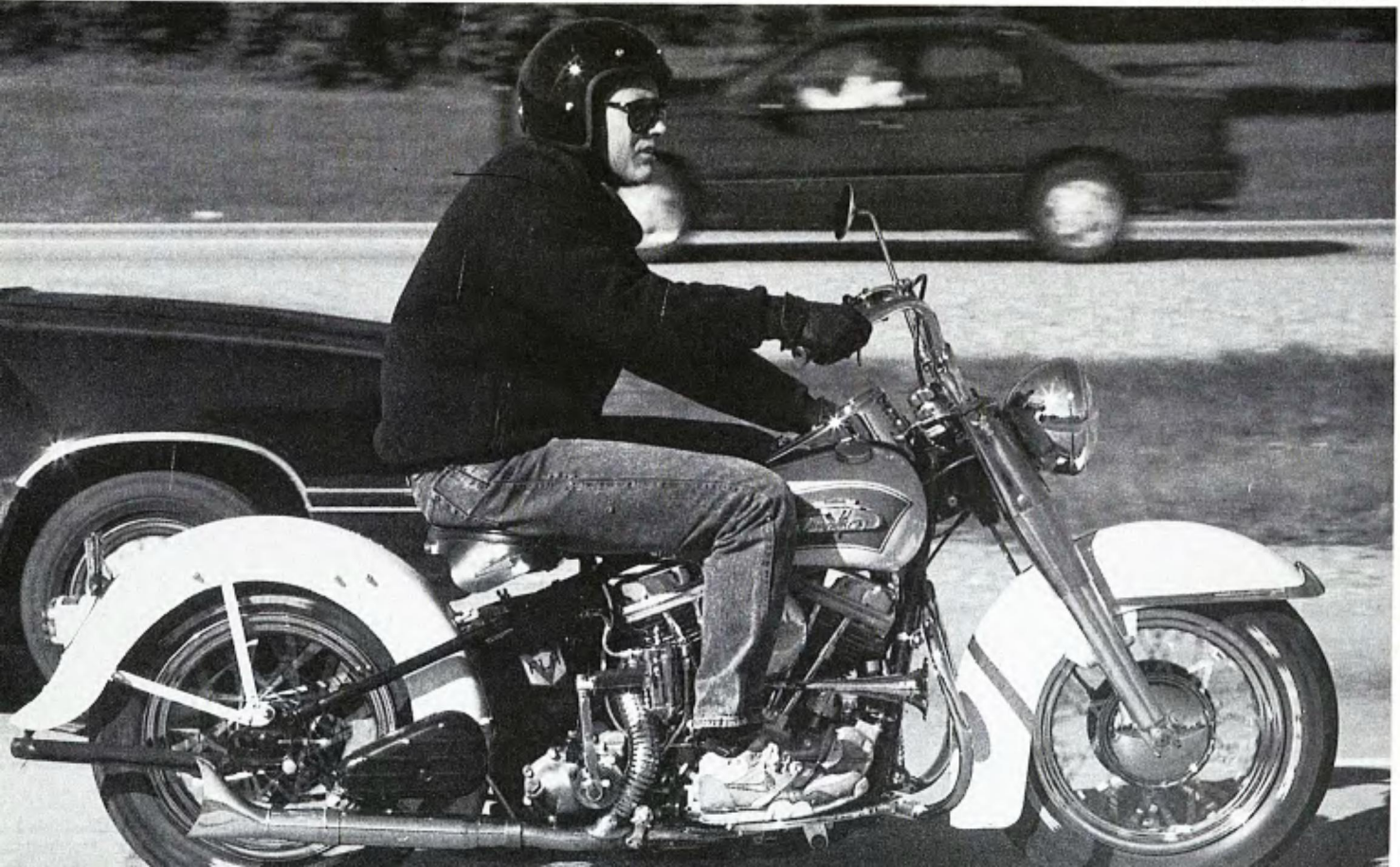


—Jocko, Miami, Fla.

—Ian Mutch, Essex, England



—John Lewis, Flint, Mich.



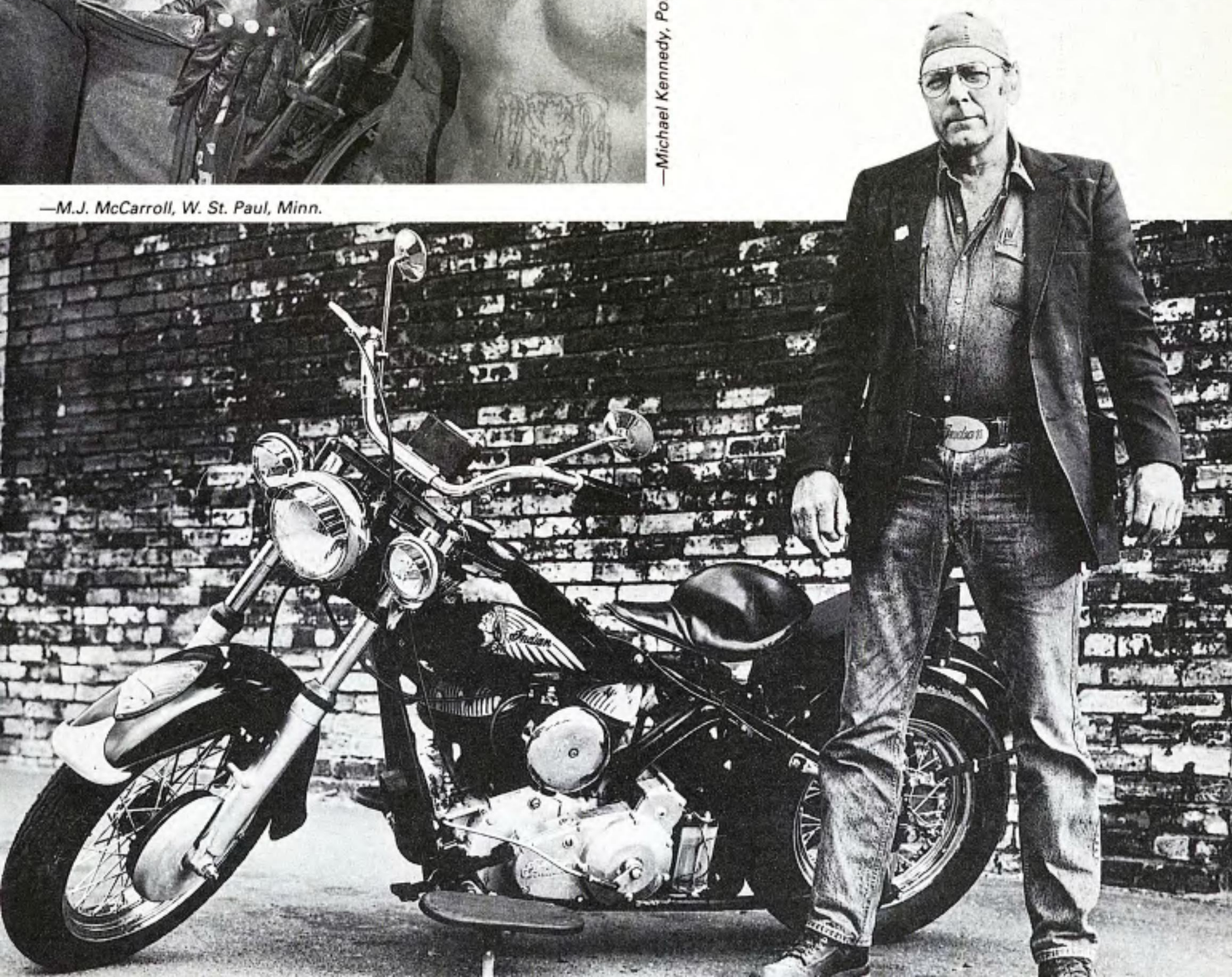


—M.J. McCarroll, W. St. Paul, Minn.

—Doug Kamicar, Los Angeles, Calif.



—Michael Kennedy, Ponca City, Okla.



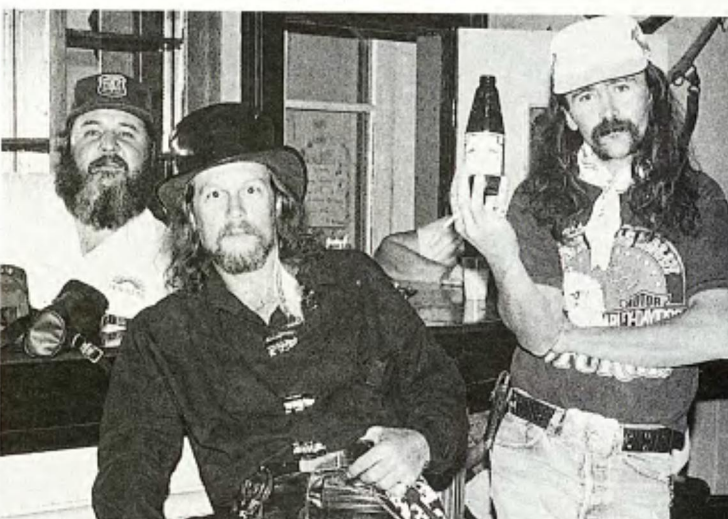


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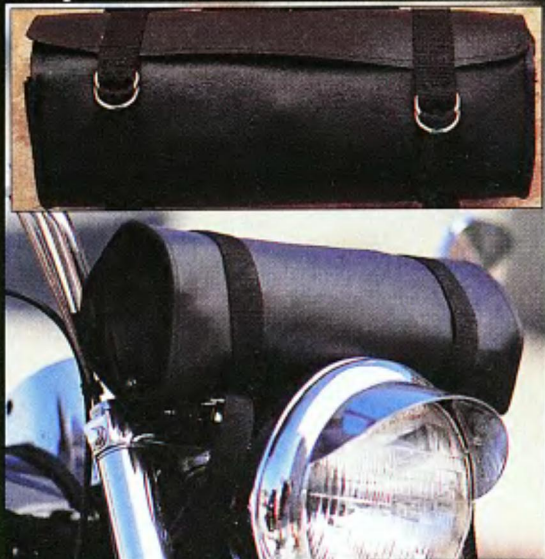


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David H. Ross

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By Richard Gerhard

Good evening ladies and gentlemen. This is Edward Burrs coming to you from Grizzly Flats, a small town hidden in the Eldorado National Forest in Northern California. I am here in Grizzly Flats to bring you the entire story about the moment of terror that ended in a flash just an hour ago. Approximately six hours earlier, three men entered Grizzly Flats. Excuse me, but standing here next to me is Mr. Robert . . .

Bob

Call me Bob.

Burrs

Mr. Bob . . .

Bob

No need for the 'Mister' either.

Burrs

Standing here next to me is Bob Sands. Tell me, Bob, I understand you saw the three men when they entered Grizzly Flats. What do you remember about the three men?

Bob

Well . . . I was sitting out in front of the barber shop playing checkers with Hal, and . . .

Hal

That's me. Are we on the radio?

Bob

Shut up, Hal, he's talking to me. Sorry about him, Mr. Burr, he's always interrupting everyone . . .

Burr

As you were saying, Bob . . .

Bob

Oh, yeah, well, we were playing checkers when we heard the car coming down the street. It was a beauty. A brand-new, blue 1943 Ford.

Burr

How did you know it was a '43 Ford?

Bob

They told us

Hal

Yup, they told us.

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Grizzly Flats

Bob

You see, they pulled up and asked us where the saloon was.

Hal

I asked 'em how new their car was and . . .

Bob

Shut up, Hal . . . They told us it was a '43, brand-new, then they drove down to the saloon.

Burr

What did you think of the men when you first saw them? Wait a minute, Bob, what did Hal just whisper in your ear?

Bob

Well . . . Hal just wanted me to tell you that as they drove off, they were, laughing, and it was a real . . . I don't know . . . strange, that's the word, it was a real strange laugh . . . kinda gave us the chills.

Burr

What went through your minds when you were told they had escaped from San Quentin early that week?

Bob

Well . . .

Hal

Shocked . . .

Bob

Shocked . . . that's the word.



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Burr

Thank you, Bob and Hal. As I walk down Main Street, toward the saloon, I can see that many people standing around have a look of disbelief. Grizzly Flats is a small town that still captures the essence of an Old West mining town. The sidewalks are wooden and the streets, cobblestone. People, like Bob and Hal, still sit out on the walks playing checkers. Everyone knows everyone and word travels fast around this tightly-knit community. As I make my way to the saloon, I see that it is the type of saloon you see in the movies with John Wayne or Gary Cooper. Swinging doors are at the top of stairs that lead to the inside. Here is where the killing began. Excuse me, did you see what happened?

Gloria

Yes.

Burr

And what is your name?

Gloria

I'm Gloria Banks...

Burr

Gloria, what were you doing when this tragedy began?

Gloria

I'm a waitress here.

Burr

How long have you worked at The Diamond Ridge?

around trying to get us open when these three guys came in. They went directly to the bar and ordered some beers and shots of J.D.

Burr

J.D.?

It is the type of saloon you see in the movies with John Wayne or Gary Cooper

Gloria

A long time... I don't know, about four or five years.

Burr

What happened here today, Gloria?

Gloria

I was late for work this morning, so I was really in a rush. I was running

Gloria

Jack Daniel's whiskey. Anyway, they took their drinks to a table in the corner and then just sat there. Well, the place filled up around noon and they were forgotten. Around 2 p.m. they were pretty well tanked up. I told Barry, he's our security guy, you know, a bouncer. Well, he's really a cook... but, I told him that they were making

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Grizzly Flats

noise. Well, he went up to them and... and... they shot him! It was loud. He just stood there holding his chest, then each of the three men fired a shot into Barry and he fell to the floor. They stood up and fired shots into the ceiling. Everybody screamed and started to get up. The three men fired again. This time at the mirror behind the bar, which shattered and crashed to the floor. They told us to sit down. They had us empty our valuables out on the tables. One of them went over to the register and forced it open.

Burr

What did he look like?

Gloria

He was mean. They called him Bud. He was thin and tall. His face was sullen and a heavy beard covered his face. He looked directly at me and his eyes burned my look away. He came over to me and started to take his way. He grabbed my blouse and he tried to kiss me when Scott stepped in...

Burr

Scott?

Gloria

Yes. Scott Dillon. He...

Burr

Would you like to stop, Gloria? Here's my handkerchief. Please wipe your eyes.

Gloria

That vicious man pointed his gun right... right in Scott's face and shot him right in his left eye. All his blood splattered me... God... his blood...

Burr

That's all right Gloria, here, why don't you sit down? Excuse me ladies and gentlemen. What? Oh, I see. Okay. Thank you. Ladies and gentlemen, this is Edward Burr and I am here in The Diamond Ridge Saloon in Grizzly Flats, California, where I have been speaking with Gloria Banks. I have just learned that Scott Dillon, the second man shot, was Miss Bank's sweetheart.

Al

Excuse me, but I was behind the bar

during all this.

Burr

And who are you, other than the bartender?

Al

My name is Al Davison.

Burr

Since you were behind the bar, then, I take it to mean you saw everything?

Al

Absolutely. First off, what you need to understand is that from the first shot to the last was only about five minutes. After Scott was killed, they became extra angry. The one they said was Max, I believe, was the one in charge. He was the one who scared me the most. He was stocky and you could tell he was strong. His forehead was covered with loose black hair and you couldn't really see his eyes. Tattoos were scattered over his shoulders and down both arms. He walked up to John Buffet, grabbed his hair from the back, stuck his pistol in his mouth, and fired. The back of John's head flew across the room as he fell to the floor. The third man, called Link, musta felt like he'd missed out on the killing 'cause he just lifted his pistol toward the people in the room and fired. He was a crazy man. He jumped up and down and was throwing his head back laughing and yelling, 'I won't miss! I won't miss!' over and over. His first bullet caught Larry Hinkley square in the chest. He was probably dead before he hit the floor. ➡



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Grizzly Flats

His second shot went into Harriet . . . Larry's wife. She'd been screaming her head off when the bullet tore into her throat. It must have hit an artery because she bled real bad. His third shot killed Little Marv. Little Marv wasn't anyone special, but he was a good guy and liked by everyone. Link shot him twice through the head and then through the heart.

Burr

And then what happened?

Al

He pointed his gun at me.

Burr

Tell me, Al, were you scared?

Al

You betcha, but I was quick because I yelled at him that if he shot me, there'd be no one to make his drinks. He laughed loudly then shot my dog, Sally. I'd had her for nine years. Damn son of a . . .

Burr

How long had they been in the saloon?

Al

Damn near five hours or more. But all the killing took just a moment.

Burr

They killed one more person. Did you know him?

Al

He was the sheriff. Jack Bodie. This was his second year as sheriff. He was only 21 years old. Nothin' like this has ever happened before and I guess he thought he was doing it right.

Burr

What exactly happened, Al?

Al

Jack swung the swinging doors wide open with two pistols. I guess he wanted to get the drop on them, but he never had a chance. Max fired his pistol, as did Bud and Link, and blew Jack to pieces. He never had a chance. He was flung out through the swinging

doors and tumbled down the stairs onto the street.

Wiley

Excuse me, youngster. My name's Wiley and I saw the savior arrive.

Burr

The savior?

Wiley

You heard me right, laddy, savior. The man who saved these folks' lives. I was looking out the window when I saw him sitting on a motorcycle up on the hill. The sun streamed out from behind him and all I could see was the shadow of a man and his cycle. Then he started it up and rode into town. The vibration from the sound of his engine stopped all movement in the saloon. It was a beautiful red motorcycle with Indian-designed eagle wings on his gas tanks. As the rider pulled up, I heard Bud say that he was a lone rider. The rider stopped next to where the Sheriff Jack lay and looked back and forth from Jack to the saloon. Bud and Link stood on either side of the doors. You could've heard a pin drop. It sounded like spurs from an older age. Each step up the stairs and across the walk echoed into the saloon. As the doors swung open, Bud reached over and grabbed him. There wasn't a struggle at all, but the rider turned to Link and said, 'Hey, your buddy's hurt.' Link moved over and the rider twisted around behind Link. Stuck directly in Bud's heart was a double-edged boot knife. It was done so smoothly that no one saw how Bud had been stabbed. As the rider got behind Link, you could see the look on Link's face. It was shock. He turned back toward the rider, who grabbed Link by the hair and killed him with another boot knife right to the throat. As the knife slashed through his neck, blood was thrown all over those who were near. He threw Link backward, pulling his pistol from his hand as he fell. Then he looked at Max. 'You have three seconds to drop your gun,' he said. He went 1-2-3 real fast. There was a shot and Max was hit between the eyes. Dead. He was slammed backward and slowly slipped to the floor leaving his blood along the front of the bar.

Burr

And then?

Al

Then, the rider walked over to the bar and asked me for a beer.

Burr

And you gave him one?

Al

You bet. I asked him who he was and he said, 'I'm just a guy who was in the right place at the right time.' He drank his beer and walked out, then started up his motorcycle and rode out of town. And it was all over.

Bob

We asked him as he left.

Burr

This is Edward Burr. Somewhere out there, riding the night, is a lone rider who saved the people of Grizzly Flats.

The sun streamed out from behind him and all I could see was the shadow of a man and his cycle

Burr

And then it was over? Was there any reason, that you saw, for why all this violence happened?

Al

No. It just happened. I guess we'll never know. As if there isn't enough dying going on over in Europe and in the Pacific. None of it makes any sense.

Bob

He rode a '41 knucklehead.

Burr

Excuse me, Bob? A knucklehead?

Hal

His motorcycle. The Lone Rider's. He's right, it was a '41 Harley-Davidson.

Burr

How did you know that?

Who is this lone rider? Why was he here in Grizzly Flats, today of all days? What caused all this violence? These are questions, I guess, which will never be answered. To you, Lone Rider, your actions will be remembered by generations of the people who live here. Tonight, seven people were senselessly slain by three escaped convicts. Then, a man avenged their deaths by killing the three murderers. And then, as if at the end of a classic western, he rode off into the sunset. He was a man in the right place at the right time. A town almost torn to pieces will long remember this date in history as the day The Lone Rider came to town.

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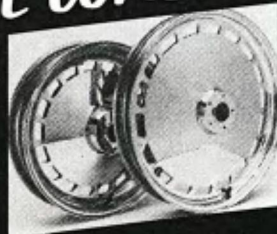
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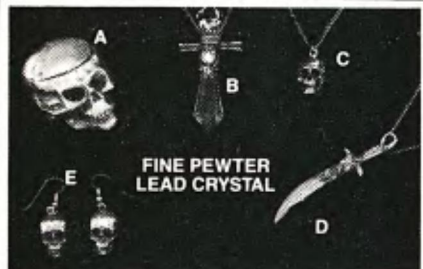
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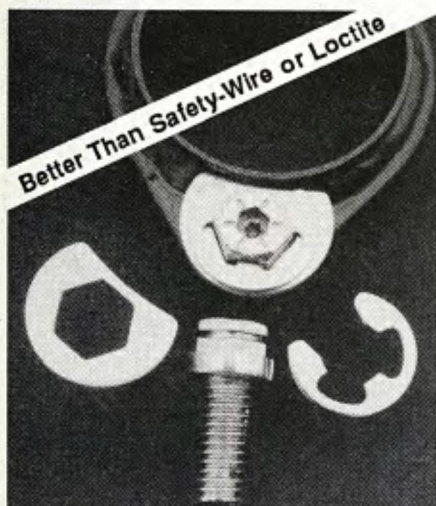
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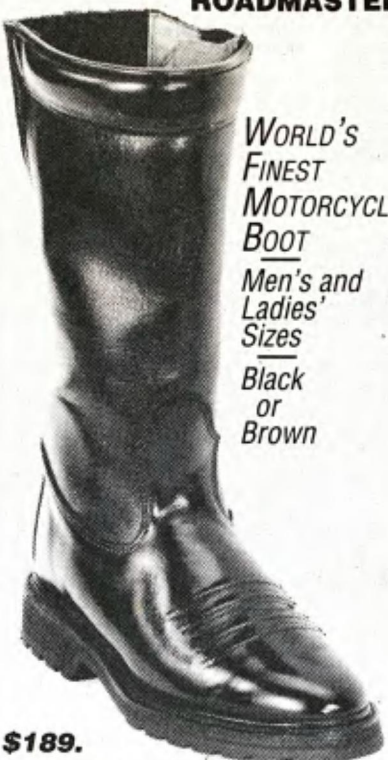
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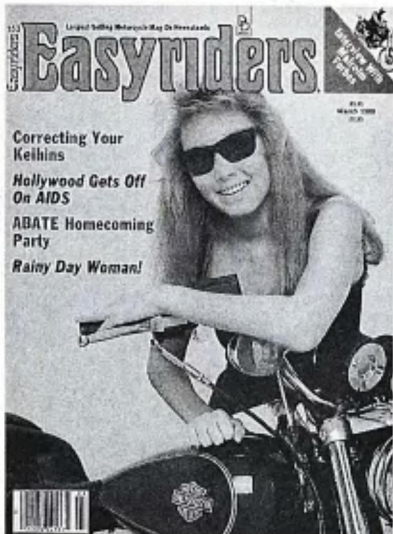
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Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona
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Brothers III, 2401 N.W. 16th Lane, Pompano Beach
Hog Heaven Cycle Acc., 7254 S. W. 40th St. Miami
John & Sams Leather, 4414 Del Prado Blvd., #1, Cape Coral
Harley Motor Works, 2330 N. Newhaven, Melbourne

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Blue Ribbon Cycles, 2137 Dixie Ave., Smyrna
Banshee Cycle, 2507 N. Lumpkin Rd., Columbus
Missing Link, 2912 Sylvester Rd., Albany
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Brandt's H-D, Inc., 1617 S. Wabash St., Wabash

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Cyclepedia Corp., 1824 Dean Ave., Des Moines
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Central M/C Inc., 13010 W. 63rd, Shawnee
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Dave Franks Motorcycle Sales, 81 Bridge St., Salem
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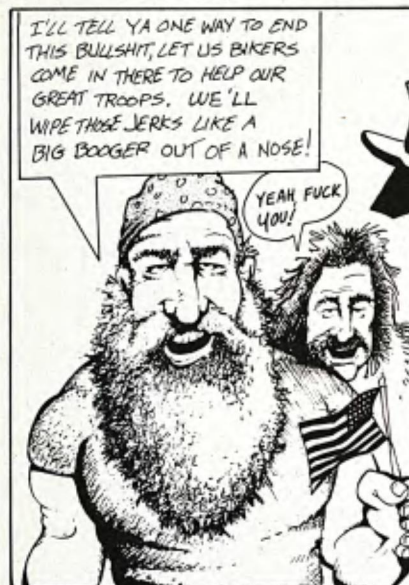
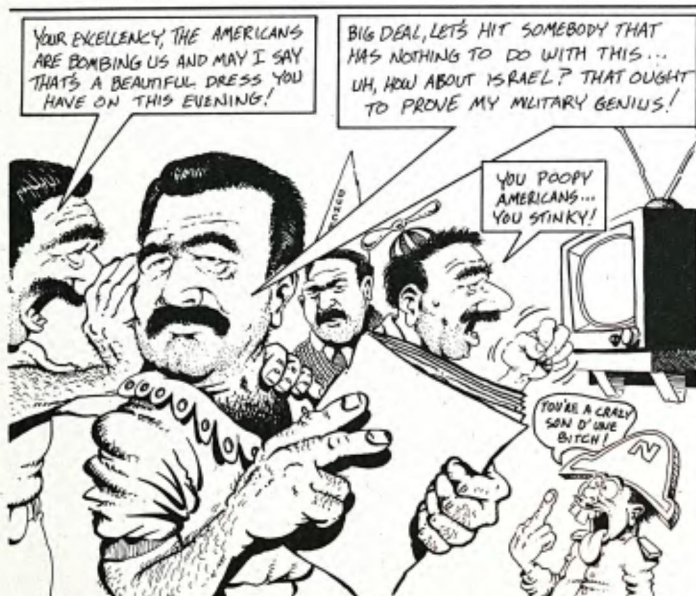
Columbia Motorcycle Company, 3312 E. 4th Plain Blvd., Vancouver

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SOFTAIL CUSTOM PURCHASE: After several attempts to purchase an FXSTC from H-D dealers throughout the U.S., I'm now turning to the readers of *Easyriders*. What I'm looking for is an FXSTC, from '86 or '87 year model, preferably blue/silver. Low clicks on meter is preferred, but doesn't matter for a bike in mint condition. Thank you in advance and ride in peace. Jan Karlsson, UNTSO, Box 140, Tiberias 141 01, ISRAEL. FAX: ISRAEL-6-793055, ext. 29.

LITTLE LOR-LOR: Heard from friends at Christmas. Mimi still works in laundry, but only in middle of week. Jan is divorced and talks of moving. Will is starting school soon. Teresa is still at neighborhood grocery. Bobbo is engaged. Mom is tired and Dad is retired. Love and kisses, Mom and Daddoo.

IMPORTANT NOTICE to inmates and convicts: Mail order, hard core magazines at discount prices. *ASS MASTERS, CUM SHOTS*, variety of top publications. All color magazines, \$35 to \$40; books, 2 for \$24. We cater to prisons, no hold on state or federal checks or money orders. Fast service, 1st-class mail. For **FREE** brochure send stamp or SASE business envelope to MANS, Box 19088, Philadelphia, PA 19138-0088 or call (215) 242-5830.

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ATTENTION ALL CLUBS: Sons of Thunder, a new national Christian motorcycle ministry. Two-piece patch: blue, white, black, yellow, and red. Any problems, write Sons of Thunder, 212 Park Meadows Dr., #308, Wait Park, MN 56387.

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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.

Clean and sober bikers. Send your event information for inclusion in a national newsletter. John P., 913 Park St., St. Joseph, MI 49085, or call (616) 983-2734

For sale: *Easyriders* issues #37 through #108, with binders. \$125 firm, postage paid. K.M.K., 1104 Patton, DeRidder, LA 70624.

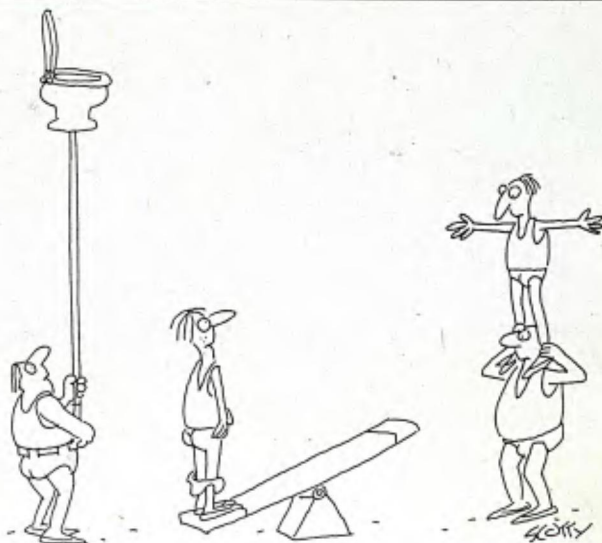
FOR SALE: best offer on back issues of *Easyriders*: Volume 1, #1, #3, #4 (1971); Volume 2, #1-#6 (1972) Volume 3, #1-4 (1973) All real good condition. Call Amber (305) 979-1135.

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Debra Ann Lamar: Write to Steve, Box 6891, Colorado Springs, CO 80934.



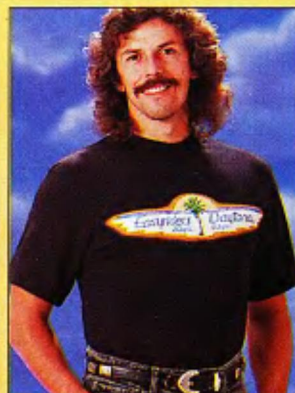
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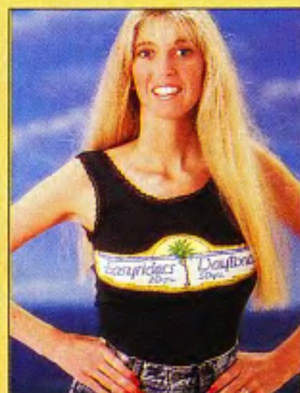
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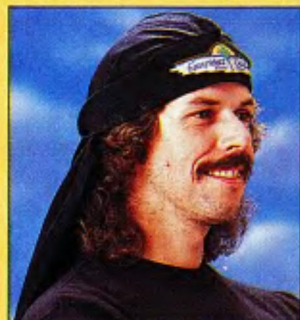
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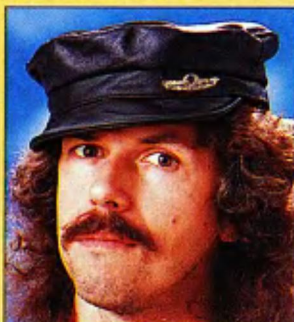
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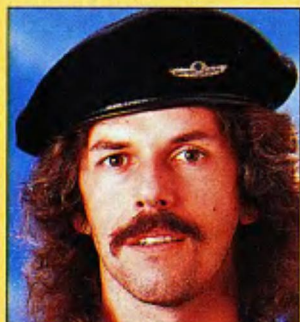
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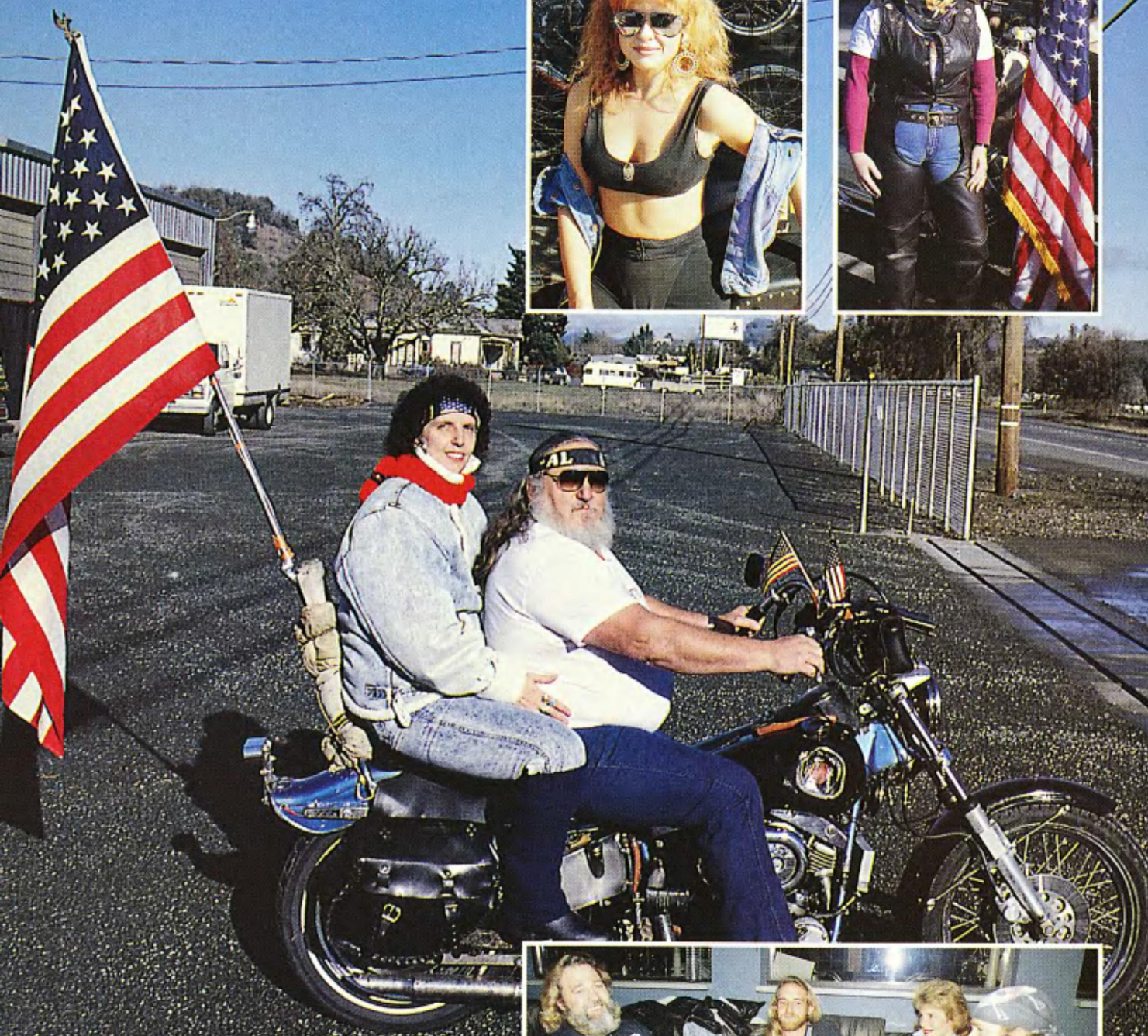


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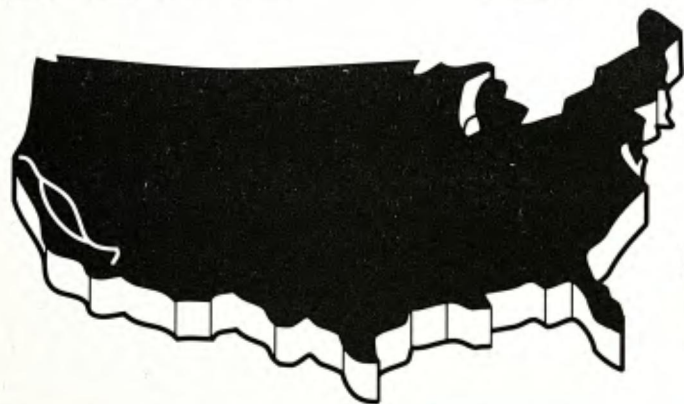


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BIKERS FOR THOSE
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Photo by Bill Ellis

Redwood Seasoned By Rip

Leaving San Berdoo, Sugar Pai and I rode north on Interstate 5 toward Sacramento. We were on our way to Ukiah, California, redwood country, for the 11th Annual Ukiah Bikers Toy Run. It was cold, but it hadn't started raining yet. As we got closer to Sacramento it started getting cold and foggy. Then it

started to rain. I stopped at a roadside rest area and put on my rubber boots and the lower part of my rain suit. About two hours after dark I gave it up and crashed at a Motel 6 on the south side of Stockton. The next morning it had become a lot colder, but I kept going, stopping at rest areas to warm

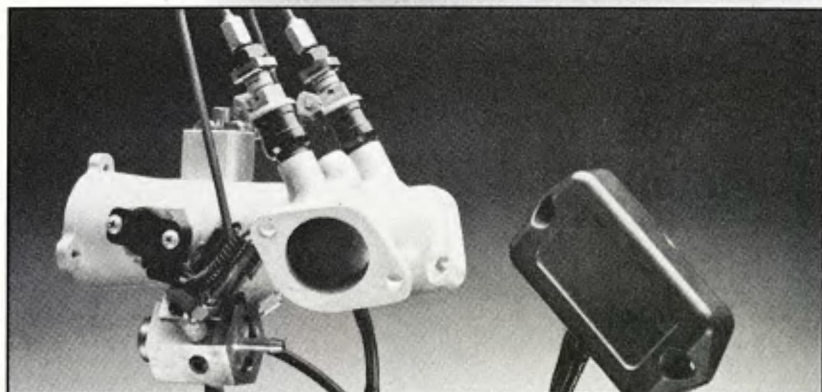
up my digits in the johns. The rest area toilets had forced-air hand dryers which felt mighty fine on the phalanges. I kept punching the knob on the hand dryer, putting either my hands or gloves over the opening from which the hot air was exiting. I wanted to homestead these machines but I finally



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Joe and Sarah from RebAnda Trucking.

moved on to the next rest stop until reaching Williams, Calif., where I hung a sharp left on state Highway 20. Riding past Clearlake there was about a half-inch of snow on the ground. No ice, just slush, so I kept on truckin'. The road was wet but it was early in the day and it hadn't frozen yet.

I arrived in Ukiah around noon and rode over to RebAnda Trucking. At their lot, I met some of the troops responsible for putting on the party held there after the toy run.

Now, I want everyone who is reading this to understand that this toy run isn't put on by any political organization or bike club.

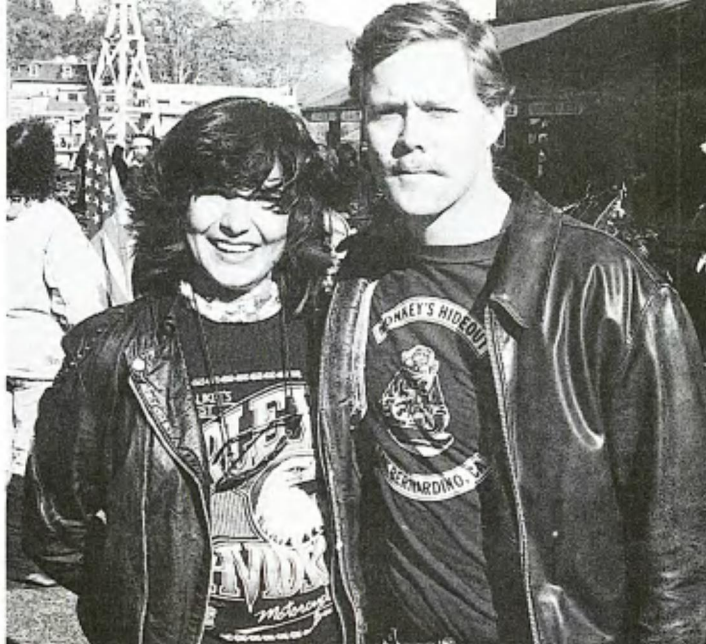
It is handled by the local bike riders themselves. It speaks well of these folks, to have had it together enough to sponsor this run for the last 11 years. And it hasn't been easy. They have gone through many changes. The first few runs didn't have much cooperation from the townspeople, but now, some of the merchants look forward to the run because they know it's good for business. The local Boy Scout troop leads the parade, throwing candy to the kids on the sidewalks, while watching the riders going by. Also, the police department blocked off the streets until the bikes passed. This was a jolly good time.

The evening before the toy run I stayed with Carl Haley, a committee member. Carl is also known as "Trench Mouth" or just plain "Trench." The bikers set up a committee that canvassed the store owners for food, cash, and gifts to be raffled off. Television and radio stations gave them free air time. The proceeds went to needy kids and their families.

We got up around 6 a.m. and turned the tube on to the weather channel,



At the party site.



Transplanted friends from San Bardo.

hoping for good news. The temperature was 33 degrees. It slowly warmed up. Trench rode around all day in a T-shirt. I could not believe what I was seeing. Yes, he had goose bumps, but he said he wasn't cold. He was sweating just standing around doing nothing. Everyone else had layers of clothes on. Trench did say, however, that he suffers quite a bit during the heat of summer.

The run started at the Keg Salooz.

No, that ain't a typo. It's not a Saloon, it's a Salooz, whatever that means. They do things a little different in Northern California. The bar's on Highway 101 in the town of Hopland, Calif., about 12 miles south of Ukiah.

The Keg is a favorite watering hole for the riders who live nearby. I have received several letters to "Rip's Run" telling me to drop by. I was told that if any biker gets injured or needs help,

Phil, the owner of the Keg, will throw him, or her, a benefit. That's damn decent, don't ya think?

From the Keg, we proceeded up Highway 101 to the Monkey Ward parking lot on State Street in Ukiah. At 1 p.m., we continued the parade through town to the Toy and Model parking lot, where some last minute shopping was done. After about a half-hour, the parade continued, ending up at RebAnda

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There's just something about white pants on a woman.

Trucking, where we had one helluva fine party till late in the evening.

Joe and Sarah own RebAnda and they opened their trucking outfit for this party. With a little help from their friends they had it all fixed-up for the crowd. During the year, Joe and his drivers haul many things, including stage equipment, for many big-time bands. One of the bands is the Grateful Dead. I enjoyed shooting the bull with Joe, we swapped road tales.

The Ukiah bikers put out quite a spread. They didn't serve cold wieners and potato chips, no sir, they had five wild boars and several turkeys for our dining pleasure.

The food was prepared by Tom Klindt (AKA Jingles) who is a professional chef and full-time Harley rider. Everything was delish. Having the munchies, I went back several times. My friends kid me about my eating habits. They say, "It's cheaper to buy clothes for you than to feed you." They are probably right. I do like to put on the feed bag.

Did you ever notice how much more food you consume when it's cold outside? It takes more fuel to keep the body warm.

Then, of course, I'm always looking for that fat tattooed lady, to keep ya warm in the winter with moving pictures all year 'round. Excuse me, but I had to slip that dusty one in.

Moving right along . . . The Ukiah bikers had a full bar going with live music and great sounds provided by Hacksaw and the 1% Ghost Band, Those Guys, and The Rudiments. They played lots of biker tunes and a good time was had by all.

This year's run was in memory of John McCoe, who died last year. He was a Ukiah rider who was loved by

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(Visa, MasterCard & AMEX welcome.)



Nice handlebar 'tash.

many. Oh yeah, before I forget, they also held a bike show and gave trophies for several categories. Guess who got a trophy for the longest distance rider? Yeah, the cold ride was worth it after all.

That evening, I slipped out after dark and rode to the coast, some 60 or 70 miles on Highway 1, to Fort Bragg. It was tricky and scary due to patches of ice here and there. I had to be on the alert and it sure wasn't a fun ride. Dead Bob, one of our *Easyriders* video crew members, met me and we interviewed Wino Willie for *Easyriders* Video No. 8. Actually, Bob videotaped Willie while I asked him the questions (off-camera). We got the straight skinny on the Hollister incident.

From Fort Bragg, it took me two days to get back home. While home, I

Ready to party at RobAnda Trucking.



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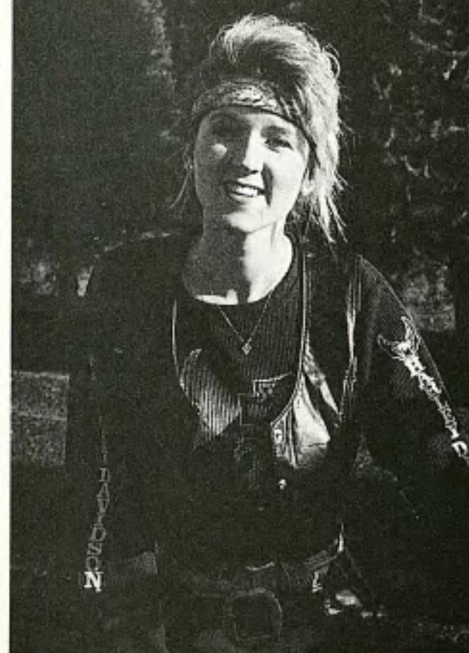
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At the Toy and Model parking lot.

caught a couple of open house parties at bike shops. The first one was in Orange County, the store is called The Bikers Dream (TBD). They are located at 18895 Beach Blvd., in Huntington Beach, California.

The Custom Chrome mobile showroom made an appearance. TBD had playmates signing calendars, hourly drawings for free door prizes, and free snacks and drinks. TBD also had a live band playing in the parking lot on top of a flatbed trailer. Their ad says they stock thousands and thousands of parts, accessories, leather, T's, and much more. They sell parts, not service. If you go by, tell Dennis, the owner, that you heard about them here.

The second shop I went to is closer to home and more laid-back. It's called McNasty's Motors and they sell H-D parts and do service. Their motto is, "If we don't have it, we can get it. If we can't get it, we can make it." I kinda like that attitude, don't you?

McNasty's features full machine

At the Keg.





Not just another pretty face.



Nice putt.

Photos by Rip

shop facilities including heli-arc and electric-arc welding. That means if you scatter your crankcases, they can put it back together. They specialize in high-performance motors and carry all the go-fast products to make your Harley walk and talk.

Well, that's about it for another month, except that I did putt into Hollywood for a concert and membership party at a nightclub called Spice. The

admission was a membership in the Modified Motorcycle Association (MMA). It was in association with the Hells Angels of California. I hung around, visiting and taking pictures, till about one in the a.m. Then I split back to beautiful San Bernardino.

The early morning hours are the only time that the traffic is light on the L.A. freeways. It only took me a little over an hour to get home. I love this

time of the year. No smog, and when it rains, we have snowcapped mountains.

Well this is really it, for now. Drop me a line when ya get a chance. I'm looking for places to go, people to meet, and things to do. Don't write anything personal 'cause I'm too busy for a pen pal.

Yeah, that's the ticket, later dude. Write to Rip's Run, Box 3000, Agoura Hills, CA 91301.



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Garage Security

Better Sleep Through Scooter Protection



Photos by Kim Peterson

How often do you roll around at night, unable to get maximum shut-eye 'cause yer worryin' about every little noise emanating from your bike's garage. Each wind gust blowing tree limbs against the pad causes the nerves to jangle. Jitters give way to irritability, and the next thing ya know yer restlessness leads to givin' the ol' lady hellfire.

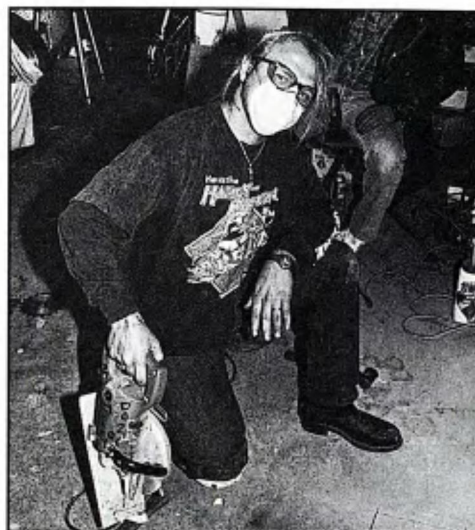
Knucklehead Neal, from out here in the San Fernando Valley, is a good bro who was faced with this daily and nightly dilemma. He tried to get insurance for his knuck, but soon found most companies exclude "antiques" from theft insurance. Go figure. Exacerbated by the hassle, Neal proceeded to deal with it in his own way.

Neal and his bro, Mike Brown, devel-

oped their own insurance solution—the Lockdown. An in-the-garage security system that you can install yourself, the Lockdown is a solid, anchor-like device that is sunk into your garage or shop's foundation. It consists of serious pipe, schedule 80, and half-inch plates.

Two thick, 5-inch, steel bolts are affixed between a couple of circular, machined, steel plates, welded to a six-inch length of schedule 80 pipe on the top plate that will eventually sit on the top of the floor, enabling a hefty chain to slide through it, and through your scoot. The remainder of the anchor is submerged.

Neal recently stuck one in Bomber's garage, starting by figuring out the best spot for the permanently-lodged, an-



Our man, Neal, about to break ground.



Neal places the Lockdown.

chored-in-cement, Lockdown security apparatus. It made the most sense to put it on the side of the garage, where the bike could be rolled easily into place, yet out of toe-stubbing range.

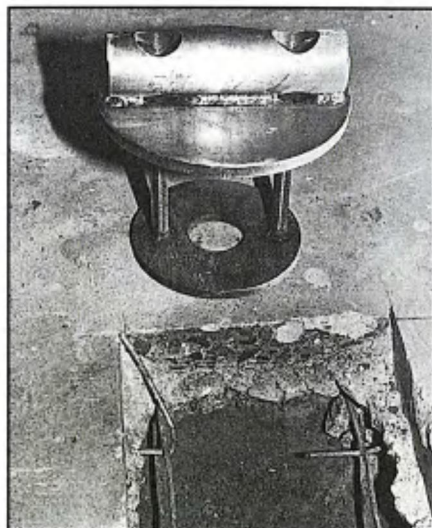
The handlebar measurement called for 20 inches from the wall—enough to keep the buckhorn bars from hitting the wall. Ideally, you want the lock to be centered where a chain will run through the wheel, frame, around the pipes, and then be connected again.

The preferred lock is Cobralinks. They offer a variety of lengths. Cobralinks are not the only way to go, but they are substantial. More on that later.

Now to get started. With the Lockdown centered, draw four, 8-1/2-inch lines



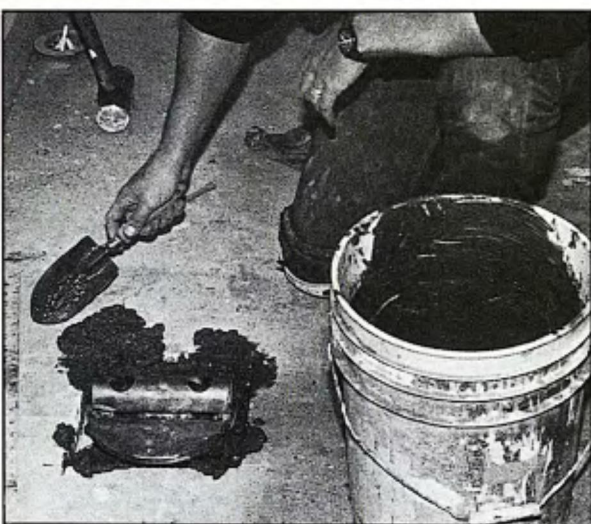
Crushin' the concrete square.



Lockdown ready for insertion in the hole.



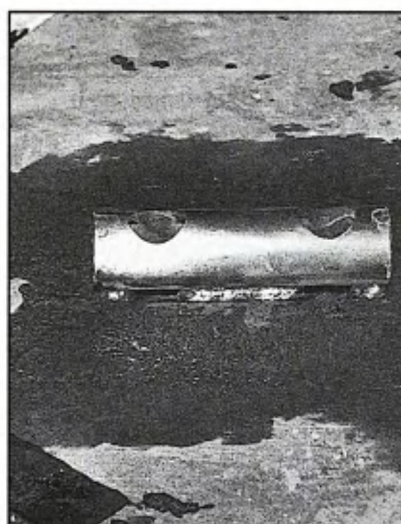
Pourin' the cement.



Troweling the 'crete.



Lockdown gets a gloss finish.



Job is finished. Security at last.

around it, using a straightedge. Now get a powersaw with a masonry blade. A sharp blade is a must. The 7-7, 1/4-inch Vermont American (made in the USA) blade worked best (only took two blades, after going through five of an inferior imported brand).

Begin your cuts into the foundation, following your crayoned straightedged lines. Be sure to use a facemask and eye protection. The blades are made of asbestos, which kills more than lab rats.

No doubt about it, there will be a mess. A concrete dust cloud will cover everything, includin' your lungs and eyes. Take care of 'em, you'll need 'em on the road.

A masonry drill bit pierced the square's center and each corner of the now-cut

concrete, before Neal, wielding a sledgehammer, slammed away at the middle of the concrete (careful not to ruin the rest of the garage's floor).

After pounding through the 4-inch slab, reaching dirt, dig and smooth the dirt around to fit the Lockdown so that the top plate is flush to the floor.

Next, stir up a bucket of concrete mix, he used half a 60-pound sack (\$2 dollars on the open market). Lay some 'crete on the bottom, about 2 inches worth, then slip in the Lockdown and trowel in cement around it, bringing the mix even with the floor's slab, covering the top plate. The milky "cream" from the bottom of the bucket can be skimmed on the top plate, leaving you with a classy gloss

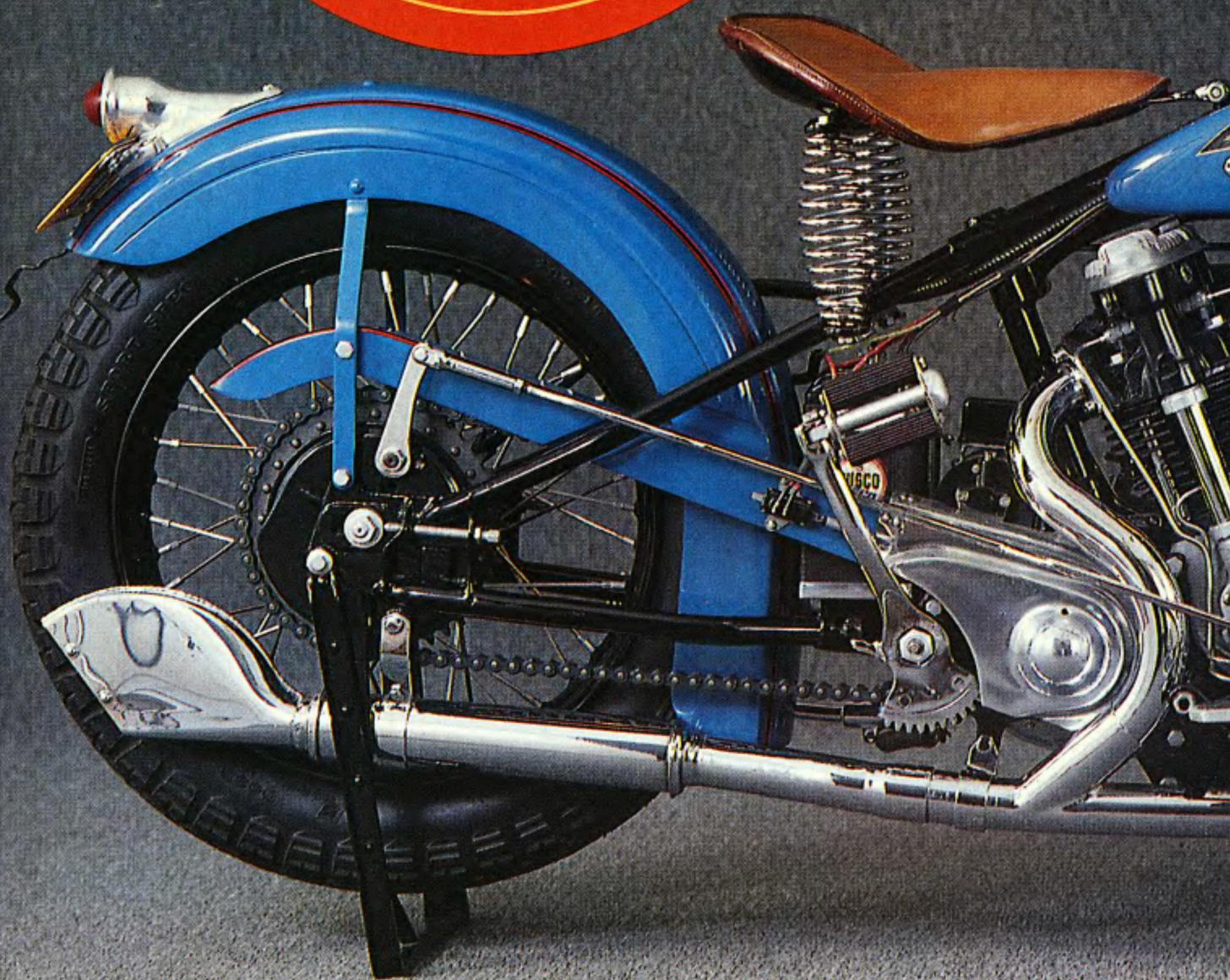
finish. Let it set, then wipe with a damp sponge to bring the plate's surface up. Chrome is optional.

The next day, when the cement has hardened, you'll be ready to run a chain through the pipe—and your ride. Cobralink provides case-hardened, mesh-covered, snake-like chains in lengths of 5 feet, ideal for Sportys; 7 feet, for most rigid and swingarm bikes; and 8 feet, for dressers. Bomber's runnin' an 8-footer that runs clear through the frame of his pan, right up to his ol' lady's side of the bed. No insurance needed.

—Buster

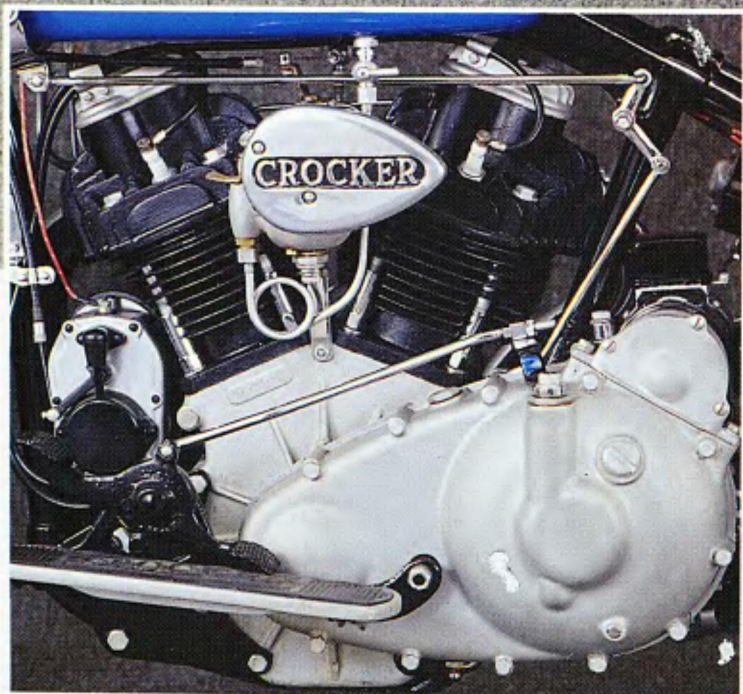
To get in touch with this enterprising backyard biker and his security system, call H&M American Ent., (800) 346-4331.

CLASSIC
The Crocker
YA CAN'T PUT A PRICE TAG ON THIS ONE



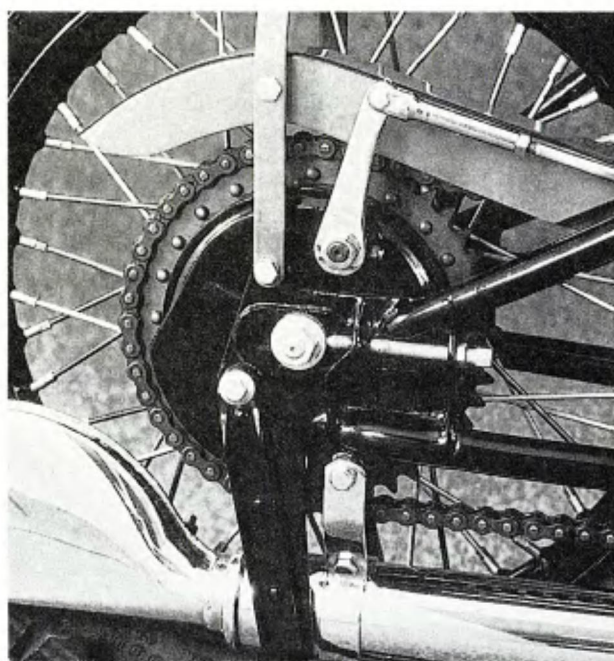
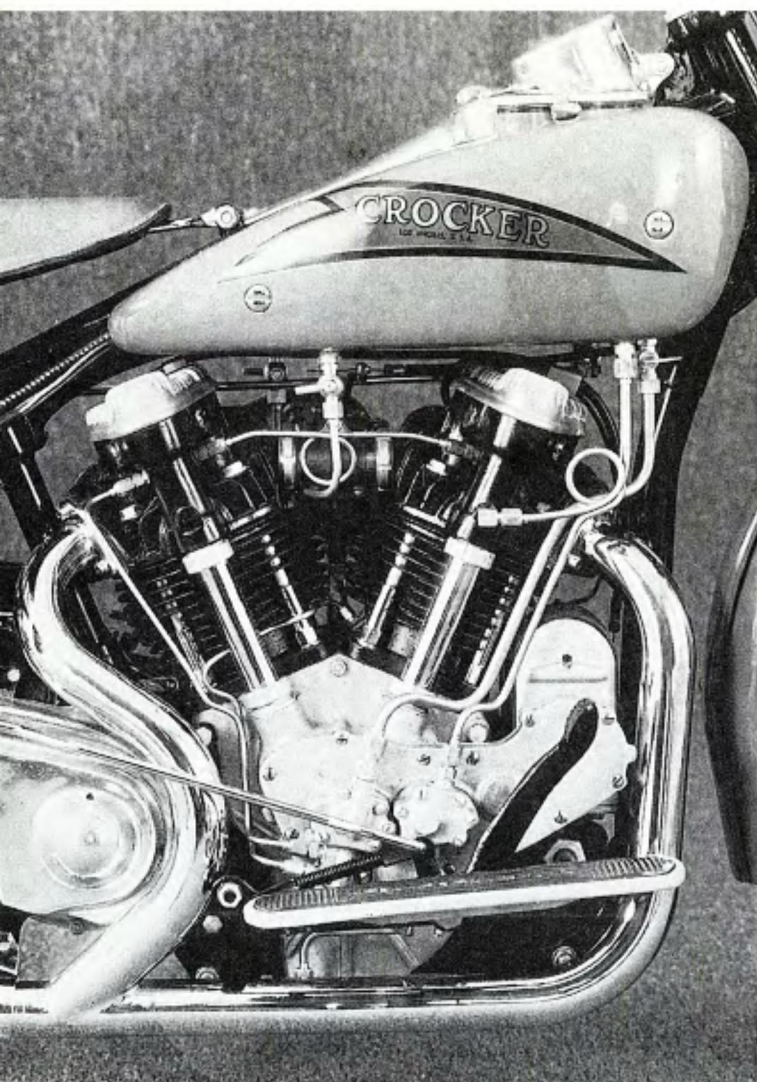
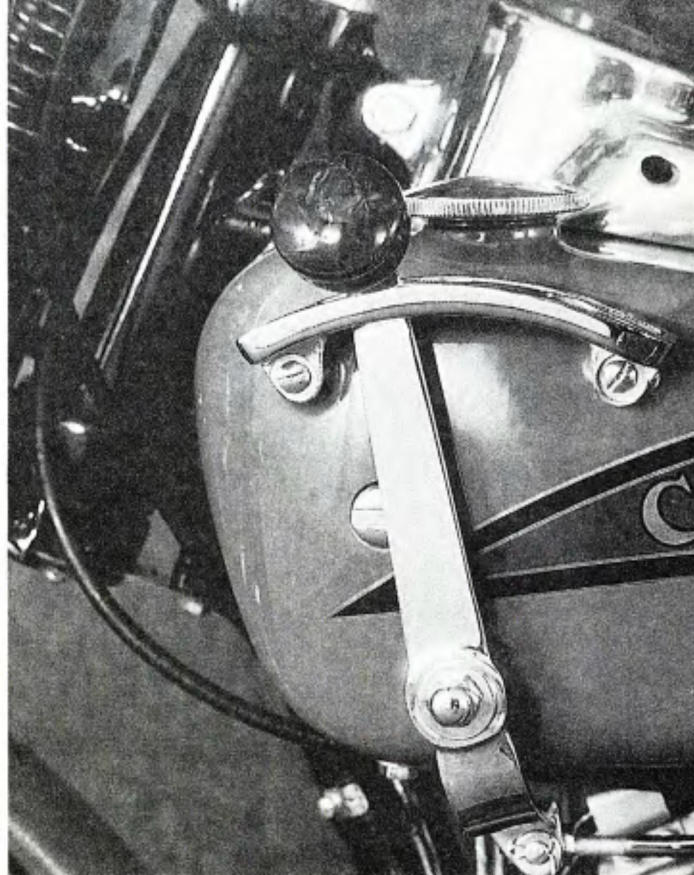
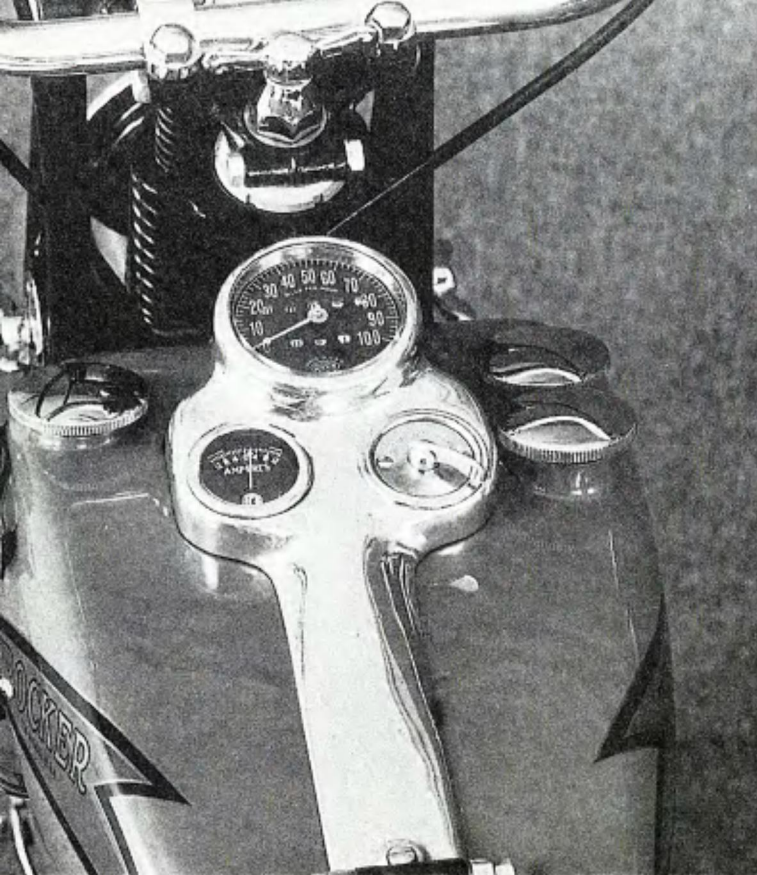


Seems
like life
just keeps gettin'
more and more
complicated. Time
was, you could
jump in the saddle
when the bull
got thick . . .



and let the wind blow it all away. Click a switch, tug over the choke, a couple slamdunks on the kicker, and you were on the road ('course if you forgot to retard the spark, you mighta been airmailed over the handlebars, but hell, that was part of the fun).

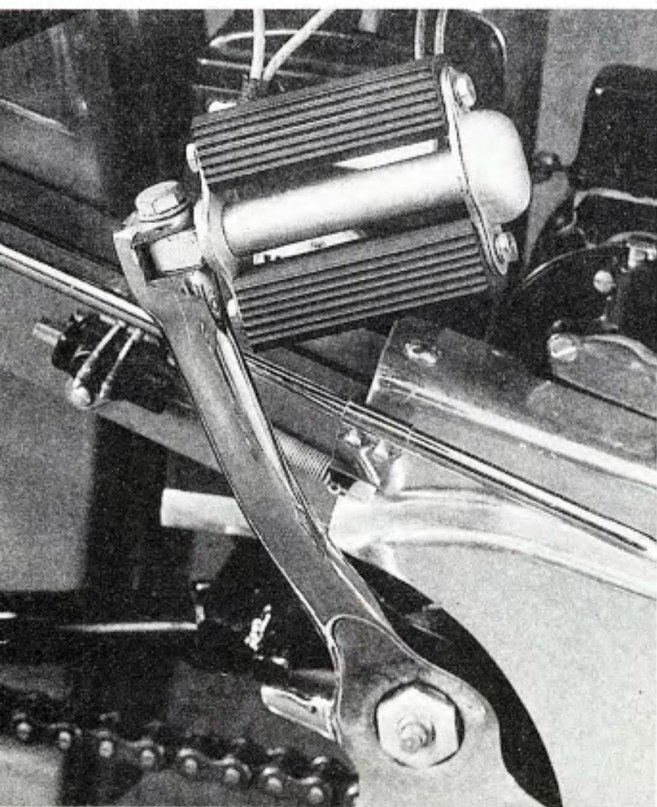
That was during motorcycling's youth, from the early '30s on. Motorcycles had grown from single-cylinder putt-alongs to the shaking, thundering road rippers that were the Granddads of today's rides. They were all go, little show, no frills, chilling power. They were stiff-riding, tended to back fire a lot and blew oil. And ya had to carry tools



with ya for when they rattled themselves apart.

Now, hardtails are a memory, kickstarters are optional, and carrying tools is about a joke. If you do break down, chances are you'd better be packing an engine-analyzer, not to mention someone trained to run and read the whirring, beeping monster. So forget about bringing the mouse, and don't stray too far from an electric outlet for the scope. Yeah, the wind's still the same, but everything else sure has changed.

Not for everyone, though. For those who ride the ancient iron, the wind is only part of it. They relish

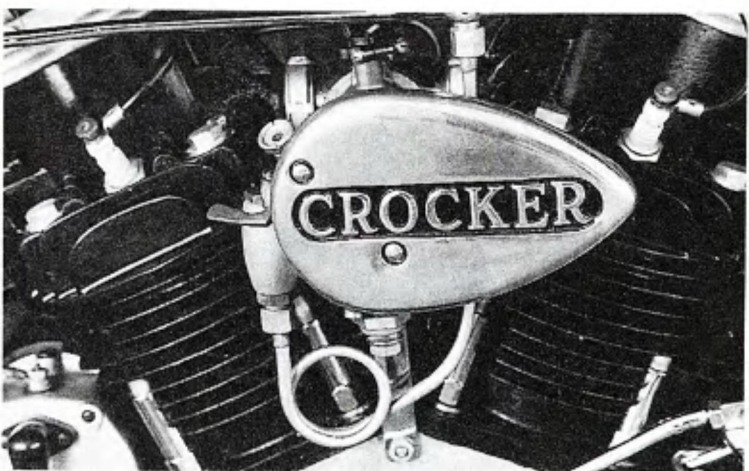
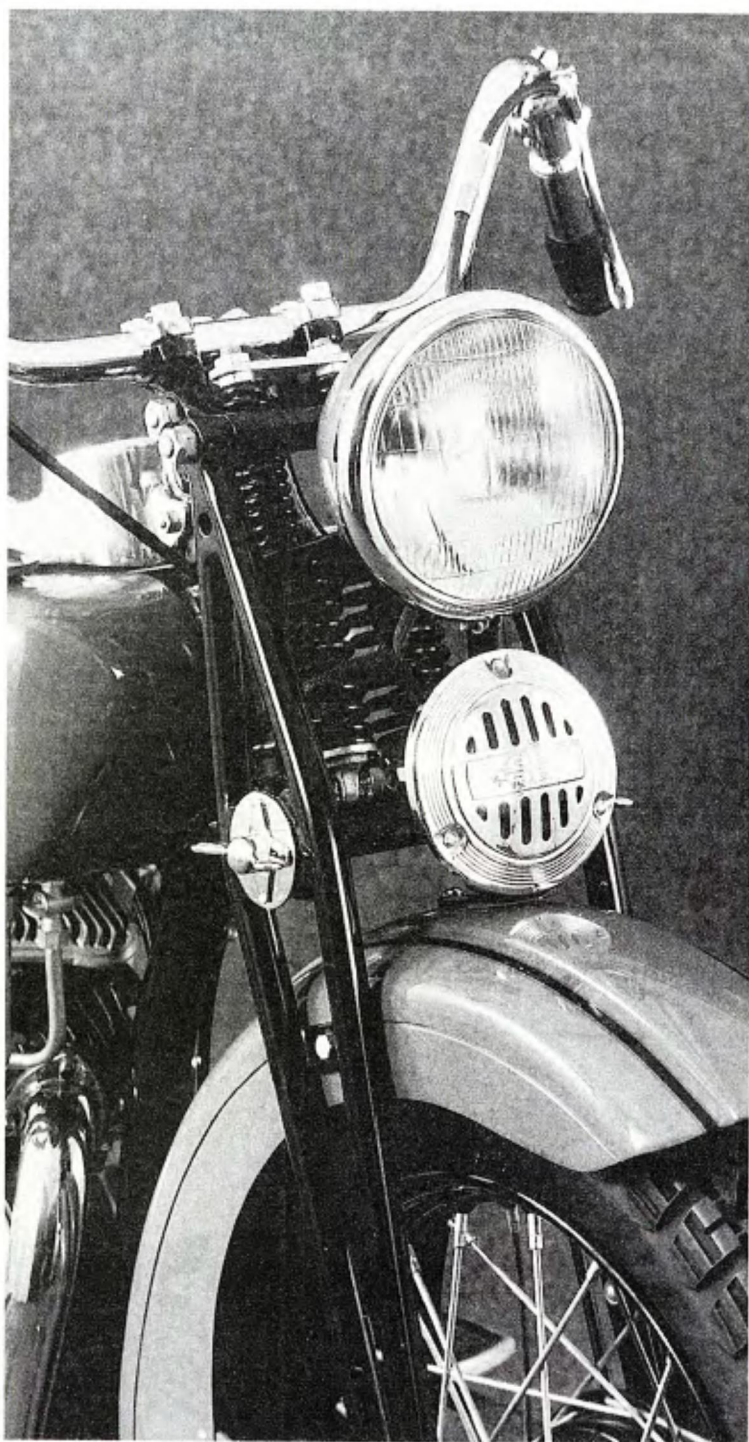


the ritual of manually adjusting fuel, air, and electrics, and knowing how to kickstart without breaking a leg. Riding a classic motorcycle definitely separates the men from the boys.

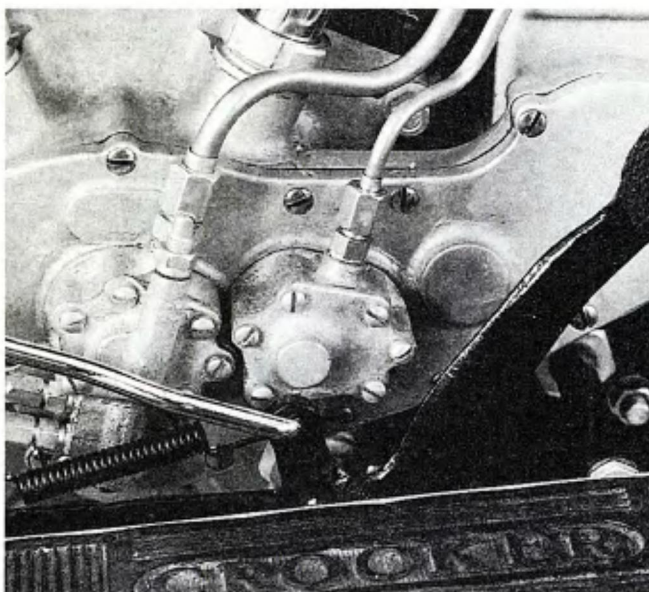
Joe Damiano is such a man. His vintage, 1938 Crocker gives new meaning to the phrase "rare bird." It's number 32 of a total 105 bikes built by Al Crocker from 1936 to 1941, and one of only 64 road bikes. The rest were "board track" racers, referring to the mile-long wood tracks popular back then. Crocker built the road bikes special order in his tiny Southern California factory, but he was shy a few tools, Joe says, like a tube bender for handlebars. So, he got the Southern Pacific Railroad to do the honors.

He got into some unusual design stuff, too. Being basically a track runner, and reportedly capable of doing an incredible 139-plus, something had to be done for that girder. So, he put dampers on the top and sides to "tighten things up at speeds in excess of 100." He also made the transmission case part of the frame—maybe because the three-speed churned enough torque, from the mill's 61 cubes, to spin the tire in the rim (remember the early Sportys?). Joe says you can't even get the cantankerous thing into third gear before 60 mph.

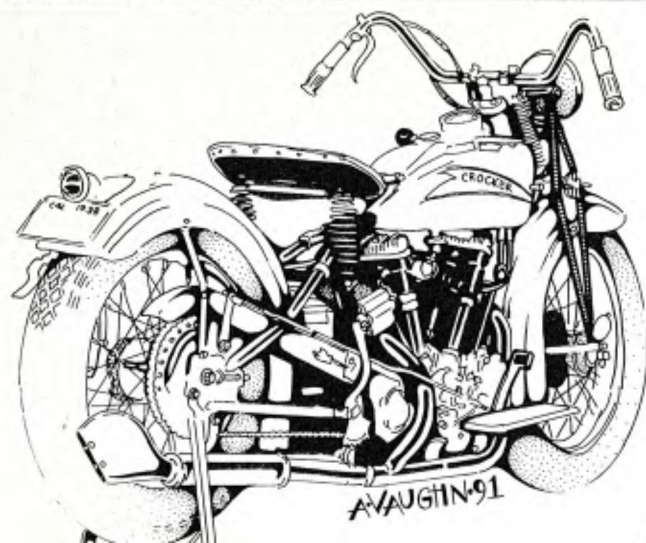
Crocker liked cast aluminum, like the cases, taillight housing, and the pair of 75-pound (apiece) gas tanks. The front half of the right tank is the oil bag. He installed an extra pump, just to get the oil back to it. Check out the single tube for both lifters.



Owner(s): Joseph A. Damiano		City: West Palm Beach, Florida	
General		Frame	
Fabrication by: Damiano & Sons		Year: 1938	
Year and make: 1938 Crocker		Builder: Al Crocker	
Model: Special Custom		Type: hardtail	
Value: turned down \$60 grand		Rake: factory	
Assembly by: Damiano & Sons		Stretch: none	
Time: about a year		Other alterations: nope	
Chroming by: Final Finish (Big Al)		Accessories	
Engine		Bars: Crocker & Southern Pacific	
Year: 1938		Risers: Al Crocker	
Model: OHV		Fender(s): ditto	
Rebuilder: Damiano & Sons		Headlight: Cycle-Ray	
Ignition: Edison Spindorf		Taillight: cast aluminum (factory)	
Displacement: 61 cubes		Speedo: Corbin	
Lower end: factory		Front pegs: footboards	
Balancing: probably		Rear pegs: no pegs, no seat, no packers	
Pistons: absolutely		Electrics: 6-volt (factory)	
Cases: cast aluminum (factory)		Gas tank: cast aluminum (factory)	
Heads: two of 'em		Oil tank: in right gas tank	
Cam: original		Oil system: two pumps	
Lifters: two per cylinder		Primary cover: cast aluminum	
Carb(s): Schleber		Seat: solo, buckskin	
Air cleaner: sez Crocker on it		Sissybar: nope	
Pipes: two into one		Height: n/a	
Muffler(s): custom by Damiano & Sons		Material: n/a	
Transmission		Forks	
Modifications: none		Type: girder	
Year: '38		Extension: minimum	
Shifting: sideshift		Builder: Crocker	
Engine sprocket: has one		Special features: three dampers	
Trans sprocket: one here, too		Wheels	
Wheel sprocket: yep		Front	Rear
Painting		Size: 18-inch	Size: 18-inch
Molding: none		Hub: Crocker	Hub: same
Painter: Damiano & Sons		Rim width: 2.5-inch	Rim width: 2.5-inch
Color: Crocker Blue		Tire: Goodyear	Tire: Goodyear
Type: urethane		Brake: drum	Brake: drum
Special paint: striping by Roy Topper			
Other special modifications: All stock, 100-point restoration.			



Photos by Silvermoon



Joe discovered this bike in a Fort Lauderdale, Florida, museum three years ago, and decided he wanted it in his collection (he has 10 classics). After a daring rescue, and a year in the Damiano & Sons garage and body shop, the Crocker re-emerged a concourse, 100-point restoration. It has taken first in every bike show Joe's entered.

What's it worth? No one's sure, but Joe's turned down \$60 thousand, with no second thoughts. But, hey, we're talking about the wind here, remember, and an almost one-of-a-kind motorcycle (only 34 are known to remain). So, sell the house, hire out the wife and kids . . .

—Glider

Comin' At Ya

Easyriders ►

Our 20th Anniversary Special. This massive, almost-all-color issue features two decades of the best bikes and boldest babes, Spider's commentaries from years gone by, raunchy artwork and classic Wind photography, 20-year-old rank jokes, and lotsa other disgusting stuff from our checkered past.

Don't miss it.

On sale April 25.



◀ 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 of the wild photography from our readers—everything from busted knuckles to big-busted babes.

On sale April 11.



BIKER ►

Another wham-bam-thank-ya-ma'am issue full of the world's best bikers, biker parties, sexy biker broads, pavement-burnin' drags, down an' dirty ice racing, and a special treat you won't want to miss.

On sale May 9.



TATTOO ▲

Coast-to-Coast tattoo action from Coney Island to California. Cruise the boardwalk at the Coney Island Tattoo Festival, check out the Hollywood nightlife at Tattoomania, or get into the swing of things at the Hogs Head Brew Pub tattoo party in old Sacramento.

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Rodeo Finals - 3p.m., Sunday

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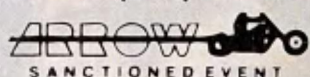
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