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MAGAZINE

NUMBER 217 ENTERTAINMENT FOR ADULT BIKERS JULY 1991

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The next liver-quiverin' issue of this rag goes on sale June 27.

Cover photo of Julia Parton on Mike Essman's shovelhead by Raiko Hartman.



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A few issues back I told you about a man who got his jollies from tweaking women's asses. Well, they caught him. After tweaking a woman's ass, he ran down the street, around the corner, and right into a policeman. So he went to court, and believe it or not, he was found guilty of enjoying his pastime and was sentenced to a minimum of five years. So just look, don't touch.

Now this guy must be the dipshit of the month. He had a pot distribution network where customers had only to dial 1-800-WANT-POT. He made deliveries by bicycle messenger, and his business amounted to \$30,000 a day. He was so busy that he had five telephone lines. I guess he figured policemen don't read the newspapers.

A laboratory just disclosed what it takes to stimulate lust in a woman. Such items as ground up rhino horn to dried beetles have been used in the past, but they've found that a little bit of alcohol is the best love potion. A glass of champagne with its aura of luxury and its limited sedative effect is probably the best booze when it comes to promoting romance.

Here's another dipshit: He was arrested for attempting to counterfeit \$4.5 million. The agent was tipped off by a store owner who said the guy came in to his store and bought the linen paper used in currency and asked the owner if he had any green ink that 'matched the ink on a one-dollar bill.'

He lost his car when it was seized under a new Portland, Oregon, drunk driving ordinance, and he lost his second car in February when he was stopped again. When he was stopped the second time, he voluntarily produced a vial of white powder, telling the police it was heroin which he was using in an attempt to kick his 11-year problem with drunken driving. They took his wheels away and will use them for the next drunk bust.

Don't read this one while eating. A 20-year-old fast-food worker has been arrested for allegedly blowing his nose into a hamburger that he served a policeman. He told fellow workers, 'That's what a cop gets.' The cop who found the snot said it was like pulling a gun on an officer. When the cop sat down to eat, he noticed a 'nasal substance that flowed out of the hamburger.' He said it was repugnant, and he wrote in his report that he was concerned about catching a communicable disease. The 20-year-old was held at a jail in lieu of \$3,425 bail. He lost his job.

We all get pissed at our ol' ladies at times, but this guy got really pissed when his ol' lady drove his pickup truck off the road, hitting a number of trees. She was thrown 40 feet from the accident, and passing motorists covered her with their coats to keep her warm. Then her husband drove up, saw what happened, jumped out of his car, and started stomping on her. When she started screaming that she'd be better off dead, her husband apparently agreed with her and tried to choke her. So drive carefully when you're behind the wheel of your ol' man's cage.

Now here's something that many of you guys can't do. This guy holds the record for crushing 30 walnuts between his buttocks in less than a minute. His brother came in second, and they attributed their skill to a particular characteristic in the family. My wife's tight ass could do it, but she declined.

They didn't say, but I assume he was arrested for selling coke. He was seized in his apartment along with \$6.3 million, all in small bills. It took 12 agents eight hours to count the money. You know how they count—one for me and two for them.

This condo was being built and during construction there were 15 accidents of crime a month. So he decided to hire a lion to keep on the property. Last month the lion ate a burglar alive, and crime has dropped to no incidents a month.

In the South a state senator introduced a bill to exempt cock fighting from the state's animal cruelty law. He explained that he wanted to grant chickens the same rights we grant to human beings. They're allowed to wrestle and box, and he even provides a referee in attendance to make the fight between the cocks fair. (I'm afraid that guy's had too much moonshine.)

TAKING IT EASY

By Spider



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

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

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

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

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

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

Shovelhead, Panhead and Iron Sportsters are covered.

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

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

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A Thankful Bro

☐ I'm in the waters off the coast of hell, and if it weren't for your rag, this war shit woulda had me buggin' long ago.

I got a chance to pick up issues #211 and #212 in Sicily a few weeks back, and they gave me the "warm fuzzies" just knowing that the party is still going strong.

Thanks for keeping me in the wind while I'm over here. Raisin pie for all.

W.B. Brockett
FPO Miami, Fla.

Needs To Know

☐ I need to know if anyone sells "Loud Pipes Save Lives" T-shirts. Also, does anyone know if Frisco Choppers is still in business in California?

Don Hardman
Ottawa, Kan.

Books For Bros Inside

☐ In response to Todd Drury in the January '91 issue who was looking for the address for Coalition For Prisoners Rights:

Coalition For Prisoners Rights
Box 1911
Santa Fe, NM 87504-1911

Jack "Big Bear" Massingill
Gatesville, Texas

☐ I want to pass this legit info to others doin' a little down time. This book costs nothing to anyone doin' time. It's called *The Rights of Prisoners*. To obtain a copy, write to:

Southern Illinois University Press
Box 3697
Carbondale, IL 62902-3697

A list of other books that can be purchased will also be sent

C.B. Hearn
Tennessee Colony, Texas

Tie Your Bitch Up

☐ Just a note for those bros carrying a bitch on the back of their scoots while traveling on I-5 through the thriving metropolis of Carlsbad, California. You may want to tie her down or watch out for some of our more illustrious guardians of the California Vehicle Code.

As I was recently puttin' north through their domain, they seemed to take exception to my carrying my bitch (the type with four paws) on the back of my scooter. So I'm now the proud possessor of a citation stating that I was in violation of paragraph 23117A (Transporting Animal in Motor Truck) of the California Vehicle Code. And for the paltry sum of \$67, I'll be allowed to take my case to the Haven of Jurisprudence in San Marcos, California, next month and find out if my scooter (an '87 FXRS-SE) really qualifies as a motor truck.

Guess my pup and I were having too much fun.
C.F. Skip Kulmann
Long Beach, Calif.

Down With Spider Response

☐ I'm writing in response to Kathy Smith's "Down With Spider" letter in the April '91 issue. Where the hell do you get off jumping on Spider like that? To all you ol' ladies who still know how to treat your ol' men, no offense intended. But women like this chick are nothing but a big pain in the ass, and what they need to do is take some classes from some of the righteous bikers' ol' ladies who still have what it takes to be #1 to their men.

Keep up the good work, Spider, and no matter what, keep telling it like it is.

Bones
Bristol, Fla.

Right On, Alan!

☐ In regard to the "Bleeding Hearts" letter from Alan Maurer in the February issue, right on, Alan! I'm pretty sick of all those protestors myself. I don't like the idea of war any more than anyone else on this ship or in the military service, but it's a job that has to be done.

As I see it, if those assholes want to protest what we're doing, they should go to Baghdad and protest in front of what's left of the Presidential Palace. I'd love to see one of our fine "sky surgeons" inject them with a 2,000-lb laser-guided bomb (if Hussein doesn't get to them first). These people are just too stupid to realize that it is *their* rights we're fighting for. If they don't like what America stands for, they're "free" to go live somewhere else and have someone dictate their every move.

I'm going to ride this one out and do whatever it takes to keep my freedom. Then I'll go home to America, the land of the free and the home of the Harley, pick up a new Springer Softail (if cash flow permits), and sell (or give away) my Jap bike. Then I'll put myself and the little woman in the wind and thoroughly enjoy the freedom I paid for.

Alan, *Easyriders*, and all "true Americans," thanks for your support. Keep a candle burnin' for us at home and we'll light a fire under Iraq's ass for you.

Ralph W. Hayward
FPO San Francisco, Calif.

Confused

☐ In regard to "Love Ride" in the "Easynews" section of the March issue, how the fuck could only 8,000 fuckin' bikers ride 16,000 fuckin' bikes at one time? Nobody's ass is wide enough to ride two bikes at once, let alone balance the fuckin' things.

Sherrow
Greensburg, Pa.

A Fan Letter

☐ I've been a subscriber for years and have never written in to comment on anything. But you good people keep putting all these Evo antiques in (they find their way into my dreams), and I just had to give a thumbs-up to the Kennedy brothers

for their mouth-watering scoots (March '91 issue). Also, hats off to "Spin's Fenders" in the January '91 issue.

Keep burning the midnight oil, fellas, and extra raisin pie for all of you on the staff.

Max L. "Festus" Jones
Bieber, Calif.

Needs Traveling Partner

☐ I'll be attending the Motorcycle Mechanics Institute in Orlando, Florida, starting September 3, 1991. Anyone interested in traveling together from the western New York area and possibly sharing an apartment and expenses or if anyone has a room for rent, get in touch. I'll also be in need of work while attending school (I have a strong welding background).

Richard Zuchoski
3379 Towline Road
Lancaster, NY 14086
(716) 681-1897

CNN

☐ I have always regarded CNN as *The New York Times* of newscasting—until recently when I saw a segment on helmet laws in America.

These were not stretched truths they were claiming as statistics; they were lies. First, the American public should have caught on when they compared California without a helmet law to Georgia with one. Why go to opposite corners of America when they could have compared California to Nevada right next door? Nevada has a helmet law to make comparisons to, and all of the other variables would be more likely to remain constant such as riding season, road conditions, weather, and riding styles because they are much closer. CNN claimed that the rider in California was four times more likely to die in a motorcycle accident in California than in Georgia. According to the Motorcycle Safety Foundation, Georgia had 2,058 accidents resulting in 60 fatalities or 2.92 deaths per 100 accidents. California had 20,899 accidents resulting in 620 fatalities or 2.97 deaths per 100 accidents, so CNN's claim simply bears no resemblance to reality.

There were other such statistics that were totally out of line and too long to go into here. They (CNN) brought back a line I recall from the Morton Downey show: "There are three kinds of lies: little lies, big lies, and statistics."

A.J. Travis
Riverhead, N.Y.

Looking For History

☐ Bandit's script accompanying Bob Fernandez's smoker ("The Flywheels That Could Fly," February '91 issue) touched off some memories.

Back in the late '60s, our local dragstrip occasionally featured a daredevil-type dude called "E.J. Potter, The Michigan Madman." The man rode a bike built with a small block V-8 mounted sideways in its frame. I guess his antics were a bit

too much for the conservative NHRA, for they eventually banned him and his suicide machine from all their sanctioned strips.

Don't know if he's alive or dead, but if you guys could dredge up some history on him, it might make interesting reading.

Blackie
Manchester, N.H.

Well, I Declare

☐ Thanks to the "Easynews" article ("More Cards and Letters" in the March '91 issue), Bikers Against Manslaughter has received requests for more than 50,000 "Declaration of Protest" postcards to President Bush.

The preprinted cards require only a signature and a postage stamp to officially register the sender's opposition to a national helmet law. Each declaration card is addressed to Bush to remind him that as a presidential candidate he told American bikers, "I believe that the decision of whether or not to adopt mandatory helmet laws should not be made at the federal level."

If other riders wish to help us jog Mr. Bush's memory, simply call BAM at 1-800-4-BIKERS and ask for a Declaration of Protest form. And if you feel energetic, ask for a bunch of forms to pass around to family, friends and riding partners, or to set out at local shops, meeting places, or hang-outs.

BAM gratefully acknowledges *Easyriders'* efforts in our state and federal helmet law battles. Biker rights organizations are growing bigger and stronger, and the legislative information they receive through *Easyriders* is adding powerful ammunition to our political arsenals.

Russ Brown, founder
Bikers Against
Manslaughter

Wants Recommendation

☐ You call last month's guide to tires and wheels a "guide?" What are you fuckin' thinking! You don't even make one fuckin' recommendation. I don't give a shit what the tread looks like. I wanna know how it feels on the pavement.

To any of the bros out there, I highly recommend the Bridgestone Spitfire Jap rubber for the rear and a Conti for the front.

Peter Doctors
Ventura, Calif.

■ 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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DREAMER'S



K N U C K



You know how it is, you have a dream. It bogarts your work, your free time, and even your love life. Ya see, there's this picture in your mind: you, the open highway, and one kickass fine scooter. There's just no shakin' it.

So, you might as well build it. All you have to do is sacrifice a few things—like your money, your free time, a decent night's sleep, your social life, and maybe even some luxuries, like beer and food. And make sure you're prepared to strain some things—like your eyes, muscles, patience, and marriage. But, whatdafuck, you're gonna have the ride of your dreams, even if it takes 20 years to get it on the pavement.

And that, without windbagging this whole thing into a miniseries, brings us to this nifty knucklehead. There's this déjà vu trip going on here, 'cause, ya see . . . Ah, shit, I don't even understand it and I'm writin' the damn thing.

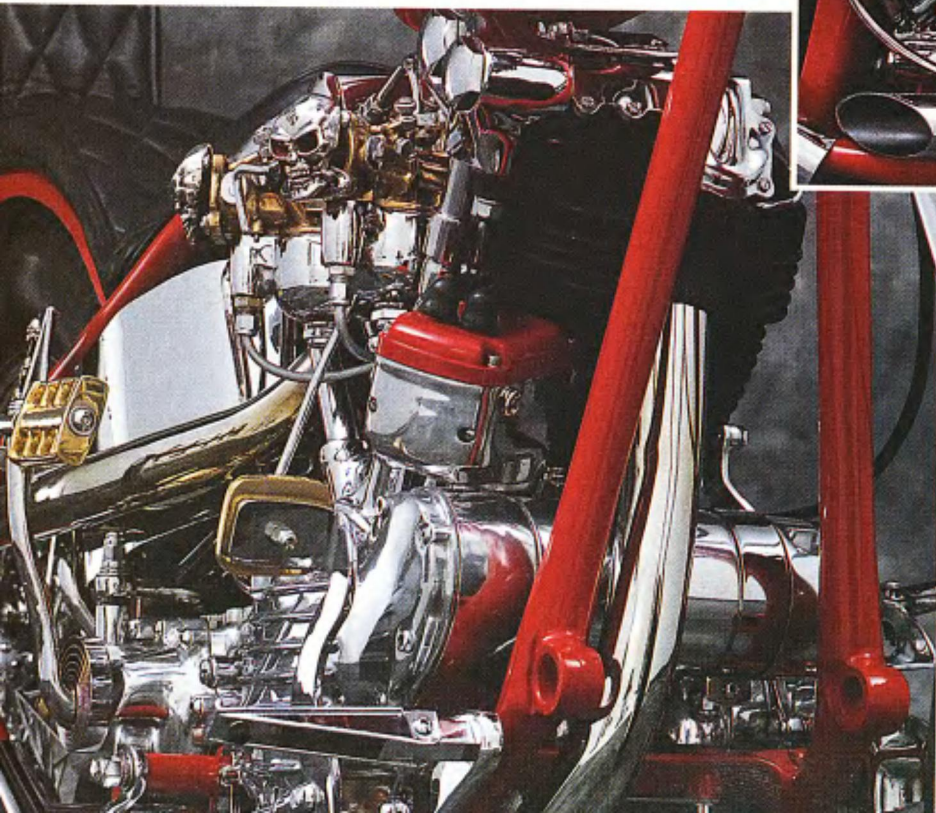
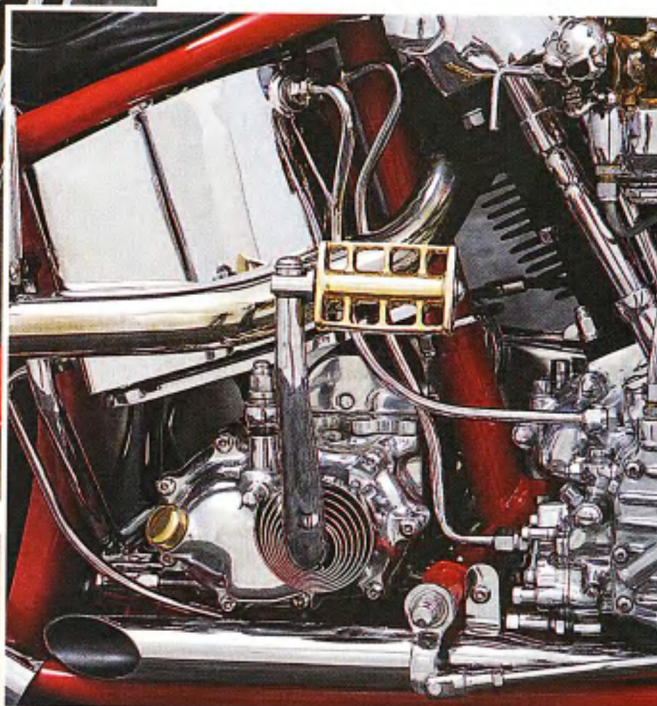
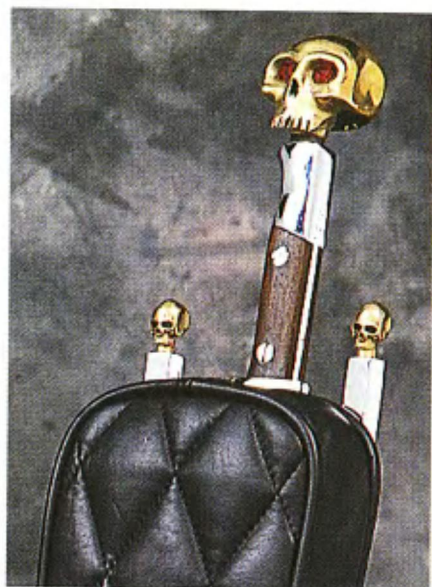
Listen, why don't I butt out, and let the owner, Wymond Walkem, tell you himself by way of a letter he scrawled to us.

Hey Keith (Ball, Editor):

In December of 1989, I received a letter from you informing me that my '83 Harley was in the Invitational Class of your upcoming show (2nd Annual Easyriders Invitational Bike Show, February 1990). Wow! What an excuse to go to California in the middle of February. (Wymond lives in Norval, Ontario, Canada.)

Bike show, shit! My bike's been on the road for over three years. It's a little road-tired and I'm a little bored with it, but it's still hot.

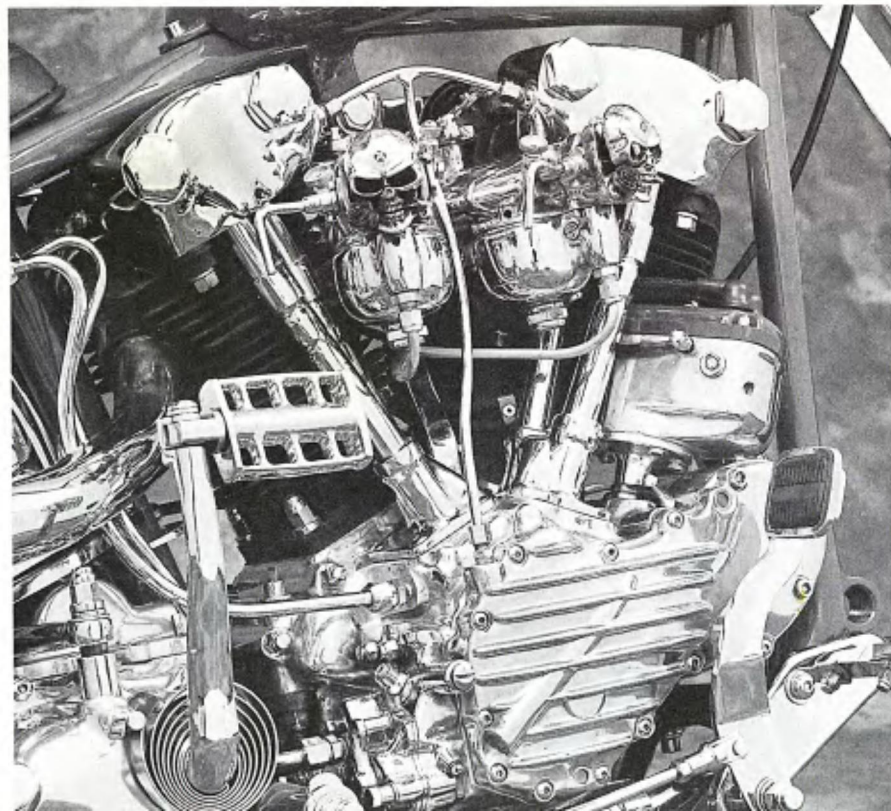
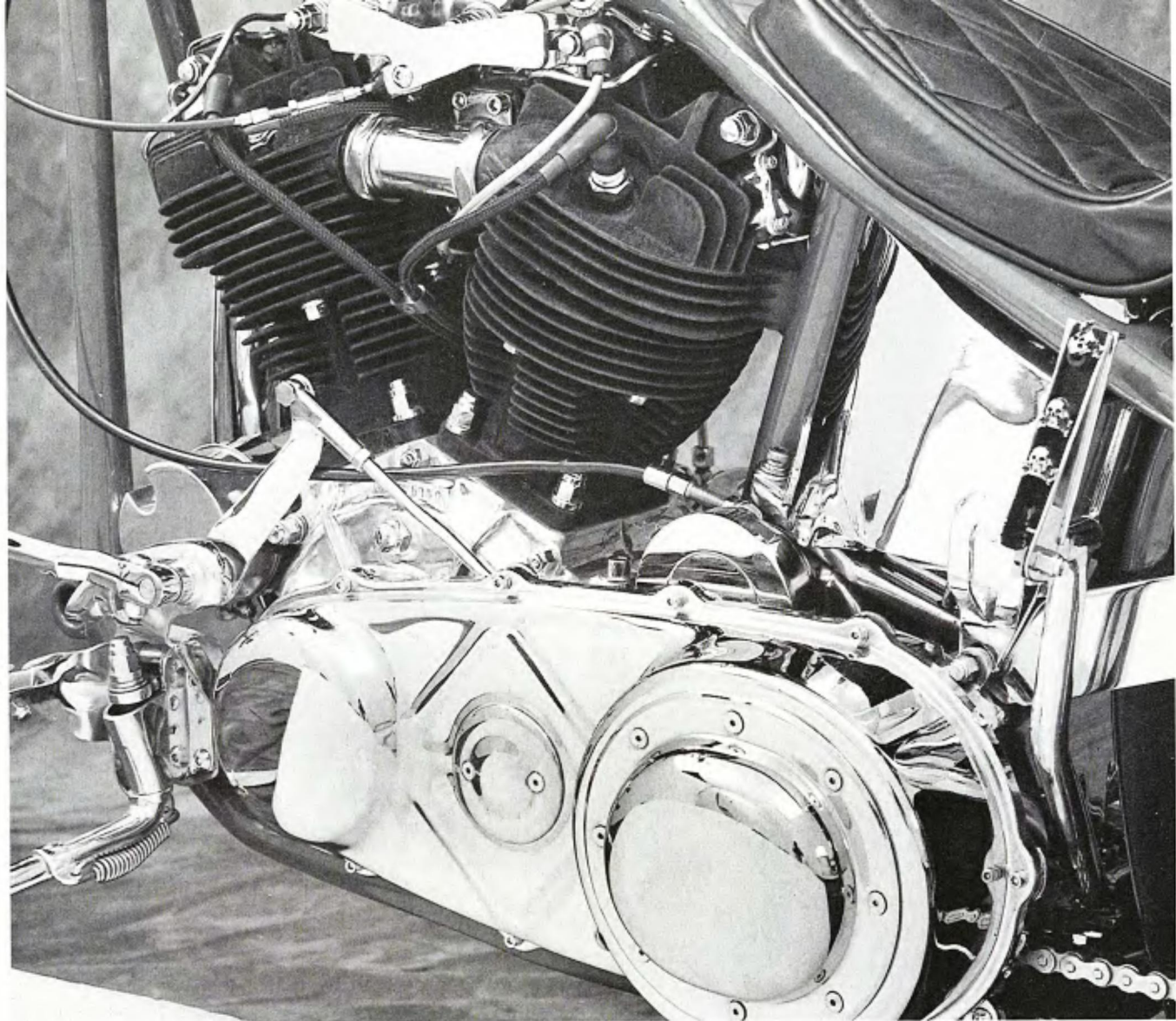
Talking to members of your staff, I learned there would also be a Preview



Class for new bikes which, if chosen, could possibly be featured in a future issue of Easyriders.

Build a new bike? Every time I build a bike it's got to be right for the time, style, theme, etc. But what about the bike I've been dreaming about for 20 years? What will people think? How will it go over? Who cares? It's my dream.

The bike was a 1946 knucklehead, featured in the May 1970 issue of Big Bike Magazine. The article was titled, The Answer Perfect and the bike was built by Ed Fernandez. I was 16 at the time. I spoke with Joe (Teresi, publisher) at the first Easyriders Bike Show. He told me he had worked on the staff



of Big Bike, and that he'd left it to start up *Easyriders* in June of 1970. Sure enough, I checked the issue that I have saved since then, and his name was listed under Technical Editor.

I knew that at some time in my life, I was going to build that bike. Four years ago, I purchased a 1946 knucklehead, bone stock. Since then, I've been collecting those now hard-to-find parts (peanut tank, pipes, spool wheel, etc.), parts that used to be a dime a dozen.

Staying with the theme of the bike, I also had to add some of my own personality. After all, it is my bike.

A day before the bikes were loaded on the plane to Los Angeles, the knucklehead was fired up and taken on a three-mile trip in minus-30-degree weather (I had to push it to the end of the driveway to avoid the snow). Everything was fine.

A good friend of mine, John Dalton,



Photos by Raiko Hartman

agreed to ride my 1983 Harley when we arrived in L.A.

We finally arrived. Excited, we pulled out of the cargo building right onto the tarmac. We only made it about 20 feet, traffic was rather large.

There was lots of screaming behind us. Everybody was honking but we couldn't figure out what was wrong. We gave each other a glance and shrugged our shoulders. We looked up at the next person who honked at us,



only to see a thumbs up. We definitely weren't at home, but we were beginning to feel like we were.

The Bike Show was in a tent . . . what a tent! Only in California. Seeing and talking to all the industry greats . . . it was quite a sight.

The Show was great. First place in the Reader's Ride Class. What more can I say?

After the Show weekend, we still had four days left in California, so we decided to ride up the coast to San Francisco—a great ride for breaking the motor in, what with the cool air and all. We wound up not having the time to make it up to San Francisco, but on the way back, along the Pacific (Highway 1), two whales were swimming in sequence with us. It was a beautiful sight and finished up a perfect trip.

Have a good year,
Wyndom

Thanks, bro, you too, and congrats on your throwback. It's a rush to see that the heyday of chopper buiding is still alive. Smooth highways.

—Glider

Owner(s): Wymond Walkem		City: Georgetown, Ontario		Engine Cont.		Accessories Cont.	
General		Frame		Transmission		Forks	
Fabrication by: owner		Year: 1946		Cam: Andrews S-grind		Oil system: factory	
Year and make: 1946 H-D		Builder: H-D		Lifters: lightened H-D		Primary cover: diamond	
Model: knucklehead, natch		Type: straightleg knuck		Carb(s): two M74 Linkerts		Seat: diamond-pleat leather	
Value: 20 years of dreams		Rake: nada		Air cleaner: brass screen		Sissybar: 1912 bayonet w/brass skulls	
Assembly by: Wymond		Stretch: nope		Pipes: Paughco 40-inch shotguns		Height: 36 inches	
Time: 2-1/2 months		Other alterations: brackets removed		Muffler(s): who needs 'em?		Material: 1/2-inch square stock	
Chroming by: The Chrome Pit, Manitoba		Accessories		Modifications: polished, close ratio gears		Type: springer	
Engine		Bars: 4-inch rise, 12 inches wide		Year: who knows?		Extension: plus six	
Year: 1946 H-D		Risers: 3-inch dogbones		Shifting: one down, you know the rest		Builder: Paughco	
Model: knuck		Fender(s): fat		Engine sprocket: 24-tooth clutch, 37-inch belt		Special features: narrowed	
Rebuilder: Wymond		Headlight: 4-inch spot		Trans sprocket: 24-tooth		Wheels	
Ignition: Joe Hunt magneto		Taillight: catseye		Wheel sprocket: 51-tooth		Front	
Displacement: 74 cubic inches		Speedo: what for?		Painting		Size: 21-inch	
Lower end: original		Front pegs: Jammer		Molding: Ken Kay (very little)		Hub: custom	
Balancing: owner (60%)		Rear pegs: Jammer		Painter: Ken Kay		Rim width: 2.75-inch	
Pistons: 8-1/2:1, plus .030		Electrics: in the frame (clean)		Color: Mazda red		Rim width: 3.5-inch	
Cases: polished original		Gas tank: peanut		Type: acrylic enamel		Tire: Avon	
Heads: Titanium valves		Oil tank: H-D		Special paint: none		Brake: none	
						Brake: drum	

Other special modifications: Grateful Dead skull fetish brought to life throughout the bike, carbs, footpegs, sissybar, etc. Thanks to John Dalton for being there.

No Rats In This Kitchen

D.S. Ness Shift Levers



D.S. Ness Control Levers



Brake Lever Pads



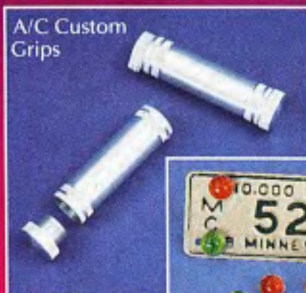
Aluminum Gas Cap Covers



Stealth I

Stealth II

D.S. Ness Stealth Mirrors



A/C Custom Grips



Lower Fairing Trim for FLHT

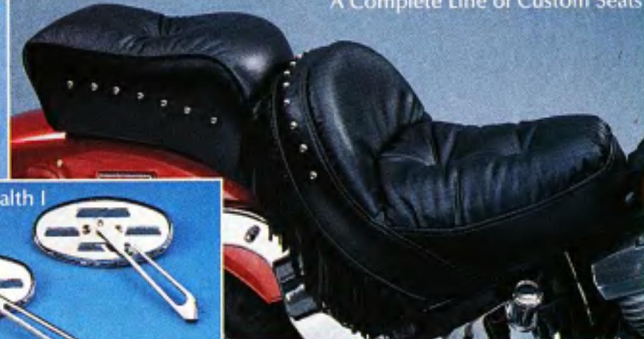


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Leading the way is an



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headlight only a Harley®
of this magnitude

could carry off. Just
below, you've got a
metal front fender, cut

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rubber. Bringing up
the rear is a hidden

suspension system
that delivers a smooth
ride while looking

nd fifty pounds, l it a scooter?



Sit down and get ready to clear a path. First thing you'll notice is the nostalgic sweep of the honest-to-fifties FLH handlebar. Your boots rest on full-sized floorboards. There is nothing subtle about this motorcycle.

After all, this is no ordinary motorcycle. This is Harley-Davidson, big time. It may be a bit much for some. That's fine. The Fat Boy was never meant for the masses. Hook up with this heavyweight, and you might notice that wherever you go, people give it room.

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for all the world like a true hard tail. On to some of the finer

points. Like the genuine leather gas tank trim leading into a textured

leather seat insert. And the special leather seat valance, finished

with hand lacing. But it's not all there just for good looks.



The Master

...At Motorcycles and Martial Arts

It takes a special individual to excel in the martial arts. The sport demands equal amounts of physical and mental prowess, balanced by extreme dedication and skilled meditation. Steve Curran has what it takes.

His involvement with the martial arts began back in 1967, when he was stationed in Hawaii, and over the last 24 years he has worked his way to the top. He was ranked number one in the world of sport karate in the senior forms, fighting, and weapons divisions from 1986-1990, has been nationally ranked since 1982 (with 105 national championships), and was World Sport Karate Champion nine times. Steve is the only black belt in the history of the sport to be ranked number one in all three divisions.

Named man of the year for NASKA (North America Sport Karate Association) in 1988, Steve is one of the most colorful martial artists in the country. On the national tournament circuit, Steve is better known as "Mad Dawg" because of his controversial, outspoken, and high-spirited behavior. His weapons and musical kata performances have been among the most entertaining and widely-discussed in sport karate over the last few years and his aggressive fighting style includes a slew

of powerful and time-honored techniques.

Besides being a fiery competitor, "Mad Dawg" also owns and directs his own karate school in Tacoma, Washington, is head instructor of the International Freestyle Karate Association (a combination of kajukenbo, tae kwon do, shito-ryu, shotokan, goju-ryu, and American karate), has hosted several regional karate tournaments in the Pacific Northwest, and is an official with NASKA.

But before you think you've picked up the latest edition of *Karate Illustrated* by mistake, it's time to get to the real reason Steve's mug made the pages of the rag. Ya see, this 43-year-old master of martial arts has another deep passion in his life, one which began before his involvement with karate, and one which he is just as devoted to and serious about. Steve rode his first Harley at the age of 15 and, like the rest of us, was hooked for life.

Today, Mad Dawg owns

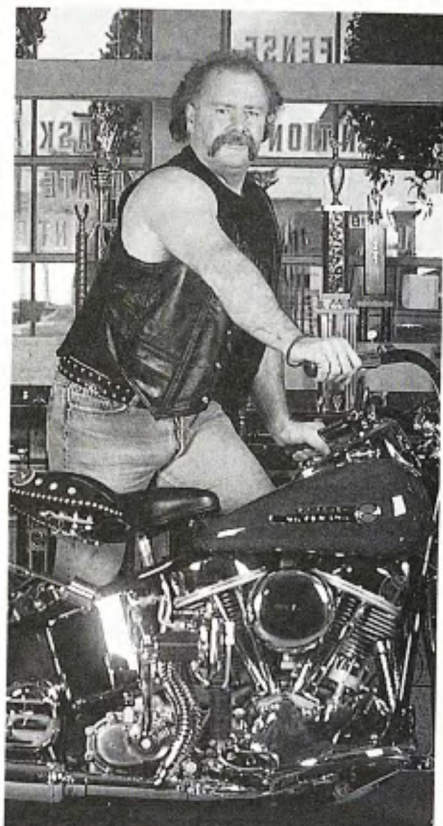
six Hawgs: a 1948 panhead, a 1949 panhead, a '42 WLA army bike, an '80 FLH, and a '57 and '59 FL (which he's currently rebuilding). He applies the same mental clarity required to excel in karate to ridin'. "It gives me the time to think and déjà vu about my life," he says. "It helps me figure out where I'm going to, coming from, and just what Steve Curran is all about.



The Master

Next to spending time with my wife and kids, Brian (21), Craig (20), and Kim (19), motorcycling is dearest to me." And speaking of Steve's kids, all three are black belts and Brian, along with his father, just won a gold medal in the recent Goodwill Games Exchange tournament.

Steve deals solely with Tacoma V-Twin, where he considers the owner, John Condon, to be a master at what he does, and spends anywhere from two to six hours a day working on his bikes and fine-

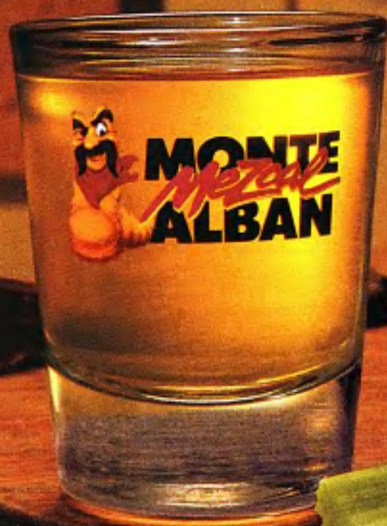


Photos by Douglas Buchan

tuning his wrenching skills. He expends all that time and energy to his bikes, not only out of sheer passion, but also because of a unique dream. Steve's goal is to accumulate 20 American-made machines, and beginning at the age of 62 he wants to sell one a year for his retirement fund. "Some people invest in houses or property, I invest in motorcycles." A very wise investment, Mad Dawg.

—French Connection





Nice try.

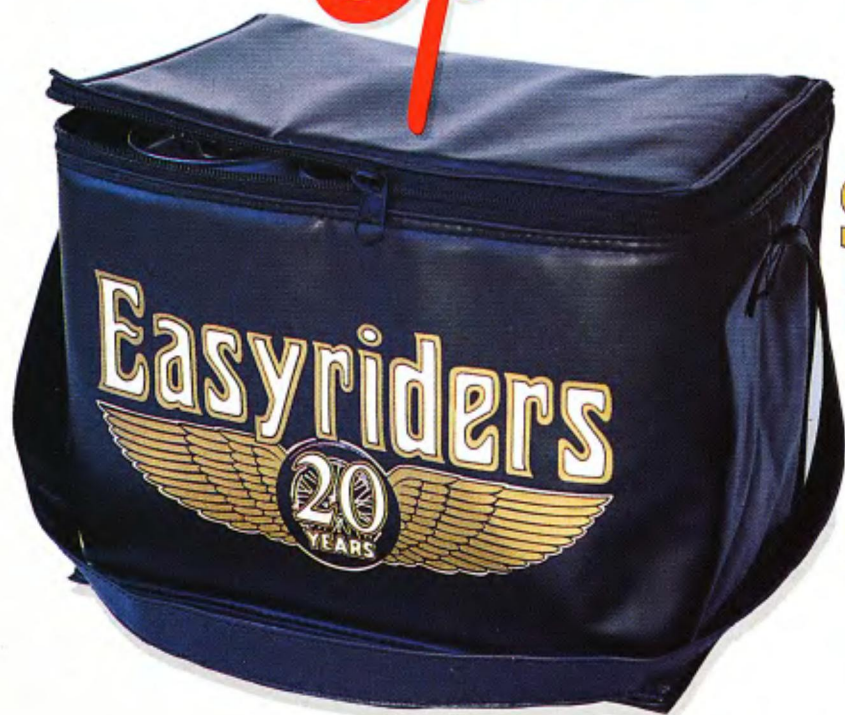


Looks like you missed the mark. No way that celery stalk's getting near this shot of Mezcal. Hey, if vegetation's what you want, go to a salad bar. 'Cause you don't mess with Monte.

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SOLDIER'S RIGHT: TO BE LISTENED TO

We haven't seen anything like it since 1945: homecoming troops being treated like heroes, and the whole country cheering like fans for a winning ball team.

When you bros who fought in *Operation Desert Storm* get home, make the most of this wave of national confidence. You put your lives on the line—voluntarily—and that gives you a special right to be listened to on the subject of risk and choice. Tell your congressmen and state legislators that if you could choose to join up, then you can certainly choose whether or not to wear a helmet when you ride.

The fact that you are battlefield veterans—for which we salute you—will cause the politicians to pay more attention to what you have to say. You made one helluva difference to Kuwait, not to mention Saddam Hussein, and you can make a big difference for those of us who want to ride free here at home.

Back when you could buy four beers for a dollar, wise heads told wastrels to improve their prospects by saving "one dollar per week," the point being that small sacrifices, made regularly, add up to large benefits.

Apply the same principle to fighting helmet laws. If you write *one letter per week*, you'll say quite a bit to quite a few people over a year. Likewise with bike clubs: if each member takes turns writing *one letter each week*—the road captain could assign this duty—a year's worth of letters would get a lot of attention.

A number of popular dictionaries, such as the *Webster's Collegiate* or the *Random House*, have pages in the back that give you the form for addressing congressional representatives. The nearest library, public or collegiate, will have *Congressional Quarterly* or a similar publication that will give you the individual names and addresses, and the Reference Librarian can help you find the names and addresses

ONE LETTER PER WEEK



Hoyt Axton, Ugly MC member, at the anti-helmet gig.

of your state legislator.

Gather the addresses, then get some stamps and envelopes and spend a session simply addressing envelopes—one for each state and federal senator, another for each representative and congressman, others for local newspapers, and still others to the offices of the major political parties.

Put stamps on the envelopes right away, while the spirit is with you.

Then, if you don't follow through, you'll waste your stamps, and since you won't like that, you'll go ahead and write the letters. Find a regular time when you can do it, do it, and then make a habit of it.

A lot of people hesitate to write letters because they don't think they "write good," a false attitude they learned from some bad schoolteachers. Forget all that stuff you learned

in English class about the "proper" way to write, and just put down what you think in your natural voice. That's the best any writer can hope for:

The above photo is of the Ugly MC of California at their Anti-Helmet Law fundraiser at the Palomino Club in North Hollywood. Lunch cost \$25—but you ate free if you wrote a letter. The Club had the addresses, the stationery, and the stamps right there at the tables.

ARIZONA'S JURY PROCESS

We mentioned the Fully Informed Jury Amendment (FIJA) people in our January 1991 issue (#211). Their good news is that the Arizona House Judiciary Committee has endorsed a "fully informed jury" amendment to the Ari-

zona Constitution. If the legislature approves it, the amendment will go to a public vote. A similar bill has been introduced in New York, but isn't out of legislative committee yet.

That's power coming back to the people, bros, so lay hands on the rope

and give a pull. Let the Arizona and New York lawmakers know you want this amendment. If you can get it, you won't need to fight helmet laws because hardly any jury will convict you for not wearing one.

—Noose

SPIRITUAL WICKEDNESS IN HIGH PLACES

When someone points the guilty finger at you, you're more than likely likely to dodge, so that it points at somebody else. If you're a U.S. Senator and you're in trouble over the "Keating Five" scandal, you'll probably try to find something else for people to get worked up over instead.

So, you propose something like Senate Bill 339, "The Outlaw Street and Motorcycle Gang Control Act of 1991," introduced by Dennis DeConcini (D-Arizona) and Alphonse M. D'Amato (R-New York), along with John W. Warner (R-Virginia), Howell Heflin (D-Alabama), and Joseph Lieberman (D-Connecticut).

S.339 starts out by saying that inner-city street gangs cause quite a bit of trouble, then goes on to propose a new federal law against street

gangs and "motorcycle gangs." Nowhere does the bill give any evidence that motorcycle riders cause any problems. DeConcini simply tacks the words "motorcycle gangs" onto every charge he lays on street gangs.

Now, if you live in Los Angeles—or any other big city—and if you want some drugs, the daily newspapers tell you which neighborhoods to go to. Go there, and you won't see a motorcycle anywhere. Read about the drive-by shootings that so often kill some kid—some just infants—and you'll never see a motorcycle mentioned as anywhere nearby. So, how come DeConcini blames the riders?

Because bikers are fair game. Citizens don't know much about them, and the press can be de-

pended on to present them as the source of all the crime in the country. With their attention diverted to "motorcycle gangs," the public won't notice congressmen selling their votes to low and high bidders.

This S.339 thing is one of the worst bills to disgrace the Senate floor in years. The AMA (American Motorcycle Association), has raised a bitch, and is working to get the references to "motorcycle gangs" deleted, but merely removing the words won't change the attitude.

This one calls for pulling out all the stops. Get the letters and phone calls going. Don't let Dennis DeConcini salvage his reputation by bearing false witness against bikers.

WHO WEARS HELMETS, ANYWAY



Noose lives under an overturned dumpster down in San Pedro, California, and makes an occasional trip up to our garage in Agoura Hills to peddle his drivel to this rag. When he's not busy scratching, he watches the motorcycles to see how many riders wear helmets—even in this no-law state. Here's how 527 riders break down.

F = foreign, mostly Japanese, 2 BMWs and 1 Triumph

H-D = H-D (of course)

U = unidentified

No Helmet	Helmet
F 61	F 336
H-D 64	H-D 1
U 21	U 44
Totals:	
146	381
Percent:	
27.7%	72.2%

So, almost 3/4 of the riders voluntarily wear a helmet—which is their business. Now, say California passes a helmet law

on the claim that helmets will reduce fatal head injuries by this or that amount. How many of those 27.7% bareheaded riders will start wearing helmets? Probably no more than enough to bring total helmet use up to about 90%.

In that case, any reduction in head injuries that could ever be credited to the helmet law would have to come from those who begin wearing helmets after the law goes into effect. That is, from about 18% of the riders. Somehow, to blame 18% of the riders for a major portion of the head injuries seems a little unjust—or, just plain stupid.

So, here's some homework for you lidless bros. Tally helmet use in your area. Odds are it will run 60% or higher. Then, ask your legislators how a small increase in helmet use will produce the big reduction in fatalities that they promise.

—Maestro

HELMET NEWS FROM NEW MEXICO AND WEST VIRGINIA

New Mexico already requires helmets on riders under 18. This year, invoking the tired falsehood about bikers costing the State money, the lid lobby tried to scare a House committee into approving a bill to extend the law to all riders.

ABATE and its friends met with the committee and stated their understanding of the facts. The committee listened and tabled the proposal. A similar bill from the Senate side of the legislature is expected to likewise die when it gets to the House committee. Score one for the bros.

But wait: the committee hearings brought out

the media in their standard colors. For example, here's a quotation from Jay Miller, columnist for the *Roswell Daily Record* (Feb. 13, 1991):

I don't have much respect for anyone crazy enough to get on one of those obnoxious, noisy machines. But I can give these folks a pat on the back for being effective lobbyists. We see a parade of men and women in business suits who are usually represented by a librarian, a schoolteacher, or a grandmother. They talk about education courses being much more important than helmets. By the time the bikers are through waving flags and talking

about their rights being violated, they have enough lawmakers confused to kill the bill for one more year.

That first sentence shows you where the media stand and, in case you didn't catch on, the latter two paragraphs register Miller's contempt for bikers, especially bikers presumptuous enough to think they have a right to address a legislative committee. And the lawmakers who listen to these bikers? Well, they're just "confused." (Thanks to Don Scroggin, High Plains H-D, Clovis, N.M., for sending us the column).

Charlie Meadows, president of ABATE of West Virginia, wrote to inform us

the West Virginia helmet law may not be legally enforceable. Meadows pointed out that the current law says an approved helmet must have 30 sq. inches of reflectorized material, but the manufacturers say the helmet must not be covered with stickers, lest the stickers conceal cracks.

In addition, the West Virginia law says helmets must meet ASI Standard Z90.1 of 1966. But helmets aren't tested to that standard anymore, since it's been superseded by FMVSS218. Last, the State is supposed to update standards and issue a list of approved helmets twice a year. Ap-

parently, W.Va. hasn't done this for 20 years.

These several deficiencies make the helmet law especially vulnerable to a concerted repeal effort. ABATE has such a bill in the works, but Meadows says only about 1% (the "1%ers"?) of West Virginia riders belong to ABATE—and they need more help in writing letters, making phone calls, and generally making an issue of the helmet law.

The job is to get ABATE's bill to a "Yea" vote. Lend a hand to this effort. The address is: Box 5266, Princeton, WV 24740; or call Charlie at (304) 574-2892.

—Maestro



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REST EASY, HARLEY LADY

Wendy Hanifin, of Boynton Beach, Florida, was only 25 years old, with the best yet to come. She'd been riding dirt bikes for years, went into hock for a new Sportster, rode it for six months, and got wiped out by a drunk cager.

Besides the pain of losing her daughter, Wendy's mother, Mary Lou Hanifin, found herself with unexpected funeral expenses. Beyond that, she wanted to pay off Wendy's Sportster to leave the record clean, but she didn't make that much money working at the Plush Pony Lounge.

But the Plush Pony is a biker bar, full of

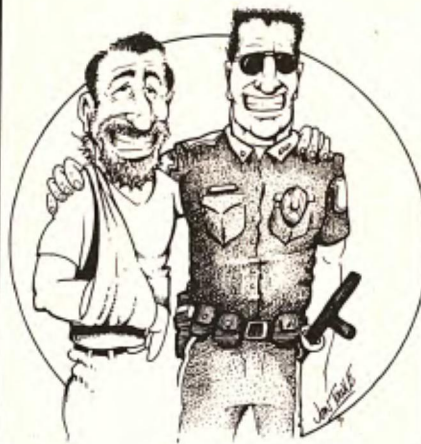
Harley folks who knew Wendy. Some of them, led by Homer Slunt, set out a big jar at the Plush Pony and another one at Brothers III in Pompano Beach, and invited bikers to chip in to help Mary Lou out.

And they did, even bikers who never knew Wendy. "A Harley lady," they said, "that's good enough reason for me."

"All these motorcycle people she never knew just kept stuffing dollar bills into a jar," said Wendy's sister, Bonnie. "The guys were wonderful," said Mary Lou. "Harley riders are the greatest."

Harleys forever.

RAISE A FULL MUG



Donald W. Junkin of South Carolina sent us a clipping that told an encouraging version of an old story: a drunk cager rear-ended a biker and smashed him up pretty thoroughly. When brought to trial, the cager got nine years, partly because the police officers who investigated the accident did such a good job of it. The clipping doesn't say so, but Bro Junkin was one of those police officers. He's also a rider.

Bikers usually experience policemen as hostile elements, so we like hearing about a sympathetic cop who's a rider, too.

Here's to Bro Junkin—for helping the bro who got rear-ended, and for reminding us that bikers do have friends out there behind the blue lights.

CLOSER AND CLOSER

A recent editorial in the *Hartford* (Connecticut) *Courant* noted that the "public burden" argument "could be used to pass laws against any activity, such as smoking or skiing, that might burden society with added health-care costs."

We agree, but will add that the phrase "could be used" may be out of date.

For example: 1) the lid lobby in Arizona, in conjunction with the education lobby, is trying to force helmets on kids who ride bicycles to school. 2) A doctor in New Jersey is trying to get a helmet law for skiers. 3) The Surgeon General has decided that spring break beer parties in Florida are a matter for the federal government to worry about. 4) When Dr. Everett Koop was Surgeon General, he wondered how long the government could tolerate people getting fat but getting no exercise. 5) Doctors' groups all over the country are lobbying for anti-smoking laws. 6) Your job is coming to depend on your willingness to submit to various drug tests. 7) Your right to drive is already subject to your willingness to perform a breathalyzer test. 8) Alaska, among the first states to take the criminal penalties off smoking pot, has now made possession a crime again.

That rattle you hear, bros, is the sound of chains. You gonna go along without a fight?

—Toejam

SHORT STROKES



DAYTONA JITTERS

Yeah, I just got back, so I don't know what the hell I'm doing, just scramblin' to get the sand out of my ears. In case you missed it, Harley-Davidson designed a special model for the 50th Anniversary of Daytona Bike Week. It's basically a Sturgis with a fancy paint job and dual disc brakes, but they're only making 1,500 of 'em. Could be a collector's item—that is if you can find one to buy and collect....**Hey, we mentioned that UCLA was trying to pass a helmet law on campus,** 'cause one motorcycling student was killed 10 years ago, 200 miles from the Los Angeles-based university. He was wearing a helmet....**Remember the flag-burning controversy—who can forget, "Burn The Jerks."** Well, some police officers in the Bronx, N.Y., started wearing flag patches on their sleeves to show their support for the forces in the Gulf. But the NYPD ordered the 6-square-inch patches removed, saying they violated uniform regulations. The Patrolmen's Association has taken the department to court....**David Dull is a 41-year-old registered voter in Harris County, Texas.** He's never been accused, arrested, or convicted of any crime. He has an excellent driving record and feels it is a violation of his constitutional rights to be forced to wear a helmet when he rides his 1964 Cushman scooter. He's taking his case to the Texas courts. Way to go, David....**Harley is recalling 43,000 FXRs and XLHs made between August 1987 and September 1989.** It's a minor deal, one of the mounting bolts on the front forks has a problem. If you have one of these bikes, check it out....**The IHRA Motorcycle Division** formally announced a name change to PROSTAR. PROSTAR is the same old IHRA motorcycle organization with a new face. Their number is: (713) 852-2000....**And for my final legislative blast,** Oregon passed a helmet law in 1988. Nothing happened. They adopted a rider training program in 1989. In 1990, motorcycle fatalities dropped 38.9%. Will they ever get it straight?....May your roads be wide and clear.

—Bandit

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IGNITION SYSTEM GUIDE

By Joe Minton and Wrench

Here it is, the ignition line-up for 1991. Next year we'll put magnetos on the firing line.

In its simplest form, electronic ignition is just a way of turning an ignition coil on and off. Its single most important advantage over traditional points-type ignitions is that it doesn't change because there is no wear.

The original reason for going to electronic ignition (EI) was emission regulations. The Environmental Protection Agency (EPA) required that an engine stay clean for many thousands of miles. A mechanical ignition couldn't do that because it would wear-out too fast.

Street motors must make useful power over a wide rpm range. To do that smoothly and without detonation they need to have the ignition timing change with rpm. An Evo motor will fire its ignition at about 35-degrees before top dead center when it is fully advanced near its red-line of 5,200 rpm. That timing would cause severe detonation down at 2,000 rpm.

Each engine design has its own ideal ignition advance curve. Evolution motors do not need as much total advance as shovelheads. Their timing must also advance more slowly for best mid-rpm performance.

Engine tuning and throttle position also have their effect on what the ignition timing ought to be. A Big Twin that is cruising at 60 mph on a flat slab interstate will run smoother and get better gas mileage if its timing is advanced beyond what will make the most power at full

throttle. Harley's electronic ignition handles this situation by having two advance curves, one for part throttle economy and the other to make power with.

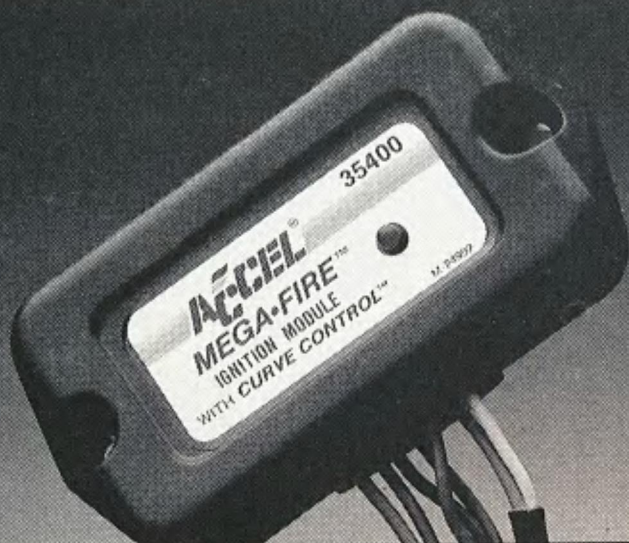
Harley-Davidson's stock electronic ignitions would be fine if it weren't for the fact that they have their advance curves tuned for the stuffed-up emissions regulated motors they are forced to build. A well-tuned and free-breathing Evolution motor can accept a quicker advance than stock. You can't change the curve built into a factory ignition module (their name for their electronic ignition's black box).

All stock Harley-Davidson ignitions fire both cylinders at the same time. This may be a cheap thing to do—it is not the best way to fire the plugs. At full advance, the rear cylinder gets a spark when its intake valve is open and the cylinder is near the beginning of its intake stroke. Sometimes the spare spark will light the mixture in the rear cylinder and the engine will backfire through the carburetor.

All Harleys should be ignited one cylinder at a time (single fire) instead of all at once. There would be less of the traditional carb backfiring and they run better below 3,000 rpm.

With the above information in mind, we've compiled a solid, representative selection of the major ignition systems on the market today. It should give you the basic information you need, plus the addresses and phone numbers of the companies to contact for additional specifications and particulars.

ACCEL



Model: Megafire Electronic Control Module

Applications: For all Big Twins, 1970 and up; all Sportsters, 1971 and later.

Description: Accel's new MegaFire Electronic Control Module with Curve Control allows bike owners to program their bikes' ignition curves for the characteristics they desire. Its high-performance, micro-processor-based ignition control module features four, rider selectable, advance curves for a wide range of performance applications. To receive all the technical data write: Accel, Dept. ER, Box 142, Branford, CT 06405-0142.

CUSTOM CHROME



Model: Premium Advance Unit with Blue Streak Points and Condenser

Applications: All Big Twins, 1970 and later; all Sportsters, 1971 and later.

Description: Custom Chrome combined their Premium advance weight assembly, points plate, wire, and hardware with Blue Streak points and condensers for a fine replacement set or solid conversion from electronic ignition systems. All necessary studs, washers, terminals and wire are included, as well as new chrome point cover screws. For more info or to order their massive catalog write: Custom Chrome, Dept. ER, 16100 Jacqueline Ct., Morgan Hill, CA 95037.

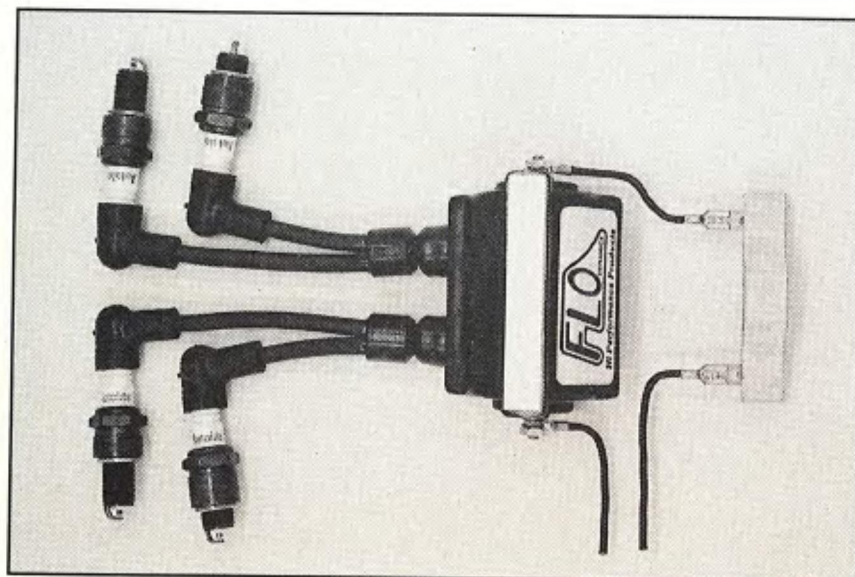
DRAG SPECIALTIES



Model: Custom Wire Sets

Applications: All Harleys

Description: These are high-performance, 8mm silicone spark plug wire sets that replace the stock 7mm wires found on Harleys. No splicing or crimping is necessary prior to installation. They also contain correct hyperlon plug boots and coil ends for a perfect OEM-like fit. They resist thermal loading up to 500 degrees F, and come with spring clip plug wires for use with all standard or electronic ignitions. Available custom-tailored or universal, containing two, 31-inch wires. Check out your local Drag dealer for more accurate info. Ya can't get it here.

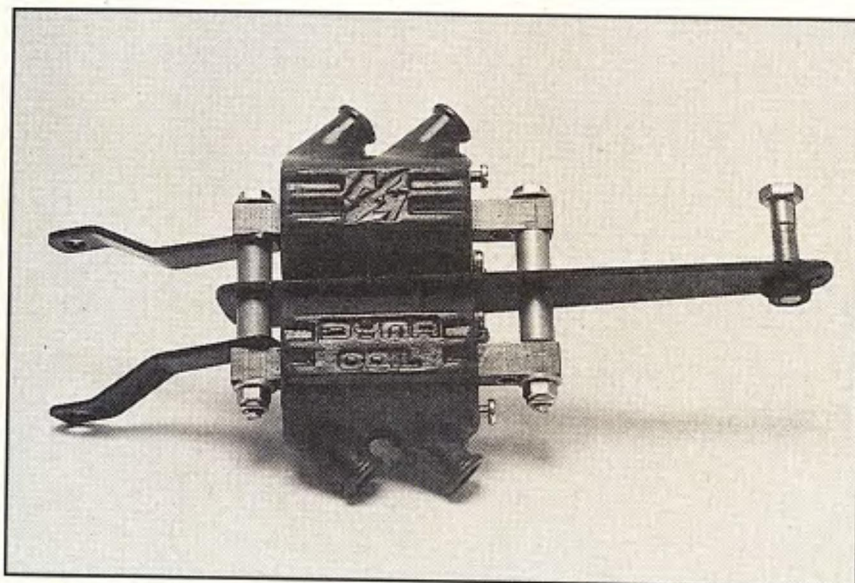


FLO DYNAMICS

Model: Dual Spark Plug Ignition Wire Kit

Applications: All Big Twins, 1936 and later; all Sportsters.

Description: The FLO kit includes: molded black hypalon wires with stainless steel core, for points or mags. For electronic ignitions, molded black hypalon wires with spiral-wound carbon core. Both kits are 2 feet long, with boots to fit coil or magneto. Spark plug covers are black neoprene, water-tight and easy to install. Kit comes complete with wires, 6-volt coil, ignition resistor and instructions. If you didn't understand my bull, get the correct instructions from Perry and FLO, Dept. ER, 1150 Pike Ln., Oceano, CA 93445.

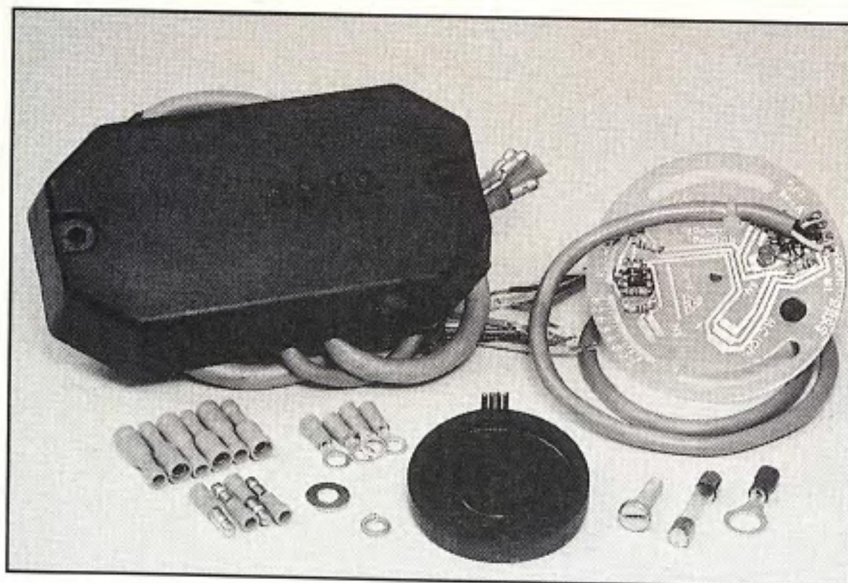


H.E.S.

Model: Dual Plug Coil System

Applications: Any 1970 and later Big Twin; Sportsters, 1971 and newer.

Description: Andy at H.E.S. has developed a coil system and mounting bracket for dual Dyna coils for 4-plug V-twins. This coil system is used in conjunction with the Dyna 'S' ignition system (see Rivera description) or factory electronic systems. The H.E.S. bracket is made from mild steel plate and comes with complete hardware. H.E.S. also makes dual coil brackets for pans and early shovels. For in depth info write H.E.S., Dept. ER, 4156 Mildred, Los Angeles, CA 90066.

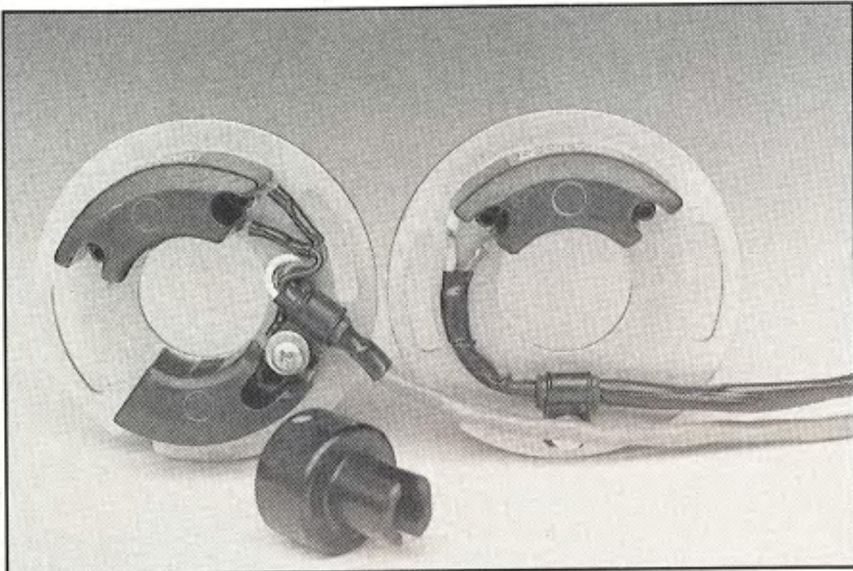


NEMPCO

Model: Power Arc Ignition System

Applications: All Big Twins 1970 and later; all Sportsters 1971 and up.

Description: Some of its capabilities include: adjustable advance, adjustable rev-limiter, and excellent high rpm spark stability. Single-fire operation affords easier starting, less vibration, better fuel economy and increased top-end rpm capabilities. It features LED indicators on the trigger plate for easy static timing and LEDs on the ignition module for setting individual advance curve steps. This product can be found in their humongous catalog, just write Nempco, Dept. ER, Box H, Foxboro, MA 02035.

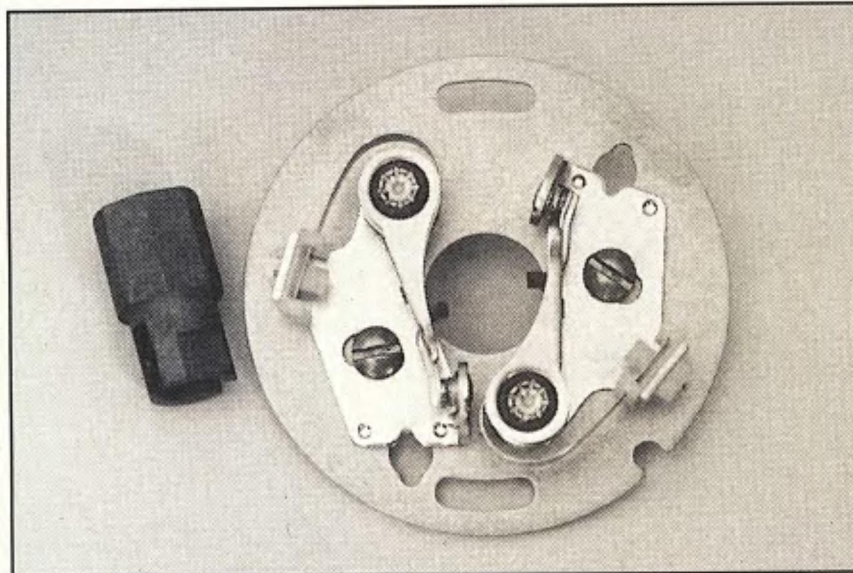


RIVERA

Model: Dyna 'S' Single and Dual Fire Ignition

Application: All 1970 and later Big Twins; all 1971 and later Sportsters.

Description: The Dyna system uses a magnetic rotor in conjunction with the original equipment spark advance mechanism to retain the factory advance curve and eliminate the need for points and condensers. For accuracy they use Hall Effect magnetic sensors which are not affected by rpm changes, dirt or oil. Must run dual coils or one coil with dual coil capabilities with single fire ignitions. Rivera Engineering, Dept ER, 6416 S. Western Ave., Whittier, CA 90606

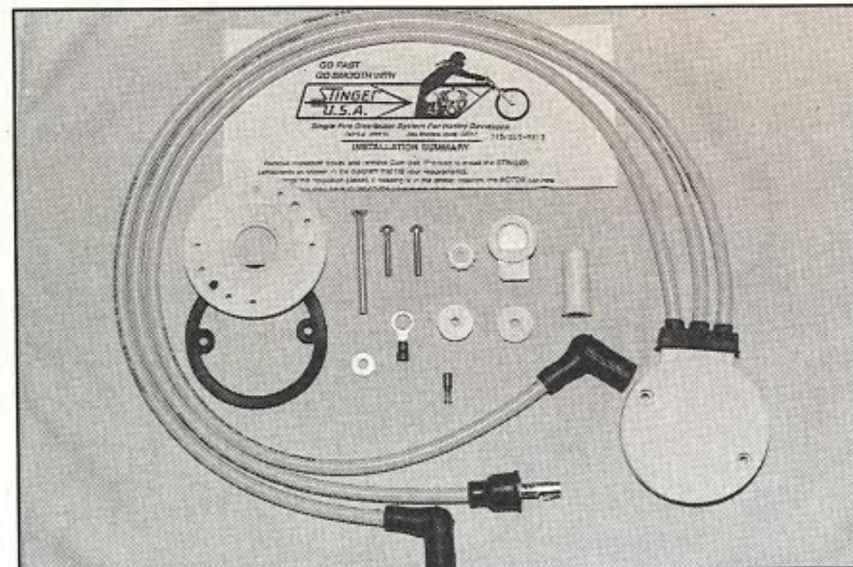


STARWEST

Model: Dual Point Single Fire Ignition Kit

Applications: All Big Twins, 1970 and later; all Sportsters, 1971 and later.

Description: Dual point conversion kit allows individual cylinder timing adjustments. Single-fire design fires the plugs on the compression stroke only. Easy starting, perfect for dual plug installation. Includes: special timer plate, breaker cam, contact points, and instructions. But condensers must be mounted externally. Starwest Inc. can be contacted by dropping a note to the same name, Dept ER, 7712 Lankershim Blvd., North Hollywood, CA 91605.



STINGER USA

Model: Stinger

Applications: Any 1970 and up Big Twin; also 1971 and later Sportsters.

Description: This is a single-fire system that runs off the cone of your motor. It's the complete kit that performs the single fire function: Starts easier, increased performance, higher rpms, better gas mileage, less midrange vibration, and prolonged engine life. Although this product is distributed by Drag Specialties and many others, you can write them directly at Stinger, Dept. ER, 1013 66th St., Des Moines, IA 50311.

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.

"I'm lonely," Adam pleaded to God in the Garden of Eden. "I need to have someone to keep me company."

"No problem," replied God. "I'm going to create the perfect woman for you, Adam. She'll be beautiful, intelligent, gracious, and loving. She'll cook and clean for you, and never say a cross word. How's that sound?"

"Sounds great!" said Adam. "But what's she gonna cost me?"

"An arm and a leg," God said. "Jeez, that's pretty steep, God," countered Adam. "What can I get for just a rib?"

—Ron Silva
Bristol, R.I.



"... Protective headgear ..."

Biker Bob took his new squeeze to the movies. After a long, passionate kiss, the chick blushed and said, "Gee, Bob, I think I swallowed my gum."

"Naw," said Biker Bob. "I was just clearin' my throat."

—Terry Peavy
In Residence

Seems there's a new medical-alert ID bracelet specially available to ghetto kids. It reads: *I am not break-dancing.*

—Pointer
Hinterlands

Definition of *brain surgery*: Removing the bullets from an Iraqi POW's butt.

—Don Lindal
Winnipeg, Canada

What's the new national bird of Iraq?

Duck.
—Burnout
Shitfaced Somewhere

Who's gonna put the last three bullets in Saddam Hussein's head? About 5,000 Iraqi sharpshooters.

—Dingleberry
In The Open



"I got me one bad case of jock itch, man."

A parrot was up for sale at an auction. The bidding was really going through the roof, but finally a winner was announced. While paying, the high bidder asked the auctioneer if the parrot could speak.

"Hell, yeah," said the auctioneer. "Who do ya think was biddin' against ya?"
—Dave Chance
Crescent City, Calif.

Whaddaya call it when a chick gets Alzheimer's disease?

Déjà vu.

—Subscriber
Shitcan, Pa.

Whaddaya call two big-titted hardbellies wearin' knitted halter tops?

A string quartet.

—Al De La Mora
Graybar

The new bride was smiling sweetly at her maid of honor... until she happened to overhear the groom say to his best bro, "Hey, man, I'm tellin' ya—I'm so positive Mary's a virgin that I'll give ya 10-1 odds."

Later, as the newlyweds rode off from the reception, Mary screeched in his ear, "How could ya do such a thing? Here we've been married only a couple hours, an' already you're throwin' our money away!"

—J.C. Avila
Corcoran, Calif.

Why do chicks have bellybuttons? 'Cause it's a handy place to keep the tartar sauce.

—W.J.
Ventura, Calif.

Three bikers were out fishing on the lake one fine spring afternoon. Several hours and six-packs of brew later, Hamster, the bro in the back of the boat, leaned over to take a piss and fell in. After a few minutes, the other two noticed he was gone, and they immediately dived in and dragged a lifeless body up to the surface.

As one bro frantically began to give mouth-to-mouth resuscitation, he stopped suddenly and gasped, "Whoa! I don't remember Hamster havin' such rank breath!" The other bro then said, "Shit, I don't remember him wearin' a snowmobile suit, either."

—Butch Glygoroff Jr.
Lapeer, Mich.



—Vigilante
Salisbury, Md.

Didja hear about the new self-help group for ol' ladies who are compulsive talkers?

It's called On & On Anon.

—Buzz
Countin'

Tiny walked into the doctor's office for a thorough examination. He stripped naked and the doc examined him completely. The last thing the sawbones did was put a tongue depressor in Tiny's mouth and look down his throat, after which he said, "Tiny, you've got flat feet."

Tiny said, "Doc, ya wanna do me a favor? Look up my asshole an' tell me if my bandana's on straight."

—Mike
Inside

The graybeard biker woke up one night, and to his utter amazement he found his pecker hard as a fuckin' rock for the first time in two years. He shook his ol' lady by the shoulder until she woke up, then showed her his enormous boner. "Ya see that thing, woman?" he said proudly. "Whaddaya figger we oughtta do with it?"

With one eye open, his ol' lady replied, "Well, now that you got all the wrinkles out of it, this might be a good time to wash it."

—Finger
Keota, Iowa

How is yer ol' lady like a coffeemaker? They both drip when they get hot.

—Geo.
Tucson, Ariz.



"Liar! You said you'd turn into a prince on a white horse if I kissed you!"

A lawyer was inducted into the army, and during basic training, while out on the rifle range, he told the drill instructor that he didn't know which end of the rifle to shoot.

The drill instructor just looked at him, patted him on the shoulder, and reassured him, "Son, it doesn't matter—either way you point it, when you pull the trigger you'll be performing a service to your country."

—Harry Wagner
Tenn. Colony, Texas

Why did the Iraqi soldiers carry sheets of sandpaper in their back pockets?
Maps.

—Fat Boy
Rockies

How many mechanics does it take to fix a rice-burner?

Ten—one to fix it, and nine to decipher the owner's manual.

—Steve
Caged



"Do you have to wear that damn T-shirt!"



A Texas Aggie called the hospital and yelled hysterically into the telephone, "Quick, send an ambulance! My wife is going into labor!"

"Calm down," said the nurse. "Is this her first baby?"

"Fuck no!" shouted the panicked Aggie. "This is her husband!"

—Risky
USA

The best way to describe Miraculous Mutha's sex life: it's either fist or famine.

—Skull Crusher
Mich. City, Ind.

What do Fred Flintstone and Saddam Hussein have in common?

They can both look out the window and see rubble.

—Larry Brazell
Durango, Colo.

How many blondes does it take to change a light bulb?

As many as ya can find.

—Scott
Locked Down

On a visit to the United States, Mikhail Gorbachev was taking a walk along a crowded downtown street when a little girl stepped up to him with a puppy under each arm. "Sir," she said, "would you like to pet them? They're Communist puppies."

The Soviet leader was so amused that later the next week, he brought President Bush to see the kid. "Tell your president about these puppies," Gorbachev urged her.

"Okay," she said, beaming proudly and holding them up. "See, they're democratic puppies."

"What?" Gorbachev thundered. "Last week you said they were Communist puppies!"

"Well, sure—they were then," said the little girl, "but now they have their eyes open."

—Abel
Jamestown, Calif.

After meeting at a bar, Sammy took the foxy brunette to her place for a nightcap. Before long, things got hot and heavy, and they headed for the bedroom, clothes flying everywhere as they went.

Fifteen minutes later, the chick suddenly shot straight up in bed, listening intently. "Omigod!" she whispered. "My ol' man's coming!"

"Shit!" Sammy exclaimed, desperately trying to find his pants. "Where the fuck's the back door?"

"There is no back door!" she wailed. "Awright," said Sammy. "Where do ya want one?"

—Wayne Willhoite
Vacaville, Calif.

Maybe Maid Marion didn't know a thing about archery, but she sure could make Robin Hood quiver.

—Barney
TDC



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BIKER HALL O' FAME

BROTHERS AND SISTERS WHO STAND OUT IN THE CROWD

Hardwood Cruisers MC

Donalds, South Carolina

When these good ol' boys get together to party, they have a lot more in mind than just raisin' hell. They raise some money as well. Not for their own purposes, of course, but rather for some kids in a nearby Shriners

Hospital in Greenville, South Carolina.

A friend of the club, Jim Crosby (who's a Shriner), and his wife, Nancy, got the whole thing started by getting local merchants involved and initiating the sale of T-shirts.

But once the Cruisers took the ball two summers ago (in 1989), the response has been nothing short of tremendous. While the first time they "only" raised \$1,200, last year they raked in five times that much for the kids

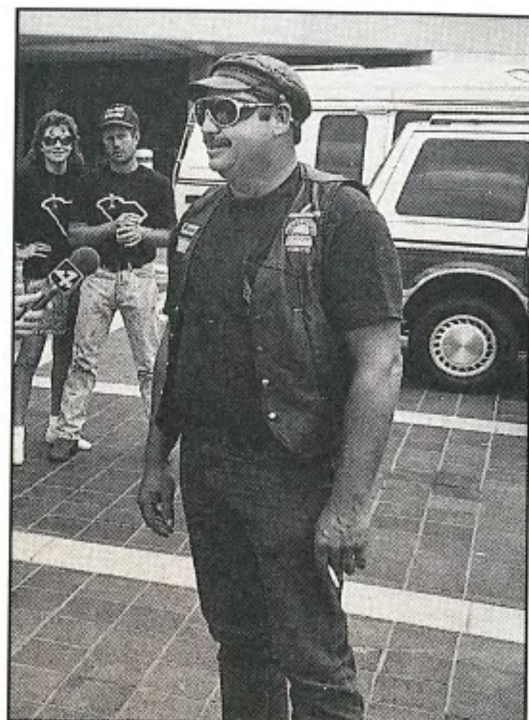


Photo by Michael B. Cornett

(that's \$6,000 to those of you who can't multiply), and the kids there love 'em.

Hats off to the Hardwood Cruisers and everyone who participated.
—Red Baron

John "Tiny" Fischetto

Daytona Beach, Florida



Photo by Kim Peterson

At 6-foot-5 and 390 pounds, Tiny is a man who doesn't easily escape attention. But come November, when election time rolls around in Florida, Tiny plans on attracting the attention and voting power of his fellow Daytonians, to lift him into the chair of the city's mayor.

"What," you may ask, "could be a platform

strong enough to sustain such a hefty ambition?" Tiny's response: "No cars on Main Street during Bike Week."

Another issue will be the returning of public beaches to the public. "We shouldn't have to pay three bucks to get on the beaches."

I'm sure, he's gonna make a heck of a dent in this election.

—Red Baron

SHACK O' SHAME

Press Telegram

Long Beach, California

The Sunday, March 10, issue of the *Long Beach Press-Telegram* featured the following terse editorial concerning "Highway Safety," headlined "The A-B-C's of state helmet laws":

The word from Sacramento is that if the legislature passes a bill requiring motorcycle riders to wear helmets, Gov. Pete Wilson will sign it into law. So...

A.

To the legislature: PASS IT.

B.

To the governor: SIGN IT.

And C.

To angry bikers: STUFF IT.

Aside from running the risk that some of these angry bikers might get even angrier after reading this piece of garbage and take out their frustrations on some overstuffed editorial crania, the *Press-Telegram*, which incidentally, can be reached by angry bikers at (213) 435-1161 (for those who'd like to leave their own editorials), exemplifies the prejudice and discrimination bikers have been trying to fight.

Moreover, it attacks the very principle this country stands for: the individual right to pursue liberty and happiness, as guaranteed by the constitution. After all, isn't it our freedom of speech that allows those editors to make idiots of themselves in the first place?

And would they take the same attitude if helmets were legislated for use in cars?

—Red Baron

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Spray Lubricants

Extend Engine Life As Much As 40% And Reduce Friction For The Racer's Edge

For 16 years the people at Kal-Gard have been developing spray and baked-on lubricants. One of their first major challenges was to design a coating for the U.S. Navy's underwater demolition equipment. The SEALs needed high corrosion-inhibiting, heat-dissipating coatings, with some lubricating properties, for weapons that would be transported underwater. Ultimately, that research evolved into a commercial product called Gun Kote.

At the time, Joe Ardigo and the late Ken Taylor owned the business. Joe's brother-in-law brought their products to the motorcycle industry. He was an off-road racer, working in the movie industry, which gave him a lot of spare time. So he hung around the shop boiling his chains in oil for dirt bike riding. Joe caught him experimenting and worked with him on a solid-lube coating that was permanently bonded on with a resin binder.

From their initial research they were able to create their current chain lube product using a wet base material that sticks, but is not solid or bonded on. Currently, their business caters to: the motorcycle industry (35%), the automotive industry (35%), and the aerospace industry (35%). Companies such as Crane Cams are utilizing their process to extend the life of their cams by lowering friction.

The difference between their Chain Kote lubricant and the solid or dry film lubes, is in the binders. Both are made with molybdenum disulfide, but the chain type lube is held in place with wet lubricants that can be washed off with contact cleaner. Molybdenum disulfide (Moly) is considered a lubricative pigment. The same Moly stuff is bonded with a resin binder to create the iron grip in the dry, solid form.

Kal-Gard uses Teflon for lining molds. The problem is that Teflon can't handle the abrasion or pressure that solid film lubes can. Another example of a similar substance is the graphite you use to spray in locks—but Moly is then milled with the resin base and solvents for spraying.

And to dispell the old rumor that this stuff actually impregnates the metal surface—it does not. It does, however, fill the asperities, or the highs and lows, and

It ruins ovens, stinks up the house, and destroys domestic relations

the striations in the metal surface.

But let's get to the drive train saving system. For about \$400, an entire drive train can be sprayed with this coating, then baked. This procedure will increase engine life by about 40%. First, the parts are degreased, sandblasted, and then degreased again (being handled with white gloves). Next they're painted with one coat. This process can be handled at home, but it ruins ovens, stinks up the house, and destroys domestic relations.

The coating builds to 3 tenths of a thousand (or .0003) and burnishes right back down. Kal-Gard is currently setting up service centers nationwide. If you give them a call, they'll assist you with finding the right facility for your work.

The project bike was a 1990 Sportster. As you can see by the photos, they coated the barrels, pistons (anything steel to steel or aluminum to aluminum), gears, valves, and valve guides. The insides of crank cases can also be coated. Then each item is baked for an hour at 300 degrees. If the part sprayed is of sizeable mass, it will need more time in the oven.

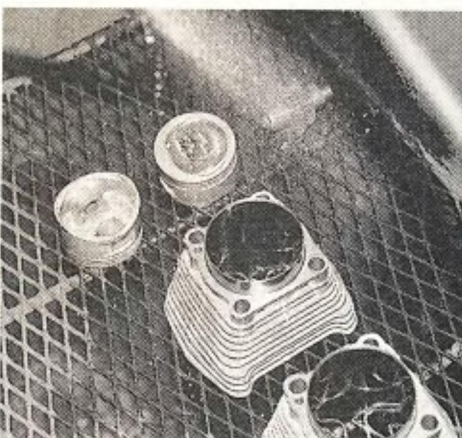
There it is. But my question to Rich Williamson, director of slipperiness at Kal-Gard, was if this system is so good why isn't everyone doing this? He told me that although they have been messing with dry lubes for 16 years, they haven't pushed it. Their consumer products make the money—this process has been used almost exclusively with private contracts and by performance people (such as drag bike racing champs Jim McClure and Bill

Furr) on a custom basis.

In fact, the way they stumbled into the automotive industry was an accident. They were coating hardware for an accessory manufacturer for four-wheel-drive vehicles—roll bars, tubular bumpers, etc. A factory representative from General Motors was inspecting a truck and discovered that the underside of the vehicle was corroding evenly—except there was no corrosion on the hardware holding the bumpers and roll bars. They were in business.

So let's see what the future brings to drag bike racing, performance bikes, and rebuilt street machines as they test the bonded film lubricant process.

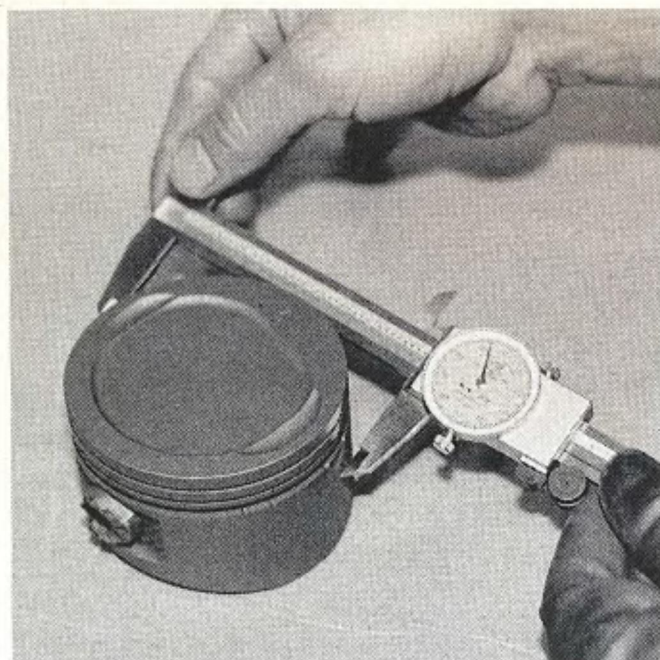
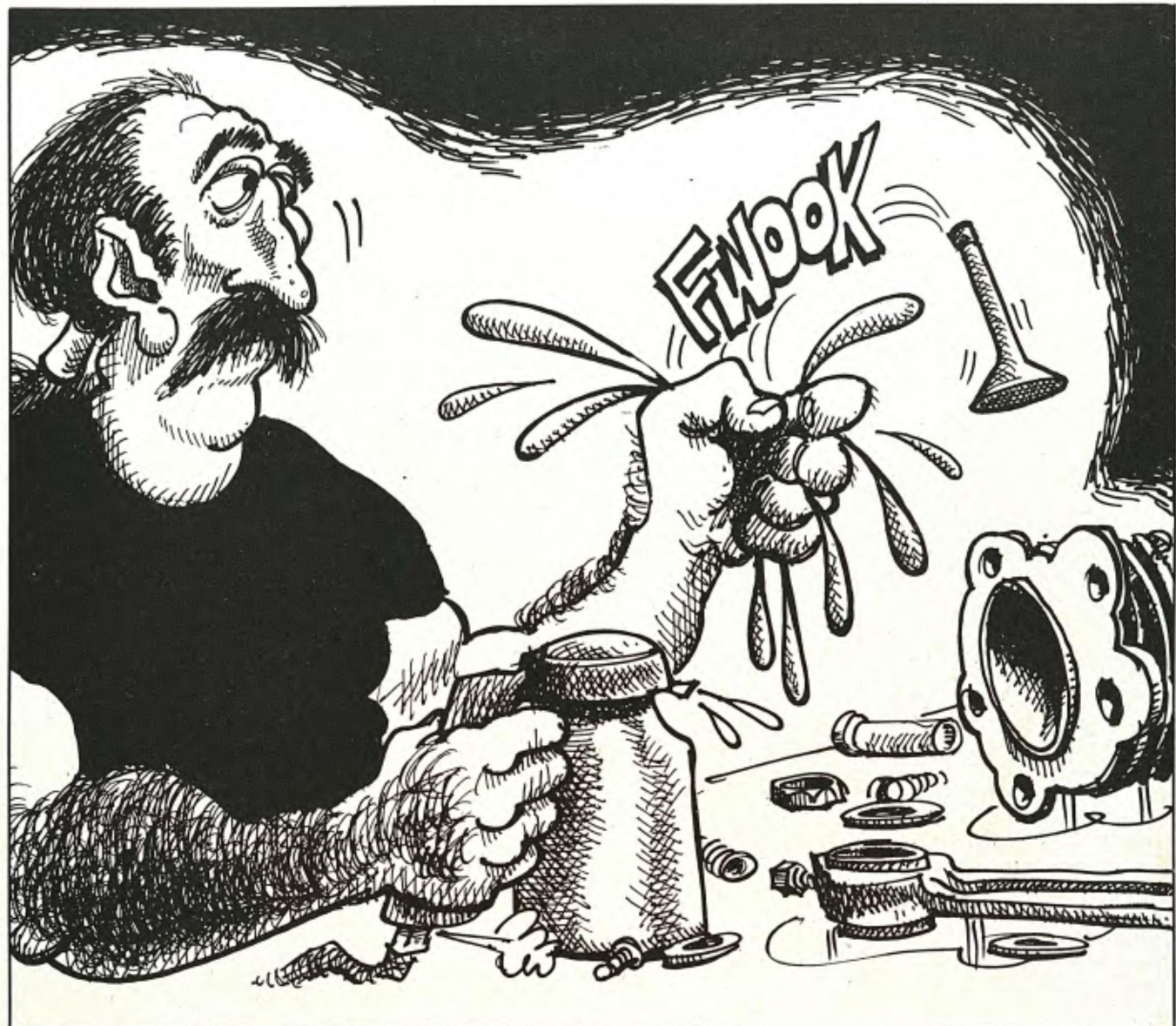
—Wrench



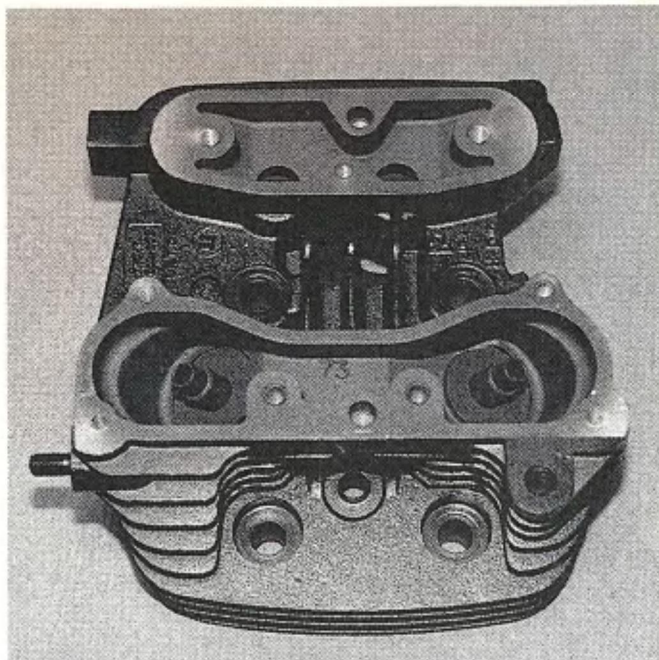
The most important procedure for proper bonding of solid lubrication is degreasing. Parts must be sprayed with clean solvents and scrubbed.



Sand blasting parts is necessary to remove or dislodge baked-on sludge and oil. Afterwards, parts need to be degreased again.



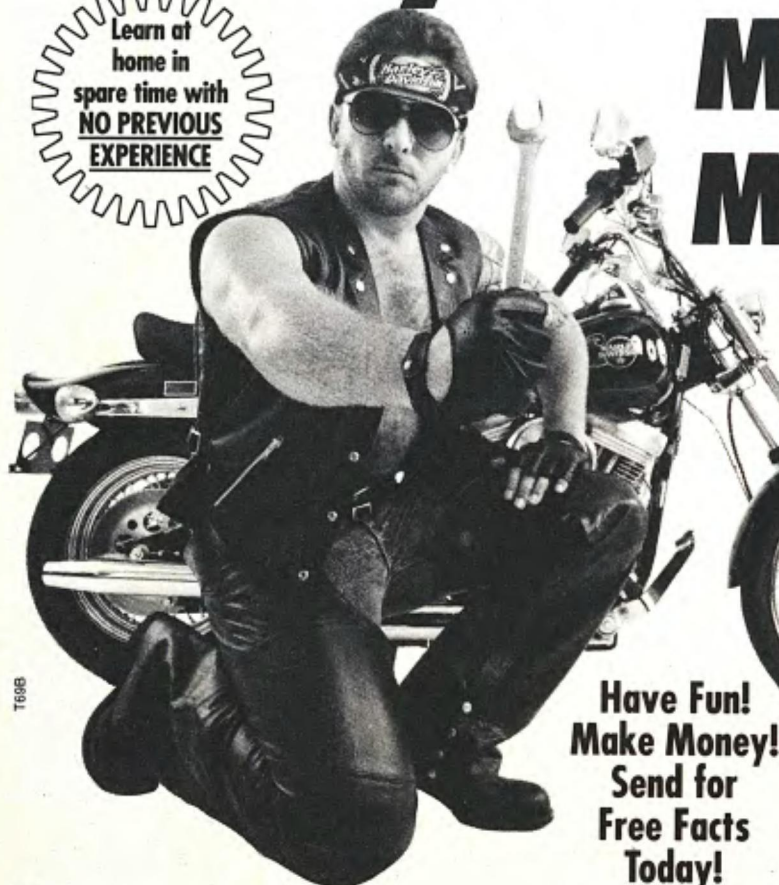
This is a photograph of a part that has been sprayed and baked with solid lubricant. The thickness of the coating can be as much as .0003, but burnishes down easily.



This Evolution head was baked with Kal-Gard's black, thermal set, corrosion-resistant, heat-dissipating finish. It was prepped the same as the internal parts.

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

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

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

Motorcycle sales mean profits for repairmen

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

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

Motorcycle shops employ qualified mechanics

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

Work Out of Your Home!



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

More girls—more bikes each year

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

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

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

Start your own cycle repair business

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

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SCHOOL OF MOTORCYCLE REPAIR
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A Subsidiary of National Education Corporation
925 Oak Street, Scranton, PA 18515

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

What's Happenin'

Here's your guide to what's happenin' in your area in June and July. 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.

California

ABATE STATE RUN—June 21-22-23 in Azusa at Follows Camp. Bike games, live music, camping, food, vendors, etc. Sponsored by ABATE of Calif., Local 1. Write/call: 11021 Hesby #3, N. Hollywood, CA 91601, Sarge: (818) 793-6818, Buffy: (818) 357-9578.

1ST ANNUAL SAN FRANCISCO VINTAGE & CLASSIC MOTORCYCLE AUCTION—June 22 in San Francisco. Sponsored by ACS Int. Write/call: 2277 W. Hwy. 36, St. Paul, MN 55113, (612) 633-9555.

Canada

MARK WENTZELL MEMORIAL RUN—July 26-27-28 in Pleasant Valley. Sponsored by BRO, Colchester County. Write/call: Delores-RR1, Brookfield, N.S., Canada, B0N 1C0, (902) 895-9968.

Delaware

ABATE OF DELAWARE STATE PARTY—July 27-28. Write/call: 4455 Bethel Rd., Boothwyn, PA 19061, Kim: (302) 834-2105.

England

KENT CUSTOM BIKE SHOW—July 12-13-14 in Dymchurch, Kent, at Angel Park Farm. Live music, vendors, food, beer. Entry: 15-pounds. Write: KCBS, Box 81, Rochester, Kent, England.

Florida

EASYSIDERSSTORE now open year-round in Daytona Beach. Featuring the best Easyriders products and apparel. 605 Main St., Daytona Beach, FL 32118, (904) 238-1645.

Holland, Europe

INDIAN EUROPEAN SUPER RALLY 1991—July 26-27-28-29 in Holland's Friesland's lakes and forests. Indian museum, "Wall of Death", swap meet, much more. If ya can attend, do it! Write/call: Tony Leenes, Nieuwedijk 34; 8531 HP Lemmer, Holland. Dial: 10288-011-47-05146-3244—from U.S.

Iowa

4TH ANNUAL POPCORN CITY CYCLE CIRCUS—June 8 in Vinton at Benton County Fairgrounds. Entry \$12, includes beverages/beer. Vendors, rodeo, live music. Sponsored by ABATE of Iowa, District 5. Write: 13 Greene St., Walker, IA 52352.

AMRA'S ALL-HARLEY DRAGS—July 5-6 in Humboldt at Humboldt County Dragway. Sponsored by American Motorcycle Racing Assoc. Call/write: Box 50, Itasca, IL 60143, (708) 250-0838, FAX: (708) 250-8196.

Kansas

8TH ANNUAL DOUBLE THUNDER MC RALLY—June 15. Games, contests, bike show, live music. Send SASE: Double Thunder MC, 18 West Ave. "B," Hutchinson, KS 67501.

Louisiana

9TH ANNUAL PEYTON'S 1991 NEW ORLEANS BIKER BASH—June 12-13-14-15-16 in New Orleans. This year's bash dedicated to the "Desert Storm" troops. Write/call: Peyton's Lost & Found Lounge, Inc. 3225 Lisa Dr., Metairie, LA 70003, (504) 467-3274, (504) 888-5762 after 11 a.m.

Maine

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

Michigan

6TH ANNUAL MASON COUNTY TOY RUN—July 26-27-28. Live music, bike games, camping. Sponsored by Mason County Motorcycle Assoc. Write/call: Box 74, Custer, MI 49405, (616) 757-4503, (616) 843-8696.

Minnesota

"WALL OF DEATH" MOTORDROME—June 7-8-9 in Brainerd at site of World Superbike Races. Midwest premier—acquired/restored (thanks to "Thunder" Klunder, Prez.-A.M.R.) 1 year ago. Riders: Don Daniels, Mike Morrison, and "Samantha" (world's only female drome rider). Few dromes left—riders best yet performing. Sponsored by A.M.R., 7640 Knox Ave., So. Mpls., MN 55423, (612) 866-8280.

Missouri

3RD ANNUAL RODEO—June 21-22-23 near Dexter. Entry \$10. Camping, live music, beer, food. Sponsored by Freedom of Road Riders, Local 20. Write/call: FORR, Local 20, Box 86, Dexter, MO 63841, Danny: (314) 624-8584.

New Jersey

12TH ANNUAL EAST COAST MOTORCYCLE FESTIVAL—June 23 in Atco at Atco Raceway. Sponsored by East Coast Racing Assoc. Write/call: ECRA, 1966 Black Horse Pike, McKee City, NJ 08232, (609) 641-4224.

3RD ANNUAL PIG ROAST—July 7 in Jackson at Just Plain Jane's. Sponsored by Jersey ABATE, Ocean County Cpt. Write/call: Box 10442, New Brunswick, NJ 08906, (609) 698-4754.

New Mexico

ANNUAL 4TH OF JULY BASH—June 30. Sponsored by ABATE of N.M., East Plains Cpt. Write/call: Box 1517 Brentwood, Clovis, NM 88101, Brenda: (505) 585-9789.

LAKE HERRON RUN—July 27-28. Sponsored by ABATE of N.M., 1st Mtn. Cpt. Write/call: Box 1003, Tijeras, NM 87059, Brenda: (505) 585-9789.

New York

HELMET PROTEST RIDE—July 4 starting at Pete Smith's M/C Supermarket. Sponsored by ABATE of N.Y. Inc., Niagara Cpt. Write/call: Box 25, Lockport, NY 14095, (716) 433-1508, (716) 343-9753.

ABATE OF N.Y. STATE PARTY—July 12-13-14 in Himrod. Write/call: 4250 Six Corners Rd., Trumansburg, NY 14886, (607) 387-3433.

North Dakota

DAKOTA H-D MDA RUN—June 29 in Minot at Dakota H-D. Write/call: 530 20th Ave. SW, Minot, ND 58701, Eric: (218) 233-7874.

Ohio

12TH ANNUAL SWAP MEET/PARTY—June 28-29-30 east of Orrville off Tannerville Rd. Burnt River Band/others. Entry \$15. Camping, games, beer, food, vendors, tattoos. Sponsored by Pakrats MC. Call: (216) 682-SWAP.

2ND ANNUAL ALL-AMERICAN VETERANS REUNION—July 12-13-14 in Chillicothe at Ross County Fairgrounds. Free entry. Camping/hotels available.

Many displays (WWII/KOREA/VN), POW/MIA ceremony, balloon launch, helicopter drill teams, fly-overs, etc. Any profits benefit local Veterans Hospital. Write/call: Visitor's Bureau, Box 353, Chillicothe, OH 45601, (614) 775-0900, John: (614) 335-6147.

10TH ANNUAL VIETNAM VETERANS BIKE SHOW—July 28 in Zanesville at Putnam Landing Park/6th St. bridge. Rain date 8/4. Sign-in: 10 a.m.-noon. Contests, 11-class bike show, drawing, raffle, live music, tattoos, food, beer. Bikes *MUST RUN* to enter. Bikers of south-eastern Ohio welcome you. Call Pigath: (614) 674-6364 eves.

Pennsylvania

ABATE STATE PARTY/14TH "HAZEN '91" BIKE SHOW/RODEO—June 14-15-16 near Harrisburg, Exit14, I-80. Bike show, rodeo, live music. Write/call: Box 15226, Harrisburg, PA 17105, (717) 234-3777.

Tennessee

AMRA'S ALL-HARLEY DRAGS—July 20-21 in Clarksville at Clarksville Dragstrip. Sponsored by American Motorcycle Racing Assoc. Write/call: Box 50, Itasca, IL 60143, (708) 250-0838, FAX: (708) 250-8196.

Wisconsin

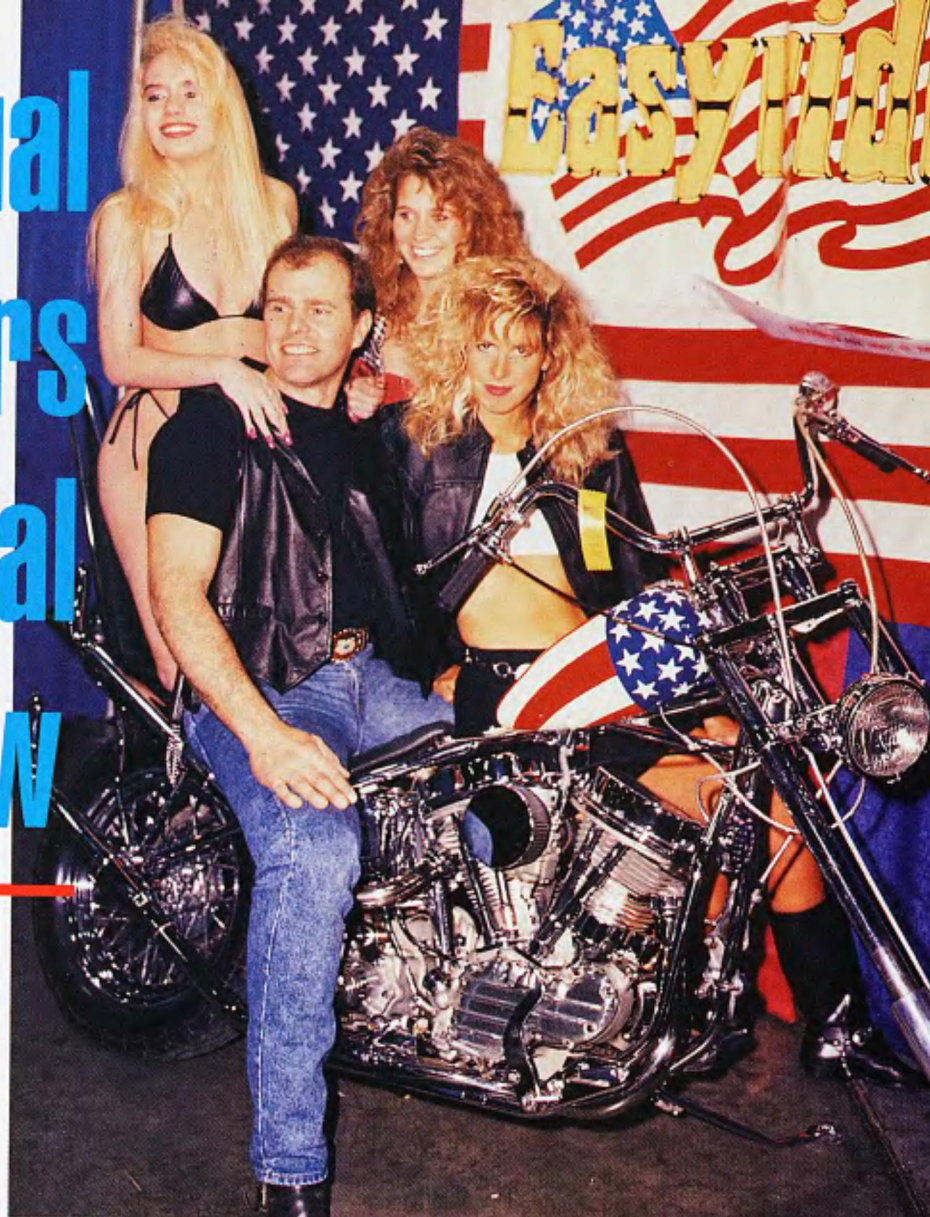
6TH ANNUAL HARLEY HOMECOMING NATIONALS—June 22-23 in Union Grove at Great Lakes Dragaway. Drags, bike show, and swap meet. Write/call: Box 154, Union Grove, WI 53182, (414) 462-5520, "Broadway Bob": (414) 462-5520.

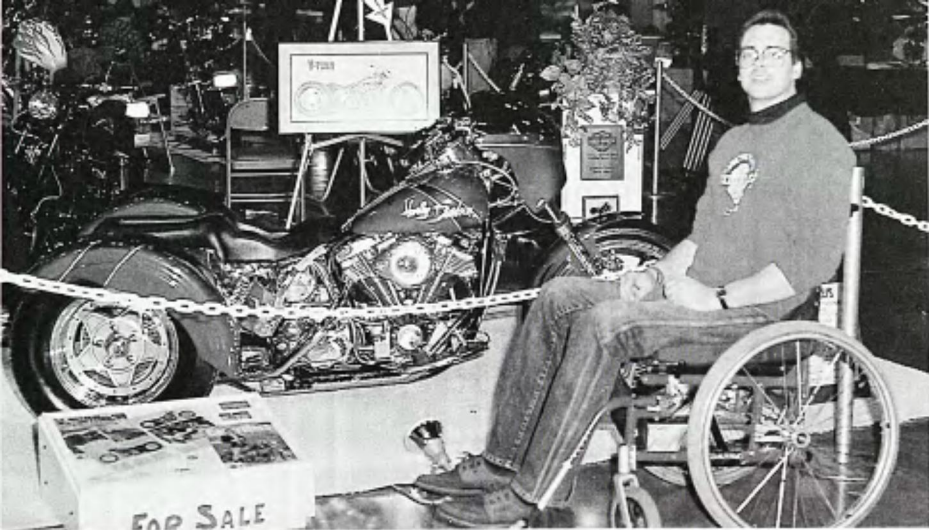
900 phone number state codes – alphabetically

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		

3rd Annual Easyriders Invitational Bike Show

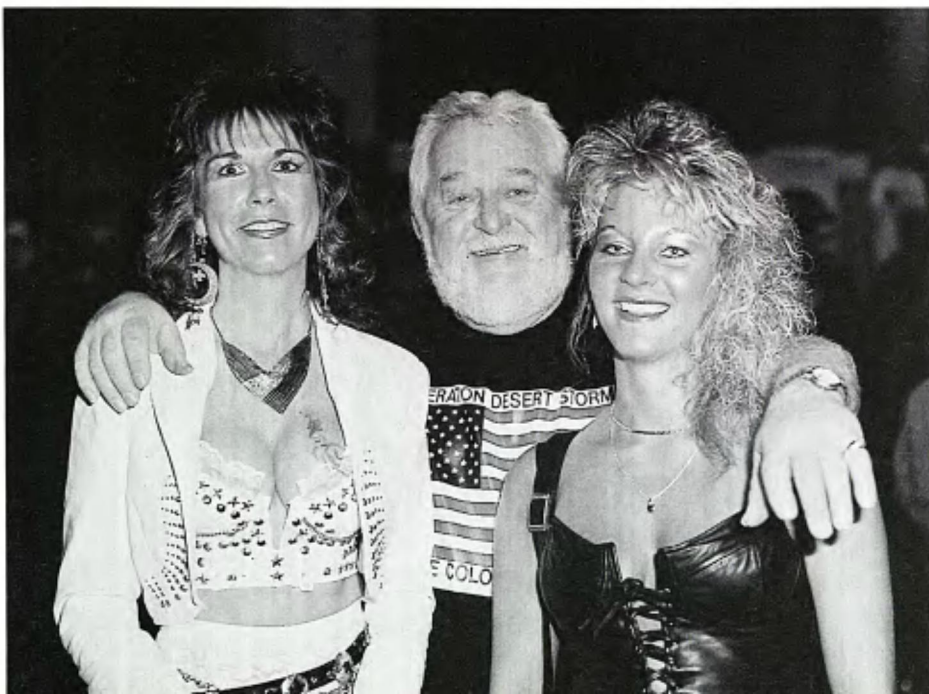
The Granddaddy
Comes To
Columbus





Thursday night the plane touched down at the Port Columbus International Airport in Columbus, Ohio. After six months of precise planning and preparation, our 3rd Annual Bike Show was about to begin. Security was high at the airport, as Operation Desert Storm was in full swing. The briskness of a Midwest winter greeted and exhilarated us as we walked out into the Columbus night.

This Bike Show, like those before, was dedicated to the builders of custom bikes

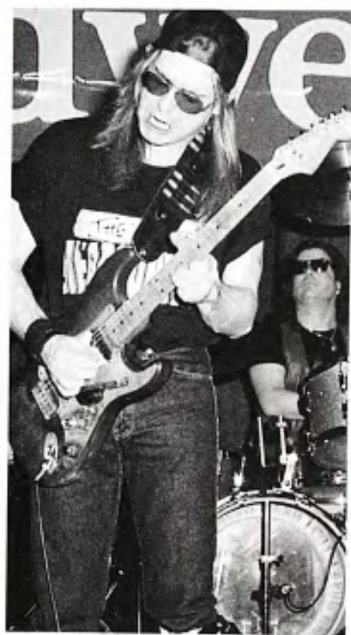


everywhere. In our February 1991 issue (#212), we reproduced every bike featured in the 1990 issues of *Easyriders*, *In The Wind*, *Biker*, and our *Easyriders* Video Magazines. We spiced up this main recipe with all the "Readers' Rides" from *Easyriders* and *In The Wind*, and then gave it some real zest with our red-hot Fox Hunt winners. After the issue hit the streets, our phone lines and mail boxes were open to your votes.

The next order of business was the choice of a venue. Although the last two shows were held in Los Angeles, we had always intended to make this an event we could share with all American riders. To

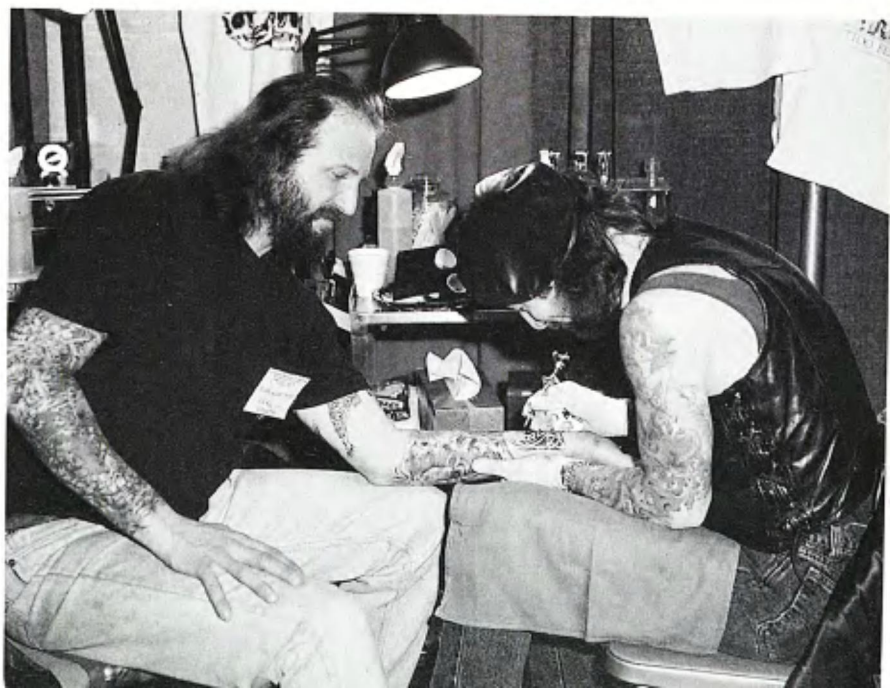
that end, L.A. was a lopsided locale, so we went searching for the perfect site. This monumental mission fell on the shoulders of Al Sherman, our Events Director, and he handled the task admirably. The Veteran's Memorial Auditorium in Columbus, Ohio was chosen. One of the deciding factors of this choice was ABATE of Ohio, one of the most organized motorcycle rights groups in the country. Thanks to Farmer (head of security), Chuck, and Lee Ryan (the woman who keeps Farmer in line).

The groundwork was set. The phone lines lit up, the votes poured in, and the



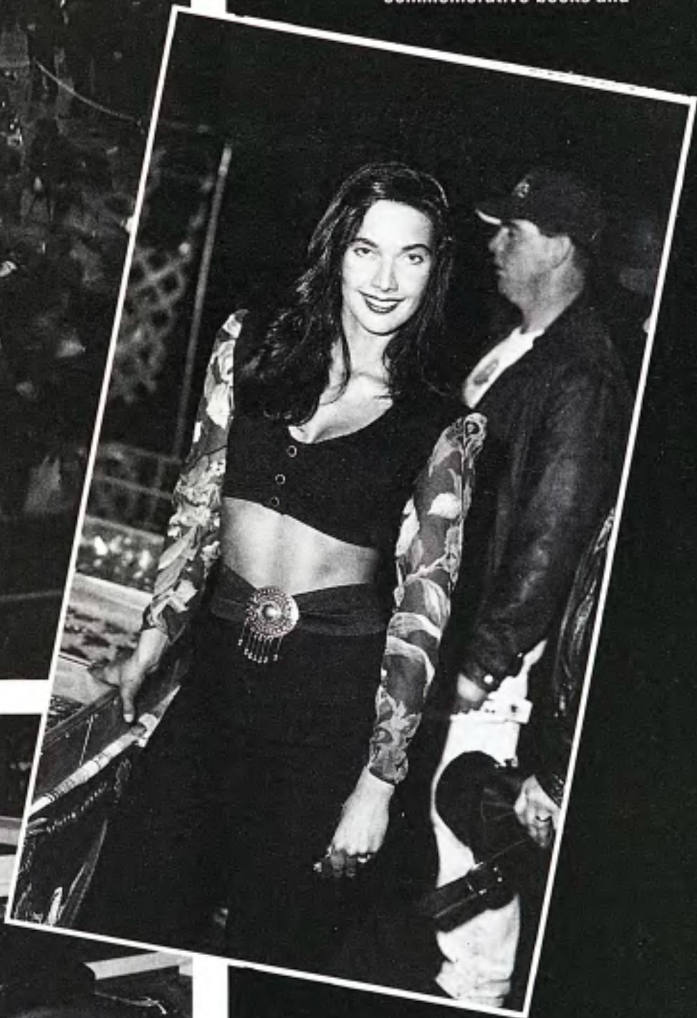
featured owners were sent their invitations. As the builders reserved their spaces, we worried about the other details—the vendors, entertainment, food, hotel accommodations, etc. All the long hours, late nights, and laborious lists (compiled by Calamity) required to organize the event finally merged at the Quality Inn late Thursday night.

Friday morning at 6 a.m., the entire staff was on location to check in the bikes, work with the Auditorium personnel on the displays, and help the vendors set up. Kit made the stage come alive and by 6 p.m. the doors were ready to open and the party was ready to begin. And what a party it was.





Between bikes from all over the country (if I had the space here I'd thank every owner who brought a bike—the scoots and displays made the show), fashion shows, bands (Bill Dawg, Burnt River and the Gears), the Budweiser beer, Tiffany (the Fox Of The Year from Houston, Texas, who kept the photo booth hoppin' by havin' her picture taken with anyone with a pocketfulla change), and the array of vendors, there was just enough to see and do to make the trip damn memorable. Hell, Dave Campos lost his voice talking up the *Easyriders* Streamliner and sellin' commemorative books and



videos, Arlen Ness sold every catalog he brought with him, and Way Cool Tattoo buzzed into the night (we had to turn off the electricity before the ink would quit flowin'). Perry, from Performance Machine, ran out of brochures, his voice, and anything he could sell or give away.

Farrow's Harley-Davidson, down the street, did nonstop business throughout the Show days, and Adonna, from C&A Motorsports in Plain City, Ohio, sold all the T-shirts she could cart in. Her daughter stopped every red blooded biker strollin' down the aisle—what a knockout. In fact, I'd intended to buy several pairs of H-D boxers, but couldn't fight my way to their popular counter.

On Sunday, after an ear-splittin' Saturday night, we awarded the trophies. The list of winners follows this copy, but I'd like to take a moment to personally compliment

TROPHY SPONSOR
BAM.
RUSS BROWN
LAW OFFICES



all the brothers and sisters in attendance. Not only did we dole out a larger purse than any other show in the country, but the contingency prizes provided by our sponsors put an extra layer of icing on the cake—\$200 and \$300 gift certificates from Custom Chrome, Gary Bang, Drag Specialties, Nempco, Sumax, and Jammer had the winners grinnin'. Osprey Ltd. donated three sets of sharp, full-blown, original style saddlebags to the Restored Class and Cobralinks bike locks went out to dozens of winners. The trophies were donated by Russ Brown and Bikers Against Man-slaughter. Thanks guys, it really makes bringin' the bikes to the Show worthwhile.

Next year...

—Bandit

EASYRIDERS

3RD ANNUAL INVITATIONAL BIKE SHOW —WINNER'S LIST

February 22, 23, 24, 1991 Veterans Memorial, Columbus, Ohio

PREVIEW CLASS

1st \$2,000	Ron Carroll—Murfreesboro, Tenn.	1958 H-D FL panhead
2nd \$1,000	Steve Dennison—Sandwich, Mass.	1976 H-D FL
3rd \$500	Brad Mullins—Oceanside, Calif.	1946 Indian Chief 80
4th \$300	Joe Ehasz—Valley City, Ohio	1948 H-D FL panhead
5th \$200	Mark Leathers—Sterling Hts., Mich.	1975 H-D FXE—3 trike
6th \$100	James Poland—Lake Worth, Fla.	1988 H-D Evo Springer 80
7th \$100	David Lumsden—Ft. Lauderdale, Fla.	1984 H-D Softail
8th \$100	Mike Stocker—Medway, Ohio	1987 H-D Custom FXLR
9th \$100	Ron Carroll—Murfreesboro, Tenn.	1988 H-D FXSTC
10th \$100	Dave Spagnuolo—Liverpool, N.Y.	1988 H-D FX Softail 80
11th \$100	Russell Rockwell—Cascade, Md.	1960 H-D FL panhead
12th \$100	Roy Chamberlin—Bowie, Md.	1980 H-D FXWG
13th \$100	Jim Ross—Canton, Ohio	1968 H-D XLCH Sportster
14th \$100	Terry Shaw—Zanesville, Ohio	1963 H-D panhead chopper
15th \$100	Lindy Harris—Shelby, Ohio	1986 Heritage w/sidecar

INVITATIONAL CLASS

BEST OF SHOW

1st \$5,000	Dan Ballard—Lyons, Colo. (Easyriders #200/Feb. '90: "Dan's Nostalgic Pan")	1953 H-D FL panhead
2nd \$3,000	Dewey/Ginny Morris—W. Palm Bch./Fla. (In The Wind #37/Jun. '90: "Reader's Ride")	1986 H-D FXSTC
3rd \$2,000	"Baltimore Bob" Tyson—Baltimore, Md. (Easyriders #204/June '90: "Reader's Ride")	1968 H-D FLH shovelhead

BLOCKHEADS

1st \$500	Will Claypool—St. Croix Falls, Wis. (Easyriders #204/June '90: "\$5,000 Exhaust System")	1988 rubbermounted FXR
2nd \$300	"Big Al" Hogan—Lynn, Mass. (Easyriders Video No. 5)	1988 H-D FXRSP

FOXY RIDERS

1st \$500	Tracey Dankovchik—Lk. Elsinore, Calif. (Easyriders #202/April '90: "Foxy Rider")	1946 H-D FLH knucklehead
2nd \$300	Kelly Ann McCloud—Minneapolis, Minn. (Easyriders #201/March '90: "Foxy Rider")	1980 H-D Low Rider

KNUCKLEHEADS

1st \$500	Lorney O' Connor—Poway, Calif. (Easyriders #208/Oct. '90: "... This-A-Way")	1941 H-D EL knucklehead
2nd \$300	"Junkie Jim" Fisher—Louisville, Ky. (Biker #93/Aug. '90: "Junkie Jim's Horny Harley")	1960 H-D WL & G rat bike

PANHEADS

1st \$500	Randy/Lisha Smith—Huntington Bch./Ca. (Easyriders #209/Nov. '90: "Pan Demonious Pan")	1965 H-D panhead w/sidecar
2nd \$300	Richard "Hippie" Salinas—Carson, Calif. (Biker #95/Dec. '90: "Gimme Some Skull")	1963 74 panhead

RESTORED

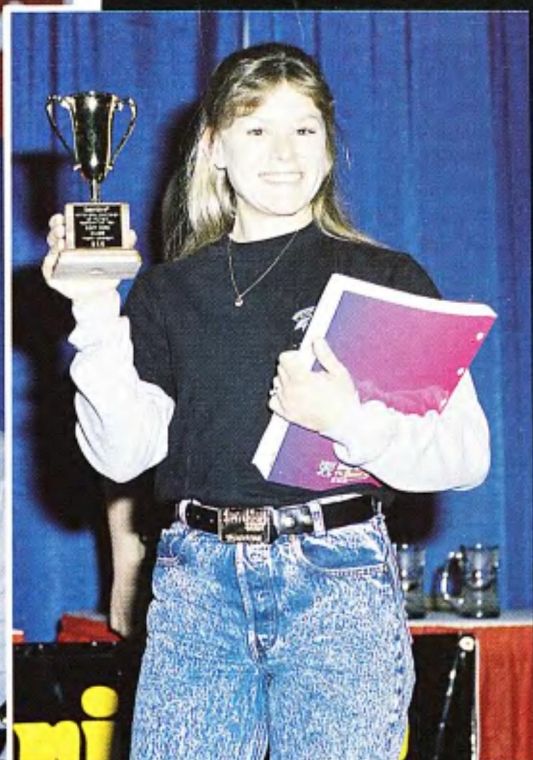
1st \$500	Hans "Shag" Ransom—Georgetown, S.C. (Easyriders #199/Jan. '90: "Red Indian—Princess In The Cornfield")	1948 Indian Chief
2nd \$300	Richard Gallucci—Syracuse, N.Y. (Easyriders #203/May '90: "New York Restoration")	1953 H-D FL panhead
3rd \$200	Johnny Kool—Green Lane, Pa. (Easyriders Video No. 3)	1947 H-D UL flathead 80

SHOVELHEADS

1st \$1,000	Butch Bennett—Belmont, Mass. (Easyriders #206/Aug. '90: "Transition")	1983 H-D custom hardtail
2nd \$500	"WolfMan Jack" Shavlik—Kewaunee/Wis. (Easyriders #203/May '90: "The Skull")	1976 H-D shovelhead stretch
3rd \$300	Louie Falcigno—Ft. Pierce, Fla. (Easyriders #210/Dec. '90: "Christmas Rush")	1958 H-D FLH 74
4th \$200	Mystery Man—Richmond, Va. (Easyriders #209/Nov. '90: "The Means To A Ridin' End")	1978 H-D Custom Street Racer

SPORTSTERS

1st \$500	Cindy Cassell—Kensington, N.H. (Easyriders #208/Oct. '90: "Foxy Rider")	1988 H-D 883 Sportster
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Photos by Smokey and Kim Peterson



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

JANUARY *Fox Hunt* WINNER



Sylvia said she wanted to bring a friend, and that he wouldn't cost anything, and could we, could we, please, please her. A red flag immediately goes up when one of our Foxes mentions bringin' the ol' man along, it just doesn't work in the studio. But when Clean Dean and I got a look at our latest Fox at the airport, we 'bout shit a brick.

"She brought a fuckin' baby," I howled. Dean, a much milder man, countered with, "Fuck it, at least it's a biker baby. And, shit, it looks like it comes with a nanny."

Along with the tag-a-long toddler and a cute friend named Brenda, Sylvia shocked us with a new 'do, but as luck would have it, it matched Gary's pan perfectly. Her attitude was righteous, too, makin' the shoot a success.

—Loudmouth



To all the bros out there, this butt's for you.

Kristine, Massachusetts-900-234-BIKE-Ext. #401



Harleys are in my blood, and every issue of *Easyriders* gets my blood pumping.

Laura, Indiana-900-234-BIKE-Ext. #402



When I'm on a bike, the wind's in my hair, and the bike feels as good as it sounds, it gets me real . . . well, you know.
Carolyn, California-900-234-BIKE-Ext. #403



The best thing about a Harley is the freedom. The feeling of riding is great, alone or with others. It's the only way to go.
Shawne, Florida-900-234-BIKE-Ext. #404



I think it would be a real rad experience to pose on a Harley.
Jackie, Arizona-900-234-BIKE-Ext. #405



I'll trade my "soft tail" and a ride on the hard side, for your Softail and a ride on the wild side. Deal?
Robyn, Minnesota-900-234-BIKE-Ext. #406



Custom-Crafted for American Classics

Avon tires — hand-built by craftsmen, designed for long life and performance — the *right* tires for your Harley. For the high-load requirements of dressers, choose the new Kevlar®-belted Roadranger, featuring an incredible 2-year, 20,000-mile tread life warranty and road hazard policy.*



For all-around performance and style, Avon Roadrunners are the logical choice.

Avon

also manufactures the classic Universal, Speedmaster and the SM Mark II, all suited for traditional and original equipment applications. The best custom bike designers in the business



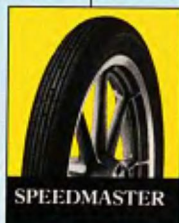
swear by Avon tires. Ask Rick Doss, of Rick's Custom Harlee. He chooses only the best for the production-line bikes he's customized into works

of art.

For superior handling, braking, acceleration



and wear, why ride on anything else? For the best tread life warranty and road hazard policy in the business, there is no other choice.



"Every guy I know in the custom Harley business recommends Avon!"

— Rick Doss, Rick's Custom Harlee,
Danville, Virginia

Avon ... legendary tires for the classics of our times.



Photo: Pete Chiodo

*Tread life warranty and road hazard policy apply to Roadranger tires only when mounted on the following Harley-Davidsons (1980 to present): FLT, FLH (S.D.), FXRT. Also applies to Honda Goldwing; Suzuki Cagiva; Yamaha Venture; Kawasaki Voyager. Replacement is on a pro-rated basis and is subject to specific restrictions and conditions. Please see your Avon dealer for terms of this warranty, or call Customer Service at 206/771-2257.

Avon Customer Service
P.O. Box 336
Edmonds, Washington 98020
206/771-2257

AVON
The Performance Tire



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-cents-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 June 1, 1991. It's easy. Look the girls over and note the extension number of the lady who entices you; the most, then call 1-900-234-BIKE, and Clean Dean will

answer and take you through the motions. You'll get to find out just how far these girls will go to get your vote. If you're not into her comments about our lifestyle, you can vote for another girl. If, for some reason, Ma Bell's on the rag and you can't get through, write the name of the girl you like on a postcard or the back of a sealed envelope and send it to #217 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

The deadline for voting for this month's cuties is June 30, 1991.

We'll print the winner in the November issue.

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



Here she is, bros, the second monthly winner in our 13th Annual Fox Hunt, Michelle, #401, from Moorpark, California. See more of her next issue.

FOX HUNT
Box 3000
Agoura Hills, CA 91301
217

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

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

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

217

BLOWN HEAD GASKET BLUES

So, your pan's got another blown head gasket, huh? What's this, the third one now in the last year? Well, instead of blaming the poor slob at the bike shop for the "junk gaskets" he's been selling you, did you ever think something else may be wrong?

After reading this article, you'll understand that a gasket isn't such a simple thing after all. It's a complex, sophisticated device that must handle several duties, some of which are at odds with each other.

Pans and shovels are engines of bimetallic design: the components are made of different materials. Okay, heads are aluminum and cylinders are iron. So what? Well, these materials have drastically different coefficients of expansion (rate and amount at which they expand when heated). Therefore, the head gasket must seal against engine compression pressure and oil leakage but *also* must allow movement between the head and cylinder! Yes, Alice, the head, even though it is tightly fastened to the cylinder, actually slips back and forth on top of it as it expands and contracts.

This causes a couple of things to happen, none of which is good. If your engine has older, asbestos-based gaskets, the aggressive, abrasive nature of this material actually *wears away* the gasket surface on the cylinder head.

Photo "A" shows a head that has started to deteriorate from gasket wear. The "pit" marks on the gasket surface are from the woven wire core of an asbestos gasket. The asbestos seal surfaces have "scrubbed" away to where the wire is exposed and can cut into the head. This "scrubbing" action is the reason your head bolts *seem* to loosen up. Actually, the bolts aren't loosening, the gasket and head are wearing.

Many mechanics and machinists will tell you the steel inserts "pull out" of these heads and cause sealing problems. Not true. These inserts are quite large and stable with the head material cast solidly around them. What *really* happens is that the softer aluminum wears away from around them and leaves them standing like small islands in the gasket surface. Photo "B" shows a head where .007 inches of material has worn away.

If your parts look like these, you'll have to visit your local machinist before you're ever gonna keep a head gasket in one piece.

It's necessary to resurface cylinder heads like these to create a fresh, flat surface for

your new gaskets to work on.

Photo "C" shows a reconditioned cylinder head surface. Look closely, the steel inserts are counterbored slightly to be *lower* than the sealing surface. This helps to keep the surface in a

counter-bore deeper or by shortening the cylinder lip. (Shortening the lip should be done on a lathe, but, may be done with a file if you're *very* careful and maintain the same height all the way

Yes, Alice, the head, even though it is tightly fastened to the cylinder, actually slips back and forth on top of it as it expands and contracts

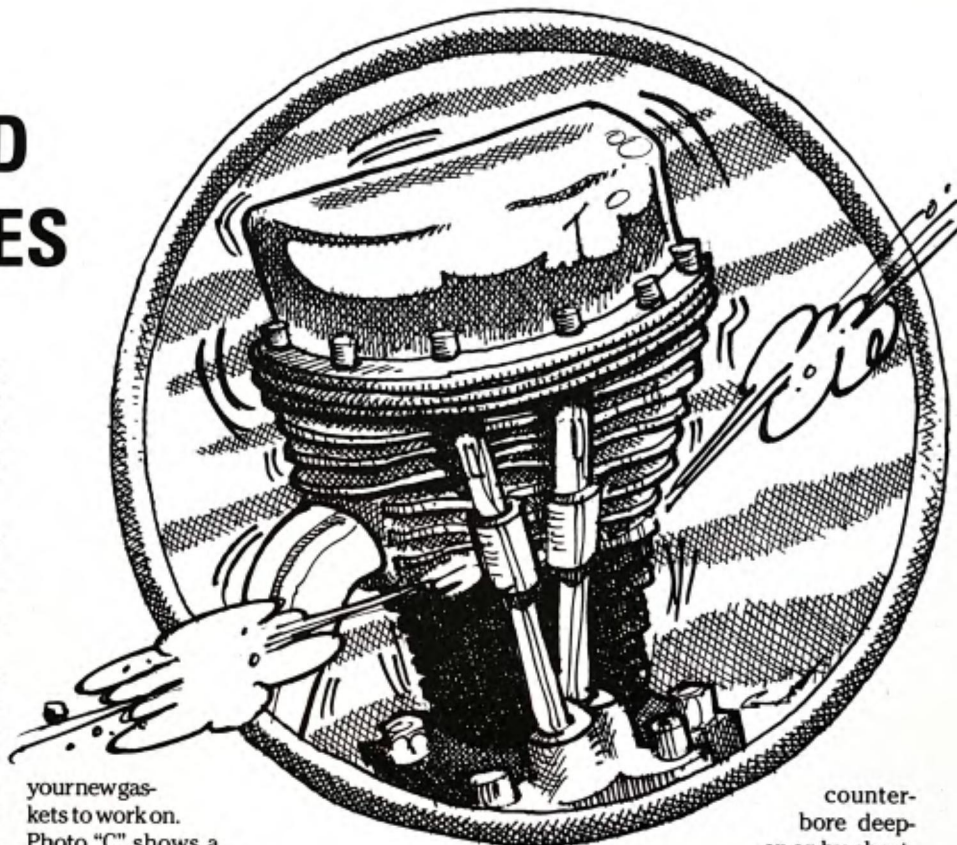
reasonable degree of flatness much longer. It was necessary to remove .012 inches from this head. (See stamped # at top of head).

Don't forget to check out the gasket surface on the cylinder; although problems here are rare, it won't hurt to look.

Any older engine, or one that has had the heads resurfaced, should have the head counterbore depth and cylinder lip height clearance checked. See Photo "D." If the head counterbore is too shallow, due to resurfacing (or just loose production tolerances), the head bolts will tighten up but won't crush the gasket properly because the cylinder lip bottoms in the head counterbore. This may also be caused by failure to clean out carbon buildup in this area. Problems here can be remedied by either machining the

around the cylinder.) Deburr well—leave no sharp edge inside the cylinder. Most heads, when placed on the cylinder (or vice-versa as in Photo "D") without gaskets, will touch the cylinder at the head gasket surface. If clearance exists here, as in Photo "D," you must verify that it is not so much that it will interfere with gasket "crush." A new, James, Teflon-coated gasket is .038 inches thick. When tightened to the proper tension of 55-75 ft./lbs., it compresses to .032 inches thick. (These dimensions and thickness reduction at compression vary drastically between types of material and brands of gaskets—be careful.) Photo "D" shows a clearance of .025 inches—a little on the tight side, but it should be okay.

No, that's not all. There are still the matters of gasket choice and assembly to con-



tend with. My recommendation for gaskets are those from the James Gasket Co. Although available in a bewildering array of types and materials, the blue, Teflon-coated, Kevlar-based James gaskets provide a good balance of quality and price. The Teflon coating helps to both seal minor surface imperfections and allow relative motion between the head and cylinder without excessive gasket wear.

Some head gasket materials, like copper, hold compression pressure well but aren't good at containing oil. If you're using these, apply a *very small* amount of sealant around the oil holes in the gasket (both sides) to prevent oil from seeping. Be careful: applying too much sealant can impede oil drainage from the head.

Torque tightening of the head bolts can be a real hassle, mostly due to the lack of

wrench clearance. This is especially true when the engine is in the chassis. Some really neat adapters, which simplify the job, are available from Snap-On tools (for 7/16-inch, 12-point bolts use part #FRDH141, for 9/16-inch bolts use part #FRDH181).

Remember, when using an adapter on a torque wrench you must adjust the torque setting on the wrench to compensate for the length of the adapter. Use the following formula and example to figure the correct setting for *your* wrench.

$$\frac{TXL}{(L + C)} = \text{wrench setting}$$

T = Torque required for fastener
L = Torque wrench length (c/line of head to c/line of handle)
C = Extension length (c/c).

Example:

$$\frac{TXL}{(L + C)} = \frac{75 \times 18}{18 + 2} = \frac{1350}{20} = 67.5$$

Set your wrench to 67.5 lbs. and fastener will have 75 lbs. applied to it.

Lubricate the head bolt threads with light oil before installation. Tighten the head bolts evenly and uniformly, working up in small increments of tension and working around the head. Don't forget to shift the heads as necessary to allow for proper manifold alignment.

That's it, your problems should be over.

This article was provided by Jim Thompson at Thompson's Cylinder Head Service Co., 186 River St., Dedham, MA 02026, (617) 326-8380/ FAX: (617) 320-9351. Jim's been providing fine machine work for over 25 years.



Photo A

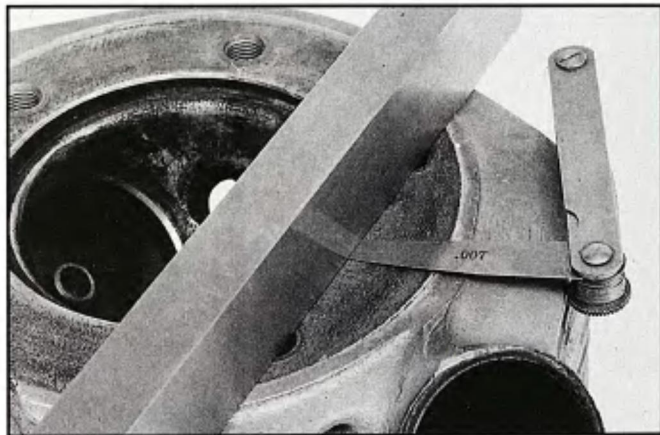


Photo B

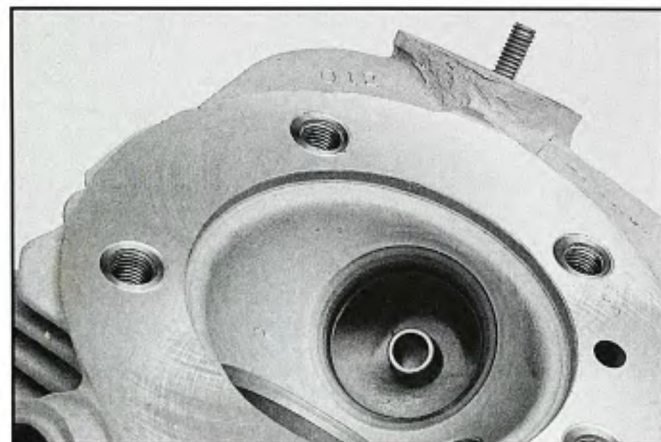


Photo C

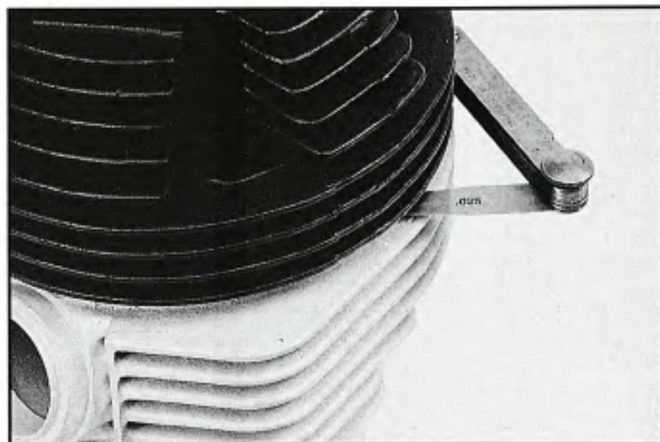
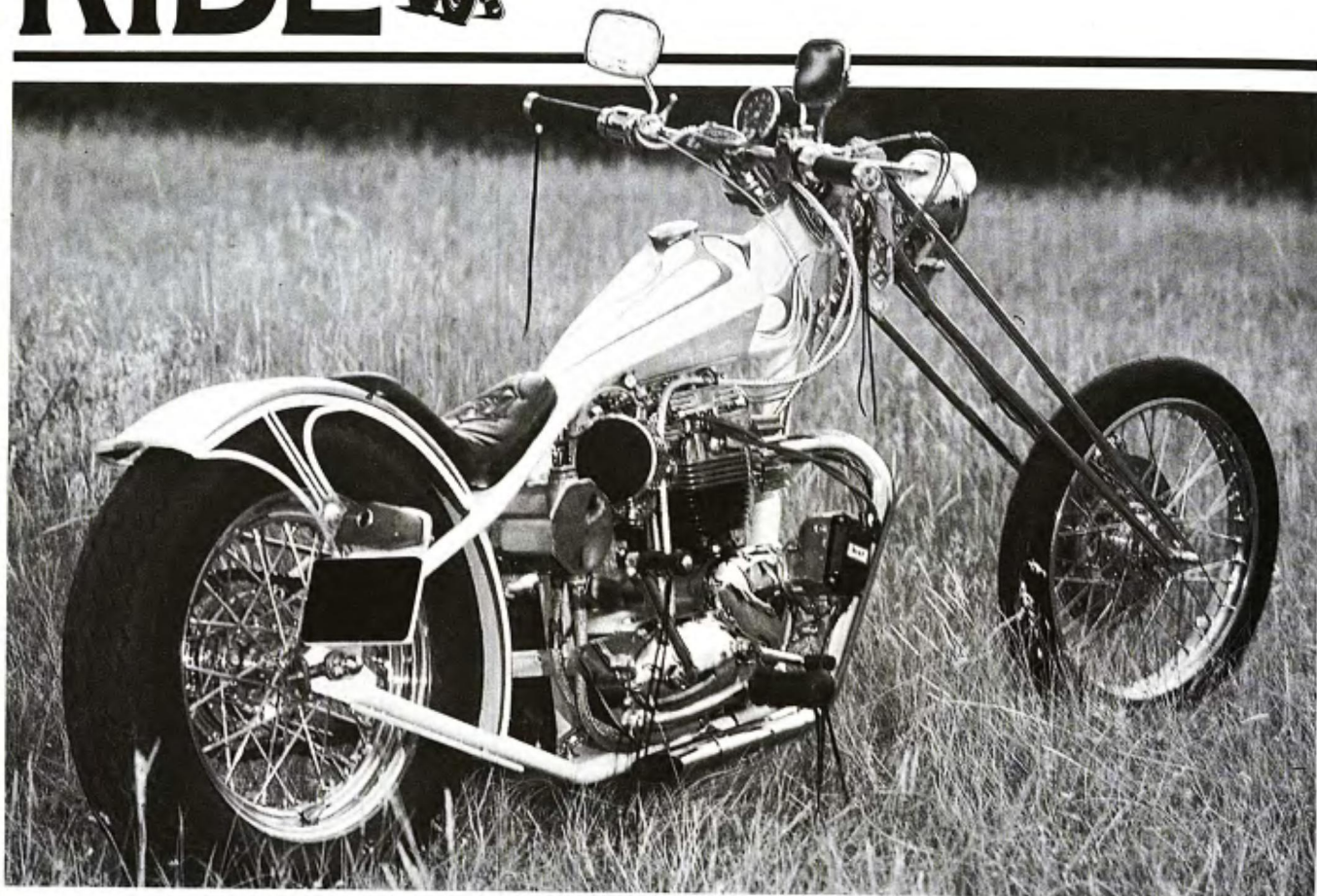


Photo D

READER'S RIDE



Ron Mapes, Rochester, Michigan 1968 Triumph Bonneville

Sure it's a Triumph. We like Triumphs—'specially when they're as beautiful as this Bonneville.

When I called the owner, Ron Mapes, he said, "You're gonna run a Triumph in *Easyriders*?! That hasn't happened since 1982." I wasn't sure how long it had been, but I was kinda surprised 'bout it, too.

Anyway, Ron's a trucker. From April 1 until Christmas he drives a 42-wheel graveltrain (no, I've never seen one). The rest of the year he hangs out at his buddy Ron Finch's shop, in nearby Pontiac, Michigan, learnin' from this great custom bike builder.

You can see the Finch touch in this Triumph's face and form. Ron's creations are no strangers to this mag, and *Easyriders* Video Magazine #3 features an in-depth interview with him.

Since these pictures were taken, this Bonneville has gone through some remarkable changes (bitchin' blue paint and more Finch-influenced trick stuff). It's taken first place at every show he's entered it in since the transition, including his recent fifth consecutive First Place award in its class at the '91 Rat's Hole Bike Show in Daytona Beach.

Pictured with Ron is his 13-year-old daughter/partner, Donna. She's a great help to Dad, and has been known to work her tail off polishing and preparing bikes for both Rons.

—Clean Dean

YEAR: 1968

MODEL: Bonneville

ENGINE: 650cc

TOP END: 1968 ported & polished, NOS carbs & air cleaners

LOWER END: 1963 balanced & blueprinted, Joe Hunt magneto

TRANSMISSION: 1963, chromed casings

FRAME: 1968, weld-on hardtail, molded-in 1-1/2 gallon diamond gas tank

FINISH: molding and paint by Ron Finch

CREDITS: Thanks to: Ron Finch, fabrication; Gerald "Ace" Novak, engine; and Donna Mapes, helper.

FORKS: 6-inch over P&P Girder

WHEELS: front: stock spoke hub laced up to 19-inch rim with Avon tire, chromed stock brake; rear: stock 16-inch with Avon tire, chromed stock 1968 drum with 24-k gold nipples

ACCESSORIES: Paughco oil tank; Finch seat; head bolts and rockerbox bolts, 24k gold

SPECIAL MODIFICATIONS: motorcycle built around sterling silver conchos on rear fender braces



Photos by Billy Tinney



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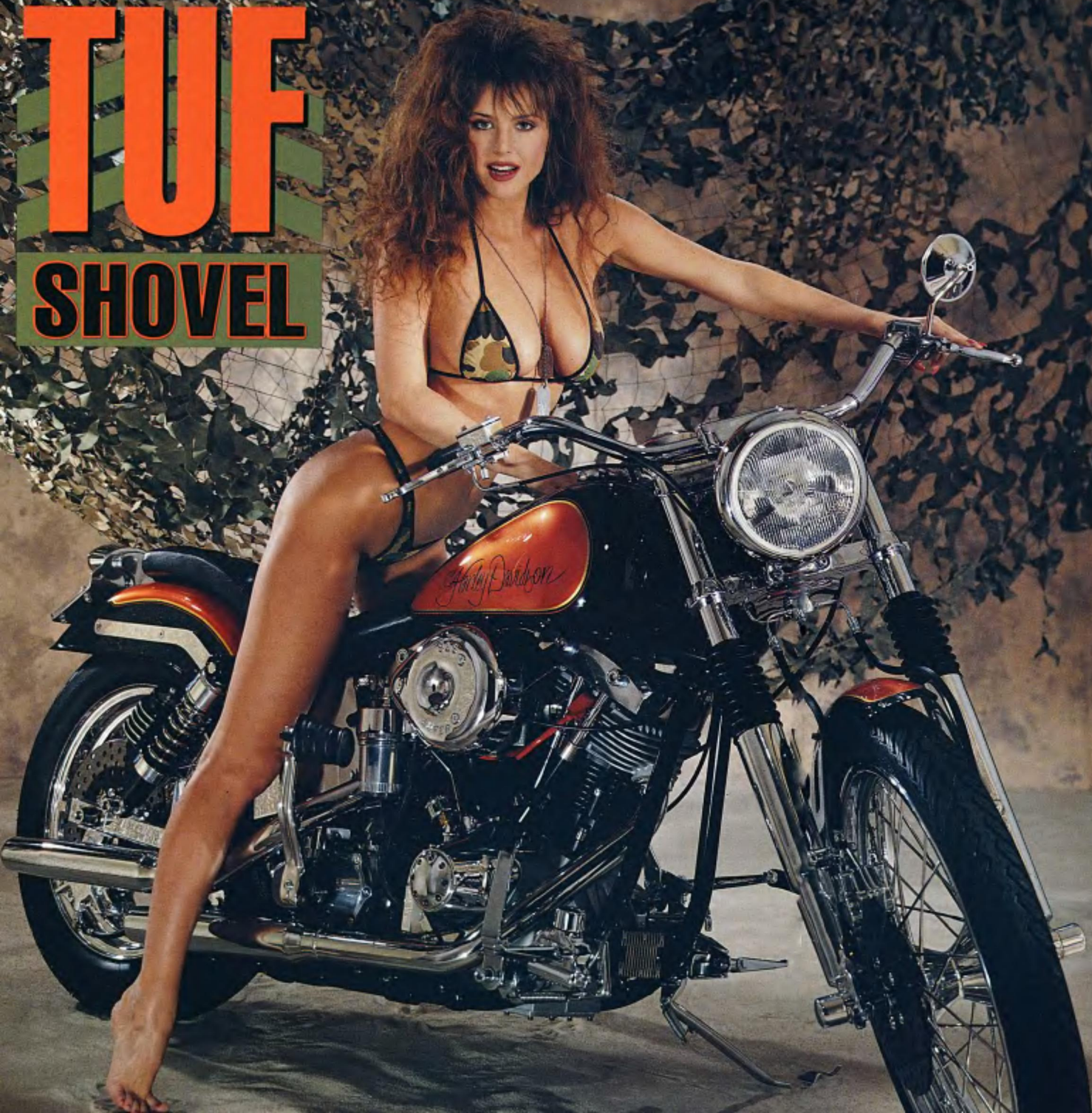
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TUF SHOVEL



There are some who just build bikes to look at. There are some who just build bikes to ride. But when Mike Essman tackles a project, he wants the very best of both worlds. "If I'm gonna build a bike, I'm gonna ride it," he says. "I'm gonna beat the shit out of it and I'm gonna ride it hard. That's the way I build my bikes. And then when I get done ridin', I'm gonna park my bike and I don't want it leakin' oil all over somebody's driveway."

Keep it clean and keep it neat, Mike says. But give it some flash so it looks good goin' down the road.

Mike's idea of goin' down the road, however, isn't just puttin' over to the nearest waterin' hole. Mike likes to push his ridin' skills and his Harley's muscle to the ultimate limits.

"I strictly ride canyons," Mike explains. "Gettin' on the highway and goin' straight is no fun to me. I like a lot of tight stuff."

And when he says tight stuff he ain't talkin' hardbellies—he's talkin' about the dangerous curves and sudden switchbacks snaking in and around the scenic gorges surrounding his San Fernando, California, home.

But sometimes ridin' canyons can turn into climbin' canyons,

Easyriders

Julia Parton—
The Mother of All Gatefolds



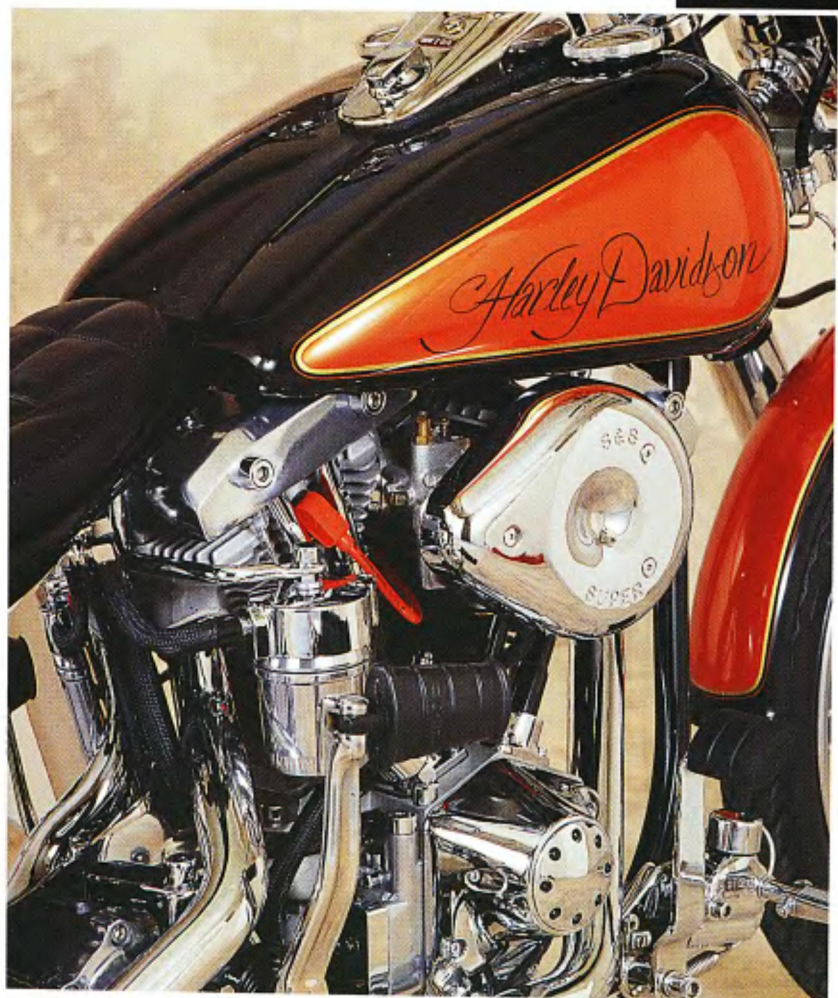


especially when you suddenly find your Harley acting more like a mountain goat.

Seems Mike was out cuttin' the curvy concrete with Ted Zajicek, his buddy of 25 years, when a cager in front of them suddenly stomped on the brakes. While Ted whipped around the driver's side, Mike was forced to swerve past on the apron to avoid the approaching ass-ending.

Unfortunately, the driver decided to ride the apron, too, leaving Mike with no place else to go but straight up the embankment.

"I was higher than the truck," Mike remembers, "about 10 feet higher up, and then I got stuck up there." It took the three of them to get his bike back



down, but there wasn't a single scratch or dent on the sled.

When Mike says he builds 'em to ride hard you can take him at his word. It's one reason the license plates on his present bikes read: TUF SHVL and TUF PAN.

Mike has created four Milwaukee masterpieces since 1985. He calls it a hobby but it's really a lot more than that.

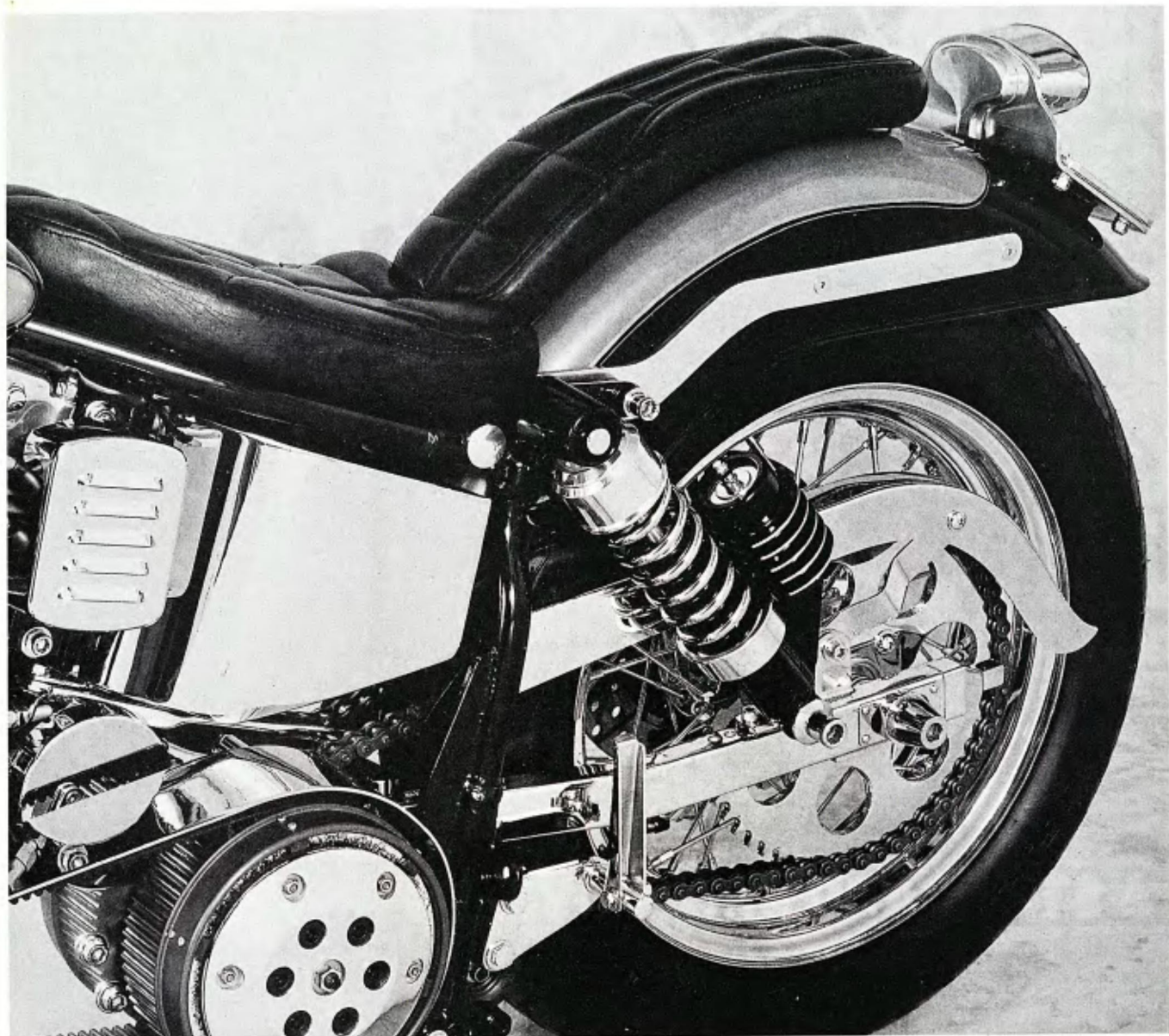
"When I get tired of shit in general, I'll build a bike," Mike explains. "It's like a fever. I'll buy a frame and then just sit there looking at it until I figure out how I wanna do it."

That's the way this shovel came to life.

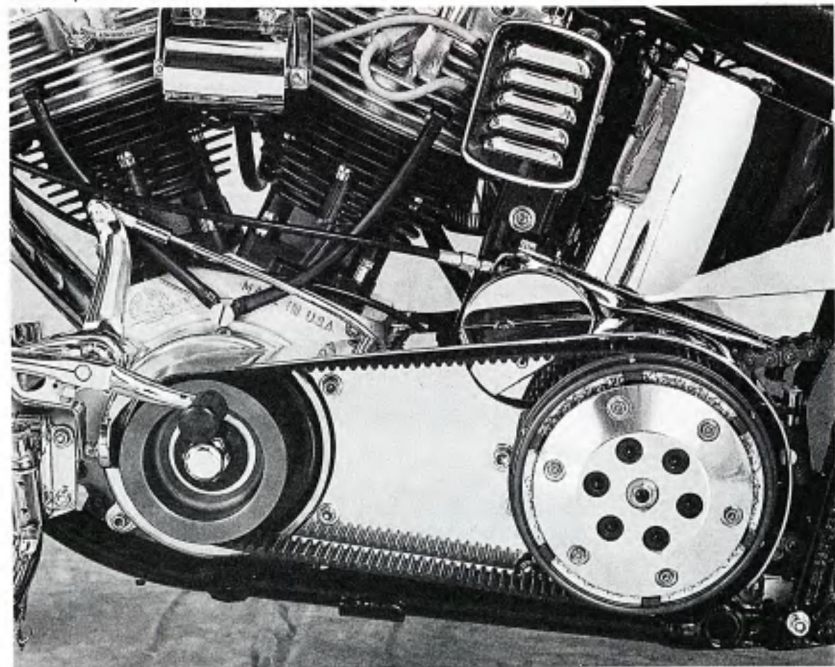
"I wanted to build something that had some flash but also had plenty of speed."

He kept the flash subtle, though, mainly because he'd rather be in the wind than endlessly cleaning chrome.

He decided on a kickstart swingarm



Photos by Raiko Hartman



because he felt electric-start swingarms sit too high. "I'd rather sit in the bike than on top of it," he says.

Some of the other features Mike insisted on were a 12-volt battery and a rear brake with no pivot arm on it. Everything is built on the backing plate on the caliper.

Mike also wanted a 6-quart, handmade oil tank. The oil tank was crafted specifically to fit the contour of the frame. Not everyone notices, but it's the sort of subtle touch that makes Mike's creations unique.

"Nobody designs my bikes for me," Mike says. "I learn from one bike to another. The important thing is that everything has to flow right."

And what flows well to the eye should flow well on the road. Like he's always saying, his bikes are meant to look as good as they move.

—Southern Connection

Owner(s): Mike Essman/Sport Tracks		City: San Fernando, California		Engine cont.		Accessories cont.	
General		Frame					
Fabrication by: owner		Year: 1958		Cam: Andrews custom grind		Oil system: H-D	
Year and make: '58-'87 H-D		Builder: factory		Lifters: Sifton		Primary cover: motor plate	
Model: custom FL		Type: swingarm		Carb(s): S&S		Seat: Gene Ackerman	
Value: for sale		Rake: stock		Air cleaner: S&S		Sissybar: none	
Assembly by: owner		Stretch: stock		Pipes: owner, Santee		Height: n/a	
Time: two years on and off		Other alterations: cleaned up		Muffler(s): Paughco		Material: n/a	
Chroming by: friend		Accessories		Transmission		Forks	
Engine		Bars: owner		Modifications: Andrews gears		Type: wide glide	
Year: 1987?		Risers: H-D		Year: 1965		Extension: 2 over	
Model: cone/shovel		Fender(s): reworked H-D by Davis		Shifting: foot		Builder: stock H-D	
Rebuilder: owner, H-D Engine		Headlight: stock		Engine sprocket: CDL drive lines		Special features: chromed & polished	
Ignition: Dyna		Taillight: catseye		Trans sprocket: 24-tooth		Wheels	
Displacement: 98-plus cu. inches		Speedo: yes		Wheel sprocket: 51-tooth		Front	
Lower end: S&S, Carillo rods		Front pegs: yes		Painting		Size: 21-inch	
Balancing: West Valley		Rear pegs: yes		Molding: none		Hub: Swinger	
Pistons: S&S		Electrics: Roman		Painter: Brian Gearhart		Rim width: 2.5-inch	
Cases: Delkron		Gas tank: factory		Color: black & candy orange		Tire: Carlisle	
Heads: polished & ported, Clyde Rawlings		Oil tank: handmade, 6-quart		Type: Deltron		Brake: Perf. Mach.	
				Special paint: pinstriping by Bob Brouett		Brake: Perf. Machine	

Other special modifications: Handmade fender struts, fenders, oil tank, hubs, taillight, motor plate. Special thanks to: Sport Tracks Co., Swinger Wheels, Dennis Tooman, Thorpes H-D, House of Horsepower, Painter Joe, Coil Richards, Bob at San Fernando Motorcycle Service, Danny O' Donnell, Nezz at CDL, and everyone for all the freebies. *Dedicated to Ted Zajicek for teaching me what I know about bikes. RIP good friend—June 28, 1987.

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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 taillight bracket. Fender is all steel, 1979-81 Sportsters, part #580. 1982+ Sportsters, part #6060. Price: \$89, shipping \$10. Taillight: \$19.95. Bike above shown with our short shocks. Part #3333.



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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.



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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.



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Designed for 1984 & 1985 Softails—'85 and later Softails can mount this fender if frame fender struts are removed. Taillight bracket welded in—all you need is a taillight. Part #0303. Price: \$215.00. Taillight: \$19.95. Dresser style also available. Price: \$239 (includes shipping). State year of bike.

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'58 to '72 FLH round swingarm	13.0"



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10.7, 11.1 or 11.5	A adjustable spring tension	#3311	\$159
10.7, 11.1 or 11.5	B adjustable spring tension	#3333	\$185
11.1 or 11.5	C adjustable spring tension	#3322	\$219

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

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

BELOW FITS '52-'78 SPORTSTERS

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

BELOW FITS '58-'72 FLH with ROUND SWINGARMS

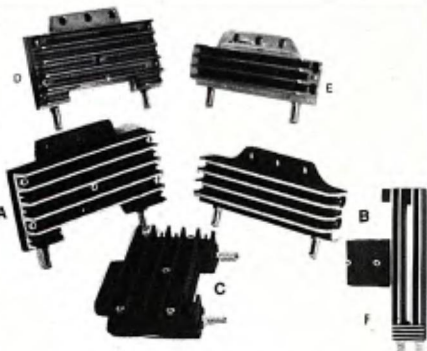
13.0	Lowest bike 1 inch, chrome spring, looks like stock	#4411	\$159
13.0	Lowest bike 1 inch, full chrome covers, looks like stock	#4422	\$179

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OIL COOLERS

Pat. #7090523. 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
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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



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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 #0025. 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.

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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 shovelheaded 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 SHIFTER END SKULLS

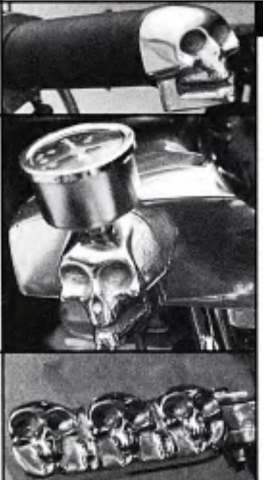
Replace your rocker shifter end plugs with skull heads. No oil gauge hole in these skulls. Sold each. Polished Aluminum \$15.00, part #9911. Chrome \$19.00, part #9411.

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

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SUPER FLOW AIR CLEANER

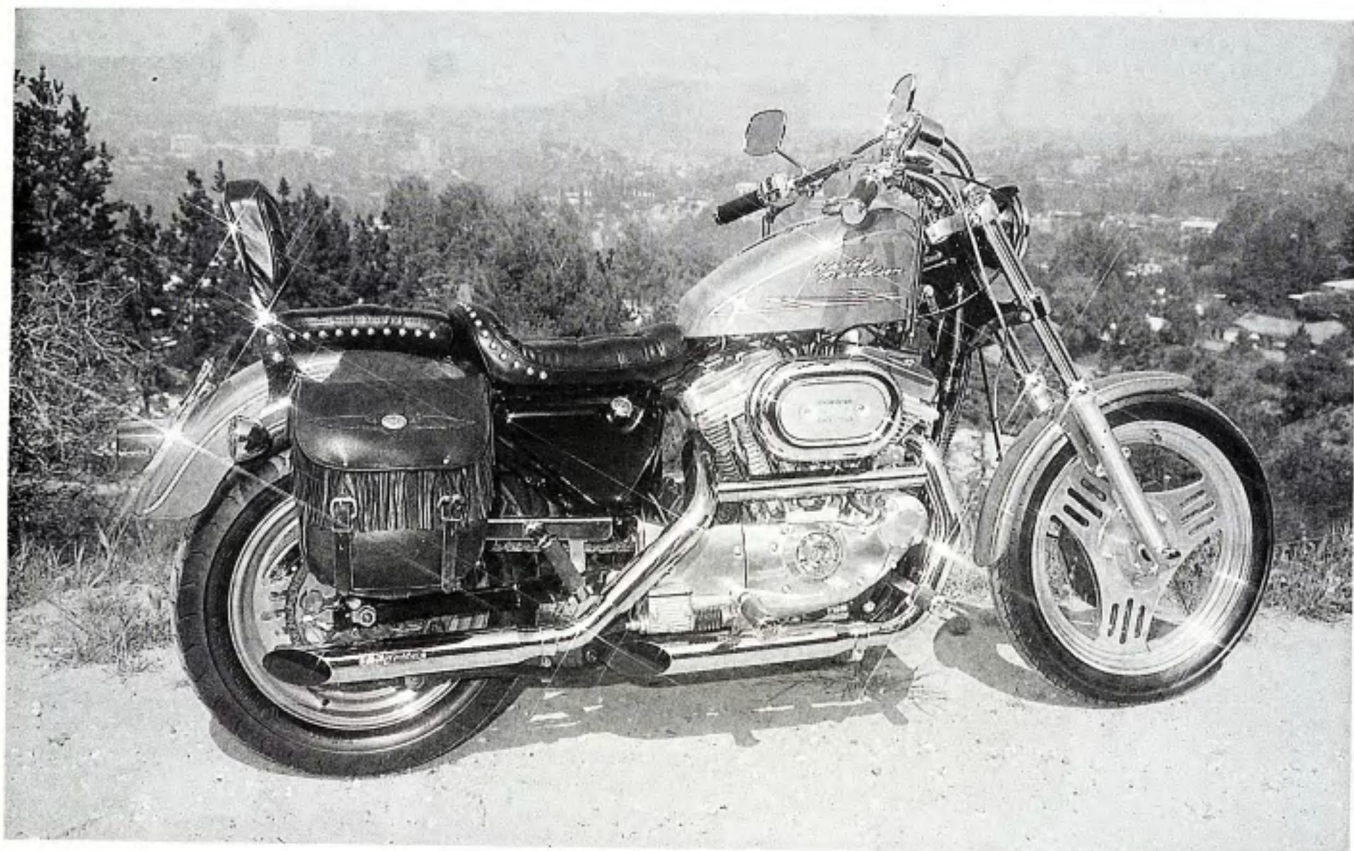
Super flow air cleaner now available for '89 & later sports and 1990 Big Twins with it's Highly contoured cast aluminum backing plate The Super Flow out flows any air cleaner on the market and comes as close too an open velocity stack as you can get. Super Flow comes with flow test comparison chart. Add \$5.00 for shipping.



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

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

FOXY RIDER



Dianna Edwards, Studio City, California 1988 H-D 883 Sportster

Dianna's first chance at the controls was very similar to my own (heh, heh). Back in Chicago, Dianna's old 220-pound, football-playin' beau suggested she take over on the '67 chopper they were ridin'. Dianna obliged and took the first hairpin turn they approached at brakeneck speeds, grinnin' all the while.

Shortly after moving to L.A., Dianna bought her first bike, the 883 shown here. She bought it new from Bartels' H-D, a well-known "status" shop in SoCal. I guess the shop's status rubbed off a little 'cause Dianna appeared on the "Geraldo" show (Feb. '89), with the late, great (*may he ride forever*) Malcolm Forbes.

Ridin' for over 20 years, Dianna took the Motorcycle Safety Rider Course, and recommends it highly for all new and old riders.

Often mistaken for a 25-year-old "movie star," Dianna has enjoyed a successful sales career for more than 25 years, and currently promotes the best in eyewear (ya know, like shades) to the movie industry. She's been known to make sales calls on her Harley, which, actually, should help her sales in the chic, wanna-be, up-and-comin' Harley world of Hollywood. Or is that Hollywood? Pretty smart, I'd say. Go for the gusto.

When work's done, Dianna jams off on numerous ridin' adventures. She plans on gettin' a Low Rider soon. May you keep the shiny side up, the men in their place, and the grin on your face!

—Calamity

YEAR: 1988

MODEL: 883 Sportster

ENGINE: stock 883

TOP END: carb modifications by XRV, carb, H-D pipes

LOWER END: stock cases, stock cam

TRANSMISSION: 1989 1200 Sportster carb, stock 883 footshift

FORKS: 1988 stock 883

ACCESSORIES: Ness bars, CCI front and rear pegs, 3.2-gallon gas tank, chromed primary cover, H-D sissybar, custom saddlebags, halogen headlight.

CREDITS: speedo by Jim Tori, seat by Bob LaPera, leather grips by Gene Shacove.

WHEELS: front: 19-inch, Continental Blitz tire, wheel by RevTech; rear: 16-inch, '89 1200 disc brake, wheel by RevTech

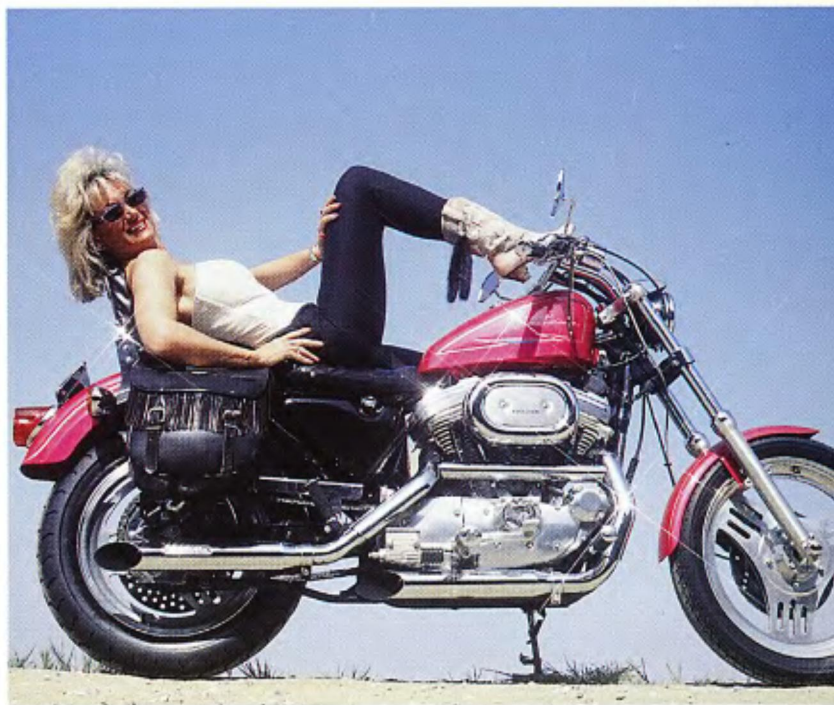
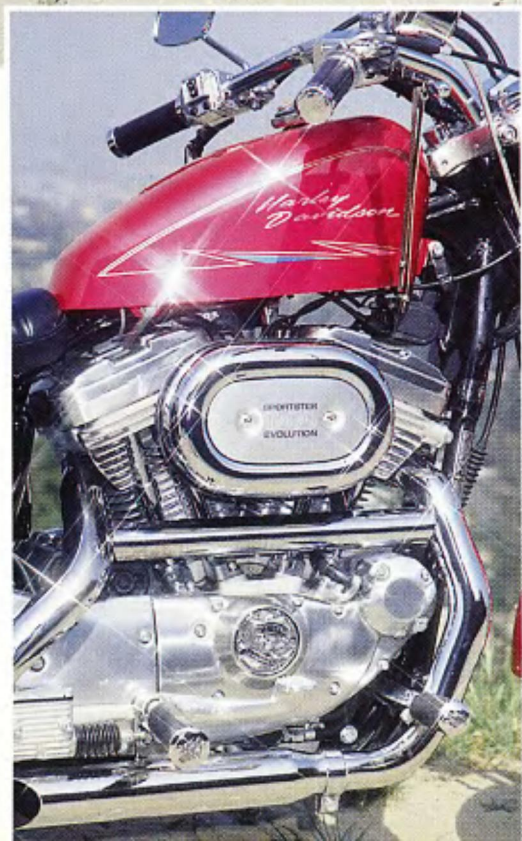
FRAME: 1988 stock 883

FINISH: Light pink, purple, and blue pinstriping.

PAINT: hot pink paint by Jim Tori. With light pink, purple, and blue pinstriping



Photos by Kim Peterson





SHOTGUN

JORDAN W

TRANNN
PART

DAVID MANN



DAVID MANN

V - T W I N P E A K S

By John D. Kenworthy

The foothills of Colorado stretched out like row upon row of glazed doughnuts. The sun began to nestle down between them like my tongue in a fat chick's cleavage. It was absolutely the worst time of day to be heading west. White-out they call it around here. Complete blindness, I say.

Even with dark shades on and squinting a lot, it was nearly impossible to see anything but the glare of the sun. I'm surprised that I could even glimpse the object flying out of the back of the pickup truck. It was about the size and shape of a football. It bounced across the road like a Denver Bronco fumble in the Super Bowl.

I swerved but the object took a bad bounce into my front tire. I braked hard and rode a heavy wobble to the shoulder of the highway. When I dismounted, the object was still wedged in my wheel. I bent down to pull it free. My heart stopped.

It was a human head.

I pulled my hand away and looked after the truck. It was puffing down the highway like smoke from a sawmill.

The severed head was full of oil and blood, but I could tell that it was missing its left ear. I couldn't tell whether it had been cut off, or whether it had just worn off on its skid across the highway.

I couldn't even tell if it was male or female.

KUH-THUKK!!!

The head rolled free of my Vincent. It rocked back and forth on the asphalt like it was my old lady saying no over and over. It finally came to rest on the flat area where the ear used to be. It was female.

My first impulse was to kick it into the ditch and hightail it out of here. It would sit quietly amongst the weeds, collecting dust and maggots until a misguided Boy Scout Troop searching for aluminum cans to recycle would stumble across it.

Suddenly a strange vision came to me.

A dwarf was standing on an abandoned street corner waving newspa-

I set a Budweiser on his flat little head and bought a paper

pers and dancing like a Deadhead selling roses on the off-ramp to I-25. Behind him, a stoplight kept flashing from yellow to red and back again without ever turning green. I set a Budweiser on his flat little head and bought a paper. The headline jumped out at me.

SCOUTS FIND HEAD

Steel-toed Boot Marks Lead Sheriff to Biker

Actually, what I envisioned was:

SCOUTS FIND HEAD

Steel-toed oot Marks Lead Sheriff to Biker

Somebody had cut out the letter "B" from my newspaper. Not this time, Jack. I picked up the head by a hank of yellow matted hair. My stomach was tied up in so many knots it felt like I'd been shot. I turned to get on my scooter.

Something moved in my peripheral vision. I turned quickly towards the ditch. I thought that I saw someone running there but it was probably just the shadow of a great horned owl flying overhead. The owls are huge in this part of Colorado. You always hear tales of them swooping down and flying away with small dogs and even little children. That was probably the extent of it.

Still, I felt queasy; uneasy. A strange sound entered my head and I wasn't sure if it was real or in a dream. It was like someone was snapping their fingers to a steady, ominous beat. I spun around. Walking toward me was a policeman wearing a Stetson and carrying a ratchet wrench. With each step he took, he whirled the ratchet absent-mindedly.

"Howdy!" he said as he stepped right up to me.

I looked down at the head. "Howdy," I said back.

He looked down at the head and then up at me. "Looks like the Dochose Boys been funnin' with you."

"The Dochose Boys?"

"They're a group of premed students at the Community College. Sometimes they have a hankerin' to pull pranks on out-of-towners."

"You call this a prank?"

"It's more'n likely one of the specimens from that Cadaver of the Month Club they subscribe to." He poked at the head with the toe of his snakeskin boots. "Yes, I'm sure it is," he said. "Look." A tag on the back of the head popped free that I had not seen previously. It read: *Property of Hippocrates Community College.*

"You're lucky one of our owls didn't dive down and grab it. That's what usually happens." His eyes bulged out. "Scares the hell out of folks. Of course the owls like this kind of stuff. It's like pickles to them."

"Pickles?"

"You know, the formaldehyde and all."

My head spun like the ratchet in the Sheriff's hand.

"We don't like to leave a bad taste in people's mouths."

Especially strangers. Ben Wa, who owns half the town, always tells me to compensate the victims of these pranks with some of our Colorado hospitality. Why don't you let me take you to our local nightspot for a piece of pie?"

"Pie?" I was reduced to speaking in monosyllables.

"Hairpie, maybe?"

Now he was speaking my language.

"I'm Sheriff Ike. Welcome." He shook

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23-25. Not only will these rallies feature a lot of fun and games,

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**Through and
Through.**

V-TWIN PEAKS

continued from page 67

my hand. He looked down at his ratchet nervously. "Would you mind if I rode on the back of your Vincent?"

"Sure." Sheriff Ike kicked the head into the ditch. Then he straddled my bike.

sons of bitches down.

"She's yours, son," Ike said, with a pat on the back.

"I don't think so," I gulped. "Coffee's not exactly my cup of tea."

"You mean because she's . . ."

"Yeah," I said. "Too fucking tall. She's an elephant woman."

Sheriff Ike bristled a bit but then relaxed. "What's your pleasure then?"

Actually, my pleasure was getting on my scooter

"English isn't it?" he asked.

"Yeah."

"You an Anglophile?" he asked.

"Fuck no. I like 'live' women."

With that I kicked the scooter over and followed Sheriff Ike's finger-pointing to a log-cabin nightclub on the outskirts of town.

A small sign flickered on and off.

"The Joker's Wild," it said.

Actually, it said, "The oker's Wild."

The J was missing.

I recognized the setup. "Whores?" I asked.

Ike cleared his throat. "No, just a little raspy."

I looked at him to see if he was putting me on. No go.

He was dead serious.

"No. I mean, prostitutes?"

"Only the best. Only tonight it's on the house."

"I'd rather get it inside," I said. I could play the non-sequitur game, too.

He lead me through a set of French doors into a gaudy blue and gold parlor.

We sat down on a blue velvet couch. A curtain opened and a beautiful Amazon of a black woman entered. She must have been over seven feet tall. A giant.

"That's Coffee," Ike said.

"The hell you say."

"Tall drink of water, isn't she?"

"She is."

"We all like Coffee here."

"I'll bet."

"Damn fine if you ask me."

"She's hot all right."

Coffee was wearing a red negligee that made no attempt at concealing the abundance within. Her boobs were huge. She was an entire Colorado mountain range herself. Her nipples were the size of lug nuts. I had a sudden urge to ask Sheriff Ike if I could borrow his wrench and tighten those

Actually, my pleasure was getting on my scooter and riding out of this nightmare town, but somehow I had the feeling that I wasn't going anywhere until I got my bean snapped first.

"I like 'em small and tasty," I said.

The Sheriff eyed me warily. "Say no more. I understand. Not everyone fires a Magnum."

I ignored him. "You got anything in a petite?" I asked.

Ike pondered for a minute. "Coffee, could you have Dink come in, please?"

"Oui. Oui. Sheriff."

Coffee returned shortly pushing a woman in a wheelchair.

The woman was a one-armed midget with black-rimmed glasses and two eye patches. There was a tank of gas on the back of her chair that she kept sucking from with a loud disgusting wheeze.

I looked at Ike. He smiled broadly.

Oh, shit.

"Uh, Sheriff," I said, "I'm not really into parking in handicap zones either, if you know what I mean."

"What? You mean, Dink?" He laughed hard. "Dink Martendale owns The Joker's Wild. She doesn't work here," he said, still laughing. "You thought . . ." He clutched his side, then got very serious. "Of course, she is great in the hay. No denying that. She likes to take out her wooden eye and take it in the socket."

Sheriff Ike bent down into Dink's ear. He shouted, "Man here wants Tina."

The little woman sucked in the gas. It escaped her mouth as she spoke. "She's doing her homework!" she coughed and gagged. She felt in her lap for a hanky. From the depths of her little lungs, I heard a phlegm ball being loosened. She spit in the general direction of her hanky. She missed. The loogy landed on Sheriff Ike's pants leg and dripped down onto his snakeskin boots.

Ike daintily took the hanky from Dink and wiped the yellow slime away. His calm indicated that this had happened before.

Dink reached into a pocket and pulled out an identical hanky. She unrolled it. She offered me the contents of the yellow-stained cloth. "Want a peanut log?" she asked.

I was ready to retch, but I figured there were enough bodily fluids being emitted already so I held off.

"Bring me Tina!!!" the little woman snarled.

A door that I hadn't seen before opened and a girl that looked like a teen-aged, transvestite Peter Pan entered. Her tits preceded her into the room. Never have I seen such perky knobs. Even the gatefolds in *Easyriders* couldn't match up to these twin peaks. They were entities unto themselves. If a murder had been committed instead of a prank, the suspicious-looking characters around this joint would have to be among those listed as suspects. I certainly wouldn't have any trouble picking them out of a line-up.

Without saying a word, she took my hand and led me to a curtained bed in the middle of the room. She pulled the curtains closed behind her and disrobed like the professional that she was.

"How old are you?" I asked.

"She's 18. I wouldn't let you do anything sick."

The Sheriff's voice came from outside of the curtains. He was obviously hanging on our every word.

I had to stall for time. "Uh, do you have any protection?"

Tina giggled. "I don't need any. I've got Daddy sitting right out there. What more do I need?"

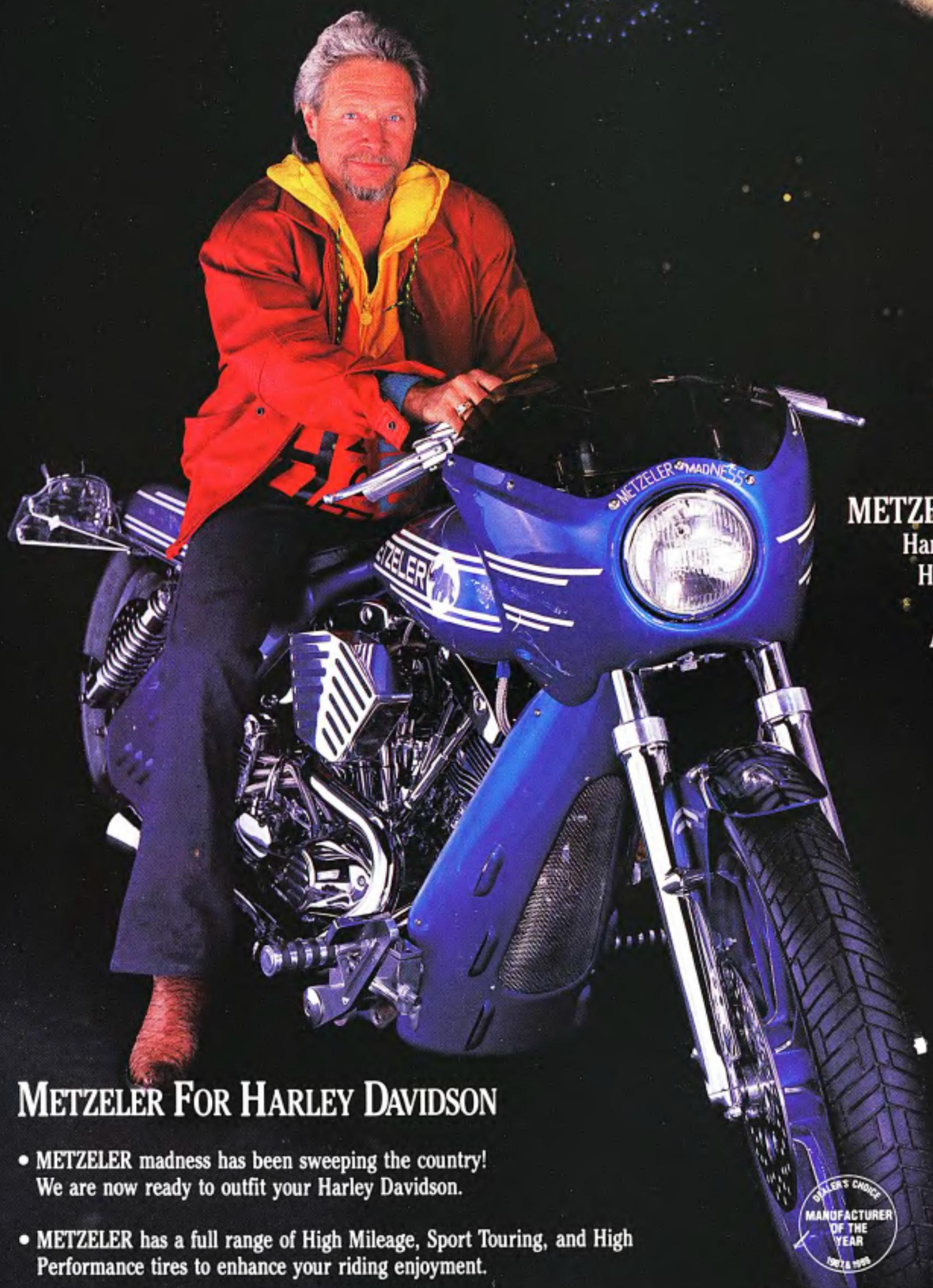
"Daddy?" I repeated.

"Sshhh," Tina whispered. "It's a secret."

Suddenly, I heard a sound outside like someone snapping their fingers again. It gave me the willies. I threw the curtains open. Ike was sitting on the couch with his barefeet up on Coffee's lap. She was clipping his toenails with a pair of scissors. Snip. Snip. Snip. Tiny bits of crusty nail were falling all around his boots and socks on the floor. Now was the time for me to make my break.

I ran for the door. To my surprise no one moved. They simply let me go. I was on my bike and well away from town before I stopped to look back. The nightmare town that had haunted my past few hours was like a mirage now. I couldn't tell looking back in the dusk, but I got the distinct impression that the town was shimmering and sinking into the ground like the crazy, wicked dream that it was.

Good fucking riddance!



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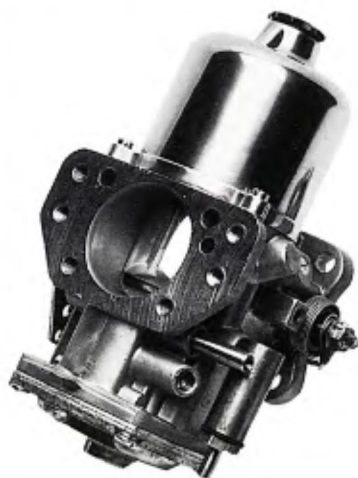
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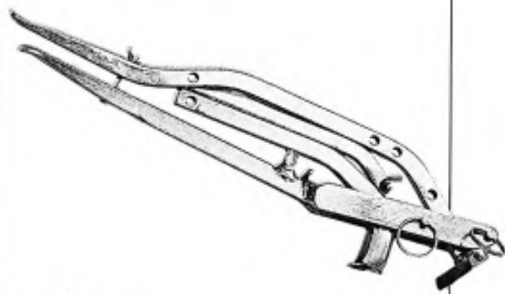
Rivera's SU

Rivera is the only major source for the long-standing SU carb. They're the Granddaddies of SU technology, and they're fine, all-altitude carbs. That's all I'm going to pitch 'em. This particular setup is their new upswept manifold for use with the Eliminator II SU carb on big Evos. The manifold bolts on to the late-style head flange with tapered O-rings, thus giving the unit a solid mount. The kit includes everything in the photo including extra jetting. For more information, don't look to me, call them at (213) 699-3943.



More Sturgis Memorabilia

Here they are in major glory: the limited-edition, 1,940, individually-numbered, made-in-Milwaukee, 50th Anniversary, commemorative Pewter Plates. For specifics, write Black Hawk Custom V-Twin, Dept ER, Box 470, Black Hawk, SD 57718, or call (605) 787-6363.



Tire Wizard

A hard-working cuss came into the garage recently with a wheel, a milk crate, and this tool under his arm. He was determined to show us what a slick, tire removin' tool it was. From the looks of him, he'd been practicin' all night. It worked, though, as slick as tossin' down a cold one after a long hot ride, from bead breakin' to replacin' the tube. It weighs 2.6 pounds, is nickel plated, and won't pinch tires. For specific info write, Z-Lift Dept ER, P.O. Box 2642, Winnetka, CA 91306, or call (818) 775-1267.



Class Lithos

This work is nostalgia in sepia tones. It's fine American art, from an artist whose painted portraits of some of motorcycling's legends, including members of the Davidson family and Malcolm Forbes. For info on sets of his 16" X 20" frameable prints, write Motographix, Dept ER, 2320 W. Vermijo, Colorado Springs, CO 80904.

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Old Stuff

Bros write in on a regular basis looking for old parts and info to help 'em through the restoration process. I usually send them to Mike Egan's in Santa Paula, California. But recently this catalog was slid under the door of our garage. They seem to have a wide assortment of Harley parts, but I'll let you check 'em out. Call with your specific request to (800) 445-1945. ☺

AT LAST!



Easyriders





Mr. D's final fling at featuredom flie

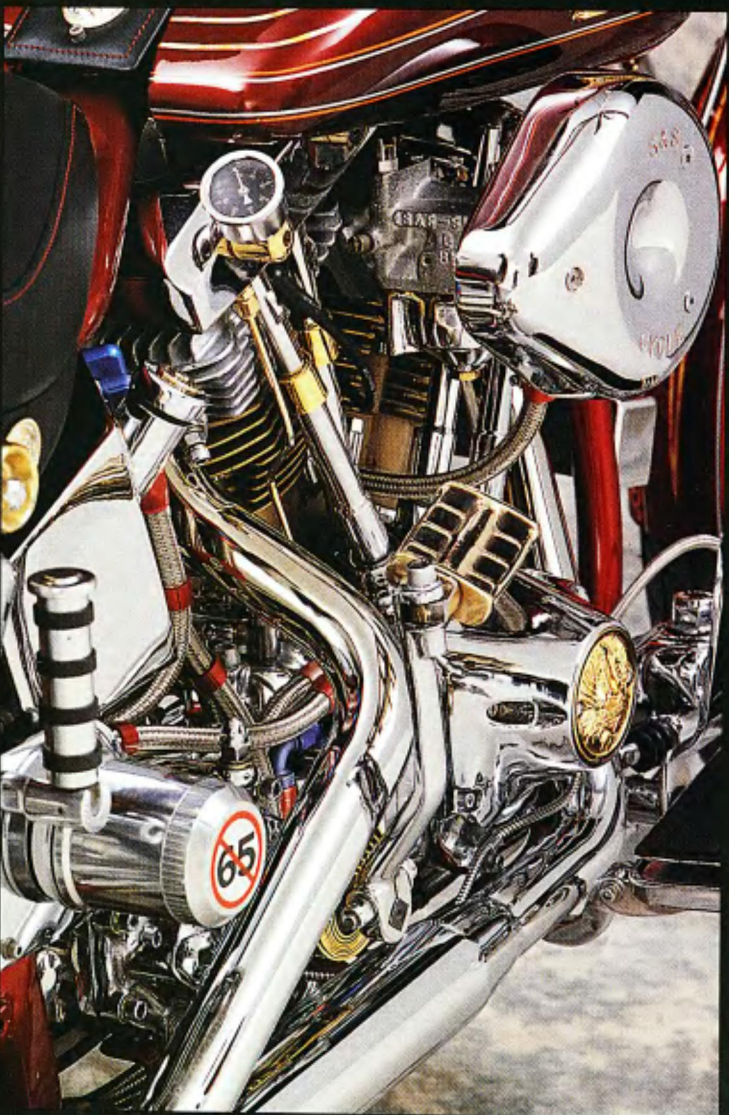
T

en years had nearly slipped away since Gary "Mr. D" deParis had seen his ride in a rag. Check it out, in *Easyriders* #114, December 1982. On page 22, there's a picture of him and his ol' lady, Judy, about to take off on this same bike (though highly altered) in the egg-on-a-spoon balancing race at the Redwood Run.

The intervening years hadn't done the D-Man any harm, they'd graced him with a supportive wife, Judy, a decent job managing an ice cream plant in the Bay Area, good brothers, and a warm stable in a gorgeous village. Each night, he lays his head down smack dab in the middle of the world famous wine country of Napa, California. His wife operates a health food/coffee shop there called Fine Aromas. Hell, he'd hardly lost any hair or gained a beer gut in the process.







Sounds good, eh? And it would be if Gary and his bros weren't so damned expert in the manipulations, mechanics, and machining of high-gloss, maximum horsepower Harley-Davidsons. But that's what happens when your peerless peers include Arlen and Cory Ness, Bob Vance, Dee Genung, Dennis Dardenalli, Steve and Thad at B & L, Gerry Piazza and his trusty pal and road partner, Skip Reimann—all skillful, innovative men. A perfect example of the competition stretching and pushing your skills and ambitions to their limits.

Gary was born and raised in Southern California, spendin' most of his youth in the Agua Dulce/Lancaster area, riding dirt bikes when he was nine, and racin' 'em when he was 13. 1979 saw him graduating with a degree in dairy management from Cal Poly San Luis Obispo, and getting into the lifestyle and creativity of highway Hogs. With the help of his sweetie, Judy, who was workin' in a cannery at the time, they pooled their dough and bought this 1963 panhead as a chopped cop bike from a guy named Mitch in Hayward.

It's this same basic bike, with 13 years' worth of additions and refinements. Equally important to the aesthetics, Gary feels that a bike must respond at



the wick, and be tough enough to take a road beating and come back strong.

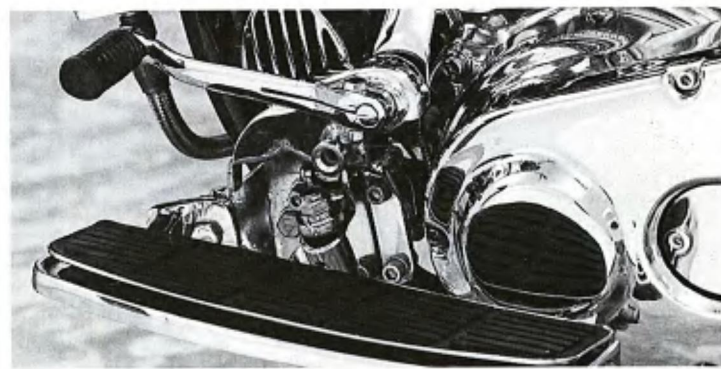
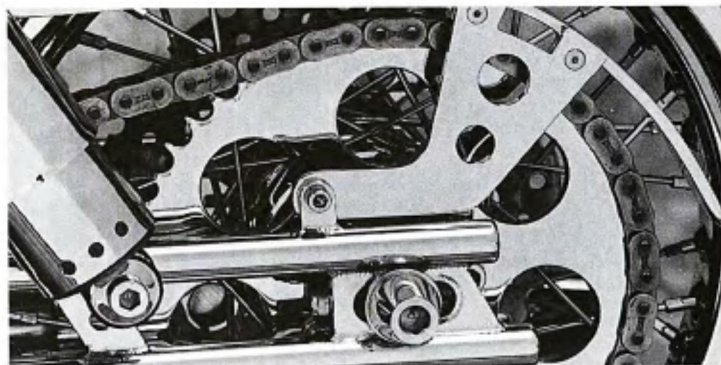
Mr. D felt he was ready. Now it was prime time for showtime. After all, the 96-inch shovel motor, which was inserted into the pan swingarm frame, had left treadmarks on highways from Northern California to Sturgis—goin' through four speedos and around 250,000 miles, specializin' in burnouts with his best ridin' partner, and featurin' the rideable Judy aboard and huggin' tight.

Though content, he was constantly plagued by the desire to have his bike featured.

His curiosity got the best of him while in L.A. two summers ago. Dammit, he'd decided. He'd by god just roll on over to our offices and see what we thought. He was startin' to make excuses for the bedroll, tent, and dufflebag hidin' the goods when Bandit cut him short, tellin' him he could see through the shit, and that, hell, yes, we'd like to feature it.

Gary was kind of stunned. Was that all it took? Yep. It only takes one look to realize quality. But in the feature world, realizing quality takes a little longer. Waiting for such things as the right model, month, and locale takes time and patience.

Well, bro, after two years we salute your pa-



Owner(s): Gary "Mr. D" deParis		City: Napa, California		Engine cont.		Accessories cont.	
General		Frame		Cam: Andrews #9		Oil system: Russell braided lines	
Fabrication by: Mr. D		Year: 1963 FLH		Lifters: Valva Touch		Primary cover: H-D	
Year and make: 1963 H-D		Builder: H-D		Carb(s): S&S Super		Seat: Vince Cosetti	
Model: FLH custom		Type: swingarm by Jim Davis		Air cleaner: S S		Sissybar: don't go to 'em	
Value: \$17,000		Rake: yes		Pipes: 2 inch drag (equal length)		Height: n/a	
Assembly by: Highway Choppers		Stretch: no		Muffler(s): when signing tickets off		Material: n/a	
Time: Which time?		Other alterations: Jerry, Cycle Riders		Transmission		Forks	
Chroming by: Walker's, The Chrome Shop		Accessories		Modifications: undercut gears, Andrew		Type: FLH	
Engine		Bars: Flander's apes		Year: 1963, 4 speed		Extension: 8 inch over	
Year: 1971		Risers: Santee		Shifting: slick		Builder: H-D	
Model: shovel		Fender(s): H-D		Engine sprocket: 24-tooth		Special features: lowered front fender	
Rebuilder: Dee, owner		Headlight: Bates		Trans sprocket: 23-tooth		Wheels	
Ignition: Dyna		Taillight: H-D/purple dot		Wheel sprocket: 51-tooth		Front	
Displacement: 96 cubic inches		Speedo: H-D		Painting		Size: 21-inch	
Lower end: S&S		Front pegs: floorboards		Molding: Mike Beach		Hub: star	
Balancing: tight twistin'		Rear pegs: trick		Painter: Max & Beach		Rim width: 3-inch	
Pistons: S&S		Electrics: well thought-out		Color: brandywine candy apple		Tire: Avon	
Cases: H-D		Gas tank: 3-gal. w/panhead stars		Type: House of Kolor		Brake: drum	
Heads: H-D 4-plug, polished, flowed		Oil tank: Santee 3-qt.		Special paint: Striping by the other "Mr. D," Dennis Dardanelli		Brake: Perf. Mach.	

Other special modifications: micros in bars, outside oil returns, chainguard by owner. You're the best, Stubbs. Thanks to: Buzz, B&L Machine, Rich Products, Al at The Chrome Shop, the Ness boys, and Skip and Judy.

Photos by Raiko Hartman

tience, toast your temerity, and honor the headtwistin' tits of our Fox Sylvia, who brought it all together.

The burden of waiting was released, the pressure was off, and a

long-time dream came to fruition.

Story ends, right? Hell, no. Now he wants to build another one. Something extremely quick for long miles. Of course, as Gary says, "I'll never

own a store-bought showroom bike. I just can't ever leave nothin' alone, including my wife." And now she can be dancin' with Mr. D.

—Bomber

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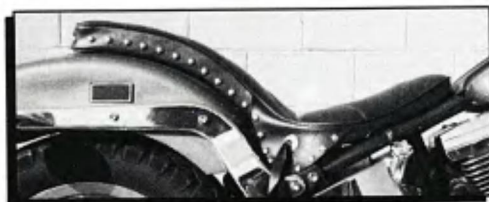
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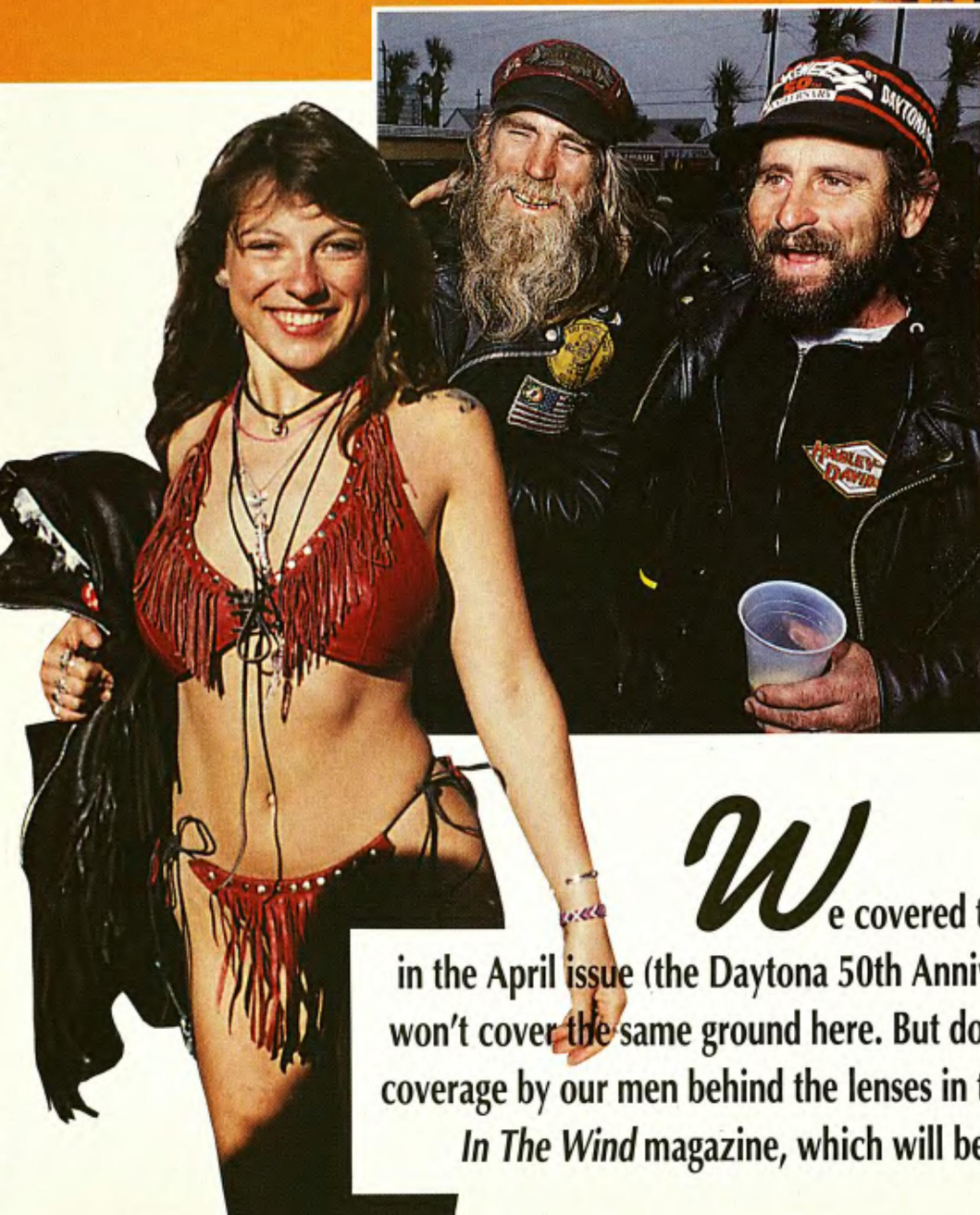
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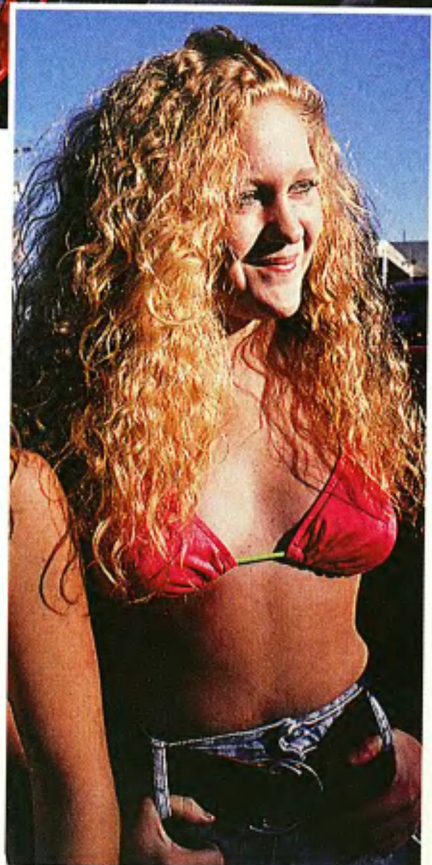
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Daytona's 50th



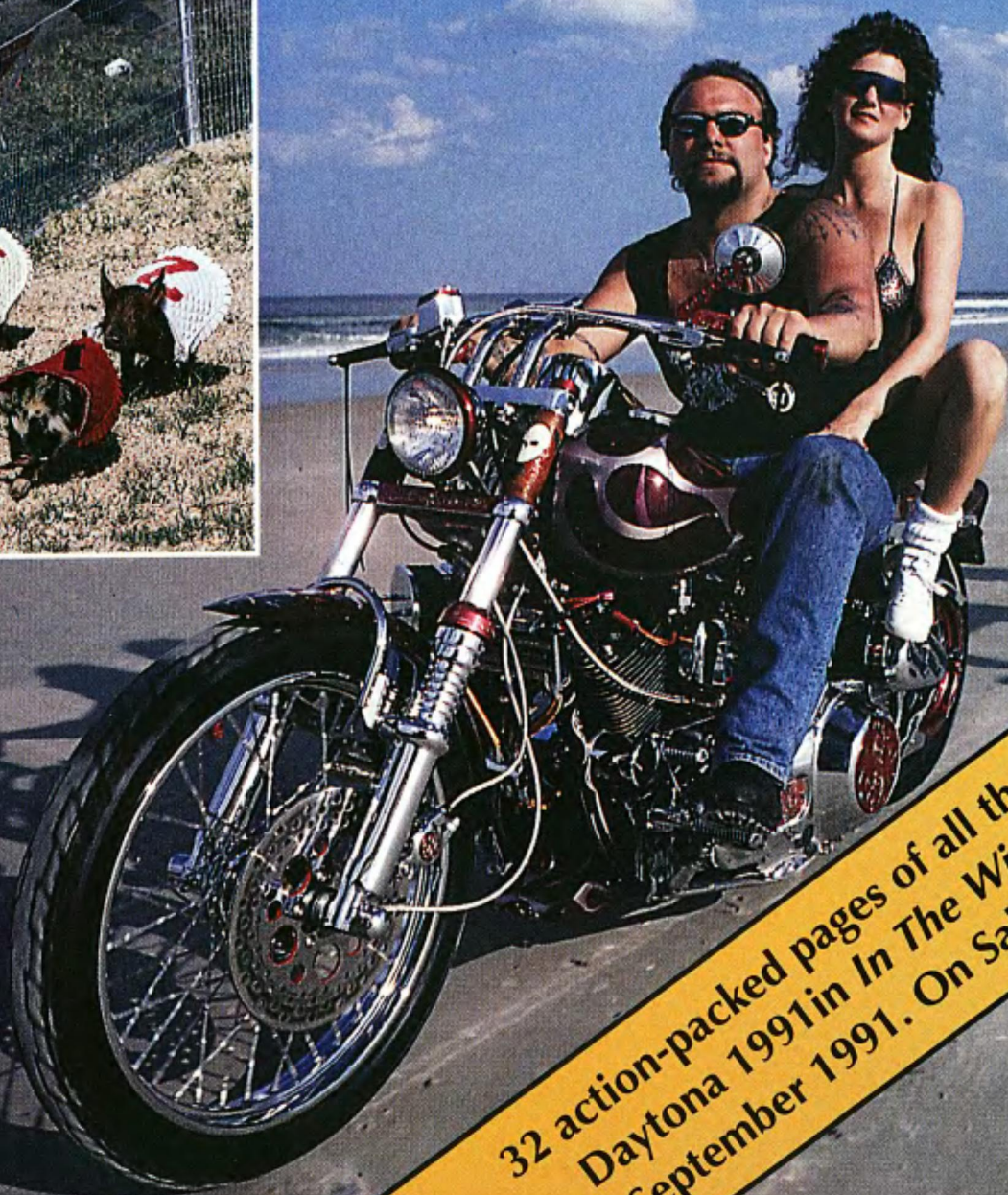
We covered the history of Daytona in the April issue (the Daytona 50th Anniversary Special), so I won't cover the same ground here. But don't miss the extensive coverage by our men behind the lenses in the September issue of *In The Wind* magazine, which will be on sale June 11.



This year, in anticipation of record-breaking crowds, Bike Week's events, parties, and entertainment were in fourth gear and the nitrous was on.

From the bike drop at the Cabbage Patch, to the Bike Fest, carnivals, swap meets, Crane Cams tours, drag races, Harley Heaven, the AML power shootout, arm wrestling competitions, antique bike auctions, shows, and continuous traffic jams, there wasn't enough time for one person to see everything.

Reports on the final tally at the East Coast party vary. Some say the rider



32 action-packed pages of all the doin's of
Daytona 1991 in *In The Wind* #47—
September 1991. On Sale in June.

Photos by Mike Lichter

population met their highest expectations at around 350,000, others surmised a down trend, due to a depressed wartime economy and because of all the other major events held this year.

Our investigators returned with information about available hotel rooms—unheard of during a standard year. The weather didn't help any. Rain early in the week may have turned a few brothers back, or stopped 'em before they even got started. The showers later in the week only soaked those of us spirited fools who were out and about, tryin' to get

back into town on Friday night and all day Saturday.

What I could illegally split lanes to see, detour through shopping mall parking lots to reach, or find a place to park at, I really enjoyed.

Displaying the latest custom bikes in a parking lot, in the driving rain, may have dulled spectator enthusiasm. But it couldn't dampen the spirits of the talented builders who spent all winter building scooters and then carefully rode or trucked them thousands of miles to allow half the country to see them.

Rick Doss built a highbar chopper with the gas caps under the dash to keep the tanks clean and Arlen Ness split a Sportster tank down the middle for more capacity and the two-tank, fatbob look. The creative just keep creating.

And, of course, the girls just get sexier, slinkier, and more abundant every year.

Don't miss the September *Wind* book for all the show winners, the nightlife, the struggle to get through downtown, and the events that made this a 50th Anniversary celebration to remember.

—Beachside Bandit

IN THE WIND



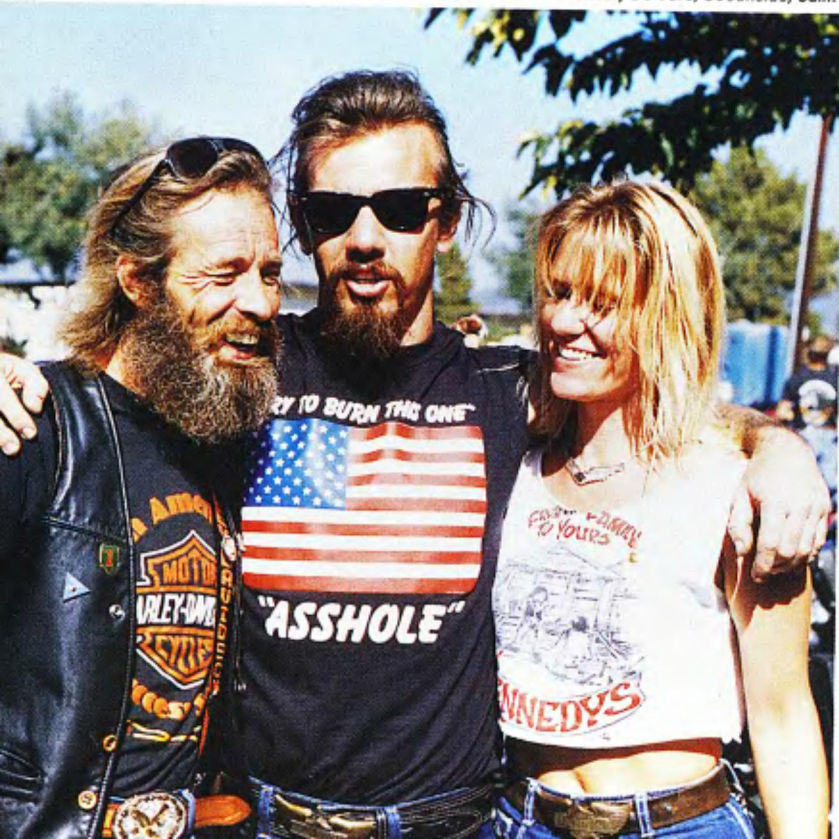
—Brian Isbell, Riverside, Calif.

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

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

—Denny De Vore, Oceanside, Calif.

—Deadhead, Spring Valley, N.Y.



Easyriders



—Gregory "Scrapp" Baker, Welch, W.Va.

—Blue Bike Mike, Newburgh, N.Y.



—Joseph Kohl, Rolling Thunder III

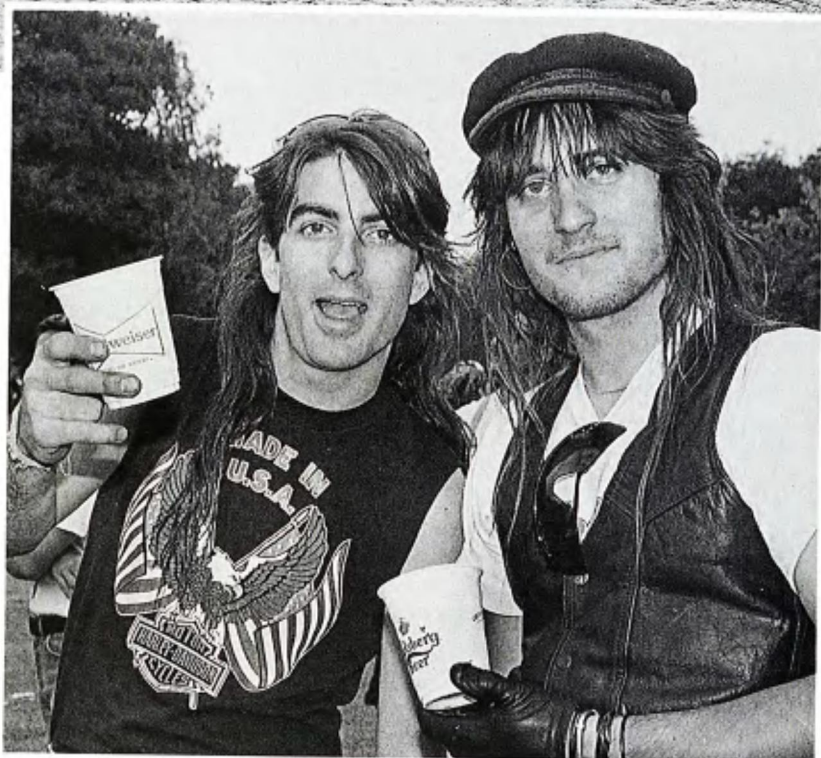




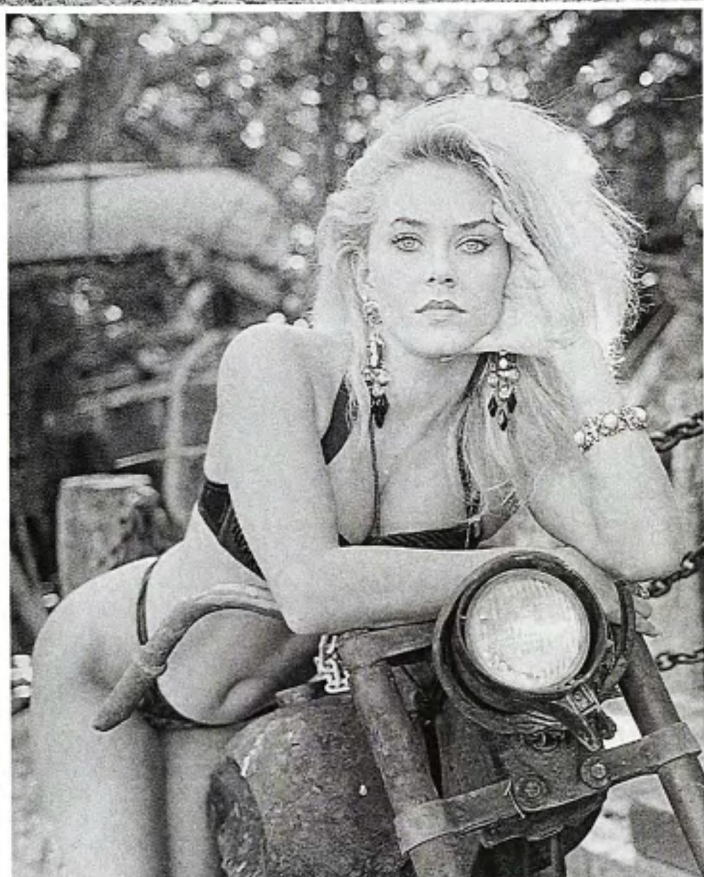
-Tom Carpenter, Akron, Ohio, P.D., 1938



-Doug Kamicar, Culver City, Calif.



-Robert Twombly, Frankfort, Ill.



—Randi Wilson, Simi Valley, Calif.



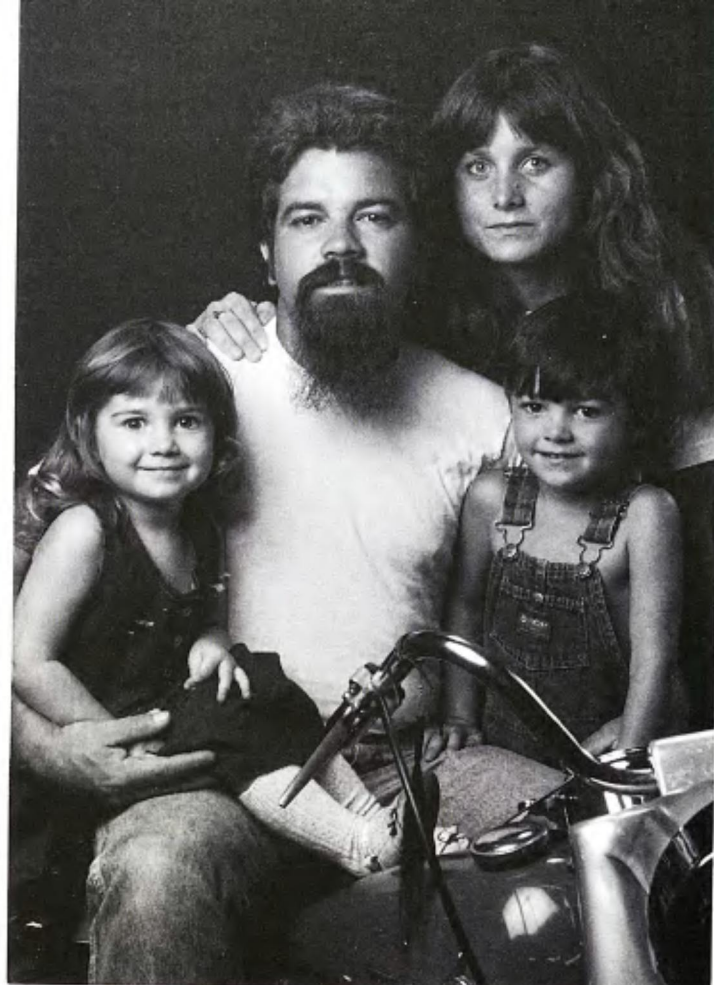
—Michael Cornett, 96, S.C.

—Christer Johansson, Lammhult, Sweden





—John Giencke, Montello, Wis.



—Robert Vetter, Waynesville, N.C.

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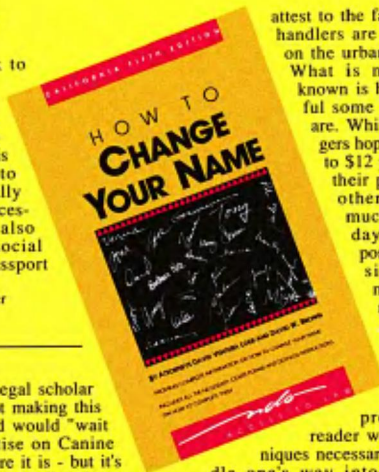
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attest to the fact that panhandlers are everywhere on the urban landscape. What is not so well known is how successful some panhandlers are. While most beggars hope to earn \$10 to \$12 per day from their panhandling, others earn as much as \$200 a day, and it is possible to earn significantly more - and mind you, this is tax-free cash. What this book does is provide the reader with the techniques necessary to panhandle one's way into the higher income brackets. So the choice is yours: you can approach people asking for "spare change" and slowly starve to death, or do what the competent beggar does and live rather well.
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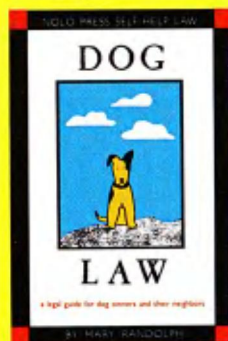
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Eyes Front!

This July 1991 issue initiates *Operation Helmet Bust*, our fresh offensive against helmet laws. Statistician Jonathan Goldstein, a Ph.D. in mathematics, fires the opening salvo with a critique of the faulty statistics used to justify helmet laws.

In following issues, Attorney Jim McNeney, of the British Columbia Coalition of Motorcyclists, will review the liability mess the helmet manufacturers have gotten themselves into because their products don't "save lives," and we'll also look into the discriminatory application of helmet laws, plus the malign role of the medical profession and the insurance lobby. Watch this space in upcoming issues.

To help you acquaint your lawmakers with the articles in *Operation Helmet Bust* and, for that matter, with other articles we've published over the past three years, we are offering reprints of our hardest-hitting, most up-to-date helmet features.

We're going to collectively call the reprints the *Easyriders* Legislative Library. You pay for the postage, get the reprints, and make as many copies as you like—courtesy of *Easyriders*.

In case you aren't sure who to send reprints to, the Motorcycle Riders Foundation (MRF) has set up a toll-free hot line to help out. Call (800) 845-9714, tell them where you live, and they'll give you the names and addresses of

your state legislators and federal congressmen. When you send a reprint, be sure to enclose a personal letter, too.

We had to send nearly 100,000 bomb-laden air sorties to persuade Saddam Hussein that we were serious about respect for freedom in Kuwait. A similar barrage of mail might convince domestic lawmakers that we're serious about it over here, too.

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Here's a list of the articles you'll receive in the package:

Helmets For Automobiles A Must—Reprinted from *Easyriders*, December 1989
Auto Occupants Ought To Wear Helmets—Reprinted from *Easyriders*, August 1989
Head Injuries—Who Gets Them And What They Cost—Reprinted from *Easyriders*, October 1990
Are Bikers A Burden To Society?—Reprinted from *Easyriders*, July 1989
Canadian AIM Attorney Kills Helmet Legislation—Reprinted from *Easyriders*, May 1990

Just when bikers think they're making some headway in the helmet-law fight, along comes an *Official Study* loaded with statistics and bar graphs that "proves" helmets save lives.

The legislators smile, often smugly, and ask: "Okay, bikers, what have you got to put up against this study?"

Don't sweat it, bros, you've got plenty, most of it provided by a riding Professor of Economics; namely, Dr. Jonathan Goldstein, of Bowdoin College in Brunswick, Maine. Dr. Goldstein specializes in statistical analysis of business cycles, but back around 1980 he joined United Bikers of Maine and that led him into analyzing the statistics that are used to justify helmet laws.

To indulge in a cliché, Dr. Goldstein blew the studies away, one after another. He started with the Hurt

change the plugs, and adjust the valves. Then it runs properly—but you can't tell which change made the critical difference. The only way you could tell would be to test the bike after each change. That way, you could isolate the single factor that made a difference.

In statistical parlance, you have to

finds that a number of the studies support the conclusion that helmets increase the incidence of neck injuries. Bikers have said so for years, and Dr. Goldstein gives the claim a firm statistical foundation.

Beyond simple Big-Brotherism, though, all these helmet laws are supposed to do some good. Specifi-

....Studies support

control for each factor that could influence the outcome, and that is what Dr. Goldstein says helmet law studies don't do. The studies take one factor, the wearing of a helmet, and give it credit for any difference in reported injuries or fatalities. However, motorcycle accidents commonly involve drunk riders going too fast. If

cally, they are supposed to reduce the "public burden" of injured bikers. This means the helmet advocates need some studies to "prove" that bikers are a "public burden," and a number of inept statisticians have leapt to fill this breach in helmet law philosophy. Alas for them, they don't last long after Dr. Goldstein gets his hands on them. He shows that these studies have the same failings as the effectiveness studies.

After driving error from the battlefield of ideas, Dr. Goldstein turned his attention to what the helmet law and head injury studies really show. He published his conclusions in the heavy-duty academic journal, *Evaluation Review* (Volume 10, No. 3, June 1986), under the title of "The Effect Of Motorcycle Helmet Use On The Probability Of Fatality And The Severity Of Head And Neck Injuries."

Stated simply, this article is the one

the conclusion that

Study of 1981, the one everybody quotes, and went on to another 16 smaller studies that most people have never heard of. You'll find the full list, and what's wrong with them, in his "Review of Helmet and Helmet Law Effectiveness Studies" (1988). He'll send you a copy if you'll pay for copying and postage. Write him at the Dept. of Economics, Hubbard Hall, Bowdoin College, Brunswick, ME 04011.

A major failing of helmet law studies, Dr. Goldstein says, is that they treat correlation as if it were causality. For example, suppose you have rum and Coke at a party and get drunk; next time, you have bourbon and Coke, and you get drunk again. So, now you know: Coke makes you drunk.

Here you have taken the correlate (Coke) of the event (getting drunk) and assumed that it was the cause of the event, but you have also ignored the critical factor—that is, alcohol—that is not even specified by the terms for the correlate or the event.

riders who go bare also tend to ride faster or under the influence, then speed or drunkenness is more the cause of their injuries than the absence of a helmet, and legislative efforts should aim in those directions.

The foregoing concerns the fallacy of treating correlation as cause. In addition, Dr. Goldstein finds a number of helmet-effectiveness studies that

helmets increase the

use the more sophisticated regression analysis—but fail just the same. Regression analysis tries to isolate that one crucial factor that correlation analysis overlooks—but that just means that a regression analysis is no better than the person who did the looking. If you don't look far enough, or don't look in the right direction, regression analysis still fails.

Dr. Goldstein also disposes of

you've been looking for. The *Review* makes tough reading if you don't have a Statistics Club patch, but Dr. Goldstein does a good job of reducing the conclusions to layman's terms. If you've got a good university library nearby, get a copy of this article. If not, Dr. Goldstein can provide one.

A few samples from the *Review* article hardly do justice to all it has to offer, but with that qualification stated, here are some paraphrases/quotations:

1) helmet effectiveness studies don't have a method for capturing "the quality and expeditious delivery of medical services." In other words, how well an injured person gets treated at the scene, and how quickly he gets moved to better treatment,

incidence of neck injuries

If a correlate is to be given any weight in a comparison, it must be the only (relevant) detail that differs in the things you're comparing. For example, suppose your bike won't run worth a damn, so you adjust the carburetor, set the points and timing,

several studies that depend on the "double pair" method of comparison or on computer simulations. However, in digging through a lot of manure, he does find a semblance of a pony: whether those who wrote the studies realized it or not, Dr. Goldstein

Continued on page 96

Mental Illness at the CDC

In "Easynews," May 1991, we mentioned that state senator Thomas F. Upson, of Connecticut, had invoked a study of head injuries by the Center for Disease Control (CDC) to "prove" his claim that helmets save lives.

That study shuffles numbers from the Fatal Accident Reporting System (FARS) and the National Center for Health Statistics (NCHS) from 1979 through 1986, and while devoted to making the case for helmets, the study openly admits that the FARS and NCHS data don't tell much. For example, of 15,194 riders who ended up as fatalities, the study says the "contribution of head injury to death... could not be determined." Furthermore, "Death certificates did not contain information on helmet use... at the time of death."

Whoa, now! A study of helmets and fatal head injuries—and it can't say whether head injuries killed the people involved? Or whether those who died were wearing helmets? Then how can the numbers "prove" anything about helmets?

In fact, they can't prove anything. However, since the CDC numbers may get a lot of attention this coming legislative season, we'll cite a few of them. If a pro-helmet legislator starts waving the CDC study at you, here's some ammunition to fire back (along with Dr. Goldstein's observations).

Using numbers from the study, we separated the states into three categories: those with no helmet law, those that require helmets under the age of 21, and those that require them for everybody.

Table IV: Rank orders of states according to helmet laws and fatality rates per 10,000 registered motorcycles = 40 highest localities, 1979-1986.

NO LAW (9)		PARTIAL LAW (15)		FULL LAW (16)	
Rank	Fatality rate	Rank	Fatality rate	Rank	Fatality rate
1) Indiana*	1.6	1) Indiana*	2.2	1) Georgia	1.5
2) Iowa	2.0	2) Minnesota	2.4	2) Louisiana*	2.0
3) Illinois	2.4	3) N.H.	2.5	3) Pennsylvania	2.1
4) Colorado	3.1	4) Louisiana*	2.6	4) Kentucky	2.3
5) Maine	3.4	5) Ohio	2.7	4) Michigan	2.3
6) Washington	3.9	6) Oklahoma	2.9	5) Virginia	2.6
7) Nebraska	4.3	7) Kansas	3.0	6) N.J.	3.2
8) California	4.6	7) N.M.	3.0	8) Alabama	3.3
9) Connecticut	5.2	8) Wisconsin	3.3	9) Missouri	3.4
		9) Utah	3.4	10) N.Y.	3.5
		10) Maryland	3.6	11) Mass.	3.8
		11) Montana	3.7	12) Florida	4.1
		12) Arizona	4.6	12) Tennessee	4.1
		13) Oregon	4.7	13) N.C.	4.3
		14) Texas	5.7	14) S.C.	5.3
				15) Mississippi	6.3
AVERAGE: 3.05		AVERAGE: 3.35		AVERAGE: 3.38	
RANGE: 3.60		RANGE: 3.50		RANGE: 4.80	

*law changed during the 8 years covered by the study

Then, we discarded 12 states and the District of Columbia because they reported less than 100 fatal motorcycle accidents over the eight years covered by the numbers.

In other words, we eliminated numbers that were too small to build a case on. We also excluded South Carolina for 1979 because the fatality rate given for that year (13.3) was so obviously abnormal.

Okay, here are the fatalities per 10,000 registered motorcycles, with the states ranked according to their fatality rates.

The original study made a big deal about the difference in the average fatality rates. That's ridiculous, of course, since the range of the fatality rates within each category is so much greater than the range of the averages. Which tells you more, the averages or the particulars? For example, if the motorcycle fatality rate in Mississippi really

is four times worse than in Georgia, and if both states require helmets, what does that tell you about helmet laws? It tells you that helmet laws make no difference. If helmet laws made any difference, "full law" states would have lower fatality rates and a narrower range than the other states. Instead, "full law" states look pretty much like the others, which "proves" that helmet laws really make no difference.

Or, maybe the numbers "prove" that "no law" is best, since those states have the lowest average fatality rates. Likewise, "full law" is worst, since those states have the highest average, the broadest range, and the highest single rate.

All right, Senator Upson, we're glad you're studying the CDC numbers—but please be sure and follow through to what they really show.

—Noose

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Honest Facts...

Continued from page 93

can make a big difference in fatality rates—but helmet studies don't acknowledge this factor.

2) "... helmet use has no statistically significant effect on the probability of death (original emphasis).

3) "... past a critical impact velocity helmet use has a statistically significant effect which exacerbates the severity of neck injuries (original emphasis).

4) "... policy must address the cause of motorcycle accidents."

The full article has more good stuff like this, material that comes from a scholar of impeccable credentials. If your legislator won't listen to you, maybe he'll listen to Dr. Goldstein.

The latest piece of propaganda for helmets comes in a Center for Disease Control (CDC) study that appeared in the American Medical Association *Journal*, November 14, 1990. On the one hand, this study is so bad that it may disappear, like the *Harborview Study* that became such an embarrassment to its authors. On the other hand, the CDC study may become the new scripture of the legislative season. If so, Dr. Goldstein has already written the rebuttal in a paper entitled "Review of the CDC Study On Head Injury Deaths And Helmet Laws."

Dr. Goldstein gives the study full credit for having gathered a lot of numbers. Nonetheless, he says, the study falls into the familiar trap of treating correlation as causality. Beyond that, he points out a very interesting fact that usually gets overlooked, and overlooked in a way that introduces a bias into helmet law studies.

Let's back into the fact this way: the CDC study cites state accident statistics per million residents and per



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10,000 motorcycle registrations. Having cited both sets of numbers, the CDC study concentrates on a registration-based rate (see Noose's sidebar). At first glance, that makes sense: after all, the riders have the accidents, not the population at large.

Dr. Goldstein didn't stop with one, cursory look. Instead, he points out that motorcycle registrations per 1,000 residents is much *higher* in states that don't have helmet laws, and this skews the numbers in favor of higher fatality rates: helmet law states have fewer fatal motorcycle accidents because they have fewer motorcycles per 1000 residents—not because they have a helmet law.

This relationship, between population, motorcycle registrations, and a helmet law, hasn't been seriously

Helmet law states have fewer fatal motorcycle accidents because they have fewer motorcycles per 1,000 residents—not because they have a helmet law

addressed anywhere, and Dr. Goldstein may be the first to introduce it into the discussion. Of course, this simply reminds us of Dr. Goldstein's basic criticism of helmet law studies; that is, that you have to look at all of the relevant factors.

The CDC study has another gross error that looks so reasonable that most critics wouldn't dispute it. The study starts with 179,968 people who died in some kind of motor vehicle accident. Of those, the type of vehicle was not specified in 41,900 cases—23% of the total. The CDC study just throws these "unknown" instances out.

That makes sense, doesn't it? If you don't know, you can't tell anything, so you eliminate the "unknown" and go on with what's left.

"No," says Dr. Goldstein. If that 23% includes an even distribution of all vehicle types, then you're throwing out 23% of the motorcycle accidents—and ➤

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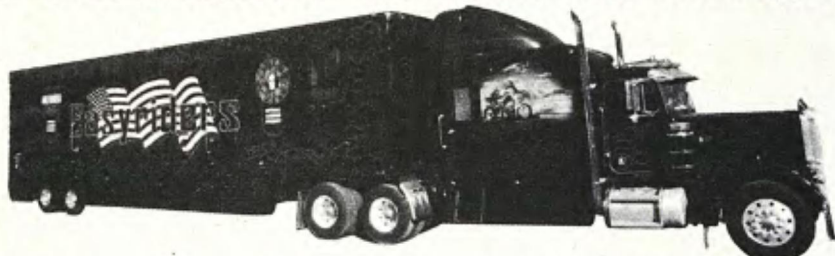


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Honest Facts...

Continued from page 97

those 23% could alter the conclusions drastically. In other words, to simply eliminate those 41,900 seriously damages the validity of the study, but this is not something most people would think of. Thanks to Dr. Goldstein for pointing it out.

As noted elsewhere (see sidebar), the CDC study makes a big deal of the differences in average fatality rates. Yet, Dr.

When the paper starts flying around a legislative committee room, have Dr. Goldstein's work at your side. In the long run, truth will triumph over error

Goldstein says the differences in the averages could result from sampling errors, and points out several reasons why. In concluding, he says:

... no statistically significant differences in fatality rates across states with different helmet law coverage can be found.

That's been said before, but not with the authority Dr. Jonathan Goldstein brings to the argument.

When the paper starts flying around a legislative committee room, have Dr. Goldstein's work at your side. In the long run, truth will triumph over error. ☼



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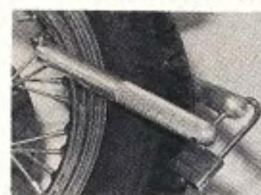


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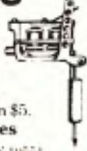
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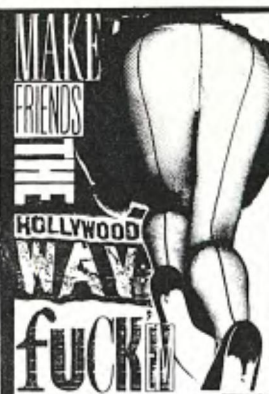
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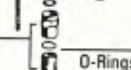


Valves: Inlet \$17 Exhaust \$17



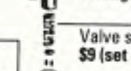
Cylinder Special front & rear w/ pistons, valve guide engine gasket set \$295 set (original H-D)

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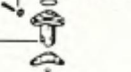
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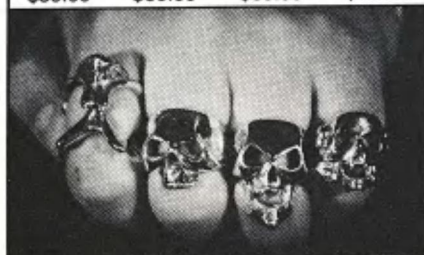


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1984					131			134				
1985		140		142				146	147	148		
1986			153	154				158	159		161	162
1987	163	164	165	166					171	172	173	174
1988	175	176	177	178	179	180		182		184	185	186
1989	187	188		190	191	192	193	194	195	196	197	198
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Alaska

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

Arizona

Performance H-D, 3383 N. Richey Blvd., Tucson
Satan's Cycle Works, 1706 W. Hatcher Rd., Phoenix
R.E.D. Cycle, 1215 E. Edison, Tucson

California

H-D of Glendale, 3717 San Fernando Rd., Glendale
D&G Cycle Parts, 1057 N. Hacienda Blvd., La Puente
Jammer Cycle Products, 6417 San Fernando Rd., Glendale
Gordon's M/C Madness, 1586 Morse Ave., #1, Ventura
Palm Springs Harley-Davidson, 19345 N. Indian Ave., N. Palm Springs
Curtis Fine Cutlery, 10613 Michele Ave., Bakersfield
Dale's Modern Cycle, 225 E. Baseline, San Bernardino
H-D of Orange Co., 2131 E. 1st St., Santa Ana
RPM Cycle, 1727 National City Blvd., Nat. City
Triple T Chopper, 15606 Gale Ave., Suite D, Hacienda Heights
South Coast Harley-Davidson, 345 E. St., Chula Vista
Bartels' H-D, 8910 Washington Blvd., Culver City
L.A. Harley, 13300 Paramount Blvd., South Gate
Screwie Lewis Custom Cycle, 6322 Hwy. 193, #3, Georgetown
R.A.M. Enterprises, Same Owner Bros., 1524 Camden Ave., Campbell
B&B Motorcycle, 15541 A Product Lane, Huntington Beach
Bro's Cycle, 23132 A Lacadena Dr., Laguna Hills

Colorado

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

Connecticut

D & S Cycle Supply, Box 245, North Windham

Florida

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H-D of Miami, 7701 N.W. 7th Ave., Miami
Fletcher's Harley-Davidson, 1881 U.S. 19 South, Clearwater
Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
Mike Denniston's H-D, Inc., 2211 E. Main St., Leesburg
Southside M/C Hog Dept., 5612 S. Orange Ave., Orlando
Cycle Lab, 1911 South State Rd., #7, Ft. Lauderdale
Tampa V-Twin Inc., 16336 N. Florida Ave., Lutz
Brothers III, 2401 N.W. 16th Lane, Pompano Beach
Hog Heaven Cycle Acc., 7254 S. W. 40th St., Miami
John & Sams Leather, 4414 Del Prado Blvd., #1, Cape Coral
Harley Motor Works, 2330 N. Newhaven, Melbourne
H-D of Tampa, 7202 E. Hillsborough Ave., Tampa
Cycle Acc. West, 5211 Blanding B., Jacksonville
John & Sam's Leather, 899 Pondella Ave., N. Ft. Myers

Georgia

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

Illinois

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

Indiana

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

Iowa

Walkers H-D, 101 Broadway, Red Oak

Kansas

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

Maryland

Crazy Carl's Custom Cycle, 8258 Rt. 3 Northbound Lane, Millersville
H-D of Washington, Inc., 9407 Livingston Rd. S.E., Ft. Washington
H-D of Baltimore, 2834 Loch Raven Rd., Baltimore

Massachusetts

Dave Franks Motorcycle Sales, 81 Bridge St., Salem
H-D Freedom Center Inc., 220 Boston Rd., N. Billerica
Frank's Cycle Parts, 21 Franklin St., Stoneham

Michigan

Motor City Harley-Davidson, 8755 Inkster, Westland
Saginaw Valley Motorworks, 2663 N. Euclid, Bay City
Detroit Motorcycle Parts, 16616 Harper, Detroit
Cycleville U.S.A., 14687 E. 11 Mile, Warren

Minnesota

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

Missouri

County M/C Parts, 7348 North Lindbergh, Hazelwood

Nebraska

Butterfields M/C Parts, 8025 Blondo, Omaha

Nevada

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

New Jersey

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

New Mexico

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

New York

Brewster Harley-Davidson, Rt. 22 Sodom Rd., Brewster
H-D of Suffolk County, 360 Rt. 109, West Babylon
Zack's V-Twin Cycles, 511 Violet Ave., Hyde Park

New York continued

Freebird Cycle Sales, 229 Lyell Ave., Rochester
H-D of Hempstead, 4 Laurel Ave., Hempstead
H-D of New York, 32-86 47th St., Queens
Al's Cycle Parts, 315 E. Dominick St., Rome

North Carolina

Durham Harley-Davidson, 819 N. Main Blvd., Durham
Carolina H-D, 1940 W. Franklin Ave., Gastonia
Deal Harley-Davidson, 3618 Sycamore Dairy Rd., Fayetteville
J&E Harley-Davidson, 1008 Dickinson Ave., Greenville
Cyclone Cycle Parts, Box 9, 104 N. Central Ave., Landis
Iron Horse Motorcycles, 1905 Roosevelt Blvd., Monroe
Gene Lummus Harley-Davidson, 1000 U.S. 70 E., Asheville
Harley-Davidson of Metrolina, Inc., 2429 S. Tryon St., Charlotte
Cartwright's Leather & Lace, Rt. 2, Box 138 A, Pembroke

North Dakota

The Scooter Shak, 2424 Memorial Hwy., Mandan

Ohio

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

Oklahoma

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

Pennsylvania

Blocker Enterprises, Rt. 248, Parryville
Brian's H-D, 1223 W. Lincoln Hwy. (U.S. 1), Langhorne
Schoch's Inc., RD 2/Rt. 33, Stroudsburg
Hannum's H-D Sales, Inc., U.S. 1 & Rt. 352, Media
Rask Cycle, Road #2, Box 277, Evans City
Montgomery County H-D, 1217-19 South Trooper Rd., Norristown
Wyoming Valley Wheels, Bridge & Beade Streets, Plymouth

South Carolina

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

Texas

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

Tennessee

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

Virginia

Departure Bike Works, 3093 Hull St., Richmond

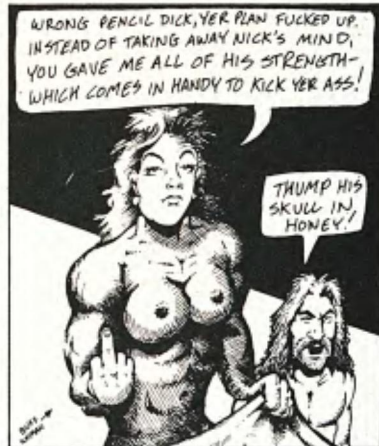
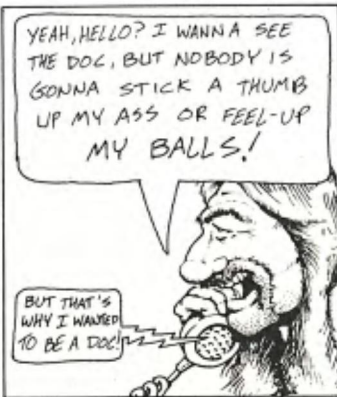
Washington

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

Wisconsin

Mischler's Cycle Shop, Hwy. 33 N., Rt. 1, Beaver Dam
St. Croix Cycle Sales, Rt. 3, Box 127 B, New Richmond
Harley-Davidson Motorcycle of Appleton, Inc., 2144 W. Wisconsin, Appleton
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E.B.: Got your kite. Didn't say how you've been treated. What can you tell me? These nights are long and cold. Never Forget. Grizzly.

Vietnam Era—Time/Life book set; \$400. *Easysiders* w/binders: \$30 per year or \$5 each issue, #18 to present. Callorwrite, Nichols, 1401 N. Westmoreland, Midwest City, OK 73130, (405) 769-3089.

Little Lor-Lor: Unjustly used as example by man—chosen by God to suffer this agony—to do His work among the poor and glory with Him in Heaven. Practice the Beatitudes. Love, Mom and Daddoo.

SCOOTER MATES: Introduces biker men and women. 15 FREE profiles! Send Name, address and 3-29¢ stamps to Scooter Mates, RD 5, Box 209-A, Middletown, NY 10940. Sorry, no inmates.

Hey my friends! I need your help! All of my leather was stolen on 3/8/91. Two leather jackets, one H-D with Redwood Run pins, one heavy leather with vertical Harley-Davidson patch on chest, one pair of Hein Gerick chaps, one purple Hog vest. Thanks for your help in trying to find the jacket that some S.O.B. stole from me at the Redwood Run 1989. Thanks, you're the best damn group of people I'll ever know. Trish—call me, (805) 763-1169, Bob Shippe, Rt. 1, Box 223, Taft, CA 93268.

PRISONER SURVIVAL MANUAL is filled with important useful tips for the daily life of prisoners and inmates. An excellent, practical manual sent to you by first-class mail. Mail \$19.95 to MUNN, 20 Continental Ave., #1S, Forest Hills, NY 11375.

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Y.T.: Somehow, the needs of many outweigh the needs of the few. And we got missed! Until we meet again! I love you! Red.

TATTOO FLASH! Send \$1 for sample sheet and details. Suslovich, Box 9053, McLean, VA 22102-0053.

\$5 Will pay money for pictures or videos, old or new, of biker women partying naked at runs. Also want uninhibited woman to make Sturgis. Most expenses paid. John c/o *Easysiders*, Box 3000, Agoura Hills, CA 91301.

Jeff Roach: Remember Texas, long rides, crockers, me? Call Liz: (313) 728-3352.

ROADKILL SNACKS: Downed bro's of lady selling Texas-style beef jerky recipes. The proceeds will help with legal fees. Thanks! Send \$4 to Mary, Box 936, Sugarland, TX 77487-0936.

Easysiders magazines: Complete set, 1971 to present; \$500 plus shipping. 1249 Timberwood Dr., Gallatin, TN 37066, (615) 452-9217.

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

Adult Novelties! Color catalog, pleasure toys, lotions, oils. Send \$2 for catalog. B.C. Sales, Box 105, Pine Valley, CA 91962.

Attractive Oriental wives. Free details. Enclose six 29¢ stamps. Anticipations, 3380 Sheridan, 178E0, Amherst, NY 14226.

ATTENTION!! New herb from China promotes massive release of adrenalin, resulting in 5-15% strength increase from day one. **GUARANTEED!!** For more details call (800) 488-7208 or (216) 884-SCAN (Visa/MC) or send \$9.95 + \$2 P & H to Scando's Fitness Warehouse, 6034 State Rd., Parma, OH 44134. Get in on this product before Big Brother says no!

Reproductions of H-D out-of-print literature from 1905. Send SASE for price list. CLASSIC PRODUCTIONS, Box 42, Delafield, WI 53018.

NEW CLUB: Jersey Thunder MC. Any objections/comments, At 221 Franklin Tpk., Mahwah, NJ 07430.

Bayou: Happy Birthday & Happy Holidays. Call Ray at Ray & Sticks. H.F.B.W.W. (813) 920-4492, Biggin.

Beautiful ladies want friendship and marriage. Free photos and details. Latins, Box 1718-RI, Chula Vista, CA 92012, phone (619) 425-1867.

BIKER PREACHER AVAILABLE for wedding ceremonies, Sturgis. Rev. Kyle "Pops" Harvey, Box 396, St. Francis, KS 67756, (913) 332-2572.

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

ATTENTION ALL VETERANS AND ARMED FORCES PERSONEL: U.S. Veterans MC is looking for members. No prospecting. Anyone interested contact U.S. Veterans Motorcycle, Box 418, Merrick, NY 11566 or call (516) 437-6435 or (516) 378-0831.

SCRAPIRON: I've lost you, please contact D. Rowland, Box 723, Maiden, NC 28650.

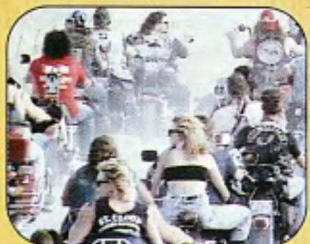
Easysiders and Special issues. 1977 thru 1990. Best offer, Call weekends (304) 873-2794.

Mouthwatering Beef Jerky recipe; \$2 and SASE to Dept. E.P.O., Box 5204, Grand Forks, ND 58206.

ATTENTION: Friends of Brian MacKinnon, Tacoma, WA, he's rolled. I know, Flamehead.

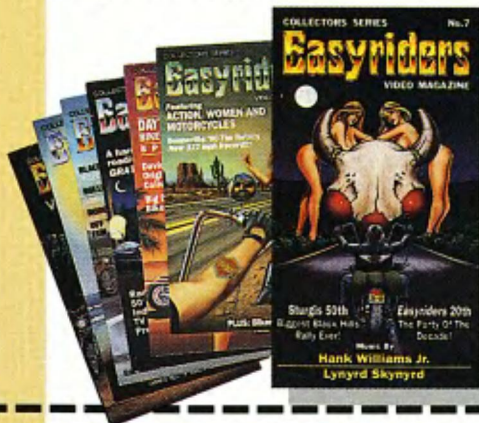


"For him, safe sex is another beer."



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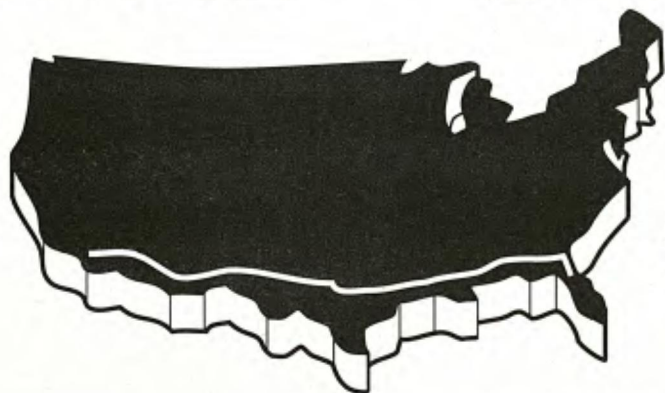
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RIP'S RUN



IT'S A COAST-TO-COAST CRUISE ON THE COLUMBUS AS RIP HEADS FOR DAYTONA'S 50TH



Eastbound By Rip

It was starting to warm up around these parts so I thought I'd see if I could beat feet across the country for the Big 50 Party in Daytona, with a few stops along the way.

My first stop was at the Rainbow Tavern, 2425 E. Benson Hwy., in

Tucson, Arizona. Beast and Red Beard own this bar, located on the east side of town. I met them back in the spring of 1988 (issue #178).

The Modified Motorcycle Association (MMA) of Arizona was celebrating its B-day so I hung around for the

festivities. The party was held at the Rainbow, with several local bands in attendance. They played a lotta biker tunes which we all enjoyed very much. The Arizona MMA also fed everyone there—roast pork with all the fixings. I went back several times to get my



In Harley Heaven with Peter Fonda, Willie G., and a blonde race fan.

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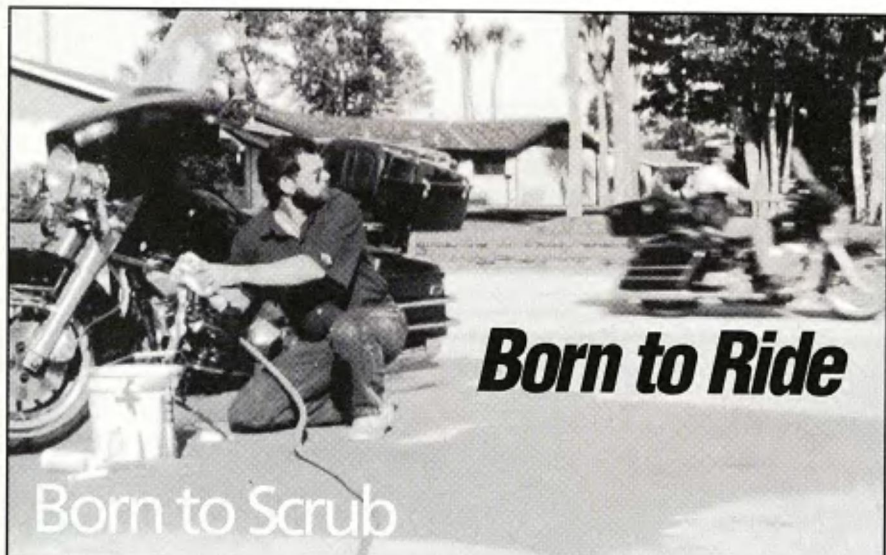


Alex Disco, winner of the #1 MDA/ 50th Anniversary Daytona model, from Albuquerque, New Mexico.

issue, it was delish. It was sorta laid-back, they didn't have any bike games or a bike show. They did, however, have a kickass wet T-shirt contest inside the bar. It got a little damp around the stage area, but none of the musicians seemed to mind. No one got electrocuted. Both the MMA of Arizona and the Rainbow folks are a great group of guys. Ya oughtta check them out when you're in the area.

Sugar and I left the next day, heading east on Interstate 10, the coast-to-coast, Christopher Columbus Transcontinental Highway. It runs from Santa Monica, California, to Jacksonville, Florida, or the other way around if you're from the right side of the country.

Speaking of which, how about our guys in the Gulf? They stood up to the



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 grungy 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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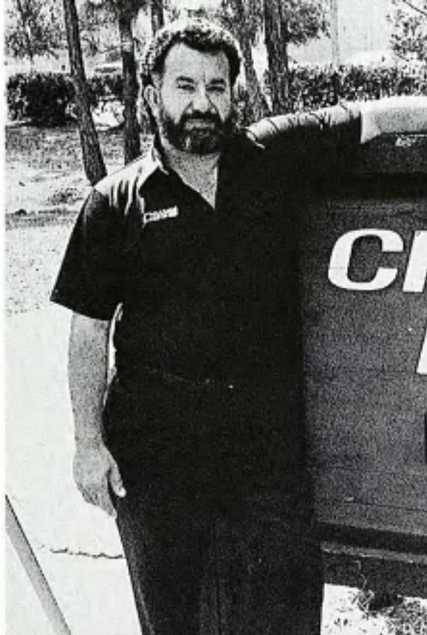
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Cadillac John Thellin, Houston, Texas.



Hector Melendez, Crane Cam officer.

mother of all dickface dictators and kicked ass. Good job and welcome home. We're all very proud.

That night I found shelter in a cheapo motel in Van Horn, Texas. As expected, this was the coldest portion of the entire trip. I rode mostly during the daylight hours, or shortly thereafter. I used my Widder Lectric Heat and also utilized my Farnam Hot Feet and Hot Grips. It made things more bearable. Sugar's got three hot leads, feeding electric heat to almost my complete body. The only part that didn't get covered was my arms and the back of my legs. The Widder vest has a collar that I zip up to my chin. Then I use a G.I. helmet liner which further seals off the neck area. The only drawback to the liner is that it's



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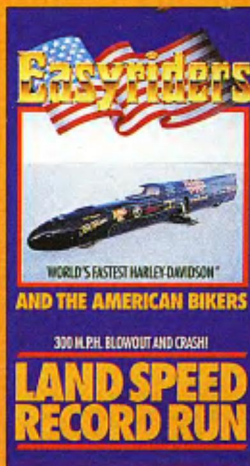
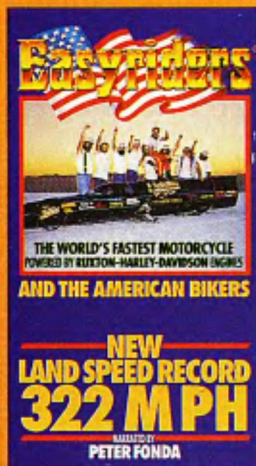
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At the Broke Spoke, Kiln, Mississippi.

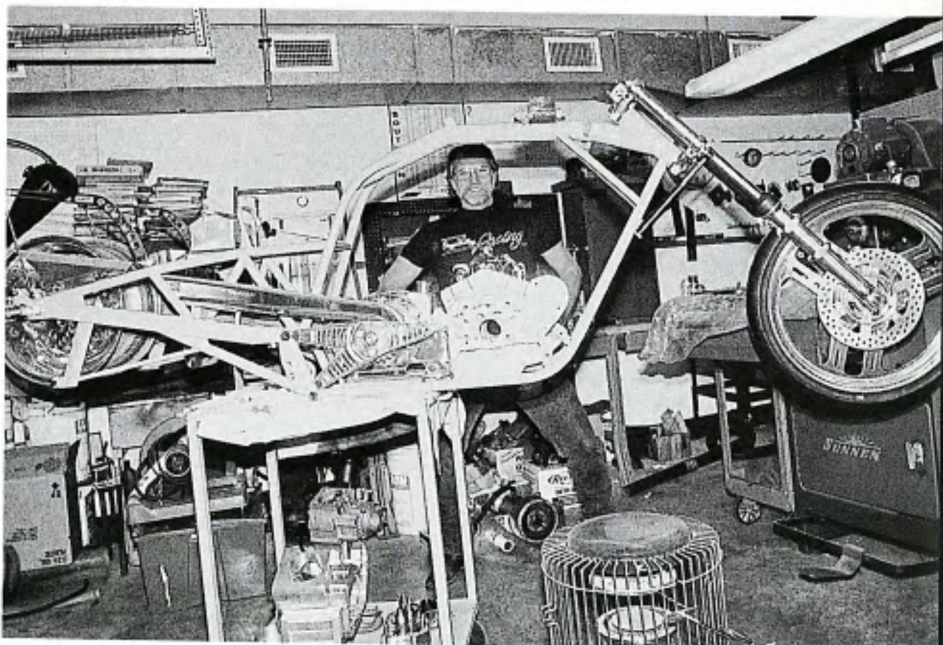
tight when I'm wearing my helmet. I have to crane my head around more to keep an eye out for traffic. But the discomfort is worth it on bad weather days.

The next night found me in Houston, Texas. I had come to visit Digger Enterprise owned by Cadillac John Thellin. Cadillac John makes really heavy flywheels and extra beefy left crankcases. He claims that they work better on bikes with sidehacks. Houston is currently going through a zoning change, consequently many businesses are being put through some changes themselves. That is, they are having to move due to the fact that their particular area may not be zoned for their business. We old time *Easyriders* people can relate. It's like when we got kicked off our ranch by the zoning board . . . but that's another

story. Anyway, that's the case with Cadillac John. I mean, after operating a business out of his house and garage for many years, he has to move. That means transporting some very heavy machines, lathes, mills, etc. John said he is gonna get a much larger working area, so it may work out for the best after all. Later, I got to thinking about how his flywheel setup might work at the *Easyriders* Rodeo sled pulls.

While in Houston, I also stopped and visited with John Marchman of the Brazos Valley Drag Racing Team. John is currently building a new race bike. It will be bigger and better than their old ride. Of course, they'll be racing the old scooter until they work out all the bugs the new unit may have.

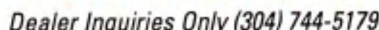
Marchman's got a well-equipped shop. He does head work—from mild



John Marchman with new fueler, Houston Texas.

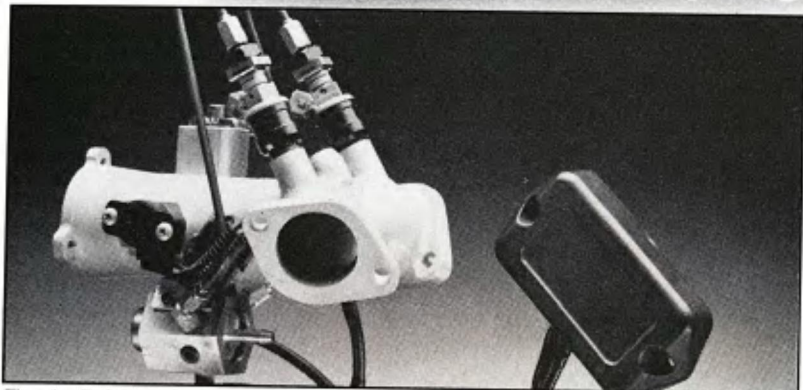


The next morning I woke to a light drizzle, which turned into a killer storm. Along about Pascagoula, Miss., the winds were blowing pretty strong. I had Sugar's radio on and I heard the severe weather warnings along with the possibilities of tornadoes from Mobile, Alabama, to the Pensacola, Florida, area. The winds were in the mid 60s. The South Coast was catching hell. 'Long about the time I was crossing one of those long bridges, being moved around in my lane by the wind and rain, I decided I needed to get off the road 'til things dried up a bit. I

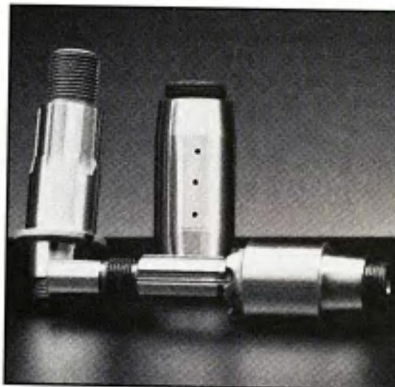


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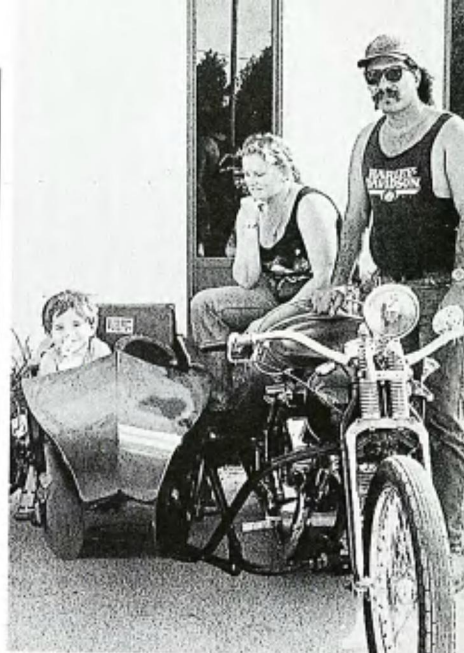
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Check out the proud mom.

found lodging in Pensacola to wait out the storm. The next day was clear, so Sugar Pai and I left, heading east to Daytona. Not long after we left the panhandle of Florida it started to rain again. At least this time I didn't have to contend with the strong winds and cold rain. It stopped raining a few miles from Daytona.

I checked into my room and got some much needed rest. Ya know, riding in the rain is dangerous and it takes a lot out of a rider. Ya have to have total concentration on what you're doing all the time.

The next morning it was beautiful, but still a bit on the chilly side. I went by the *Easyriders* Store on Main Street and checked in on our troops manning the store. It was all filled up with our products and looked mighty fine. It was



Who won?



Hog and Hoette in Harley Heaven.

great seeing my people from home.

I did the AMRA drags later that week and visited the swap meet and as many of the bars as possible. I also went by Crane Cams, a sponsor of the *Easyriders* world record-breaking Streamliner. I also got a traffic ticket: "Motorcycle passing in occupied lanes." It's legal in California, but not in Florida. Hey, my motor was getting warm going to Harley Heaven on Sunday. Anyway, I added \$52 to the city's coffers for the upkeep of the beaches.

I forgot to mention that I've been shooting videotape whenever I can. Look for it on our videos. This Daytona segment will be on *Easyriders* Video No. 9. I hope you'll like it. By the way, drop me a line and tell me what the haps are in your neck of the woods. Write to Rip's Run, Box 3000, Agoura Hills, CA 91301.



Keep those hands warm, Harley Heaven.

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VW Generator

Can I slap a VW generator into my 1973 XLCH? Will it fit? Will it detonate my battery? Will it last? Is it cheap? I am.

Robert Winterstrom
Torrance, Calif.

Years ago, when they built only 3-brush generators, bros tried to install VW generators on Harleys and Indians. Someone even devised an adaptor to fit them to the Harley case. But with later model 2-brush generators that can be adapted to early model cases, it was no longer needed—and so it was.

Oops

The '65 pan on page 52 of the Fe. '90 issue (#212) has a '66 and up shift assembly on it. True, '65 had the first 5-gallon tanks, but never with a hand shift. To get a tank shift you had to have 3.5-gallon tanks. Hand shift models have the brake lever on the left handlebar. Also this bike had the wrong gas caps, they belonged on a '73 and up model. The correct saddlebags have luggage-type latches on them. And the first year for the large reflectors was 1972.

Hey, but the bike appears to have the correct Delco-Remy starter, and the safety bars and shocks are right.

Roy C. Engel III
Clinton, Pa.

Carb Request

I've been searching for a two-throat, down-draft carb I can bolt on my '81 shovel... well?

Rick Halpin
312 Front St.
Ketchikan, AK 99901

Bottle Jack Press

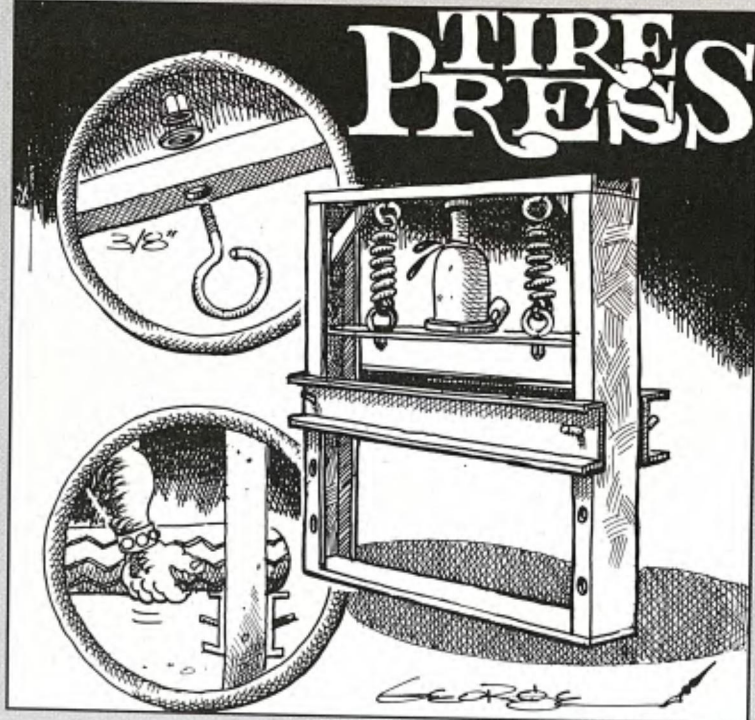
This homemade press was made in Chicago with genuine U.S. parts.

The springs are just ordinary car or truck hood springs. The press is made out of 4-inch channel iron, approximately 40 inches tall for the bench top press. The press plate is 3 inches wide and 1/2-inch (or more) thick. The jack can even be removed for regular use.

I use this almost daily for removing and installing bearings and races and to break down those 16-inch tires—especially the old Goodyear styles that have been sealed on their rims since the days when the wheel was invented. Use 2 x 4 blocks above and below the tire to protect the rim.

The bottom two braces are adjustable with quick removing pins or bolts.

Terry
Terry's Custom Painting
Latham, Ill.





Framed Question

Q In the Feb. 1991 (#212) issue there was an article called "Partnership," featuring a wild custom shovelhead. Where can I get the stats on that outrageous frame?

Chris Wickizer
Sherwood, Ore.

■ It was built by Gregg Jones at Precision M/C Concepts, 8959-1/2 Mission, Glen Avon, CA 92509.

Sturgis Models

Q How many Sturgis models were built and what was the last year for the shovelhead?

Bonz
Morgantown, W.Va.

■ Sturgis models were built in 1980, '81, & '90. The Factory built 1,400 in '80, 2,800 in '81, and 1,500 in '90. Although some Evos were built in 1983, the official cutoff date for the shovelhead was 1984.

Number Problems

Q I've been putting a '54 pan basket together for 2-1/2 years. Recently, a guy looked at the engine numbers and told me something was wrong. I can't find the three letters FLE in front of any numbers. What do I have beside a 2-wheeled bottomless hole I've been shoveling money into?

Ogar
St. Petersburg, Fla.

■ What you have is a rarity. The FLE was developed in '53, the year after the 61-inch Big Twins were discontinued. This engine had the 74-inch bore and stroke with the 61-inch cam and carb (smaller venturi). Don't toss it, they were sweet running motors.

Triumph Wiring

Q I have a 1966 Triumph Tiger 650. I need a wiring diagram for a battery eliminator system.

Bryan Bodell
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Q Red Hot 2 Some
Q Bald Beaver
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Q Reel Men
Q Cunt Camp
Q Tight Pussy
Q Dark Delights
Q Oral Ecstasy
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Q Over Heated

Q Sweet Taboo
Q Oil Check
Q Pud Pulls
Q Slow Screw
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Q Ali Kramer
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Q Sparkle Plenty
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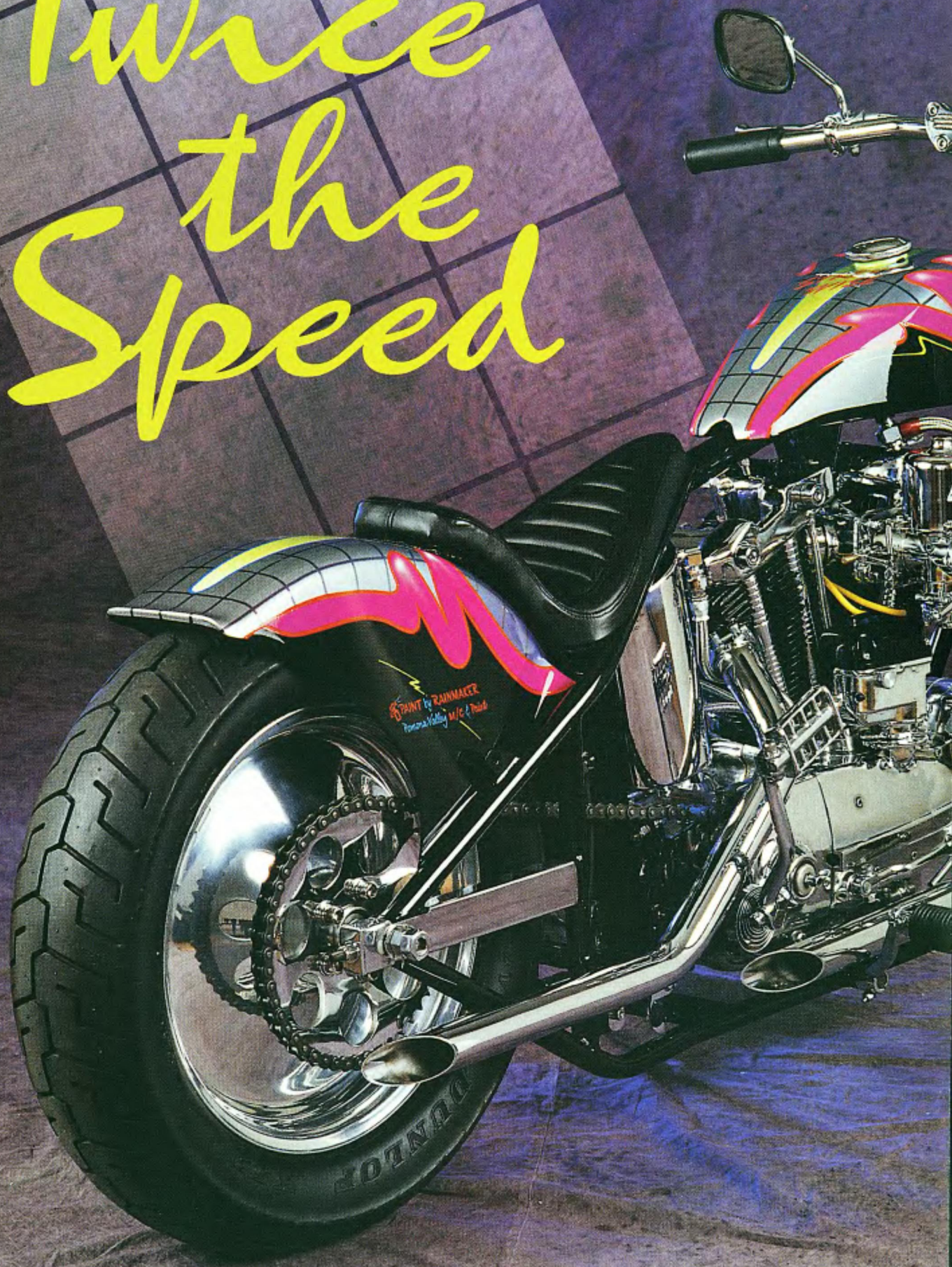
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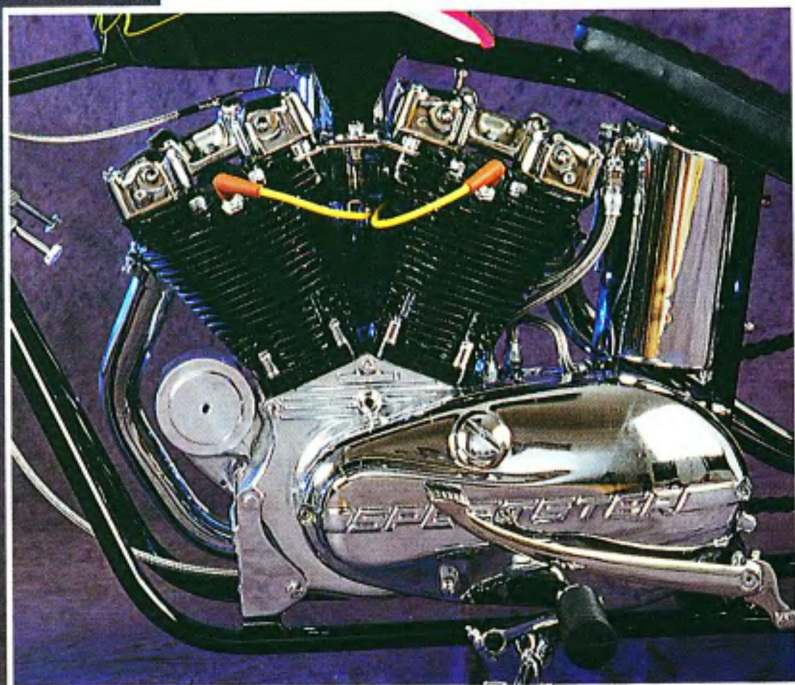
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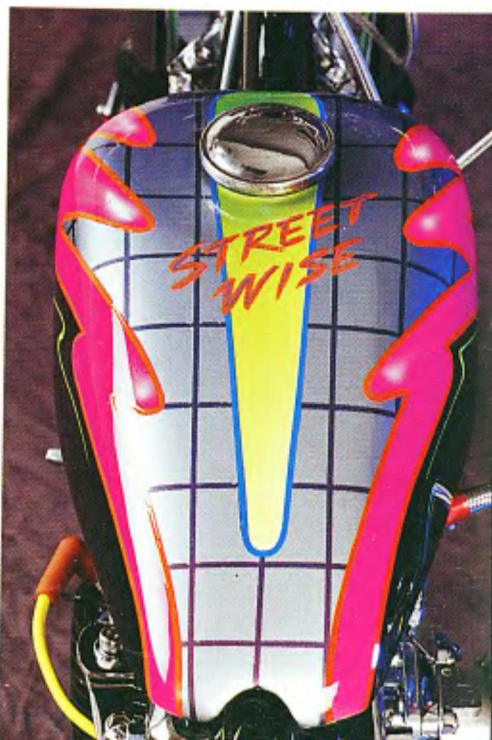


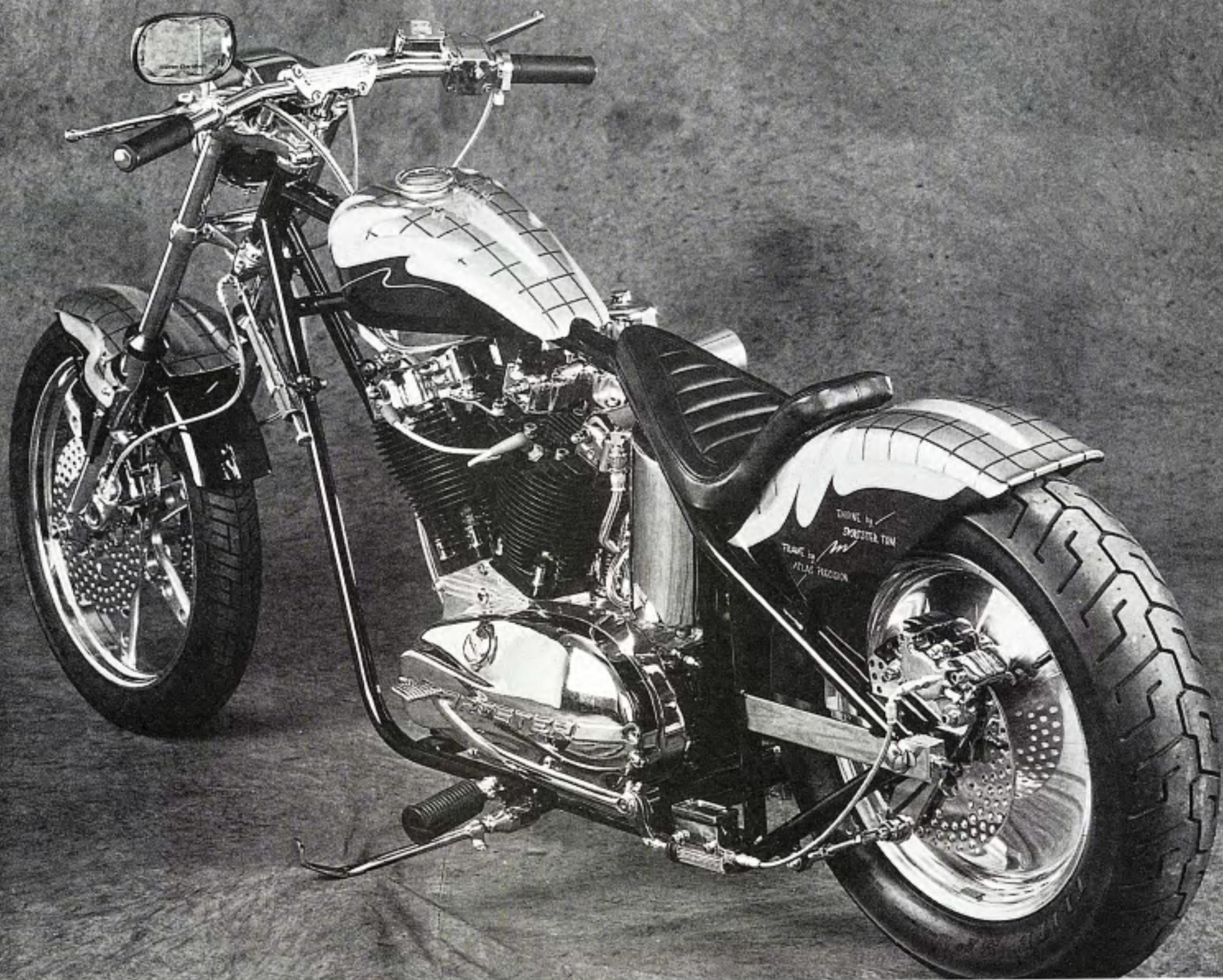


If ya like to go fast and ya like havin' the knowledge that any time The Man pulls up behind ya it's your choice whether or not to stop, you're gonna be mighty jealous by the time you get done reading this feature. I mean, how come some bros have all the luck? How can someone run across not one, but *two* mills originally built to run the Bonneville Salt Flats.

In Boy's case, though, it's kinda understandable. Hell, he was born into this brotherhood of ours. His first bike was a 1947 knucklehead that his old man had purchased new the year he was born. Some of his earliest memories are of crawling up on that ol' knucklehead—of course it was new then—behind dad. So, it only seems reasonable that he was friends with Sportster Tom, who just happened to have two old mills lying around that he'd built to run at Bonneville. Or does it? Hell, I don't know.

All I know is that by luck, or chance, or just from bein' born to the right parents, Boy was able to scrape up the bucks to purchase both mills.

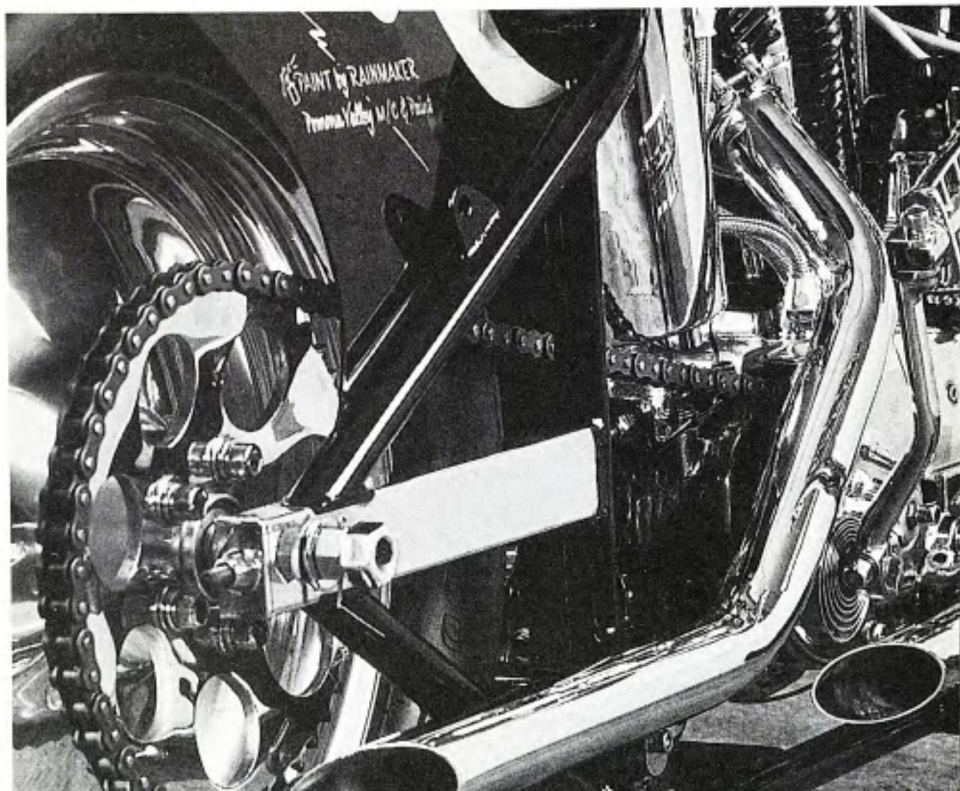




The one we're lookin' at is the 73 cubic inch, 1960 Sporty mill. In 1976, back when Sportster Tom still owned it, it clocked in at 160 mph on the Salt Flats. It still runs the quarter mile in the 11s, whenever Boy finds time to cruise it up to the local strip.

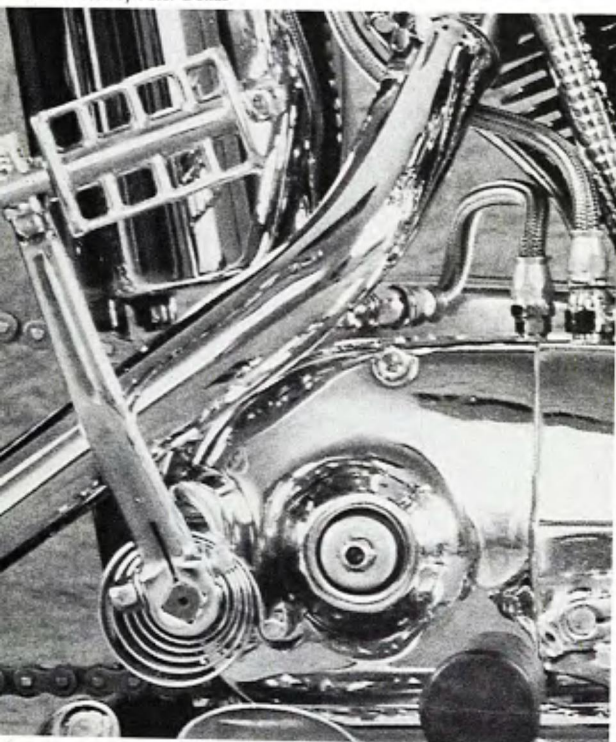
Of course, it didn't always look the way it looks today (do they ever?). But in this case, things were a little worse than usual. In the first place, all Boy got was the mill. And secondly, Sportster Tom is a go fast freak, one of those guys who doesn't really care what the bike looks like, as long as it runs well. There wasn't a drop of chrome on the mill. Not a drop.

Now, being into uniqueness as well as speed, Boy couldn't live





Photos by Peter Dokus



with that. He stripped the mill down and sent some of the parts to El Monte (California) Plating to have 'em made shiny. Then, when that was done, he stuck the mill on a beefed-up Atlas Precision drag frame, added a few more shiny parts, put on a Honda front fender (and a custom-built rear fender to match), and finished it all off with the most unique paint job he could think of.

Okay! Okay! Have patience. I can hear all you speed freaks out

there screamin': *What happened to the other mill? What was it? Is it settin' in the corner of a garage somewhere? Is it for sale? Is there any way I can get my hands on it?*

Well, it was a 94-cubic-inch shovelhead, but I'm sorry to say it's not for sale. Presently, Boy is in the midst of his most interesting project yet. We couldn't show ya any flicks of it, though, because it isn't finished yet. But Boy did share a few of his plans with me.

He calls it his abortion—and if

you can picture a 94-cubic-inch Harley-Davidson mill set in an Atlas Precision frame with a Ninja front end, Ninja wheels and hubs, and who knows what else from where else, then you can begin to understand why.

Hey, it's like I said, Boy likes 'em unique. Now whether the highfalutin muckamucks around here will like it enough to bring ya some photos of it . . . Well, we'll just have to wait and see.

—Silent

Owner(s): Boy		City: La Puente, California	
General		Frame	
Fabrication by: Boy and Crazy Jerry		Year: 1988	
Year and make: 1960 H-D		Builder: Atlas Precision	
Model: Sportster		Type: drag	
Value: for sale		Rake: some	
Assembly by: Boy		Stretch: not much	
Time: approximately two years		Other alterations: beefed up	
Chroming by: Custom Metal in Phoenix		Accessories	
Engine		Bars: drag	
Year: 1971		Risers: H-D	
Model: Sportster		Fender(s): two	
Rebuilder: Sportster Tom		Headlight: bright	
Ignition: mag		Taillight: none	
Displacement: 73 cubic inches		Speedo: my lips	
Lower end: classified		Front pegs: H-D	
Balancing: true		Rear pegs: none	
Pistons: two		Electrics: mag	
Cases: H-D		Gas tank: Sportster, cut down	
Heads: big		Oil tank: Atlas Precision	
Cam: 4		Oil system: 60 wt.	
Lifters: up and down		Primary cover: H-D	
Carb(s): SU		Seat: one	
Air cleaner: velocity stack		Sissybar: none	
Pipes: loud		Height: n/a	
Muffler(s): what for?		Material: n/a	
Transmission		Forks	
Modifications: none		Type: stock	
Year: 1971?		Extension: none	
Shifting: foot		Builder: H-D	
Engine sprocket: stock		Special features: it works	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 52-tooth		Front	Rear
Painting		Size: 18-inch	Size: 16-inch
Molding: Jay's Auto		Hub: Avenger	Hub: Perf. Mach.
Painter: someone		Rim width: 4-inch	Rim width: 4-inch
Color: bright		Tire: Dunlop	Tire: Metzler
Type: flashy		Brake: H-D	Brake: H-D
Special paint: none			

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Sturgis Special. All you need to know to survive Bike Week in the Black Hills. In addition, we've worked up some hot tech tips, sizzlin' women, and the fieriest selection of scoots we could muster. Don't miss it.

On sale June 27.



IN THE WIND ►

Daytona Collector's Edition. This issue chronicles the events, people, bikes, and fun surrounding the 50th Anniversary of Daytona Bike Week. Over 32 pages are devoted to this beachside blast, featuring the races, downtown action, swap meets, bike shows, and, of course, all the bikin' people and bikin' action.

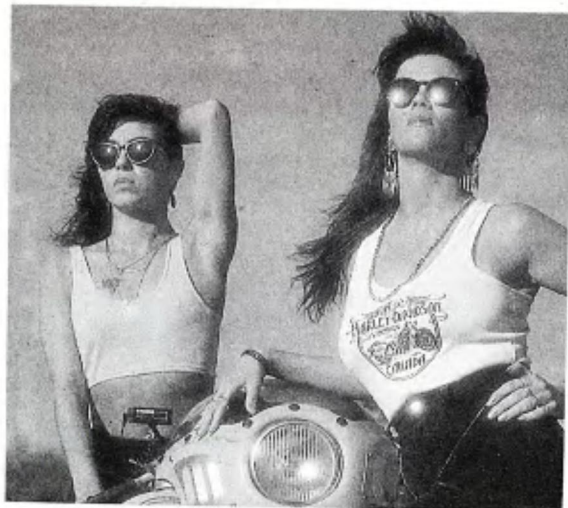
On sale June 11.



TATTOO ▲

We're gonna visit the National Tattoo Association's get-together in Anaheim, California, check on the expo in Maine, and as if that ain't enough, see how things did at the 50th Bike Week tattoo scene. There's plenty of high-quality skin art, artist interviews, a look at the southern-most tattoo shops in the U.S., tattooed men and ladies from around the world, and even a field trip to the Smithsonian.

On sale July 2.



◀BIKER

That's right folks, next time around we'll have sent 100 issues rolling down the chutes. So expect us to peg the throttle and blast off from the cover right through the back page. This one's a trip you won't want to miss. Join the party.

On sale July 11.

The Real Mann's T's

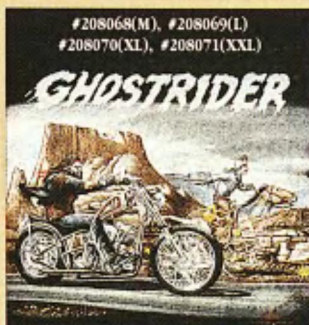


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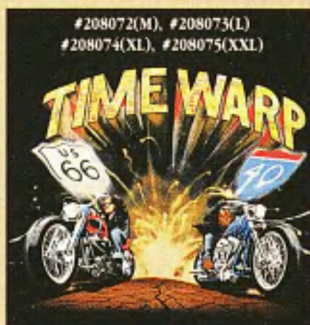
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#208058(XL)
#208059(XXL)



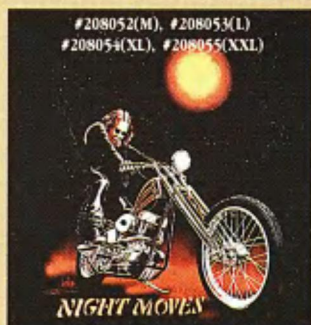
#208076(M), #208077(L)
#208078(XL), #208079(XXL)



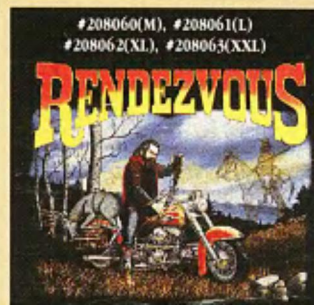
#208068(M), #208069(L)
#208070(XL), #208071(XXL)



#208072(M), #208073(L)
#208074(XL), #208075(XXL)



#208052(M), #208053(L)
#208054(XL), #208055(XXL)



#208060(M), #208061(L)
#208062(XL), #208063(XXL)

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They're all quality 100% cotton Hanes Beefy-T's.
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M-XL, \$12.95 XXL, \$15.95

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#208064(M), #208065(L)
#208066(XL), #208067(XXL)

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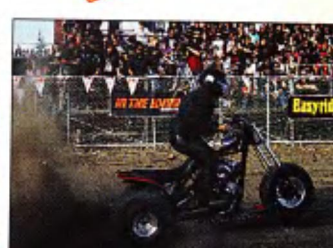
RODEO

Tour '91

**MOUNT
'EM UP!**

**HEAD
'EM OUT!**

LET'S RODEO!



'91 RODEO CALENDAR

**MAY 25,26,27,
MEMORIAL DAY
WEEKEND
UNADILLA, GEORGIA
SOUTHEASTERN ARENA
(HWY. 75 OFF AT EXIT 39)**

**JUNE 7,8,9,
PASADENA, TEXAS
PASADENA MUNICIPAL
FAIRGROUNDS
(HWY 225 TO RED BLUFF EXIT SOUTH,
TO FAIRMONT PKWY. LFT.)**

**JULY 19,20,21
AUGUSTA, NEW JERSEY
SUSSEX COUNTY
FAIRGROUNDS
(ROUTE 206 TO PLAINS RD.)**

**AUGUST 2,3,4
PROSPECT,
PENNSYLVANIA
BUTLER FAIRGROUNDS
(LOCATED ON ROUTE 422,
8 MILES WEST OF BUTLER)**

**AUGUST 31 —
SEPTEMBER 2
LABOR DAY WEEKEND
CHILLICOTHE, OHIO
ROSS COUNTY
FAIRGROUNDS
(HWY. 35 TO ROUTE 104 NORTH)**

**SEPTEMBER 20,21,22
PECATONICA,
ILLINOIS
WINNEBAGO
FAIRGROUNDS
(BETWEEN ROCKFORD AND FREEPORT,
OFF U.S. HWY. 20)**

\$50,000
IN CASH AND PRIZES
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**GRAND
NATIONALS
OCTOBER**
LOCATION TO BE ANNOUNCED

FEATURING:

RODEO • TRADE SHOW • RIDE-IN BIKE SHOW
LIVE MUSIC • FOOD AND BEVERAGES ON SALE
TROPHY GIRL CONTEST • CAMPING (FAMILY AREA, TOO)

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