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Easyriders MAGAZINE

NUMBER 218 ENTERTAINMENT FOR ADULT BIKERS AUGUST 1991

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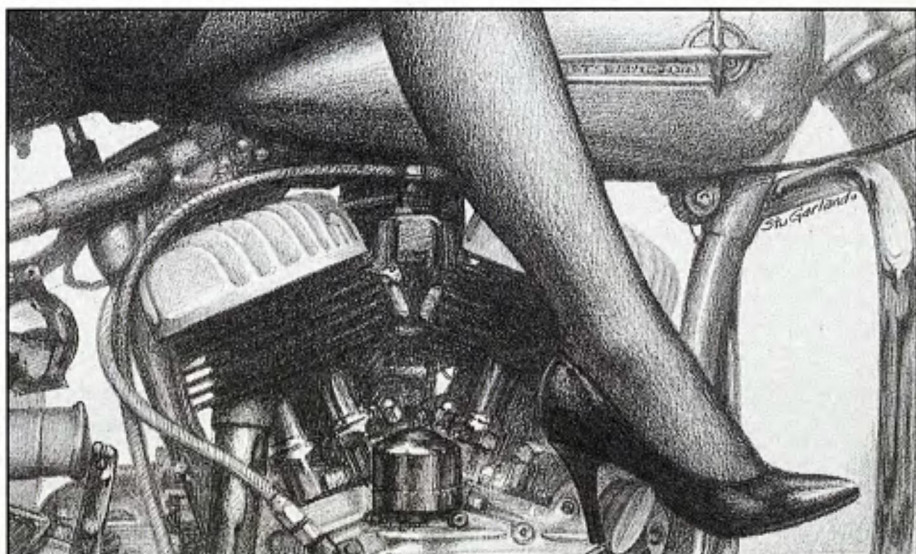


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The next liver-quiverin' issue of this rag goes on sale July 30.

Cover photo of Ellen on Jeff Fox's eye-poppin', neon FXR by Silvermoon.



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The
Audit
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She was at the police station reporting her stolen car when she suddenly realized that she had a cellular phone in the car. So the policeman on duty called the number and sure enough, the guy answered it. The policeman said he understood the car was for sale, and the guy said, 'meet me in the parking lot at Sunset High.' When they drove over to meet the guy, there he was, leaning against the car, waiting to finalize the sale. (A really swift guy).

Here is a couple more swifties. They saw this van on a side street and decided to break into it. But the van had tinted windows that made it impossible for them to see the undercover cops inside. The cops were eyeball-to-eyeball with the crooks and had a hard time not laughing. They called for backup before the job was done and the crooks were hauled off to jail.

He asked his wife for a roll in the hay. She put up a lot of resistance and he got pissed off so he did what he had to do. He set her nightgown on fire and shot her in the head. She must have been a tough old broad because she grabbed his gun and shot him dead.

The space commission was recently forced to call in a space shuttle a day early. Why? The toilet was stopped up, and there was no Roto Rooter on board. So the bottom-heavy shuttle had to land not only a day early but full of shit.

Here's a perfect example of persistence. This guy robbed a bank on a Friday and came back the following Monday to try again, but he was late. Employees inside watched him pull down his mask and rattle the locked door. The next day he came back before closing and jumped over the tellers' counter. But all the cash drawers were locked and the employees wouldn't open them so he left. The following day he stayed home to rest up and tried again the following day. This time he was successful and filled his sack with money before the cops busted him.

After robbing the bank, they rushed out to a phone booth to call a cab. They must have been confused (stupid?), as they called the police station instead.

He was going to court on a murder charge and wanted to appear as nice as he could. He didn't want a prison haircut, but the judge said prison haircuts were good enough. Shit, the judge's trash man had a haircut as nice as any prison haircut and he's happy with it so the guy appearing in court should be happy with it too.

This 15-year-old stolen clunker (car) was going too fast and ran into an off-duty deputy's car so the deputy identified himself and asked for the guy's license so he could notify his insurance company. But the two dipshits in the stolen car thought they'd be slick and offered him coke as a bribe. As you know, that's a no-no.

He had a problem getting a hard-on going so he had an implant. But every time the lady next door opened her garage door with her automatic opener, his dick rose. He finally got up enough nerve to explain the problem to her (he thought it would be easier for her to adjust her door opener than for him to adjust his implant). The old bag told him to get his mind out of the gutter and slammed the door in his face.

She got into an argument with her mother about what to have for dinner. The mother didn't want any of the shit the daughter insisted on so the daughter shoved her mother to the floor and jumped and danced on her chest until she died. So much for dinner.

This dipshit ran into a bank, stuck a pistol into a teller's face and demanded all the money in her drawer. But good grief! The teller was his wife! She told him to 'put that damn gun down' which he did--and then waited for the cops.

This 60-year old weirdo confessed to murdering his 38-year-old daughter with a tire iron after she attacked him with a knife. Then he cut off her arms and legs, boiled parts of her body in three large pots and put her head in the refrigerator's lettuce crisper. His other daughter said she deserved what she got because she was a miserable old broad anyway.

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

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.

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The Perfect Gift

Just a suggestion for that certain person on your Christmas list who is tough to buy that "perfect" gift for. A personalized stock certificate of Harley-Davidson stock! Not only will it be the centerpiece of any collection, but it is believed to bring good luck to the bearer.

First you have to find a stockbroker who is willing to do you a favor because this is a Class "A" pain in the ass, and the broker won't make shit.

Once you've got a broker, you have to get your bro's Uncle Sam numbers. I told my bro's of ladies that it was a surprise, and all four gave me their numbers and kept quiet.

I brought my list to the broker and insisted that all five certificates be delivered to the addresses attached to the social security numbers.

The stock has since split so now we have two certificates on our walls, and "the board" controls 10 shares of Harley stock. When we were between wives, jobs, shelter, and rides, we knew that the good luck associated with ownership of the Harley stock would bring the rest.

Richard P. Quinn

Naples, Fla.

Just The Facts

Mr. Richard Gerhard, author of "Grizzly Flats" in your May '91 issue, may know his scoots, but he sure doesn't know shit about cages. Ford Motor Company's automobile production was interrupted during the United States war effort, which was 1941-1945. "1943 Ford?" I doubt it.

David D. Lauer

Monee, Ill.

What A Shame

Regarding the Arlen Ness masterpiece (May 1991 issue, #215)—it's beautiful. But what a shame to put that shovelhead in a bike that looks like a Honda. What's with these dinky-ass little fairings and sculptured fenders? It really pisses me off.

Wild Bill

Oconto, Wis.

A Response

This is in response to all those letters you get from Harley biker haters.

I'm a police officer and an avid Harley rider as are several of my police buddies. I've always owned riceburners until a few years ago when I finally bought my first Harley, an XLX Sportster. I've since graduated to a Heritage Softail. I know what it means to ride American and don't know why it took so long to switch.

I've been to Daytona for the 50th Anniversary and met many fine people there. One person I met fit the description I've seen in your mag before (from people who don't like us), only this man had a Masters degree in English and was working on his Ph.D. I made many friends and will never judge a person by how he looks or what he rides.

As far as jailbirds are concerned, they're in every level of society and occupation such as lawyers, accountants, electricians, carpenters, and dishwashers. To those of you narrow-minded and opinionated individuals, stop stereotyping people and start experiencing things in life that will broaden your horizons.

Barry "The Bear" Gawlick
Buffalo, N.Y.

Good Words For Sivi

After Kelly in the January '91 rag, I didn't think you could put together another month as good. She was perfect. But, to my surprise and delight, the May '91 rag with Sivi on the cover and inside just about blew my mind.

To put two issues of the most "perfect" women so close together has inspired me to send in "another" renewal request for my subscription. Keep it up!

Chuck
Loveland, Colo.

A whole raisin pie for the entire crew on the layout of Sivi (May '91 issue). That chick is stomped-down gorgeous. She could warm up many a cold Michigan night.

Sandbagger
Oscoda, Mich.

Needs Help!

My scooter was confiscated when I fell. I'm due to be kicked loose soon and am havin' a helluva time tryin' to find another chopper to replace my "lost love."

I was told that there used to be a *Harley Trader* published a few years ago. If it's still being published or if there are any other places that could make life a little easier on me, I'd like to know whom to contact.

Unfortunately, the brass here doesn't permit your rag so if anyone can help, please contact me.

Erick Minto
Box 595
Cambria County Prison
Edensburg, PA 15931

Helmet Opposition

Hubert H. Humphrey Jr. once said, "There are not enough jails, not enough policemen, and not enough courts to enforce a law not supported by the people."

What he was saying is that if the legislature puts AB-7 (the California mandatory helmet law) into law, it will remain a law only if the people it applies to and those intended to benefit from it obey it. In other words, a bad law will not survive the test of application.

I encourage all adult motorcyclists who prefer to exercise their rights to determine what is safest for them under a given set of circumstances to continue to do so as long as their choice does not endanger others.

Defiance of this legislation, if required, will at first be costly in terms of dollars, but that will be temporary. The right legal representation will so impact the judicial system with reasonable issues of defense that the number of cases dismissed and those pending adjudication will overwhelm the system and the law will have to be repealed. This will happen only if we stand together.

I encourage those who choose to wear helmets to do so and those who choose not to wear them to continue to exercise their freedom of choice.

I've written Assemblyman Mountjoy and Governor Wilson expressing my views. Before we are placed in the position of having to defy this bad law, I encourage those of you who want freedom of choice to send a letter to the governor expressing your opposition to AB-7.

George W. Wilson
Azusa, Calif.

An Old Friend

So what the fuck? Here I sit, minding my own business, thumbing through the April issue, when who do I see at the top of page 88? None other than Bernie Bausch, an old high school friend whom I haven't seen for some 30 years. One look at the scooter and I knew it had to be Bernie. This guy has been putting fine rides together forever.

Glad to see you're still alive and well, but you might want to wear a hat, Holmes, 'cause it looks like you lost some of your shit.

Keep the shiny side up! Later.

Tom Hamilton
Victorville, Calif.

Thanks From The Gulf

This is from the Persian Gulf. I want to thank each one of you for your support in this war. Raisin pie for all. I will always remember *Easyrider*s and all the brothers and sisters who wrote in to tell us they care.

L.J. (Packman) Pacerelli
FPO San Francisco

Word Of Thanks

Because of an article you wrote in the "Easynews" section of the November 1989 issue regarding DOT's suspension of helmet testing, a bro and I were able to beat a charge of improper helmet use here in Massachusetts. The article came in handy in court—so handy that the Clerk of Courts made copies of it for future reference.

A giant slice of raisin pie for you and your staff.

Ronald Magill
Worcester, Mass.

Batteries Recharged

This letter is my way of saying thanks to your rag for keeping me inspired.

After the latest setback, I found myself getting pretty down and starting to think that all I had was a dream that would never become reality. Shit, I was so low I found myself at the base library

looking at those publications that only cover the latest in ricegrinders.

Well, I quickly got my head out of my ass and picked up the latest issue of your rag at the Stars and Stripes. One look at the scoots was enough to recharge my batteries. Some things are worth waiting for and, besides, bros in a lot worse financial shape than me have managed to get their rides. I decided to quit feeling sorry for myself and press on with my dream.

I don't know if I'll make Sturgis in '91 or even '92, but my scooter and I will get there eventually.

Bob Ramsey
APO New York

Lost Lighter

At Daytona (this year) I lost my Zippo lighter that I've carried for 23 years—even through Vietnam.

It has the words: "Joe Sleyko, 71st Evac Hospital, Airborne, Pleiku, Vietnam 1968-1969" engraved on it. It is very important to me.

I lost it around those little shops on Main Street near Atlantic. I retraced my steps but couldn't find it. I know some scooter trash like me picked it up and wants to return it. Yes, reward!

Can you help?

Joe Sleyko
Box 1443
Porter, TX 77365-1443
(800) 666-6334

A German Goof

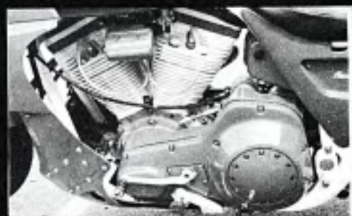
In the March 1991 German edition, on pages 30 and 31, you featured a POW and MIA run that was sponsored by the Brotherhood on Wheels MC and the Highwaymen MC. Well, someone screwed up. The party was sponsored solely by the Wingmen MC, Mannheim, Germany, chapter.

We are an American club that serves Uncle Sam proudly, and we would greatly appreciate a correction in the "Wordmonger" column.

Sgt. Dave Fields
Mannheim, Germany

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

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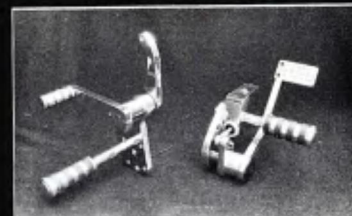
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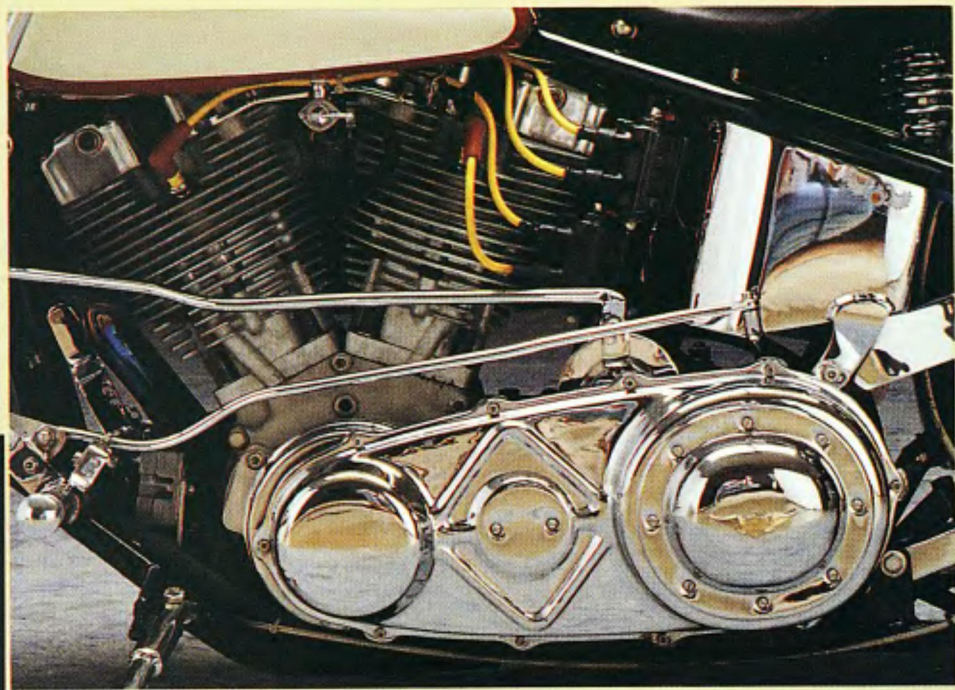
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Rigid Frame Rolls Around Th



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World



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hey call it cabin fever. It's that slow-chokin', brain-bakin', spirit-smotherin' feelin' ya get from bein' cooped-up too long. Yer teeth lock together in a permanent clench, yer eyes start to bulge out like bloodshot balloons, and pretty soon little streamers of smoke come pourin' outta yer ears.

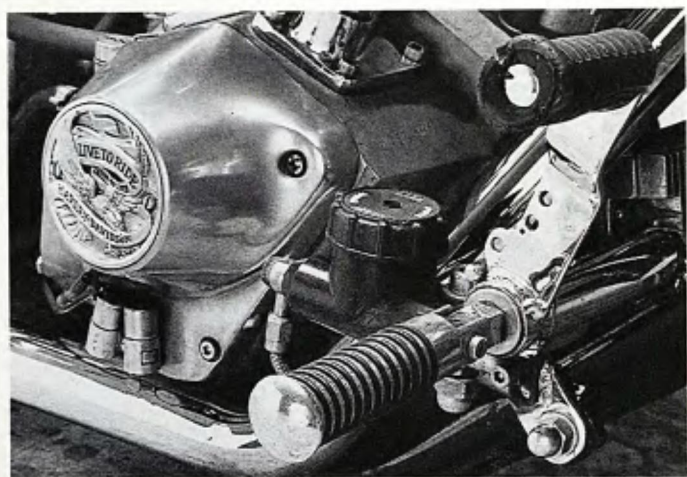
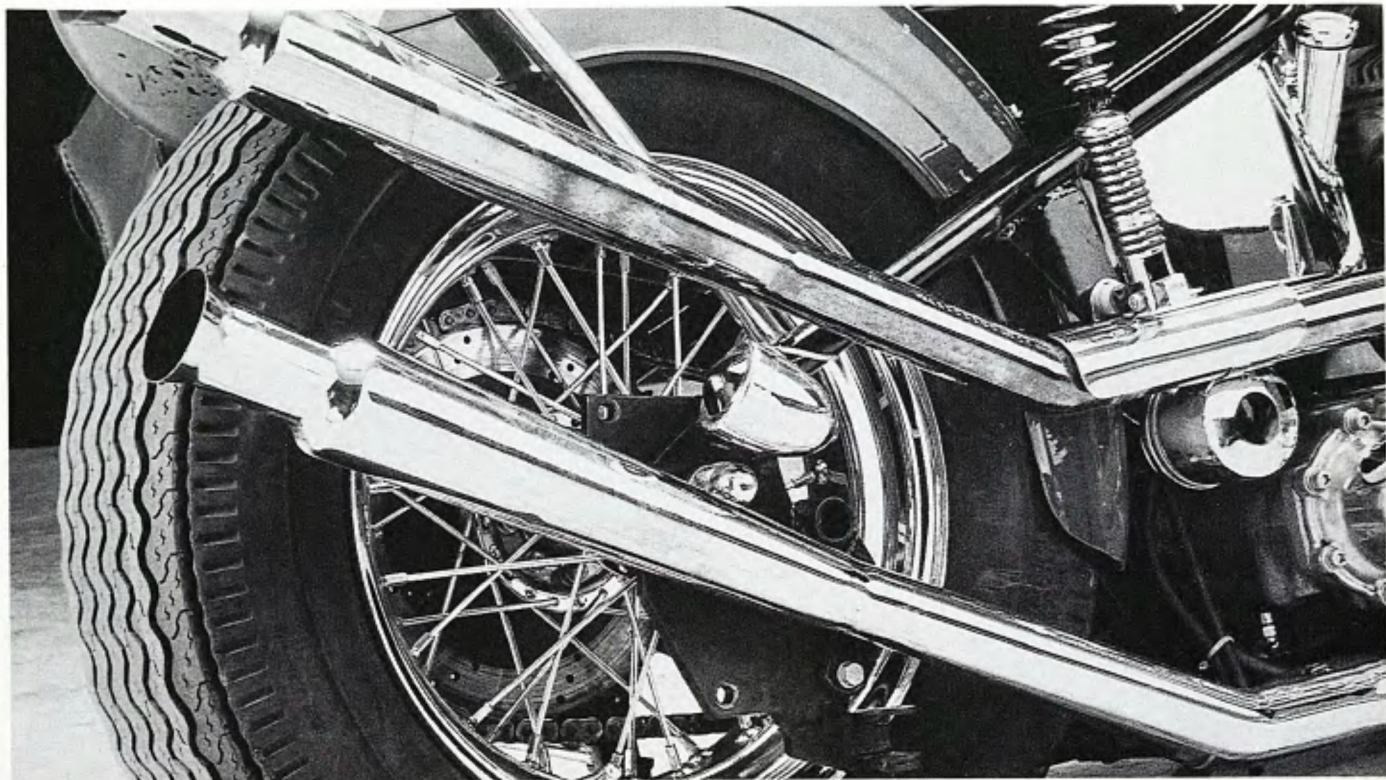
What usually happens next is called spontaneous combustion, and the only sure cure is a long dose of the open road.

But when Anders Johansson takes the medicine he doesn't just ride to the nearest waterin' hole . . . or into the boonies . . . or the next county.

Hell, he takes his ridin' seriously — crossin' whole oceans and entire continents the way most of us might take a leisurely putt upstate.

Maybe it has something to do with the fact that he lives in Sweden, and that he has to endure some long, cold winters. First it starts raining, which is miserable enough. Then the rain turns to snow, which approaches intolerable. And then, when the drifts outside pile up and cover the windows,





well, ya don't need a degree to figure out the ridin' season's over.

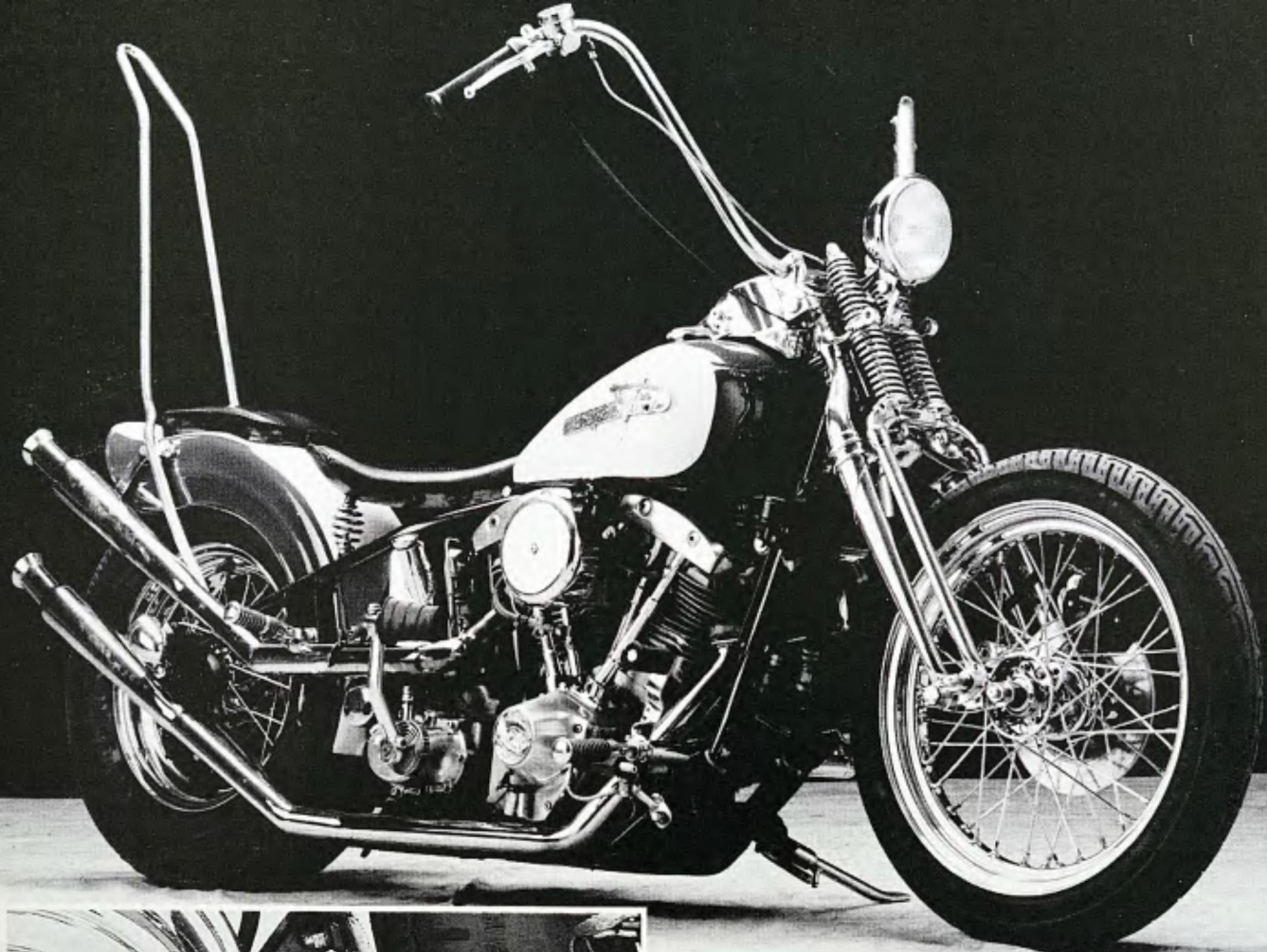
For Anders, the best way to get through it all is by buildin' bikes—he's owned 17 or so over the years. He started out tinkerin' with mopeds when he was 10 and finally worked his way up to craftin' the country-to-country, globe-rovin', transcontinental, customized concrete cutter pictured here.

It took six months to put this bike together and wherever ya look you'll see his personal touch. He built the frame, handstitched all the leather, and assembled the trailer (using a Lambretta motor scooter for the side covers). The steering shocks are from an Opel automobile.

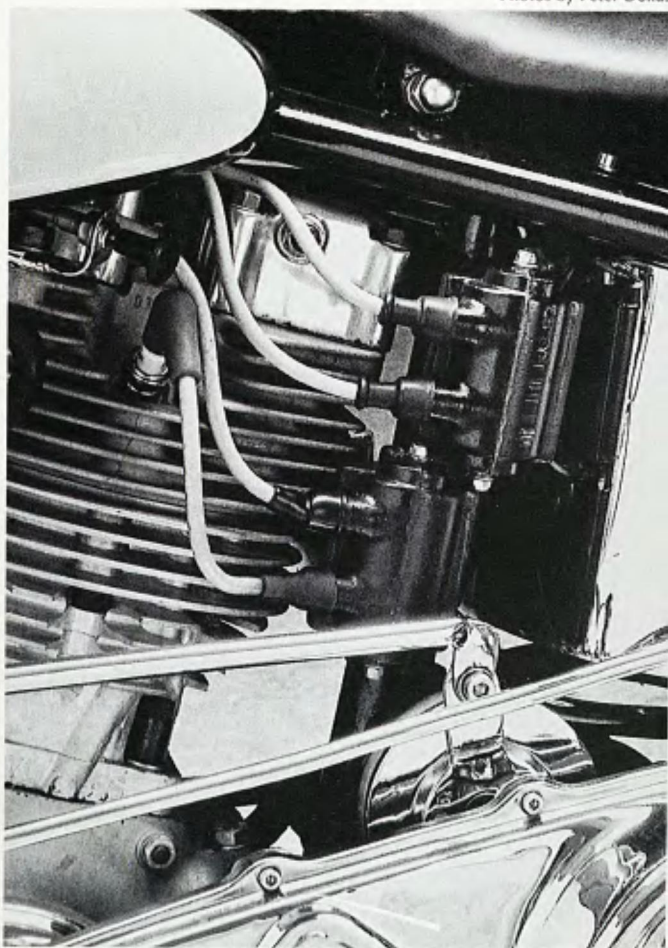
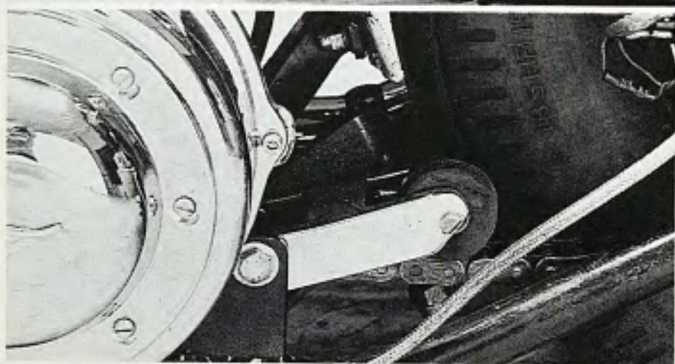
After this kind of toil you can imagine how eager Anders is to get back into the wind when the ridin' season breaks—around April.

He made Daytona this year, as well as Sturgis. But they were only two of a number of notable places he passed through. He spent four months touring North America, hitting Miami, Ontario, New Orleans, Los Angeles, and





Photos by Peter Dokus



just about every other attraction in between.

And if ya think he's got a few stories to tell, yer right.

One of his favorite cities is San Francisco—except for one certain stoplight on a very steep hill. He laughs and explains that it's not the easiest thing to work a foot clutch, twist the wick, and keep a firm grip on the handbrake while slowly rolling backwards into traffic.

Then there was the time he was touring around England and his carburetor fell off. The resulting fire destroyed his bike, but, fortunately, his girlfriend always rides with him on her chopped BSA and they were able to continue their tour on her bike.

Anders takes these adventures in stride, though. From September of '87 through June of '88 he put 20,000 miles on the clock, cruising around Australia. It was a great trip until someone hijacked his ride.

But if brains were dynamite this particular thief didn't have enough to blow his nose. Seems he parked the stolen scooter in front of a police station while he ran around the corner to visit his parents. You can guess who was waiting

Owner(s) Anders Johansson	City: Ljung, Sweden	Engine (Cont.)	Accessories (Cont.)
General	Frame	Cam: H-D	Oil system: oil cooler/oil filter
Fabrication by: owner	Year: n/a	Lifters: solid	Primary cover: tin
Year and make: 1971 bottom/1979, H-D	Builder: owner	Carb(s): Bendix	Seat: owner, handstitched
Model: shovelhead	Type: rigid	Air cleaner: custom	Sissybar: yeah
Value: 80,000 (Kronor, that is)	Rake: 32 degrees	Pipes: owner/upswipe	Height: high enough
Assembly by: owner	Stretch: not sure	Muffler(s): Taiwan	Material: 18mm round
Time: six months and still working	Other alterations: n/a	Transmission	Forks
Chroming by: Tolles Sliperi	Accessories	Modifications: some	Type: factory
Engine	Bars: owner/apehanger	Year: 1979	Extension: stock
Year: 1971	Risers: owner	Shifting: tank/jockey	Builder: H-D
Model: shovelhead	Fender(s): bobbed, widened	Engine sprocket: Super Max	Special features: none
Rebuilder: owner/Mother's Engineering	Headlight: Bates copy	Trans sprocket: 23-tooth	Wheels
Ignition: dual plug/single point	Taillight: Lucas	Wheel sprocket: 54-tooth	Front Rear
Displacement: 84 cubic inches	Speedo: aftermarket	Painting	Size: 19-inch Size: 15-inch
Lower end: Mother's	Front pegs: owner	Molding: owner/Skölvane Lackering	Hub: H-D Hub: Triumph
Balancing: Mother's	Rear pegs: Drag Specialties	Painter: Skölvane Lackering	Rim width: stock Rim width: 5-inch
Pistons: S&S	Electrics: owner/stock	Color: Opal red/British white	Tire: 100/90-19 Tire: 185/15 radial
Cases: stock	Gas tank: 5-gallon fatbob	Type: acrylic enamel	Brake: Brembo Brake: Brembo
Heads: 1979 dual-plug/unleaded	Oil tank: owner, 4-quart	Special paint: all of it	

Other special modifications: Shifting knob from moped, rear master cylinder from moped, rear brake on sprocket shoe, Swedish-made aluminum cylinder, trailer built by owner, all leatherwork by owner.

for him when he returned.

Anders already has plans for what to build this comin' winter—he's gonna get his girlfriend off her BSA and put her on a chopped Sportster.

So, you ask, where will they head when the season breaks and the snow finally melts? Well, you'll probably catch them thunderin' through southern Europe.

But then again, that's not necessarily written in stone—especially since there's a whole wide world out there just waiting to be explored.

—Southern Connection

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COMISKEY PARK STRIKES OUT

COMISKEY PARK



—But A New Park Is At Bat

In 1910, spindly single-cylinder motorcycles were being manufactured for a travel-curious, adventure-seeking public by a new outfit called Harley-Davidson up in Milwaukee. America was in an economic boom, industry was soaring, and a new ballpark of concrete and steel was erected, at 35th and Wentworth (later to be renamed Veeck Ave.), by Chicago White Sox owner, Charles (Old Roman) Comiskey.

Last year, people raised a big stink about shuttin' down this historical landmark. After all, this park built atop a junkyard was the top dog of its day. Comiskey Park housed a thrown World Series in 1919 (the Black Sox scandal); witnessed the first exploding scoreboard; was the scene of championship prize fights and wrestling matches, with such notables as Joe Louis, Sugar Ray Robinson, Tony Zale, Frank Gotch, and George Hackenschmidt; and Shoeless Joe Jackson ran and hit there. Toward the end, the ancient bathrooms

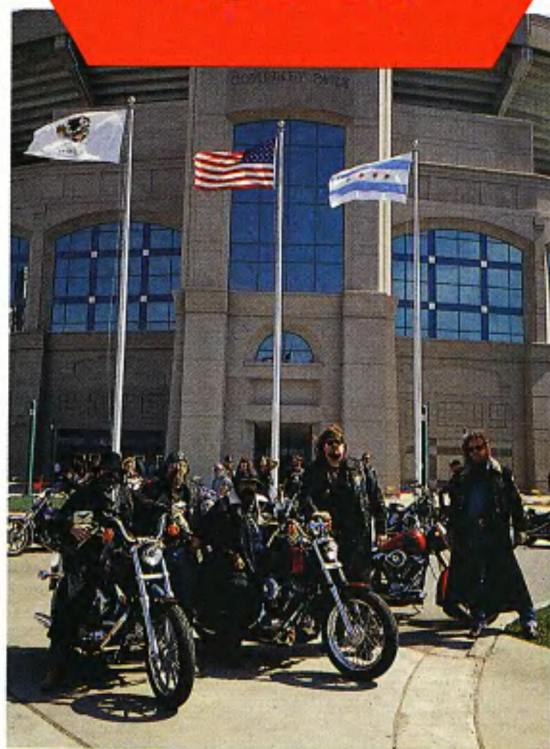
reeked of a stench that implied Babe Ruth musta pissed here.

Hey, but it was sweet home Chicago, and more than one biker can remember goin' in to watch the White Sox play ball on real grass, sitting in wooden chairs, and eating from the most diverse menu in the major leagues, while vendors brought beer right to the seat. It had charm.

The South Side's Comiskey Park provided a history steeped in old-time Americana that won't be forgotten.

For all the snivelers upset about "losing our roots," may we suggest that when Harley updated itself with the Evolution motor, people also squawked, but you don't hear much whining now. Let's hope the modern-day Comiskey Park will make its own custom-built Heritage.

—Kim Peterson



Special thanks to Dale Walksler, of Mt. Vernon Harley-Davidson; Al Phillips; the Chicago Outlaws; and the Chicago White Sox.

Photos by Chuck Emery

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Memphis, TN

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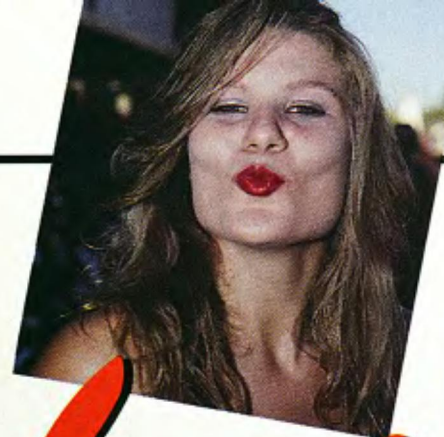
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ERM 6/25



Sturgis 1991

You've heard the story about the daredevil who promised to top off his act by committing suicide—then backed out because he didn't know what he would do for an encore.

That's how a lot of people felt about Sturgis last year. After seeing up to 350,000 bikers milling and swilling, they reckoned Sturgis '91 would be a throw back like, dull, you know, with only 80,000 to 100,000 bikers partying and carrying on.

"Wrong!" says the Black Hills Motor Classic Committee. "Motels have been booked for months. We've had three times as many telephone inquiries, eight times as many inquiries off the street, and we expect 200,000 this year."

Like Christmas, Sturgis attracts because you do much



The First Year

the same thing every time. The 1991 Black Hills Motor Classic promises no creative additions to the program, but everything you've come to expect will be there: Big Daddy Rat with his customs and girls, the vintage people with their Indians and British irons, Southwest HDRA asserting a new drag racing presence, the Jackpine Gypsies tending the holy flame lit by J.C. "Pappy" Hoel back in 1937, partying at the Buffalo Chip Campground, and all the local color of Mt. Rushmore, the Black Hills, Deadwood... hey, we can't list it all. You gotta come see for yourself.

The festivities start Sunday, August 3, and continue on until Saturday, August 11. Bikes, booze, boobs. Races, drags, hillclimbs. Customs, trikes, choppers, antiques. Concerts. Tattoos. V-twin brotherhood and two-wheel fellowship. It warms my blood just thinking about it—not to mention the prospect of a 2,000-mile putt to get there.

No, not a lot of new stuff—but differences to reflect on. Last year, Sturgis dedicated the National Motorcycle Museum and Hall of Fame. Go look, and pay your respects to the people who helped biking become what it is today.

—Sharp

After The 50th



Photos by Mike Lichter

Schedule Of Events

Black Hills Motor Classic • Sturgis, South Dakota • August 3-11, 1991

Daily

Buffalo Chip Campground
(Beginning Sunday, August 4)
Bands: 10:30 p.m.
Miss Buffalo Chip pageant:
midnight

H-D headquarters, Rapid City Civic Center
(Beginning Tuesday, August 6)
Information booth
MDA raffle and silent auction
HOG hospitality
Bike shows
Bike museum

Super 8 Motel, Sturgis
Information booth: daytime
H-D demo rides: 8 a.m.- 2:30 p.m.

Sturgis Dragway
Manufacturers/Distributors Expo:
all forms of performance race
products for street or strip

Bands Expected

Buffalo Chip Campground
The Outlaws
Doctor Hook
Steppenwolf
Wolfman Jack
Ozark Mountain Daredevils
Kentucky Headhunters
Charlie Daniels Band
Marshall Tucker
Little Caesar

Hog Heaven Campground
The 69 Band

Saturday, August 3

Sturgis Dragway
Southwest HDRA drags
racers' check-in/racers' meeting

Sunday, August 4

Sturgis Fairgrounds
Vintage swap meet
Sign-in, British and Indian
Motorcycle Conventions
Practice, vintage 1/2-mile races

Buffalo Chip Campground
Benedictory service: 2 p.m.
Mini Sprint Car races: 6 p.m.

Sturgis Dragway
Southwest HDRA drags
stock series: qualifying
Miss Sturgis contest

Monday, August 5

Sturgis Fairgrounds
Opening Ceremonies: 1 p.m.
Vintage, Indian, and British
motorcycle parade
Vintage swap and field meet

Black Hills H-D
Pre-registration, H-D Run For
The Gold poker run: 9 a.m.-6 p.m.

Jackpine Gypsies Clubgrounds
Vintage TT trials: noon

Buffalo Chip Campground
Short track races: 6 p.m.
Jet-fueled dragster &
Honda meltdown: 8 p.m.

Sturgis Dragway
Southwest HDRA drags
pro series: qualifying (morning)
finals (evening)
Bike Show

Tuesday, August 6

Sturgis Fairgrounds
Vintage 60-mile Black Hills
tour: 9:15 a.m.
Vintage parade, swap meet &
field meet: 2 p.m.

Jackpine Gypsies Clubgrounds
Jackpine Gypsies tour to
Devils Tower, Wyoming
Amateur Short Track races

Black Hills Harley-Davidson
Pre-registration, H-D Run For
The Gold poker run: 9 a.m.-6 p.m.

Rapid City Civic Center
H-D service seminar: 2 p.m.

Buffalo Chip Campground
Short track races: 6 p.m.
Dresser show: 8 p.m.

Sturgis Dragway
Southwest HDRA drags
stock series: finals
Monster truck races

Wednesday, August 7

Sturgis Fairgrounds
Vintage swap meet, parade, thrill
show, exhibition
1/2-mile races: early afternoon
International Motorcycle Auction

Jackpine Gypsies Clubgrounds
Jackpine Gypsies tour to Mt.
Rushmore
Pro-Am Short Track races

H-D Headquarters, Rapid City Civic Center
H-D Run For The Gold poker run:
8 a.m.-6 p.m.

Black Hills Speedway, Rapid City
Camel Pro half-mile races: 7 p.m.

Buffalo Chip Campground
Softail show: 8 p.m.

Sturgis Dragway
Southwest HDRA drags:
full points race: qualifying
Queen of the Hill: 1 p.m.
Monster truck show

Thursday, August 8

Sturgis Fairgrounds
Vintage swap meet, parade, and
1/2-mile races: early afternoon

Hog Heaven Campground
Harley Women Rodeo

H-D Headquarters, Rapid City Civic Center
Ride-in show: 8 a.m.- 4 p.m.
H-D service seminar: 11 a.m.

Buffalo Chip Campground
Hole Shot Street Class drags: 6 p.m.
Custom Rat Bike show: 8 p.m.
Honda meltdown: 8 p.m.

Berry Patch Campground
Brothers of the Third Wheel
lunch and trike show

Jackpine Gypsies Clubgrounds
Pro-Am Short Track races
Amateur Hill Climb: afternoon

Sturgis Dragway
Night of Fire: lightening &
fireworks show
Full points race: finals

Friday, August 9

Sturgis Fairgrounds
Vintage swap meet and
1/2-mile finals

H-D Headquarters, Rapid City Civic Center
H-D fashion show: 2 p.m.
Field events: 11 a.m.-2 p.m.

Buffalo Chip Campground
Hole Shot Street Class drags: 6 p.m.
Jet-fueled dragster &
Honda meltdown: 8 p.m.
Chopper contest & parade of
winners: 9 p.m.

Jackpine Gypsies Clubgrounds
600cc National Short Track races:
7 p.m.
Junior National Pro-Am

Sturgis Dragway
Southwest HDRA drags:
1st Annual East vs. West
Nationals: qualifying

Black Hills Skydiving Club
To set up a jump, call Bob at:
(605) 642-7839

Saturday, August 10

Motorcycle Riders Foundation Raffle, 1991 Fat Boy: at Rat's Hole Show.

H-D Headquarters, Rapid City Civic Center
H-D service seminar: noon

Buffalo Chip Campground
Hole Shot Street Class drags: 6 p.m.
Jet-fueled dragster &
Honda meltdown: 8 p.m.

Sturgis Fairgrounds
600cc National Half Mile
Junior National and Pro-Am

Sturgis Dragway
Southwest HDRA drags
1st Annual East vs. West
Nationals: finals
Miss Southwest HDRA Presents
Awards Ceremony

Black Hills Skydiving Club
To set up a jump, call Bob at:
(605) 642-7839

Sunday, August 11

Sturgis Fairgrounds
U.S. Regional 1/2-mile races

Black Hills Skydiving Club
To set up a jump, call Bob at:
(605) 642-7839

51st Annual Sturgis Black Hills Motor Classic Resources Guide

Airport

Rapid City Regional Airport
10 miles east of Rapid City, on Hwy. 44
(605) 392-4195

Auto Parts

Napa Auto Parts
901 Main St.
Sturgis
(605) 347-2663

Owens Interstate Sales
2200 Lazelle
Sturgis
(605) 347-3621

Alta Auto Supply
1025 Sherman
Sturgis
(605) 347-2547

Campgrounds

Bear Butte Creek Campground
Highway 34, east of Sturgis
(605) 347-5715

Bear Butte State Park
I-90 exit 32, 5 miles east of Sturgis on Highway 79.
No showers or RV hook-ups.
(605) 347-5240

Buffalo Chip Campground
Highway 34, Airport Rd.
(605) 892-2033

Day's End Campground
I-90 exit 30.
RV hook-ups, groceries, showers, laundry, tent sites.
(605) 347-2331

Eagle's Landing Campground
I-90 exit 30, 1/2 mile west of Sturgis on North Service Rd.
(308) 762-2735

Elk Creek Campground
I-90 exit 46. RV hook-ups.
(605) 787-4884

Glencoe Campresort
Highway 34, 2 miles east of Sturgis.
RV hook-ups, showers, shaded camping, concessions, firewood, free morning coffee.
(605) 347-4712

Glencoe Camper Rentals
Travel trailers at Glencoe Campresort.
(605) 347-3920

HOG Campground
Highway 79, 5 miles north of Sturgis Dragway.
Showers, shade, quiet.
(605) 347-2431

Lund's Campground
I-90 exit 30, 1/2 mile past Super 8 on Whitewood Rd. Free firewood, vendor spaces.
(605) 347-4843

HOG Heaven
I-90 exit 30. Showers, food, entertainment.

Sidecar Sally's Saloon.
Vendor spaces.
(605) 348-5175

Mooney's Hog Farm and Campground
I-90 exit 46, Elk Creek Rd. Shade, showers, RV hook-ups.
(605) 787-4355

Rushmore Shadows Resort
Highway 16, 40 miles south of Sturgis.
Clubhouse, pool, showers, laundry, store.
(605) 343-4544

Sturgis Motorcycle Campground
I-90 exit 32. Shade, firewood, showers.
(816) 566-3366

Sturgis Run Cycle Camp
2160 Dolan Creek Road, 1 mile from Sturgis.
Showers, food.
(605) 347-4395

Tilford Estates Campground
I-90 exit 40.
Shade, showers, food.
(605) 347-3848, (605) 578-3629

Tilford Gulch Campground
On Service Road. From Rapid City: I-90 exit 44. From Sturgis: I-90 exit 40.
Showers, meals.
(605) 787-5573

Vanocker Campground
I-90 exit 32.
(605) 347-4556

Chamber of Commerce

Belle Fourche Chamber of Commerce
(605) 892-2676

Deadwood/Lead Chamber of Commerce
(605) 578-1876

Rapid City Chamber of Commerce
(605) 343-1744

Spearfish Chamber of Commerce
(605) 642-2626

Sturgis Chamber of Commerce
(605) 347-2556

Fairgrounds

Sturgis Fairgrounds
I-90 exit 32

Hardware

Coast-to-Coast Hardware
734 1st St.
(605) 347-3681

Hardware Hank
1123 Main St.
(605) 347-5313

Hospital

Sturgis Community Health Care Center
949 Harmon St.
Sturgis
(605) 347-2536

Information

Harley Headquarters
Rapid City Civic Center
444 Mt. Rushmore Rd.
North
Rapid City

Super 8 Motel
I 90 exit 30, Hwy. 14 A
(605) 347-4447

Parts & Service

2 Wheelers Motorcycle Shop (parts)
1124 Main St.
Sturgis

Black Hills H-D/Yamaha (parts & service)
141 E. Omaha
Rapid City
(605) 343-9362

Blackhawk V-Twin's Custom (parts & service)
11720 JB Rd.
Blackhawk (exit 48)
(605) 787-6363

Rock's Place (parts & service)
1008 North St.
Whitewood
(605) 269-2492

Sturgis Harley-Davidson (parts)
1073 Main St.
Sturgis
(605) 347-3585

Police & Ambulance

(605) 347-2573

Post Office

999 Main St.
Sturgis
(605) 347-3836

Racing Grounds

Jackpine Gypsies Club Grounds
I-90 west, exit 30
Sturgis

Sturgis Dragway
Hwy. 34 east, Hwy. 79 north
Sturgis

Towing

Walt's Towing (tows bikes)
Raccoon Rd.
Sturgis
(605) 347-2764





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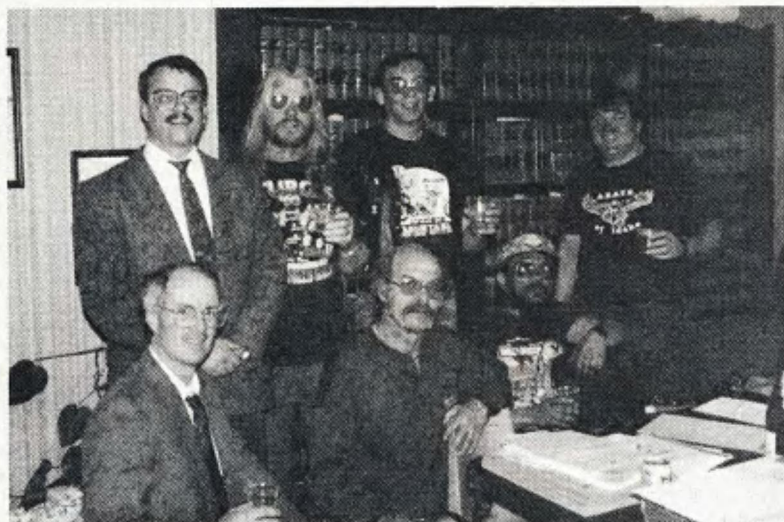
GETTING NASTY OUT THERE A HELMET LAW FIGHTER'S NATIONAL UPDATE

Earlier this year, over 12 states had a total of 38 helmet laws under consideration. As of press time, that number's been whittled down to nine, more or less.

Colorado bikers, in conjunction with the Colorado Motorcycle Safety Association, beat back a helmet bill, partly by emphasizing the value of rider education.

In **Connecticut**, two helmet law proposals died in legislative committee. However, Rich Paukner, Legislative Director for the Connecticut Motorcycle Riders Association, warns that the proposed laws could come up again as amendments to some other bill.

In **Idaho**, the Idaho Coalition for Motorcycle Safety (ICMS) got wind of a proposed bill to extend the under-18 helmet law to all riders. ICMS passed the word to Idaho ABATE, ABATE passed the word to its members and to other bike groups, and in only a few days Idaho riders had written over 700 letters opposing the extension of the law. Nobody counted the phone calls, but the Transportation Committee got so many that they withdrew the bill.



Idaho Coalition for Motorcycle Safety and Idaho ABATE at Victory celebration.

In **Maryland**, the Motorcycle Riders Foundation (MRF) and its spokesman, Gus "Pappy" Haag, made an anti-helmet case strong enough to kill two House bills—but that leaves one more in the Senate.

In **New Hampshire**, bikers succeeded against a bill that would have extended the under-18 law to all riders, and two similar bills in **New Mexico** died likewise.

That's the good news, but plenty of bad news remains. **Hawaii** has eight bills under consideration that would extend the under-18 law to all riders and to moped operators.

Illinois has two bills to

put helmets on riders under 18 and another to put them on all riders. State Senator John J. Cullerton apparently intends to let the under-18 law go down easy, then jam the "all rider" law through while everybody's resting from beating the under-18 law. The Dukane Chapter of ABATE is working hard on this one, and can use help.

Iowa proposes helmets for riders of "motorized bicycles" (?) under 18. **Kansas** wants to extend the burdens of its under-18 law to all riders. **Maryland**, as noted, still has an "all ages" proposal in the Senate.

Massachusetts has four

bills that would require riders with learner's permits or those under 21 who haven't completed a rider education course to wear helmets, and another two that would require helmets on all learners and all riders under 21—enough different proposals to create enough confusion to sneak one of them through. Keep an eye out.

Minnesota has a bill to require proof of "catastrophic" insurance as a condition of registering a motorcycle, and another to put helmets on both riders and passengers of all ages. Minnesota ABATE has sounded the alarm.

Rhode Island has a bill

to extend the helmet requirement for passengers to operators, and another to require a helmet on riders convicted of speeding.

South Carolina has a proposal to extend its under-21 law to all riders.

So far, bikers have won six out of 15, and could win more before the year's out. On the other hand, they're set to lose badly in **California**. The Assembly and the Senate have passed Assemblyman Floyd's helmet bill by solid majorities, and the new Governor, Pete Wilson, is expected to sign it, since he once signed onto a federal helmet law.

Since California is regarded as a bellwether state, to lose here could have the disastrous effect of encouraging the helmet lobby in other states.

The pro-helmet forces are among the most persistent in the country. For example, bikers have complained about being discriminated against, but the helmet lobby is trying to fix that: they have bills in **Maryland**, **New Jersey**, **New York**, and **Oregon** to require helmets on bicycle riders, and **Washington** has a bill to put them on

GETTING NASTY—CONTINUED

snowmobile operators.

With bicyclists now on the official list of "public burdens," people on crutches or horseback can't be far behind. At this rate, when the time comes to require helmets on people in cars, the public may be so brain-washed, or battle-fatigued, that they'll go along with it.

Even so, good news can be found: in 11 states, riders and ABATE chapters have a total of 17 repeal bills before their state legislatures. Check that twice: *repeal*. It can be done. They're aiming for it in **Arkansas, Georgia, Michigan, Nebraska, New York, Pennsylvania, Rhode Island** (for passengers), and **Texas**.

In **Oregon**, one bill would exempt riders of antique motorcycles from the helmet law, and another would exempt people who can give a medical reason for not wearing a helmet. However, both these bills appear dead for the season, so no relief is in sight up in the Beaver State.

A proposal in **Washington** would exempt riders in special events, and a **Florida** bill would exempt riders over 21 on *Sunday*.

In **Nebraska**, the meter maids who run Cushman three-wheelers complained that helmets were hot, heavy, and a

would have been on the way to admitting helmets aren't good for anybody else.

In all these state helmet battles, three generalities emerge. First, the appeal to individual liberty, to the "right" to ride without a helmet, does

legislators nor any of the prominent newspapers bothered to make the calculations to demolish the "public burden" claim.

As a third generality, the helmet wars have revealed an incredible ignorance about the effectiveness of helmets, an

times who wore helmets and died nonetheless.

These generalities suggest modes of argument against helmet laws—and you're going to need all you've got, for Representative Jim Cooper (D-Tenn.), the same one who tried last year, is back with House Resolution 1782, an amendment to the highway authorization bill for 1991 that will amount to a federal helmet law.

In writing your state and federal senators and representatives, do assert the notion of "rights," but don't let "rights" get tarred with the brush of irresponsibility. Otherwise, squeeze the truth out of the "public burden" numbers, and emphasize the fact that helmets don't improve the situation.

The number of helmet laws that have lost, the number of repeals under consideration, and the desperation of the helmet lobby in reaching for kids on bicycles indicates that the battle may be going our way. But don't let up just because some of them are on the run.

THE HELMET LOBBY IS REACHING FOR KIDS ON BICYCLES

general nuisance, so the legislature proposed to exempt them from the helmet law (but forget the bikers!). However, the bill, LB 628, appears dead in committee. A pity, because if LB 628 had passed, bikers' objections to helmets would have been written into law, and once the legislature admitted that helmets aren't good for meter maids, they

carry some weight with many legislators, but most are more influenced by arguments that involve money.

Second, the tired fallacy of "public burden" continues to be the main ammunition of the helmet lobby (see the article on page 92).

The arithmetic isn't difficult and the figures are available to everyone, but none of the pro-helmet

ignorance exemplified by Colorado legislator Jana Mendez, sponsor of the helmet bill, who said she wanted to see motorcyclists "walk away" from an accident, rather than be "carried away." Apparently, the woman really believes that, which means she's never read the DOT standards for helmet performance, nor seen the figures for the number of accident vic-

MRF RAFFLE BIKE—HELLUVA CAUSE

For several years now, the Motorcycle Riders Foundation (MRF) has raffled off a customized Harley during the Black Hills Motor Classic festivities in Sturgis. For Bike Week 1991, the bike is a '91 model Fat Boy, prepared by Twin Cities Harley-Davidson North, in Minneapolis, Minnesota, with patriotic American graphics by

Hombre Custom Paint.

A chance to win the ride costs ya \$2 and the odds are a helluva lot better than what the state lotteries can offer. Furthermore, the proceeds go to finance the fight for the rights of motorcycle riders—so buy a dozen.

For more info on how to buy tickets, call the MRF at: (612) 522-8024.



Photo by Mike Farabaugh

POCKET FACTS

For several years now, Bikers Against Manslaughter (BAM) has printed up "Helmet Facts," a digest of helmet and helmet law facts on a billfold-sized card, and made the card available for distribution by biker organizations.

BAM has just issued the latest edition of the card, and made up a handy, little box for set-

ting the cards out in your clubhouse. Along with the card, BAM offers red, white, and blue bumper stickers that proclaim "Freedom of Choice" on the helmet issue.

BAM invites biker groups to sell the stickers for a buck or so a piece to build up their treasuries. For more information, call 1-800-4-BIKERS.

—Toejam



STREET ASSISTANCE FOR THE DOWNED

In our August 1990 issue, "Shitty" Steele, who was sequestered from polite society by certain well-intentioned officials, wrote to say he had information about social security benefits available to bros suffering downtime.

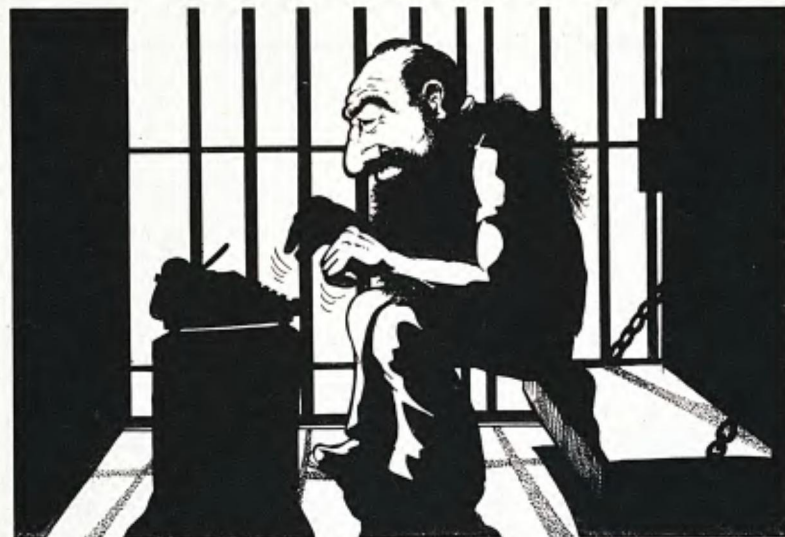
Shortly thereafter, those aforementioned public officials perceived the error of their ways, and delivered Shitty from his lodgings in the Graystone Hotel. With Shitty back on the road again, nobody could get in touch with him to find out about the benefits in question.

Recently, Rob Muntz, of Wilkes-Barre, Pa., filled in this information gap. Rob says serving time makes you a member of a "disadvantaged minority," and here's how to make the most of it:

1) A couple of months before you're due out, write to:

Department of Health and Human Services/Social Security Administration, Box 19001, Olympia, WA 98507.

Ask for information about benefits for pris-



oners under Public Law 93.365.92.603, Code R.C.W. 72.02.040, and ask for the address of the Regional Director the Social Security office in the area you'll be paroling to.

2) Write the Regional Director and say you've turned in your parole plans and that you want to apply for \$980 per month in Social Security Insurance benefits. Ask that the application be sent to an address in your parole area. These details are covered in R.C.W. 72.02.040. Keep a copy of your letter.

3) Once you're out, go to the neighborhood Social Security Insurance office and apply for benefits under R.C.W. 74.29.105. Take the copy of the letter you wrote to the Regional Director.

4) Being down also qualifies you for disability benefits. However, these benefits are in a different category from the "disadvantaged minority" benefits and require a separate application at the SSI office. You have to be persistent with this one, and may have to file the application three or

four times, but once approved, you're eligible for \$310 a month for every month you were down.

5) Contact the U.S. Department of Social and Health Services and apply for vouchers for food, housing, and clothing, plus an immediate \$180 in food stamps.

6) Contact the local U.S. Housing and Urban Development office. You may be eligible for low-cost housing.

7) If you know a trade, the Division of Vocational Rehabilitation can help you get started

again under R.C.W. 72.02.100. Go to various stores to check prices, and give Voc Rehab a list of the clothes and tools you need. You could get up to \$1,500, and even an extra \$100 "gate money."

8) Need a job? The "targeted jobs" tax credit program will pay half your wages and give your employer a \$3,000 tax write-off the first year you work, and \$1,500 the second year if your job constitutes "training."

9) Remember all the nice, cozy bike shops you thought you'd like to start up while you were dreaming inside? The Small Business Administration might give you a start-up loan. Also, check out the Minority Business Development office within the Department of Commerce. They provide financial help in starting a (minority) business.

You'll get the details from the national social security headquarters in Olympia. The paperwork will be a quite a chore, but it might be some of the best paid work you've ever done.

—Maestro

TAXING AT GUNPOINT—

THE MUSTANG RANCH

After the world's most famous whorehouse, the Mustang Ranch, got sold at an IRS tax sale, the officials of Storey County, Nevada, promptly issued the new owners a license to operate a brothel. Seems the County badly needed the \$60,000 license fee and the two percent sales tax on every "occupied room" (that's what they call it.)

Clark County, Washington, doesn't have any whorehouses, and they didn't want to rile the people by raising taxes. So, they decided to raise money the modern way. The Sheriff's Department bought 54 radar guns, and they expect to raise \$1,000,000 a year in speeding tickets.

Even at Mustang Ranch rates, two percent would wear out a lot of bedsprings before it

brought in \$1,000,000. On the other hand, the Mustang Ranch pays its own help, but those sheriff's deputies cost Clark County a lot of money.

We wonder if Clark County is really taking the best way to more money. Maybe they should legalize whorehouses and tax screwing. On a cost-effective basis, one energetic whore at two percent per "occupied

room" might generate more net income for the County than a deputy sheriff who costs at least \$100,000 per year in salary, benefits, car, insurance, fuel, and radar gun.

Take the logic a step farther: maybe Clark County should set up their own whorehouses and take the 40 to 60 percent the house gets.

Given a friendly cat-house or two along In-

terstate 5, the truckers, traveling salesmen, and bikers passing through would leave quite a bit of change behind.

These possibilities ought to be considered before the sheriffs zap everybody with radar guns and tickets. Meanwhile, stay on the Interstate when crossing Clark County. The sheriff's boys are gunning for you on the back roads.

ZAP! YOU'RE DEAD, COOKED, STERILE

Over the past several years, lawmakers in one place or another have claimed that practically everything causes cancer—and, therefore, must be stopped. AT ONCE!

No surprise, then, to discover that police radar guns may cause cancer. The evidence is a bit thin, but the National Motorists Association reports that Tampa and St. Petersburg, Florida, have nonetheless suspended their use of police radar.

In addition, Ohio State Trooper Gary Poynter contends that radar guns emit dangerous levels of radiation. Poynter cites instances of policemen who used radar units mounted behind them and who developed cancer in the neck or ears, and further cites the case of a California policeman who developed cancer in the leg he habitually rested his radar gun on.

In California, you can't go to a junkyard without

passing a big, legally-required sign that tells you you're entering an area full of substances "known to the State of California to cause cancer." Wonder how long before we have highway signs warning us to get off the roads because police radar causes cancer?

—Toejam



UNDER THE EVIL EYE

From RADAR, the people who promote the fight against police radar, we learn how much Big Brother likes to keep the peons under their watchful eye. Here's what's going on around the country:

California and Pennsylvania—legislative bills to allow police to

use radar.

Hawaii, Illinois, Indiana, Massachusetts, Missouri, New York, South Carolina, Tennessee, and West Virginia—bills to outlaw the use of radar detectors.

Hawaii, Massachusetts, Missouri, and New York—bills to outlaw the sale of radar detectors.

Illinois—bill to outlaw possession of a radar detector.

Oregon and Virginia—bills to allow photo radar.

The good news is that the peons are fighting back (that's what happens if you let them vote, as Gorbachev found out).

Connecticut—three legislative bills to repeal the

ban on radar detectors.

Arizona, California, Iowa, and Utah—bills to limit or prohibit the use of photo radar.

Rhode Island—bill to prohibit insurance discrimination against users of radar detectors.

You'd think state legislatures would have better things to do than pass

more radar laws—and you would totally misunderstand the situation: police radar is a way of imposing a "road tax" in the name of "safety." Nobody can prove that police radar ever did anybody any good, but it has certainly helped fill the public treasuries.

—Toejam

I'M GUILTY—SO LET'S WHIP YOU

Guilt makes people do strange things. Like, when your ol' lady screws the postman while you're at work, she'll be bitchy with you when you get home. That's because she feels guilty about what she's done and wants to slough it off on you.

The saddest instances of this kind of warping follow the death of a child. Notice, for example, how some of the loudest lid advocates are parents of riders who got killed riding bare. The

parents feel guilty because they think they failed in some way, so they try to get themselves off the hook by blaming the death on the lack of a helmet.

However, this psychological ploy will work only if they can make everybody wear helmets. If people can ride without helmets, that leaves the responsibility for the death on the dead child—or on the parents because they didn't do anything before the unfortunate occurrence.

This is what's going on in New Jersey. A couple of years back, a 13-year-old skier died after she fell down and got hit on the head by the skier behind her.

Now, for the moment, just overlook the fact that the kid was on an "expert" slope full of deep moguls—no place for a small person, especially a beginner. On the wrong slope or not, her father is a doctor—you

know, intellectually inflexible and morally superior—so the kid's death hit especially hard. To assuage his guilt, the doc has spent the last two years trying to get a lid law for skiers.

So, what's the point for bikers? Just this: when somebody tries to penalize you for his own guilt, you have a right and reason to look into his motives, even if the motives do him no credit. Point-

ing out that somebody wants to atone for his own guilt by flagellating you may sound like dirty pool, a nasty way to fight, but since the lid advocate will stop at nothing to shift his guilt onto you, you are justified in using nasty tactics to keep him from it. In fact, with people like that, nasty tactics are about the only way that works.

—Sharp



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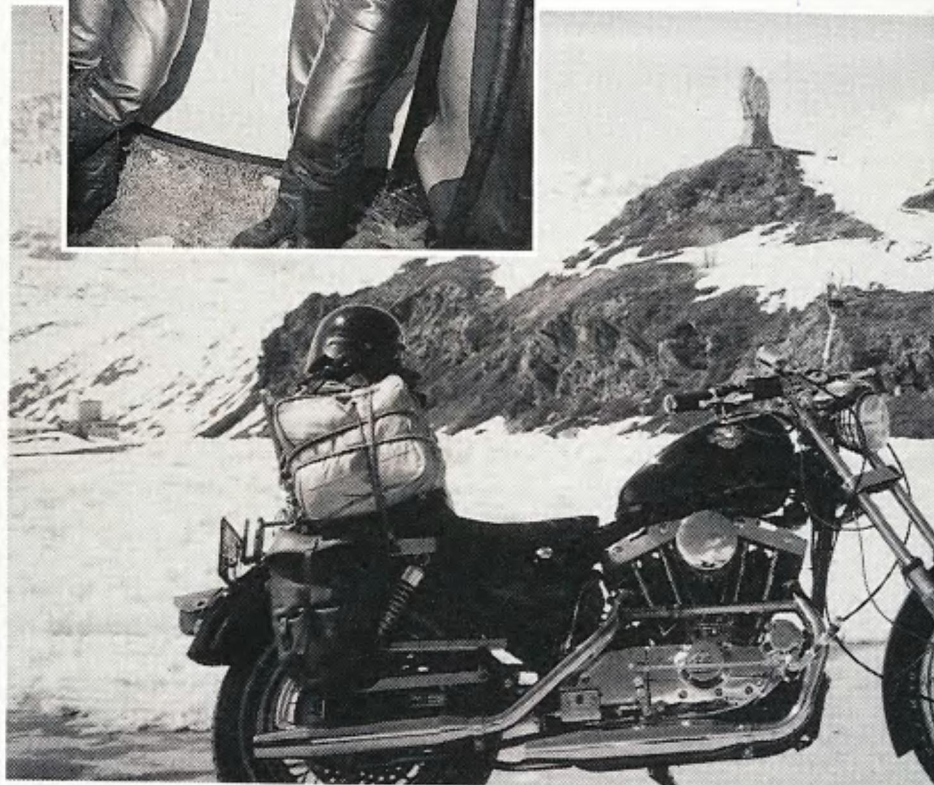
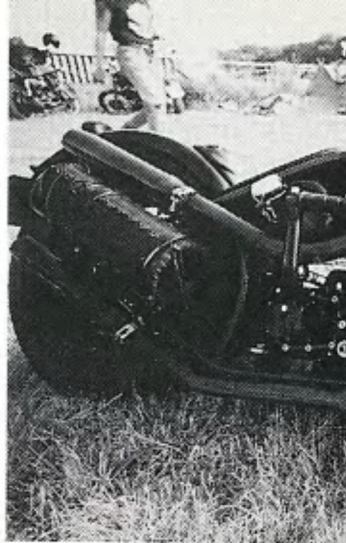
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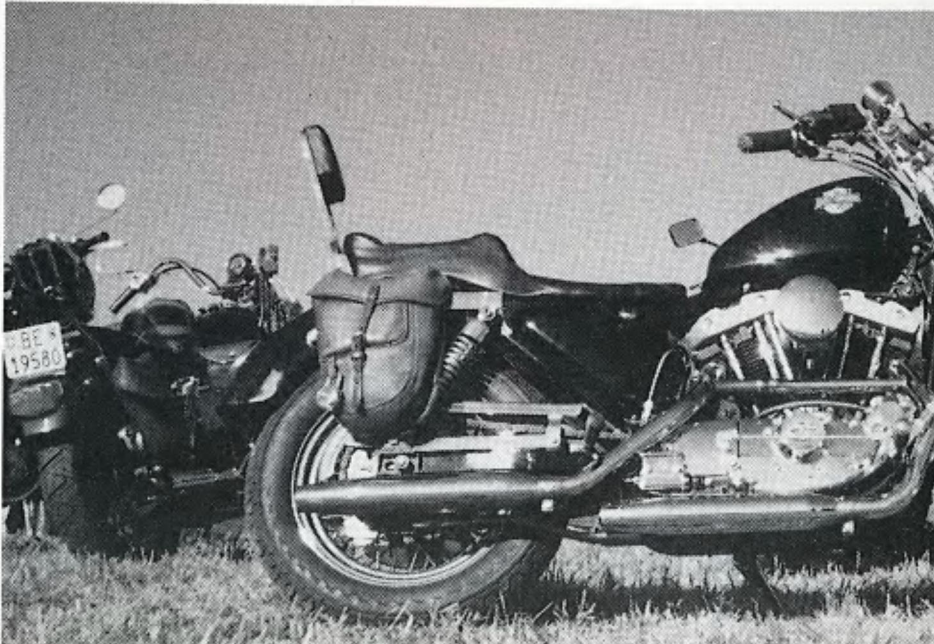
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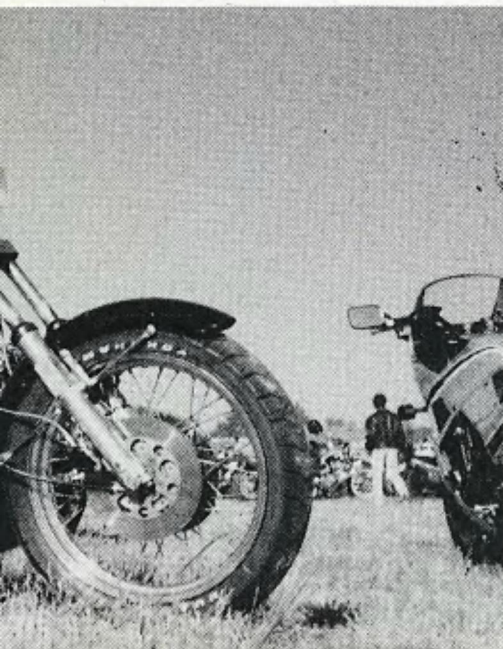




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Bikers' Rights Organizations Nationwide

The following groups and individuals are bustin' ass to keep our faces in the wind, an' they need your support to keep the legislative wolves at bay. Write the organization in your state, and they will direct you to the chapter nearest you. Changes, additions, and deletions should be sent to: Bikers' Rights, Box 3000, Agoura Hills, CA 91301. Since space is at a premium, we are unable to list every chapter, phone number, and contact.

ALABAMA

Alabama Riders Association/ABATE
Box 360095
Birmingham 35216

ALASKA

ABATE of Alaska
Anchorage Chapter
Box 92213
Anchorage 99517-2213
(907) 246-7828

ABATE of Alaska

Tanana Valley Chapter
Box 74773
Fairbanks 99707

ARIZONA

ABATE of Arizona
State Office
2530 E. Harrison St.
Phoenix 85034
(602) 956-9899

ABATE of Arizona, Inc.

East Valley District
3135 S. 48th St., Suite 3, Box 69
Tempe 85282
(602) 968-8985

ARKANSAS

ABATE of Central Arkansas, Inc.
Rt. 2, Box 1388
Dardanelle 72834

ABATE of Arkansas, Inc.

8120 Doyle Springs Rd.
Little Rock 72209

CALIFORNIA

Brothers of the Third Wheel
1229 S. Monterey St.
Alhambra 91801

Bikers Against Menslaughter
National Headquarters
5455 Wilshire Blvd., Suite 1800
Los Angeles 90036
(800) 4-BIKERS

PAC-MAN

Box 212
New Almaden 95042
(408) 866-5771

ABATE of California, Local #1

Los Angeles County
11021 Hesby #3
North Hollywood 91601
(818) 769-3684

Leather & Lace, L.H.R.A.

High Desert Chapter
1207 E. Caperton
Lancaster, CA 93535

CANADA

ABATE of Canada
Alberta Chapter
Box 685, Station J.
Calgary, Alberta T2A 4X8

Central Ontario Cycle Association

RR 1
Churchill, Ontario L0L 1K0
(705) 456-6622

ABATE of Ontario

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Downsview, Ontario M3H 2S5

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Arvada 80001-0269

Riders for Justice

Box 1366
Loveland 80539

CONNECTICUT

Connecticut Motorcycle Riders Assoc.
Box 56
New Britain 06050
(203) 229-1638

Connecticut Motorcycle Riders Assoc.

Box 186
Terryville 06786

DELAWARE

ABATE of Delaware
New Castle County Chapter
Box 10765
Wilmington 19850
(302) 453-0490

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ABATE of Florida
Polk County Chapter
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Eaton Park 33840
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ABATE of Florida

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Hollywood 33083
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Lake City 32056-2785

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ABATE of Georgia
Box 669
Pine Lake 30072
(404) 294-8962

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Street Bikers United
Box 1314
Honolulu 96807

Associated Committee for Bikers

5609-2A Monau Rd.
Kapa, Kauai 96746

IDAHO

ABATE of Idaho
Box 331
Blackfoot 83221-0331
(208) 784-4382

ABATE of Idaho

Kootenai District
Box 2244
Coeur d'Alene 83814

ILLINOIS

ABATE of Chicago
Membership Office
10811 S. Whipple
Chicago 60655
(312) 238-2824

Brothers of the Third Wheel

Box 345
Coal Valley 61240

ABATE of Illinois

Pao-Taz Chapter
Box 6036
Peoria 61601

ABATE of Illinois

DuKane Chapter
Box 188
West Chicago 60185

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ABATE of Kansas

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Lexington 40594

Kentucky Biker Association

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Louisville 40216

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Capital Area Chapter
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Baton Rouge 70815
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ABATE of Louisiana

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Jefferson 70181
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MAINE

United Bikers of Maine
Box 844
Auburn 04210

United Bikers of Maine

Box 728, Ocean Point Rd.
East Boothbay 04544
(207) 633-6138

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ABATE of Maryland
Box 1733
Annapolis 21404
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ABATE of Maryland

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Modified Motorcycle Association
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Dorchester 02122

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ABATE of Michigan
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Dearborn 48121
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Paralyzed Wheels Foundation

4703 S. Division
Wayland 48348
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Minnesota Motorcycle Riders Assoc.
Box 27528
Minneapolis 55427
(612) 541-1704

ABATE of Minnesota

4610 Colfax Ave. N.
Minneapolis 55412
(612) 522-8024

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Hernando 38632
(901) 795-1222

ABATE of Mississippi

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Pearl 39208
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Box 520211
Independence 64052
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ABATE of Missouri

RR 1, Box 85
Princeton 64673
(816) 586-2291

Freedom of Road Riders

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MONTANA

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Billings 59107-0395

ABATE of Montana

Helena Chapter
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Helena 59601

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ABATE of Nebraska
Box 30332
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(402) 796-2523

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Nevada Association of Concerned Motorcyclists
Box 29566
Las Vegas 89126
(702) 870-6121

ABATE of Nevada

Northern Chapter
Box 497
Valmy 89438
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NEW HAMPSHIRE

New Hampshire Motorcycle Rights Organization #18
72A Old Derry Rd.
Londonderry 03053
(603) 627-3528

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Franklin Lakes 07417
(201) 891-4252

ABATE of South Jersey

Membership Address
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Hammonton 08037
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Albuquerque 87125

ABATE of New Mexico

Alamogordo Chapter
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Tularosa 88352

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Elon College 27244
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ABATE of North Dakota
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ABATE of Ohio

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American Motorcycle Association

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Westerville 43081
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District 3
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Cherokee Strip Chapter
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Ponca City 74601

ABATE of Oklahoma

Box 582078
Tulsa 74158

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Portland 97208

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Salem 97304
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Ambridge 15003
(412) 857-3130

ABATE of Pennsylvania

State Office
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Harrisburg 17105
(717) 761-6680

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Rhode Island Motorcycle Association
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Cranston 02910

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Box 7868
Warwick 02887

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ABATE of South Carolina
2062 Edisto Ave.
Charleston 29412

Concerned Bikers Association

State Office
Box 1361
Lexington 29072

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ABATE of South Dakota
Box 88213
Sioux Falls 57105

ABATE of South Dakota, Inc.

Black Hills Chapter
P.O. Box 742
Sturgis 57785

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Concerned Motorcyclists of Tennessee
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Nashville 37214

CMT/ABATE

Box 140585
Nashville 37214

TEXAS

Texas Independent Motorcyclists

Denton Chapter
Box 23243
Denton 76204

ABATE of Texas

Houston Chapter
Box 755081
Houston 77275

ABATE of Texas

Arlington Chapter
Box 556
Kennedale 76060
(817) 478-8475

ABATE of Texas

Houston Northside Chapter
4305 Spring Cypress Rd.
Spring 77388
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ABATE of Utah

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Salt Lake City 84152
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Montpelier 05602

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Alexandria 22303-0348
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Leather Ladies MC

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Ashland 23005-6041

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ABATE of Washington
Cowlitz County Chapter
Box 328
Kelso 98632

ABATE of Washington

Skaft Valley Chapter
Box 2101
Mt. Vernon 98257

Washington Motorcycle

Safety Association
Box 622
Omak 98841

ABATE of Washington

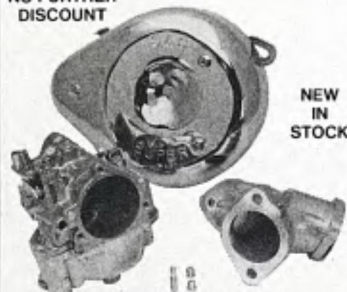
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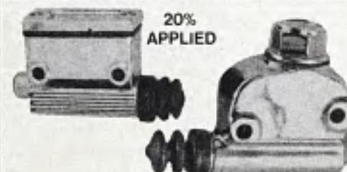
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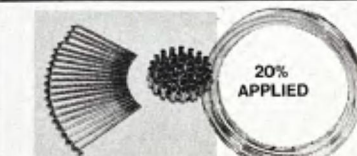
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PASSIN' GAS

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



"Shit! I just stepped on another baby Honda!"

Whaddaya call monkeying around with Miraculous Mutha? Baboontang.

—Al Troxler
Greensboro, N.C.

Definition of "I do": the biggest damned lie I ever told.

—Dave Chance
Crescent City, Calif.

Crazy Eddie accompanied his ol' lady when she went in for her annual checkup. Afterwards, while she was getting dressed, the doc came out of the examining room and said, "Frankly, I don't like the way she looks."

"Shit, neither do I," said Crazy Eddie, "but she's handy around the house."

—Mad Dog
Doin' It

Fred was down to his last \$20 and out trolling the town for a cheap hooker. He finally spotted a likely candidate and laid his best sales pitch on her. The whore, unimpressed, curtly told Fred that the best she could give him for 20 bucks was a Penguin Fuck, take it or leave it.

"What the hell is a Penguin Fuck?" Fred asked.

The hooker snapped up his dough and said, "Here, I'll show ya." She dropped to her knees, yanked his Levi's down to his knees, and started blowin' his pud: When she sensed Fred was ready to shoot his wad, the whore jumped to her feet and immediately started off down the street, with Fred waddling after her, yelling, "Wait! Wait! Wait!"

—Scrapp
Welch, W.Va.



While out riding with the bros one day, Hawk was asked why he always sent his ex-ol' lady her alimony payment 15 days early. Hawk shuddered and explained, "I'm afraid that if I ever fall behind in the payments, she might decide to repossess me."

—Paul Quade
Kenai, Alaska

Why is the new contraceptive sponge such a bitchin' idea? 'Cause after ya pork yer ol' lady, she can get up and wash the dishes.

—Don Lindal
Winnipeg, Canada

Whaddaya call a leper in a sleeping bag? A burrito.

—BLT
The Heartland

How do ya get 1,000 cows into a barn at the same time? Put a Bingo sign on top of it.

—Bad Bart
Brainerd, Minn.

If mothers have Mother's Day and fathers have Father's Day, what do bachelors have?

Palm Sunday.

—Mad Mack
Illinois

On the advice of a marriage counselor, Mad Mike and his ol' lady Sue rented a lakeside cabin for a weekend together. When they returned on Monday, Sue's best friend asked her, "So how did you and your ol' man get along over the weekend?"

"Pretty good. Every morning he took me out to the middle of the lake in the rowboat and let me swim back."

"Jeez, hon, wasn't that kinda far to swim?"

"It was okay," Sue said. "The hard part was getting outta the bag first."

—Kippy
Inside

Why do wannabes wear denim rubbers?

'Cause they shrink to fit.

—Limeade
Los Lunas, N.M.



"C'mon, sit on my face—just think of it as a hayride!"

Two bearded, smelly, middle-aged hippie leftovers from the '70s were walking down the street when they met a priest who had his arm in a cast.

"Oh wow, like what happened, dude?" the hippies asked the padre.

"I fell down in the bathtub and broke my arm," replied the man of the cloth.

As the hippies continued walking, one asked the other, "Like wow, man, what's a bathtub?"

The other said, "Hey, how would I know?—I ain't Catholic."

—The Mountain Wolf
Grampian, Pa.

Why should ya always guard yer ass when yer in a hospital?

'Cause it's enema territory.

—V.D.
West Coast

Two graybeards, Trapper and Lumpy, were bellied up to the bar, reminiscing over a bottle of Jack Black. "Ya know," mused Trapper, "when I was 30, my boner was so hard that I couldn't bend it with both hands. Then when I was 40, I could bend it about 10 degrees, and after I turned 50, I could almost bend it 20 degrees."

"So?" grumbled Lumpy. "What's yer point?"

"Well," Trapper continued, "I just passed 60, and now I can bend it at least 30 degrees with just one hand." He paused to down another shot and then asked, "Lumpy, just how much stronger do ya think I'm gonna get?"

—Trucker
Greenland



"Hey, dude, you're the one who said 'At ease!'"

Most common classified ad currently running in Iraqi newspapers: *For sale, one AK-47. Never been fired, only dropped once.*

—Gerald Von Langley
Rosharon, Texas

What did the mechanic's ol' lady say when he slipped his hand down to her crotch while she was sleepin'?

"Stay outta my fuckin' box!"

—Mad Mike
Wauconda, Ill.

Reliable sources have it that soon after the conclusion of the war in the Persian Gulf, Iraq adopted a new flag design: It's a white star on a white background, carried on a stick.

—Mick Hamilton
Ocala, Fla.

Another name for a string bikini: butt floss.

—Butch Leppi
San Martin, Calif.

Four out of five doctors say that if they were stranded on a desert island with no lawyers, they wouldn't need any fuckin' aspirin.

—Tabbacky
Inside

Definition of *alimony*: a man's cash surrender value.

—Jeff
Locked Down



"Listen up, pup! I'm only going to show you once what these newspapers are for."

What's the main difference between Iraqi tanks and American tanks?

Iraqi tanks have backup lights.

—Slayer
Oklahoma

When Saddam Hussein, known as "The Sword of Islam," suddenly withdrew his troops from the war theater, could ya call that *Kuwaitus interruptus*?

—Fat Boy
Rockies

What's the difference between cheatin' on yer ol' lady and cheatin' on yer taxes?

If ya tell the truth about yer taxes, the Internal Revenue Service will still wanna fuck ya.

—Rex Keith
Fort Charlotte, Fla.

Whaddaya call a Tijuana whore who gives it away?

A free-holey.

—Lyle Hood
Crescent City, Calif.



A bro we know came through with a down payment on a new Heritage, and then he got his ol' lady a new Schwinn—now she's peddling it all over town to pay for them.

—K. Huston
Vegas

Fast Frank had just returned from Daytona and was telling his closest bro about a mishap he'd had on the trip. "On the second day, the ol' lady fell offa the back of the scooter and got knocked out cold," he said. "I called a doctor, and after he examined her he said she'd be unconscious for at least three weeks."

"Shit, bro, what didja do?" asked his bro.

"Fuck, what could I do?" said Fast Frank. "I moved to a cheaper hotel."

—Sandwich
Crescent City, Calif.



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BROTHERS AND SISTERS WHO STAND OUT IN THE CROWD

Paul Lax

Los Angeles, California

As the Executive Director for ABATE of California, Paul Lax spends 25 hours a day, eight days a week, telling anyone who'll listen to him that "The key to survival on the streets is a matter of equal parts skill, confidence, and common sense."

Paul derived his formula for successful riding from 23 years of racing and road riding, including several trips to Sturgis, touring, and his daily commute to his office in downtown L.A., where he works in his spare time as a corporate trial attorney.

Another important goal is to increase ABATE membership, which has damn near doubled since Paul was appointed in 1990. If just 1/3 of California's

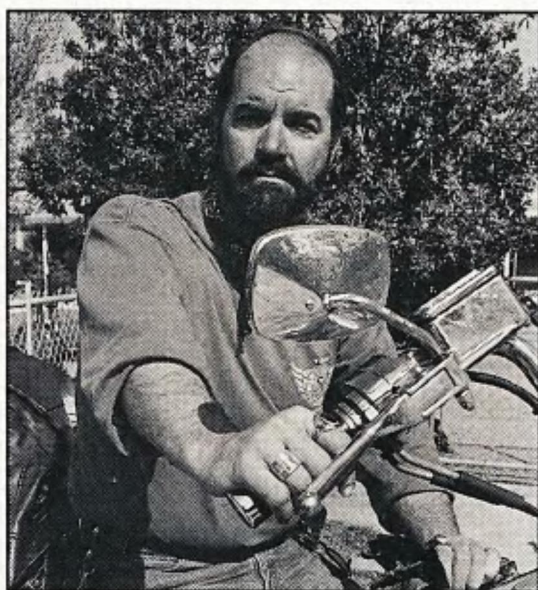


Photo by Bill Bish

840,000 licensed motorcycle riders would join ABATE, we could ensure a helmet-free state. "At that point," says Paul, "legislators would be asking what they could do for us,

rather than to us."

For information on joining, drop a line to ABATE of California, Box 8, Oak View, CA 93022. Get involved.

—Bill Bish, BAM

Betty Schmidt and Peg Biehl

New Port Richey, Florida



Photo from Betty Schmidt

This is Betty Schmidt, of New Port Richey, Florida, all 5 feet 2 inches of her, standing behind her maroon 1984 dresser. Her sister, Peg Biehl, in the jeans and boots, rides a 1989. They both put in about 16,000 miles a year.

Betty got introduced to bikes when she was just six weeks old. Her parents stuffed her in the toe of a sidecar, and packed hot bricks around her to keep her warm during a wintertime run.

Peg started riding later in life, when her husband's job took him one direction and her job took her another. She's made up for lost time, though, and recently took a 11,000-mile run up into The Great White North.

Betty is 69, recently got a rose tattoo on her upper left quadrant, and lets her grandson ride her Harley if he's been a good boy (grandmothers are like that). Peg, 71, calls her dresser her "habit," and then has to explain to people that "habit" doesn't mean drugs—or men.

This summer, the two of them are riding to H.O.G. rallies as far away from Florida as Louisville, Kentucky, and Lincoln, New Hampshire. Take note, youngsters: the best is yet to come.

—Sharp

H.O.G., Lake Shore Chapter Waukegan, Illinois

If some clubs go on runs, party, or bite wienies in the name of helping out others, then why not do some bowling for the same reason? That's what this northern Illinois H.O.G. chapter figured, so they rolled a few lanes in a

"Bowl For Kids' Sake," an event which benefits local youngsters in need of a "Big Brother" or "Big Sister" role model.

The club rolled dem balls to the tune of \$1,500 and served several worthy purposes: the kids got a chance at having

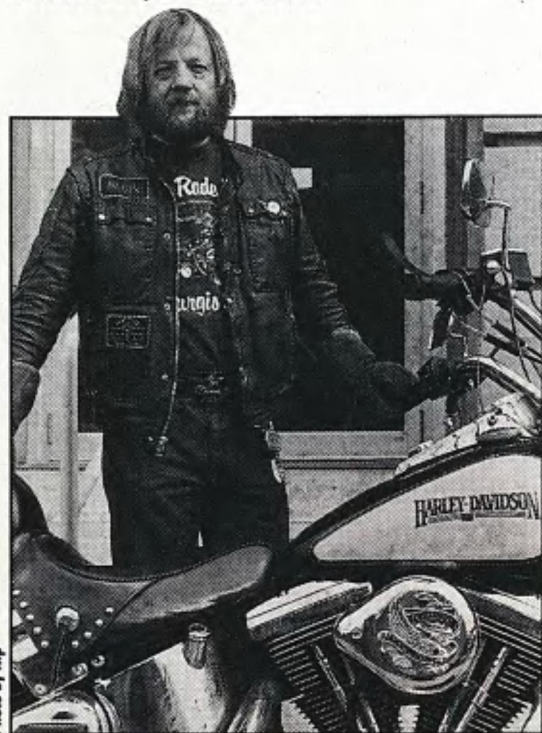
someone in their lives, the organization got some needed funding, and the bikers...? How does that song go again? "Bikers just wanna have fun," right? And do some good while they're at it.

—Red Baron



William A. Delaney III

Deadwood, South Dakota



You may be wondering who this tough-looking, bearded, longhaired individual aboard this '89 Heritage Softail is.

We'd like to introduce you to William A. Delaney, not the first, nor the second, but the third. His friends just call him Blues. Would you believe he's an attorney? Yep, Blues heads up the office of the Northern Hill Public Defenders in Deadwood. Pretty good, don't ya think? Now we have one of our own helping us out when we get busted

for having too much fun at the Classic.

Blues has been in clubs on the East Coast, he was a jarhead in 'Nam, and he's been a Harley rider for many years. He says that during the Black Hills Classic Bike Week, he usually spends the afternoons trying to get impounded and forfeited motorcycles back for various clients. Of course, during the morning hours he is in the courtroom trying to smooth out the legalities of due process for us scooter tramps

keeps him busy.

He and some local friends are trying to start the Silly Sow Saloon, just outside of Deadwood, to give bikers a place to go. With legalized gambling, all the saloons have turned into casinos and it's tough to find a place to hang out with our own breed.

When you're in Sturgis, stop by and pay him a visit. He'll be looking forward to meeting you—socially, that is.

—Rip

Shack O' Shame

Chuck Stallings

Ruidoso, New Mexico

Premise 1: More UFO sightings occur in Arizona and New Mexico than anywhere else in the country.

Premise 2: There are those who condemn us, those who wish us to hell, and those who copy us.

Premise 3: And then there's Chuck.

In a recent editorial titled "Here's a vision of things to come..." this Sports Editor for the *Ruidoso News* wrote an irreverent, nonsensical "daydream" about bikers of the future. In his dream, a biker and his ol' lady are having breakfast at the same table with a citizen couple and their young daughter (lack of space, like in this column, put 'em together).

To make it short, the two couples treat each other with effected friendliness, which, for some reason, seems hilarious to Chuck.

Quote: "The citizens are admiring the bikers' tats, when the he-biker says, 'It matches the artwork on our Harley back in the (hotel) room.'"

"You're so lucky," the mom said. "We couldn't get our BMW into the room. Perhaps we should have ordered a suite."

"We are quite comfortable in our accommodations," the biker said. "Why we even had four friends stay with us last night and we all had a jolly good time. Incidentally, what time do the hotel maids normally hose out the rooms?"

So what does this



have to do with the price of apples or UFOs, you ask? Nothing really,

but it's my theory that Chuck Stallings' actual name is "KcuhcSgnillats,"

and many years ago he fell out of the skies of New Mexico... —Red Baron

LOW BUCK VALVE SPRING SPACING

So, you decided you're going to install your own cam. I'm sure that with a little help from H-D's service manual and your bro's you'll do a good job at it. Unfortunately, getting the cam to fit under the gearcase cover is just the beginning.

There are several clearance checks and possible adjustments which may need to be performed in order to correctly complete your cam installation. They are: valve-to-piston clearance, valve-to-valve clearance, valve free travel and valve spring travel. Older models and very high lift cams may need other checks as well. Consult with your machinist on this. Valve to piston and valve to valve clearances are usually corrected by machining.

In this article, I'll try to explain the things you need to know to be able to check and adjust your valve free travel and valve spring travel with simple tools. You'll need: a common bench vise, valve spring compressor, vernier calipers, two small, smooth blocks of metal (about 2 inches square) with parallel sides, and a small grinder or file.

It's kind of risky to claim that any certain H-D engine will accept a specific amount of cam lift. But everyone wants to be told how much lift they can bolt into their engine. So, here it goes: Pans, shovels and iron Sportsters will usually accept a .425-inch lift; Evo Sportsters will take a .490-inch lift; and Evo Big Twins will take a .495-inch lift. Remember, these are general statements. Your engine, especially if it's an older model which has been worked on previously, *may not*.

For this article, we'll use the following example: We are installing a .485-inch lift cam in a 1970 shovelhead engine. We assume this engine will need spring spacing as the highest lift cam any cam manufacturer claims will bolt into this model is .450 inches. The valve springs and collars in these heads were Sifton's (red collars).

Let's start: Disassemble the heads and keep the springs and collars separated and marked as to which head and valve position they belong to.

The first check is for valve free travel. Assemble the top collar and keys to each valve in turn and measure the distance avail-

able for the valve to move downward. Refertophoto A. This measurement must be equal to valve lift plus an additional safety margin of .060 inches. In our case, that would

A bewildering array of shims, collars, and keepers exists for adjusting spring heights on H-Ds

mean we need .545 inches here.

Valve lift:	.485 in.
Safety margin:	.060 in.
Free travel required:	.545 in.

The valve in photo A has .605 inches. Don't forget to allow room for valve seals if you intend to run them. The different types and brands of seals available for H-Ds all require different amounts of room allowed for them. At Thompson's Cylinder Head Service we usually use K-Line seals, the same type as H-D uses on late shovels and Evos. This style seal needs approximately .155 inches of room above the top of the guide, so in this case we would need .700 inches of valve free travel.

Valve lift:	.485 in.
Safety margin:	.060 in.
Room for seal:	.155 in.
Free travel required:	.700 in.



Note: Some early model heads just don't have this much room available without complex machining.

Almost all models require special machining to be done to the top of the guide for the seal to press on properly.

If you don't have enough free travel you must find a way to provide it. You must machine the top of the guide to shorten it. Photo B shows the special piloted cutter we use to shorten guides. You may grind or file the guide to shorten it if you must but only remove enough material to give the clearance you need—don't overload it; the shorter you make the guide, the shorter you make its service life. Deburr the inside and outside edges of the guide top but do *not* chamfer the inside edge of the guide. If you're not using oil seals this chamfer will collect excess oil and direct it right down the valve guide. Smoker.

An alternative to shortening the guide is changing the top collars. There are several types of aftermarket collars and keepers available which will increase valve free travel. They'll usually increase valve spring installed height as well. You may or may not want this. After measuring your valve spring compressed heights and computing the installed heights you want, you'll be able to decide the best combination for your job.

Next step: Check valve spring compressed heights and compute installed heights. Place your springs with top and bottom collars in place in the bench vise between two straight, smooth pieces of scrap metal. Let the edges of the spring overhang the edges of the blocks very slightly so that you can measure the spring lengths easily. Refer to photo C.

Tighten the vise until the coils of the springs touch each other *lightly* (coil bind condition). Don't try to crush them; you'll feel the increased effort in the vise handle as the springs coil bind. Use a

light touch here. Measure the length of the outer valve spring—don't include the collars. The spring-installed height you'll need is equal to the compressed height plus valve lift plus your safety margin.

Spring-compressed ht:	.845 in.
Valve lift:	.485 in.
Safety margin:	.030 in.
Spring-installed ht. required:	1.360 in.

Note: The safety margin on valve spring travel is .030 inches, rather than .060 inches as on free travel, because if valves should float it is a much softer stop for them to coil bind than it is for the top collars to hit the valve guides.

Last step: Install the valve spring and collar assemblies into the heads at the

appropriate valve positions. You marked these previously, right? Measure (it isn't very likely that you'll get the same dimensions at all valve positions, but don't sweat it) and adjust the spring-installed heights to provide the dimension your new cam needs. This job requires 1.360 inches. So, when installed and measured, let's say you get 1.390 inches. You need to shim under the lower collar to reduce this dimension from 1.390 inches to 1.360 inches. A bewildering array of shims, collars, and keepers exists for adjusting spring heights on H-Ds. Photo D shows just the different shims available. Suppose you get 1.330 inches of installed height: you need to increase this dimension to 1.360 inches. This can be accomplished by either changing to top col-

lars (which allow more spring height), or, if only a small amount is needed, you can machine the lower collar. Take material off the collar's surface, where it seats on the valve guide or cylinder head. It's not a good idea to try to get more than .030 inches in this way.

That's it. Good luck and good riding.

This technical article was provided by Jim Thompson at Thompson's Cylinder Head Service Company, 186 River St., Dedham, MA 02026. Jim, an East Coast Hamster, has been providing his customers with fine machine work for over 25 years. He welcomes inquiries from both retail, wholesale, and mail order customers. You can reach him at (617) 326-8380 or FAX: 617-320-9351.

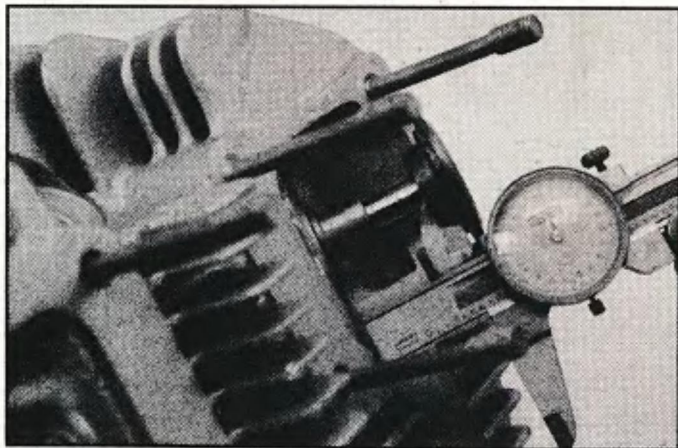


Photo A

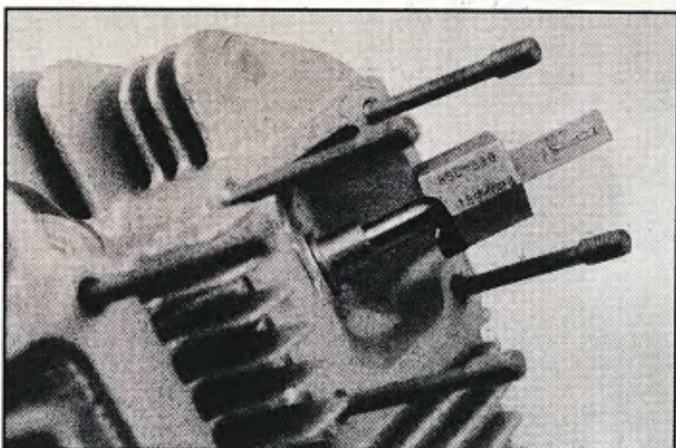


Photo B

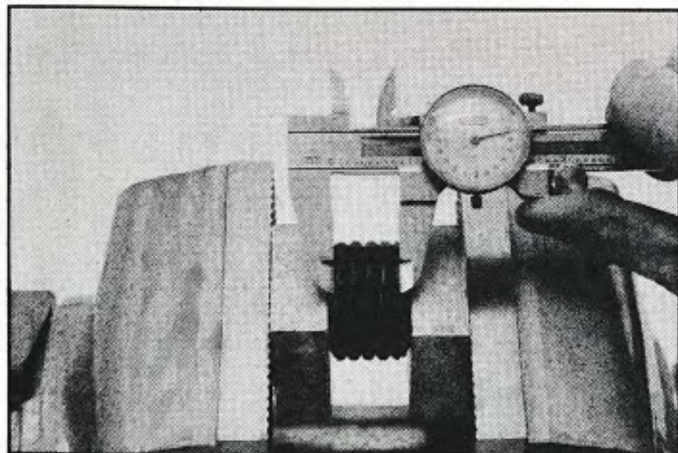


Photo C

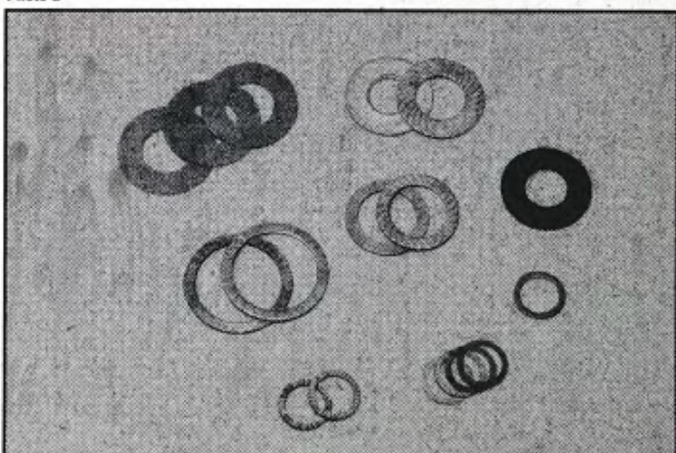


Photo D

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What's Happenin'

Here's your guide to what's happenin' in your area in July, August, and September. To have your events listed, get the information to us at least three months in advance—or call the new *What's Happenin'* hotline, punch in the Gripe Line, and for 89¢ 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.

Alaska

SAKONA RUN—July 4-7 For more information: ABATE, Box 74773, Fairbanks, AK 99701 or call (907) 488-9147.

STURGIS IN ALASKA—August 9-11 at King Mountain Lodge, 75 miles north of Anchorage. Overnight camping, barbecue, band, dancing. Sponsored by Anchorage ABATE. (907) 248-7828 or (907) 345-7383.

Arizona

THIRD ANNUAL CHILI COOK-OFF—July 7 in Prescott at the Pinion Pine Bar, Hwy 89 & 89A. Sponsored by ABATE of Arizona (Yavapai Chapter) For info call Lon at 778-9728.

California

NINTH ANNUAL TRAIN RUN—July 6 & 7 at Pine Mt. Inn, Ventura County. Parade ride Saturday 11 a.m. from Deer Lodge. Free beer, BBQ, bed and breakfast with \$20 admission. For tickets or info call: (805) 648-4759/646-4256/650-3393.

FIESTA FOR KIDS '91—July 13 at Toro Park in Salinas. Toy ride, camel rides, benefit auction, hot air balloons. Charity run to benefit children. For details and poster call (408) 633-2500.

Canada

GRAND BAY STOMP—July 5-7 at Grand Bay N.B. Proceeds to The Children's Wish Foundation of Canada. Big party. For info call Leanne at (506) 632-0099.

Colorado

FIFTH ANNUAL LADIES RUN OF COLORADO—July 13 & 14 at Fairplay. Meet at Kipling & Hwy. 285 at 9 a.m. Treasure hunt, field events, bike show, dance, breakfast buffet on Sunday in Como. For more info call: (303) 322-5769.

Florida

EASYRIDERS STORE—Full line of *Easyriders* products. 605 Main St., Daytona Beach 32118 (904) 238-1645.

Holland

INDIAN SUPER-RALLY EUROPE '99—July 26-28 at Lemmer. Indian Museum, Wall of Death, sightseeing, swap meet, live bands, campsite and hotels, Barbecue and breakfast. More info call Tony at 05146-3244.

Illinois

3RD ANNUAL BIKE SHOW—July 27 at the Legion Park in Watseka. Sponsored by Iroquois Chiefs MC. Registration from 10 a.m. to 3 p.m., judging at 4 p.m.

Iowa

1991 FREEDOM RALLY—July 4-6, Joe Sheldon Park at Humboldt. For more info write or call ABATE of Iowa, Inc., Box 70, Eldora, IA 50627, (515) 858-5001.

Massachusetts

MS 500 KICKSTART—August 17 & 18 starts at Revere Beach for a 500 mile weekend tour through four states. Includes a poker run, checkpoint food, sag trucks, pig roast jamboree, camping and more. For more info call: (617) 890-4990.

Michigan

FIFTH ANNUAL BIKE SHOW—July 6 & 7 at Little Lake, Upper Peninsula. Proceeds go to handicapped adults home. Bands, camping, vendors. Sponsored by Superior Chapter H.O.G. For more info: (906) 345-9272

New Jersey

EASYRIDERS RODEO—July 19-21 at Sussex Fairgrounds, Sussex. For information, call Gloria at (818) 889-8740

New York

FIRST ANNUAL FREEDOM WEEKEND—July 5-7 at Monroe County Fairgrounds, Rochester. Quality events: bike rodeo, professional and ride-in bike shows, large swap meet, dirt drags, music by The Outlaws, Foghat, and Toy Caldwell. All proceeds to benefit the Vietnam Veterans Memorial being built in Rocheste. For info call (716) 594-0217.

SUMMER BLAST HARLEY NITE—July 13 at American Speedway in Weigo. Noon to midnight or later - rodeo, swap meet, live music, camping, leather & lace contest, speedway

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.

New York cont.

motorcycle racing, motorcycle stunt man. More information: (607) 785-4997.

FOURTH ANNUAL FREEDOM RALLY—July 20 (Helmetless Run) from Jamesway Plaza, Ret. 209, Napanoch. Leave at 1:30 p.m. Party and swap meet to follow. Sponsored by ABATE of New York, Ulster County Chapter. For more info: (914) 331-6713 or 691-8133 or 246-3954.

North Carolina

THIRD ANNUAL CARTERET/CAVEN CBA MOTORCYCLE RODEO—August 16-18 at the Craven County Fairgrounds, New Bern. For information and advance tickets: Carteret/Craven Chapter, CBA, Box 1474, Havelock, NC 28532, or call Mark (919) 247-0706 or Smokey (919) 726-8856.

North Dakota

NINTH ANNUAL DAKOTA TERRITORY TOY RUN AND BIKER'S RODEO—August 31-September 2 at Mandan Community Center, Seeman Park, Linton. Sponsored by ABATE of North Dakota. For more info: (701) 223-5609.

Ohio

SEVENTH ANNUAL BUCKEYE BASH—July 19-21 at Songbird Center, Lexington. Games, dirt drags, 4 bands, bike show, vendors, beer, food, free camping. For more info call: (800) 25ABATE in Ohio or (216) 298-3840.

FIFTH ANNIVERSARY SWAP MEET/PARTY—July 26-28 - 6 miles east of Van Wert on Old U.S. 30. Sponsored by The Wetzel MC. Featuring Dr. Hook, Burnt River, 69 Band & Bad Habit. More info call (419) 968-2507.

EASYRIDERS RODEO—August 31-September 2 (Labor Day Weekend) at Chillicothe. For info call Gloria at (818) 889-8740

Pennsylvania

EASYRIDERS RODEO—August 2-4 at Butler Fairgrounds, Butler. For more information call Gloria at (818) 889-8740

SIXTH ANNUAL THUNDER ON THE MOUNTAIN—August 16 & 17 at Teuscher Mountain of Rt. 49 in Colesburg. Sponsored by God's Country Chapter ABATE of Pa. For more info: (814) 274-0623 or 274-7980.

South Dakota

STURGIS BIKE WEEK—August 5-11 in Sturgis

Texas

EASYRIDERS RODEO—June 7-9 at Pasadena Municipal Fairgrounds, Pasadena. For more info call Gloria at (818) 889-8740

Virginia

TIDEWATER FREEDOM RUN/POW/MIA MOTORCYCLE PARADE—August 4. Assemble at Crystal Inn, Newport News, at noon. \$5/person. Run proceeds go to Vietnam War Monument Foundation, Inc. Contact: Freedom Now Of Virginia, Inc., (804) 872-6962.

Washington

FOURTH ANNUAL COW CHIP BOOGIE—July 12-14 at Castle Rock. Sponsored by Cowlitz County Chapter ABATE. For info: (206) 425-2042 or 423-8285

EIGHTH ANNUAL "DO-WA-DIDDY" PIG ROAST—July 20 at Tenino. Sponsored by Tenino Motorcycle Drill Team. Campout, field events, and bike show. For more information and flyer: (206) 264-4210

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		

PEARLAND



P



On February 16 and 17, 1991, the good-hearted, Houston-area Vietnam Vets MC (Texas Chapter D) raised close to \$1,000 for patient recreational equipment at the Houston, Texas, VA Hospital.

This was their First Annual Valentine Benefit Bash, Barbecue, and Party. The weather was shitty most of the weekend, but it didn't dampen the spirits of this successful Southern party. It was held at a lounge outside Pearland, with plenty of grassy area for camping.

Despite the constant drizzle, a bevy of fine-lookin' scoots entered in the people's choice bike show.

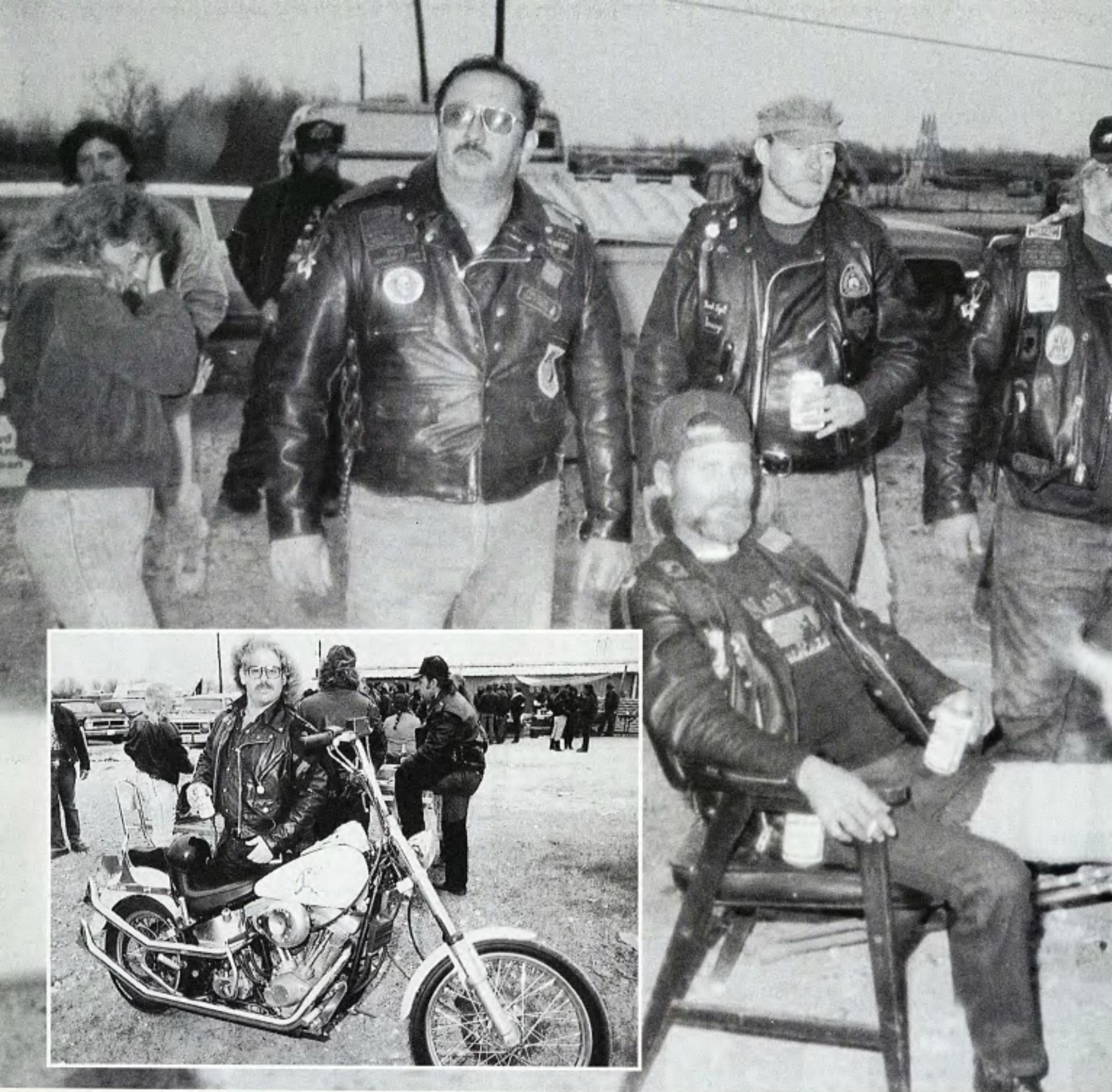
ARTV



Bobbi Ross was stoked when her fresh 1984 FXRS scored her the first-place trophy.

Bobbi and her hubby, Cowboy, VNV club V.P., picked me up at the airport and put me up for the weekend. Cowboy and I go way-back, and this was our first reunion in over 10 years.

**Valentine Benefit
Bash—
Vets Helping Vets**



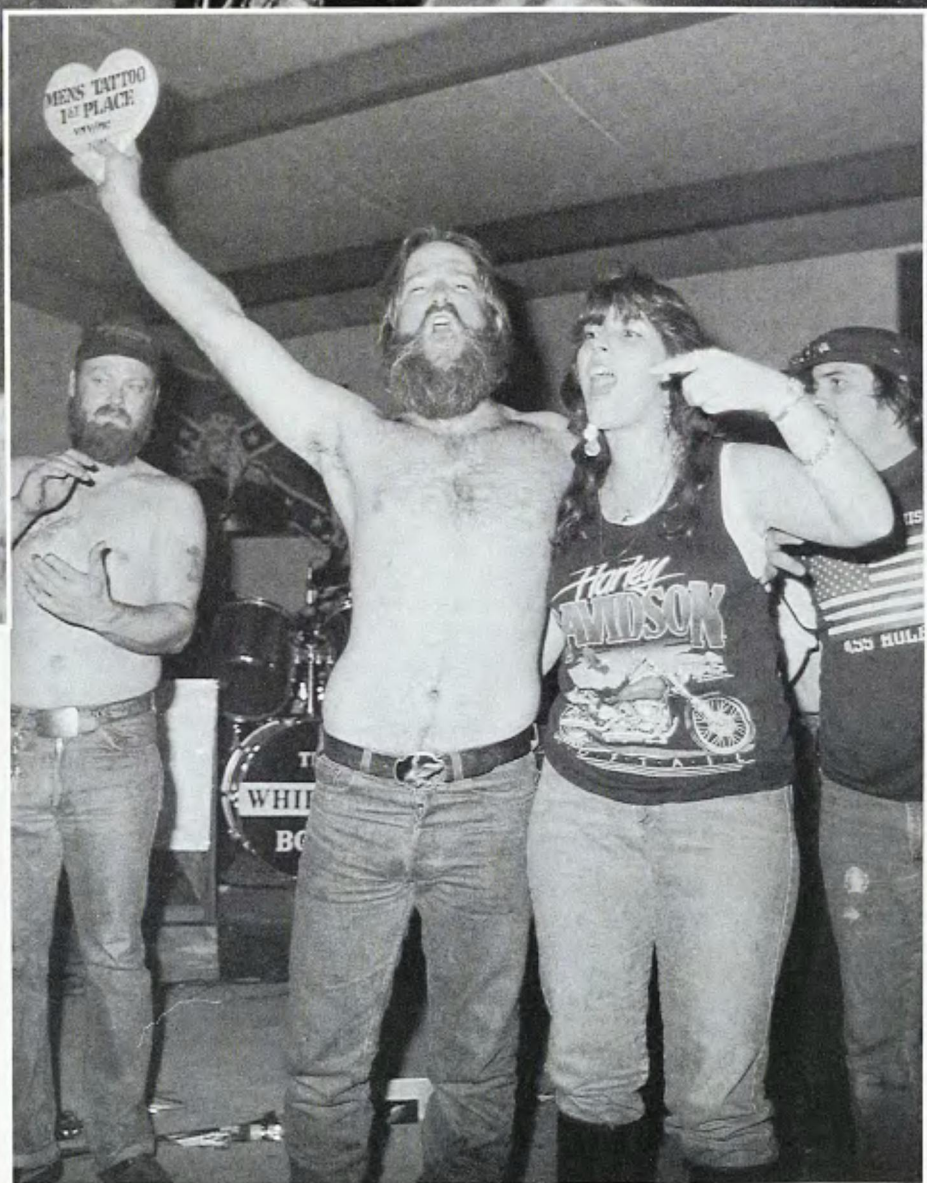
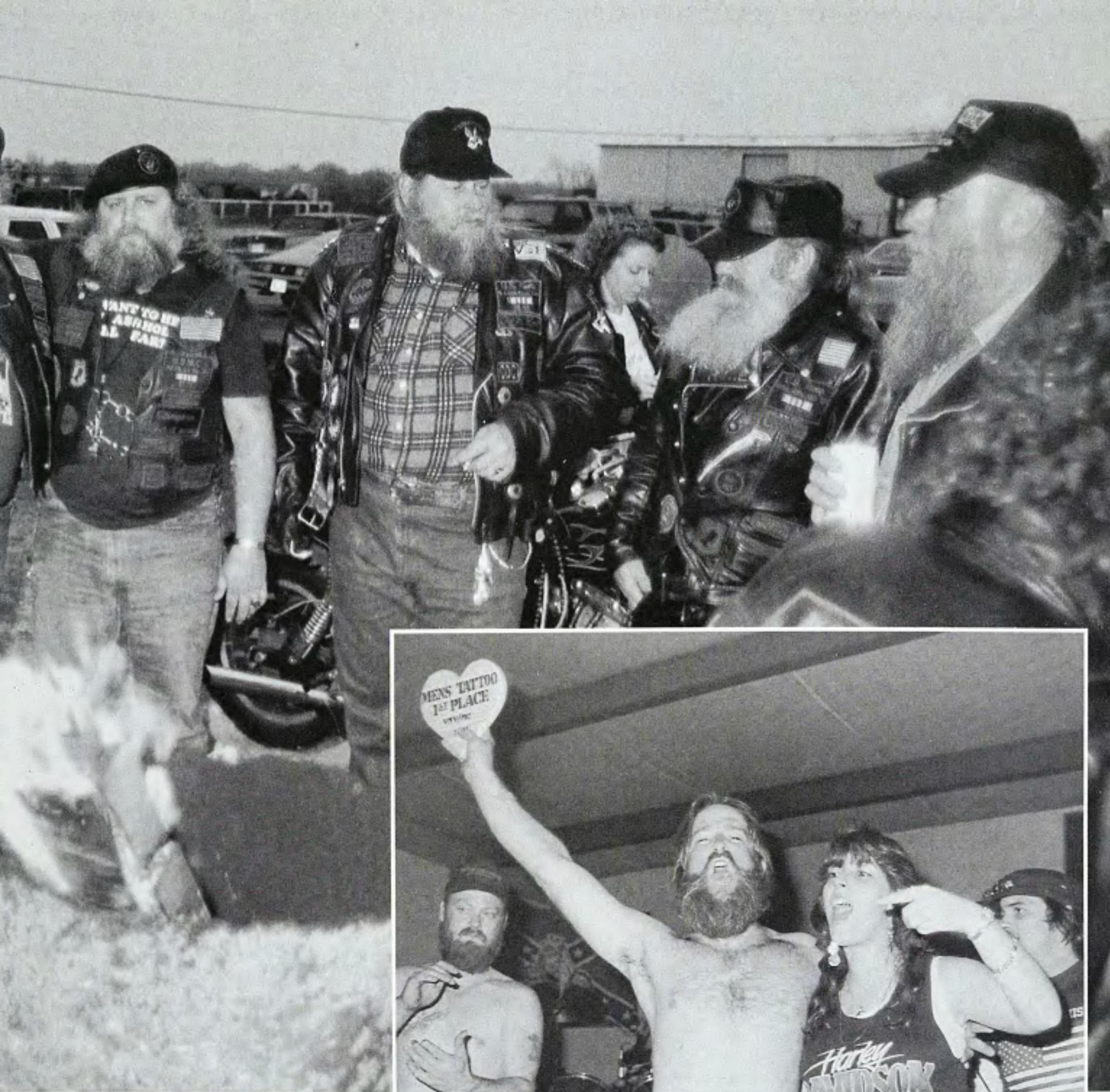
Professor, a club officer, demonstrated his Southern hospitality by letting me use his Dresser. Sorry about the damages . . . my cheap weekend suddenly got real expensive, and I swear the cause of that accident was that damn heavy helmet I was forced to wear. I just couldn't hear and react fast enough to keep from kissin' that bumper. Shit, I'd put in over 15 years of helmetless, accident-free ridin' before comin' to Houston and ass-holin' a rent-a-car. Helmets are dangerous ya know.

**The cause
of that
accident
was the
damn heavy
helmet I was
forced to
wear**

Pretty little Tiffany, our January 1990 *Easyriders* cover girl/Fox Hunt winner, was my guest at the party and received some much-merited attention. In fact, the following weekend she was honored as *Easyriders* Fox of the Year at our 3rd Annual Invitational Bike Show, held this year in Columbus, Ohio.

There were many donations (both private and business-type) for raffle and door prizes.

The Whipping Boys got the place rockin'—about mid-party they went into a twangy rendition



of the Star Spangled Banner which turned into a sing-along on the last chorus, with the whole gang joining in.

Outside the bar, a brand new Iraqi flag was stomped on and torched. The damn thing didn't want to burn, but some good ol' Coleman fuel got it blazin'.

It was a great party for an even greater cause. I hope I can be there for next year's festivities. I learned a valuable lesson at this particular Lone Star State bash, though: no more borrowed bikes.

—Clean Dean

READER'S RIDE



Doug "KuSStom" Day, Mesa, Arizona 1981 Harley-Davidson FX

KuSStom's scoot is truly a custom scoot. He's a machinist by trade and his ride righteously reflects his expertise. Doug was over two years building this beauty. It was especially tough because during that time he was bouncing around between machinist jobs and being unjustly accused of murder. "It's funny, now," Doug said, "but it sure as hell wasn't funny then."

Everything's hidden on this Harley. The oil cooler runs through the frame, the rear brakeline runs inside the swingarm, it has dual petcocks (no front crossover line), and dual coils are hidden under the seat which, when raised, reads "Show Your Tits" on the underside.

The front fender was a dresser fender cut up and redone with 5/16-inch-round stainless steel braces, shaped and chromed, and he added old-style OHV emblems. The dash plate was hand-engraved (hammer-and-chisel style) by a talented ol' boy named Vernon Wagoneer in Mesa. The transmission case took three months of preparation and polishin' for chroming.

This kickass 82-incher is a real show-stopper, too. It nabbed first place at both the Phoenix and Tucson "World of Wheels" custom shows.

You build one helluva righteous ride, KuSStom.

—Clean Dean

YEAR: 1981 Harley-Davidson

MODEL: KuSStom FX

ENGINE: 82-inch shovelhead

TOP END: Manley/Rowe dual plugs, Arias pistons, modified SU carb, owner/Gino air cleaner

LOWER END: H-D, rebuilt by owner/Riverbottom MC, balanced by Highway Choppers

TRANSMISSION: 1978, Andrews guts, hydraulic clutch

FRAME: stock 1981 H-D

FINISH: molding by owner, paint by Scott "Mac" McLaughlin, House of Kolor urethane with 4-color, in-laid flames; chrome by Metro Pltng.

CREDITS: Thanks to: Clacker, Riverbottom Family, V. Wagoneer, Tito, & the Dirty Dozen MC.

FORKS: 3-inch-over Paughco springer, internal fork stop

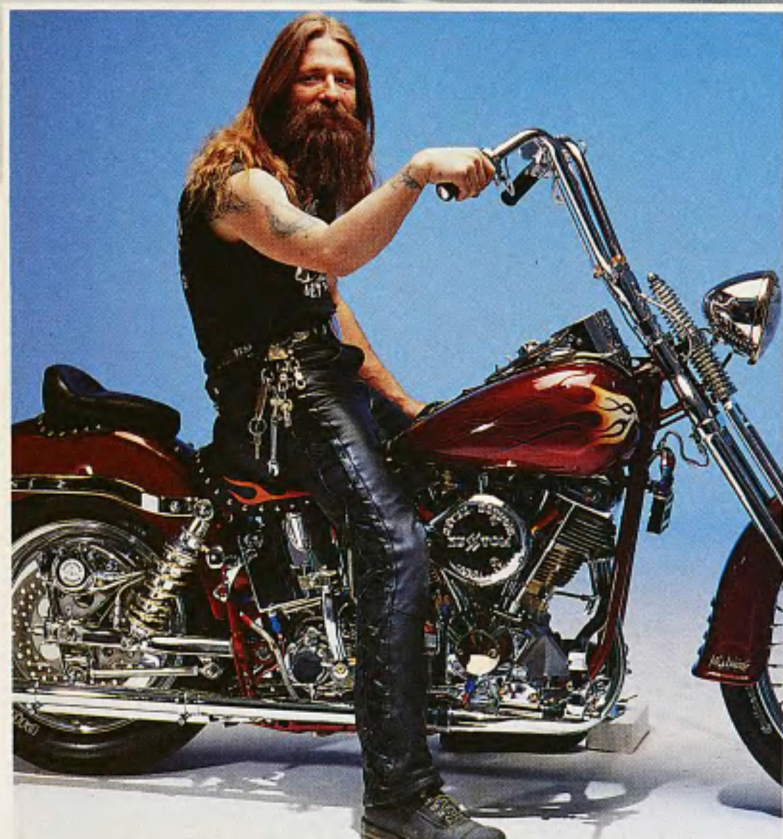
WHEELS: front: star CCI 21-inch rim, Cont. tire, rear: 16-inch P.M./Mitchell hub, Pirelli tire

ACCESSORIES: 11-inch Flanders bars, 4-inch Paughco risers, CCI & Tito fenders, owner/CCI gas tank, dual Pingle petcocks, beehive taillight, owner-made belt guard, Jammer seat, stitching by Steve.

SPECIAL MODIFICATIONS: damn near everything—wires and lines run internally, railroad spike front pegs by owner



Photos by Jim Kelso



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.

FEBRUARY *Fox Hunt* WINNER



This month's Fox, Michelle, was sittin' in our back yard all this time and we never even knew it. The sultry lady with the bedroom eyes lives in Moorpark, California, about a burnout away. But like the sweet, quiet gal she turned out to be, she never tried taking advantage of her close proximity to the us. Michelle simply sent in her entry like all the rest, and let you reader's take it from there.

See more of shapely Michelle on page 72.

—Loudmouth



Making love on the back of a Harley is one of the best things I've ever done.

Katrina, Wyoming—900-234-BIKE—Ext. #401



There's just no feeling like riding behind a real man who can handle his Harley and me.

Victoria, Florida—900-234-BIKE—Ext. #402



Riding is intense stimulation. Controlling the nearly uncontrollable is a feeling of power that sets you free.

Debbie, Nebraska—900-234-BIKE—Ext. #403



I love to ride a Harley and feel the throbbing way down deep. It's better than any vibrator.

Sandra, Oklahoma—900-234-BIKE—Ext. #404



I like riding the highways with that big motor's vibrations
•making me hot and bothered.

Peggy, California—900-234-BIKE—Ext. #405



The rumbling in my loins, the wind breezing through my hair, and a strong man to hold onto—there's just no substitute.

Kitty, New York—900-234-BIKE—Ext. #406

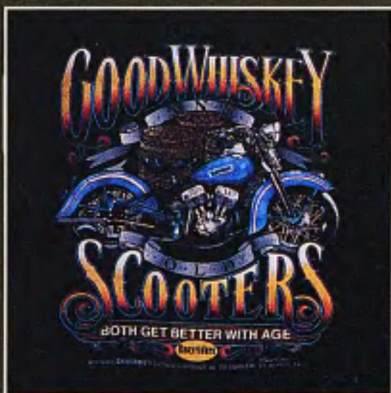
The Great T-Shirt Grab Bag

T-Shirt and Catalog only \$7.00

You'll get one of these great designs*...



"Bad to the Bone"



"Good Whiskey"



"Easyriders Skull & Flame"

... and the all new Easyriders 1991 product catalog



"Fear No Evil"

*We will pick shirt from available sizes and designs.

Send name, address and T-shirt size to:
Paisano Products T-Shirt Grab Bag
Box 1025, Agoura Hills, CA 91301

Please include payment (check or money order);
U.S. add \$2.50 shipping & handling per order;
Canada \$3.50 per shirt; Foreign \$4.50 per shirt;
California residents add 6% sales tax. PE218



Easyriders

Fox Hunt

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

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

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

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

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

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

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

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

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

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



Here she is, bros, the third monthly winner in our 13th Annual Fox Hunt, Kim, #402, from Edmonton, Alberta. See more of her next issue.

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

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

We'll print the winner in the December issue.

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

FOX HUNT
Box 3000
Agoura Hills, CA 91301
218

I hereby give *Easyriders/V-Twin* magazine, and associated publications, 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.

218

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.

Springer Project

Installation of a new H-D springer on an FXRS with a prototype Kuryakyn fender mounting system.

Most of the bros said I was nuts to remove the smooth, cushion ride of the narrow 39mm front end. But I've never cared for the styling of the Sportster-type front end. I wanted a unique look for a new 1990 FXRS—something out of the norm, but with class. So here's how it went down.

After making every effort to have all the parts on hand (don't forget a headlight), a friend of mine who has a business in Santa Barbara, California, about 60 miles north of L.A., told me about the new Harley dealer that'd just opened there—Harley-Davidson of Santa Barbara, owned by Gerry Rode. He was so impressed with the crew, I gave Mary Duggan, their general manager, a call. She, too, was in the process of installing a springer on her FXR. Also, Scotty Swearingen, another one of her mechanics, had worked with the Kuryakyn designer, Mike Wolsleger, on the installation of the 174-PH stainless fender brackets. It seemed like a natural place to perform the operation.

Mary was upbeat, open, and a pro, so I shipped the parts early in the week and then rode up the coast on a brisk, but crystal clear, Thursday morning. As I pulled off Highway 101 at Milpas Street, I pulled right alongside another rider who was packing a cutie wearing a leather miniskirt. "Brisk, ain't it, baby?" I thought and called to him for directions. He indicated for me to follow him. The rider turned out to be Randy Durbin (with his wife, Patty, the counter girl), the service manager and mechanic I would be working with for the next 10 hours. The shop was new and pristine, with a helluva crew, plenty of innovative ideas (thanks to Jerry Farmer, a local scooter designer), and that's all I'm gonna say... time to tech.

The FXRS is ideal for this modification, because the only gauges are on the tank. You'll lose your Sportster-type, headlight-mounted, highbeam indicator, neutral indicator, and oil pressure light, unless you devise some custom application.

First jack up the front end in a safe and secure fashion and remove the old front end. Then protect the neck races so that you can grind off the fork lock tab from the frame with a sharp, small, carbide cutting



Kuryakyn springer front fender mounting system.

wheel on a pneumatic die grinder (although a hacksaw and files would work). Randy used Harley touch-up paint to fill in after filing, then spray paint after sanding with 600 wet and dry.

Next, he cut off the fork lock tab from the springer. The wheel that comes with the springer kit is a 21, and it's not a bad idea to check the trueness before mounting the tire. The wheel was true. We then proceeded to mount the front tire. I had originally picked the new Avon 21, Roadrunner AM20 90/90 H21 54H, a sharp-looking tire meant to avoid rain grooves, with a larger overall diameter and a broader base for more tread on the pavement and greater stopping power. But the size interfered with Kuryakyn fender mounting and we were forced to switch back to the stock Dunlop Elite.

Before the springer was actually installed on the bike, the stock springer fender brackets needed to be shortened to accept the Kuryakyn fender guides. The caps that hold the guides are measured internally, then the tabs are cut off so the caps come right up to the welds on the rear legs. Once this cut is made, the fender needs to be installed to insure

proper clearance for up and down movement. Then the tabs were carefully trimmed some more with the die grinder. The stock Softail springer kit also comes designed for the front wheel to be offset slightly. This is not the case with the FXR models, so the wheel had to be retrued to center. Kuryakyn designed their fender to run in the center, so we were covered. Randy also installed two machined spacers, one for the permanent side of the axle (so when it was tightened the fender bracket would still pivot) and one for the other side, that would assist the axle with centering and accomplished the same freedom of movement. Make sure the fender bracket pivots or the forks will not function. I'm sure Kuryakyn will remedy this obstacle in installation when they release the kit. Because these were two of the first working kits, some experimentation was necessary.

We installed and adjusted the new front end. The required torque setting is only 7-foot/pounds before adjustment. We soon discovered that the Kuryakyn fender brackets or legs made the stock axle slightly short. Two maneuvers would remedy it: Turning the lip on the stationary side of the axle or running a thinner axle nut on the other end. Ultimately, Randy turned a separate keyed axle nut and drilled the axle for a cotter-key.

The Kuryakyn kit needs to be installed with the brackets on the legs first, followed by the fender and then the front wheel. With the tire in place there is no clearance to install the fender bolts. When we remove the fender to have it painted, the wheel will have to come off first.

Once Randy had remedied the spacing by retruing the front wheel and centered the Performance Machine brakes, we installed the risers and bars. The W-1 Flanders bars were designed for the springer of old and it fit perfectly. Because of the 7-inch centers needed for the springer risers, a special set of bars needed to be ordered. Flanders W-1 and W-2 were perfect replacements. Long arms dictated the taller of the two. The installation looked sharp. But Randy was then faced with the wiring in the stock headlight. The FXLR is

ideal for this modification because the handlebar wires plug into the main harness under the fuel tank. The FXRS has all handlebar wiring in the headlight (no plugs under the seat). The FXRS main wiring harness should be modified to the FXLR connectors under the tank for a real class job.

Two of the wire looms needed to be removed and spliced. Being a stock Harley mechanic, he backed all the wires out of the original headlight and made the splices under the tank so as not to disturb the stock handlebar system. Refer to your manual for this operation.

Randy did a masterful job of making the existing wiring reach, hiding the excess under the tank, and cleaning up that which

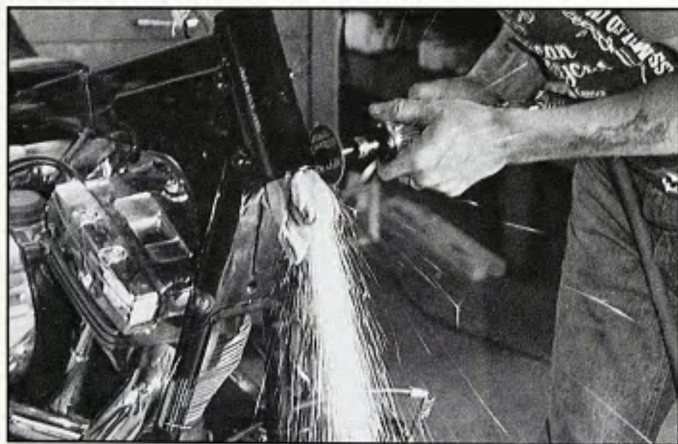
Make sure the fender bracket pivots or the forks will not function

showed. In some cases a longer clutch cable will be needed, but the only major problem we had was the front tank tabs. With the springer installed, the fork stops hit the tank tabs. They either have to be carefully notched or reworked for clearance, so before you paint the tank, make the necessary modification—or be prepared to notch and touch-up the tank.

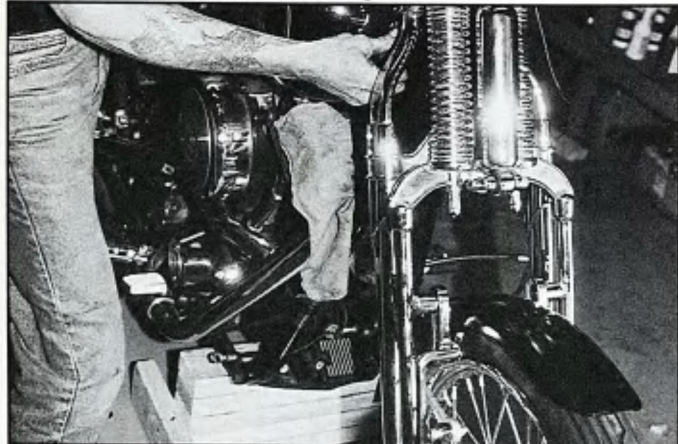
The operation was a complete success, and class came to the FXRS.

—Wrench

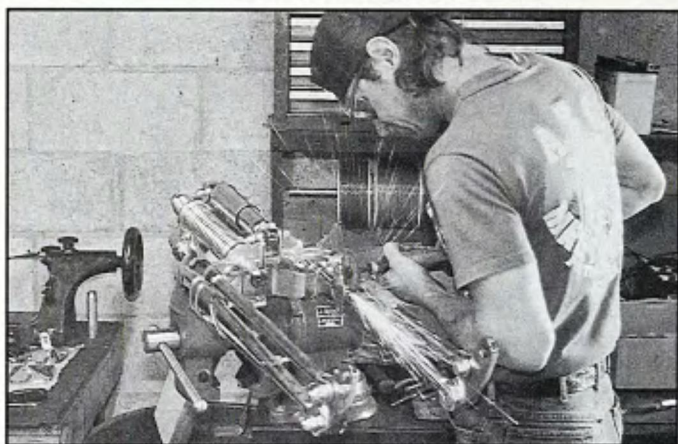
You can get additional information about the Kuryakyn fender mounting system by calling (715) 386-3180.



After the stock front end was removed, Randy cut the fork lock tab, the fork stop tab, and the windshield mounting tabs off the frame with a die grinder.



This photo shows the springer in place with the fender attached and Randy preparing to notch the tank tabs. Note the closeness of the fender to the front tire.



In this photo, Randy is cutting the stock fender tab off the springer, but leaving a length of the tubing to support the Kuryakyn mounting system.



This photo shows the notch cut into the tank mounting tab to allow the springer fork stop to hit the frame. Another solution would be to move the tank back.

FLAME OFF

Call (900) 234-BIKE to Vote by Phone

89¢ a minute

Every 25th Caller Receives a FREE *Easyriders* Flames T-shirt

What's a flame-off, you ask? Well, ya see, we ran these flames contests in the *Easyriders* August 1990 and January 1991 issues, and now we're running a final contest between the top three places of both issues. What all that means, is that this final flames contest is a "flame-off." It's that time to pick the hottest of the hot.

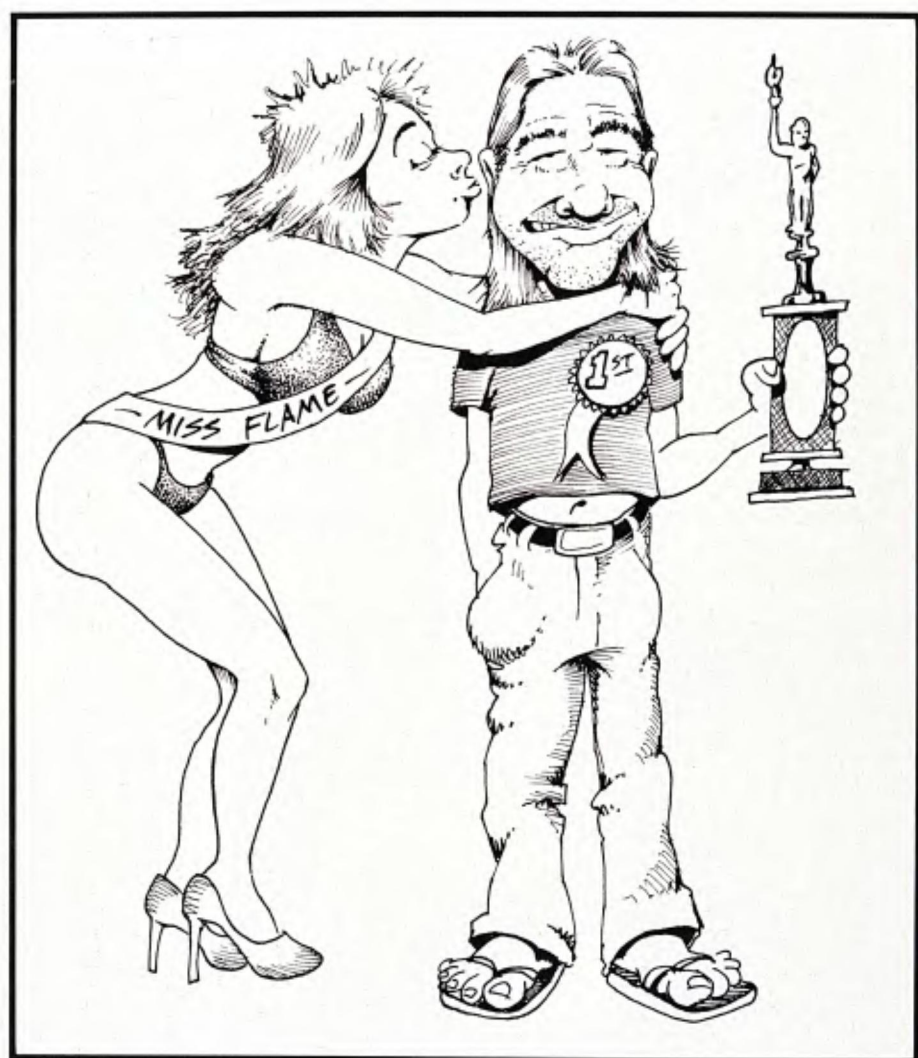
The reason for eight entries, rather than six, is simply that in the August 1990 issue we had ties for first and second place.

There was a great response to these contests—our thanks goes out to the hundreds of contributors. We wish we could have published everyone's fiery creations, but our allotted magazine space is always limited.

You, the experts, are the judges. There are two ways to cast your vote for your favorite flame job, either call (900) 234-BIKE (234-2453) or send a postcard with the number of your favorite flames printed on it to: FLAME-OFF, Box 3000, Agoura Hills, CA 91301. The phone call votes will cost ya 89¢ a minute, and every 25th caller receives a FREE *Easyriders* flames T-shirt. The deadline for voting is August 31, 1991.

The prizes for the top three winners are: **1ST PLACE**—a \$250 *Easyriders* product gift certificate, a \$50 gift certificate from **House of Kolor**, \$100 gift certificate from **Kuryakyn**, and a \$100 gift certificate from **Nempco**; **2ND PLACE**—a \$100 *Easyriders* product gift certificate, a \$50 gift certificate from **House of Kolor**, and a \$100 gift certificate from **Kuryakyn**, and \$50 gift certificate from **Nempco**; **3RD PLACE**—a \$50 *Easyriders* product gift certificate, a \$25 gift certificate from **House of Kolor**, a \$50 gift certificate from **Kuryakyn**, and a \$25 gift certificate from **Nempco**.

—Pond Scum



JANUARY 1991 FLAMES CONTEST WINNERS

1ST PLACE — #3 - Phil Kotschl, Milwaukee, Wis. Receives a \$200 *Easyriders* products gift certificate and a \$50 gift certificate from House of Kolor.

2ND PLACE — #4 - J. F. Bisanz, St. Paul, Minn. Receives a \$100 *Easyriders* products gift certificate and a T-shirt from House of Kolor.

3RD PLACE — #5 - Tony Rodriguez, Lockport, Ill. Receives a \$100 *Easyriders* products gift certificate and a T-shirt from House of Kolor.

Other 6 entrants receive \$25 gift certificates.



Bike Owner: A. Piacenza
Painter: A. Piacenza
Town & State: Deerfield, Ill.
Photographer: N/A

1



Bike Owner: Cycle Fab
Painter: Dave Perewitz
Town & State: Brockton, Mass.
Photographer: Steve Coonan

2



Bike Owner: Tony Rodriguez
Painter: J. Williams, R. Williams & Bob Earhart
Town & State: Lockport, Ill.
Photographer: Tony Rodriguez

3



Bike Owner: Mysterious Bay Area Biker
Painter: Ron Morelli—Ron's Custom Paint Shop
Town & State: Hayward, Calif.
Photographer: Ron Morelli

4



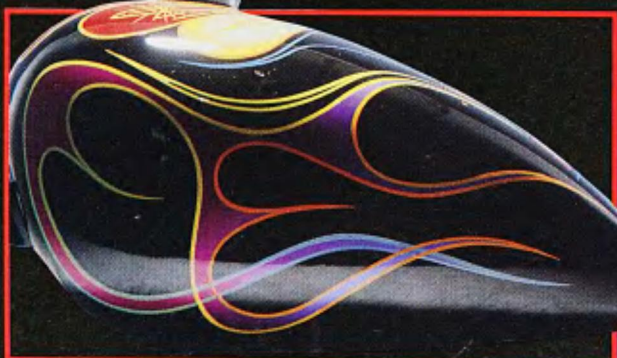
Bike Owner: Phil Kotschl
Painter: Smith Customs
Town & State: Milwaukee, Wis.
Photographer: Joe Smith

5



Bike Owner: Ron Simms
Painter: Bay Area Custom Cycles
Town & State: Hayward, Calif.
Photographer: Raiko Hartman

6



Bike Owner: J. F. Bisanz
Painter: Dave Bell & Dave LaRoach
Town & State: St. Paul, Minn.
Photographer: Shutterbug

7



Bike Owner: Bob's Kustom Kolors
Painter: Bob Gustafson
Town & State: McHenry, Ill.
Photographer: Kathy Gustafson

8

RODEO!!
WITH ...

**SIDE-
BY-SIDE
SLED PULL
DRAGS!**

Easyriders

RODEO

Tour '91

**FIREWORKS!
FIREWORKS!
FIREWORKS!**

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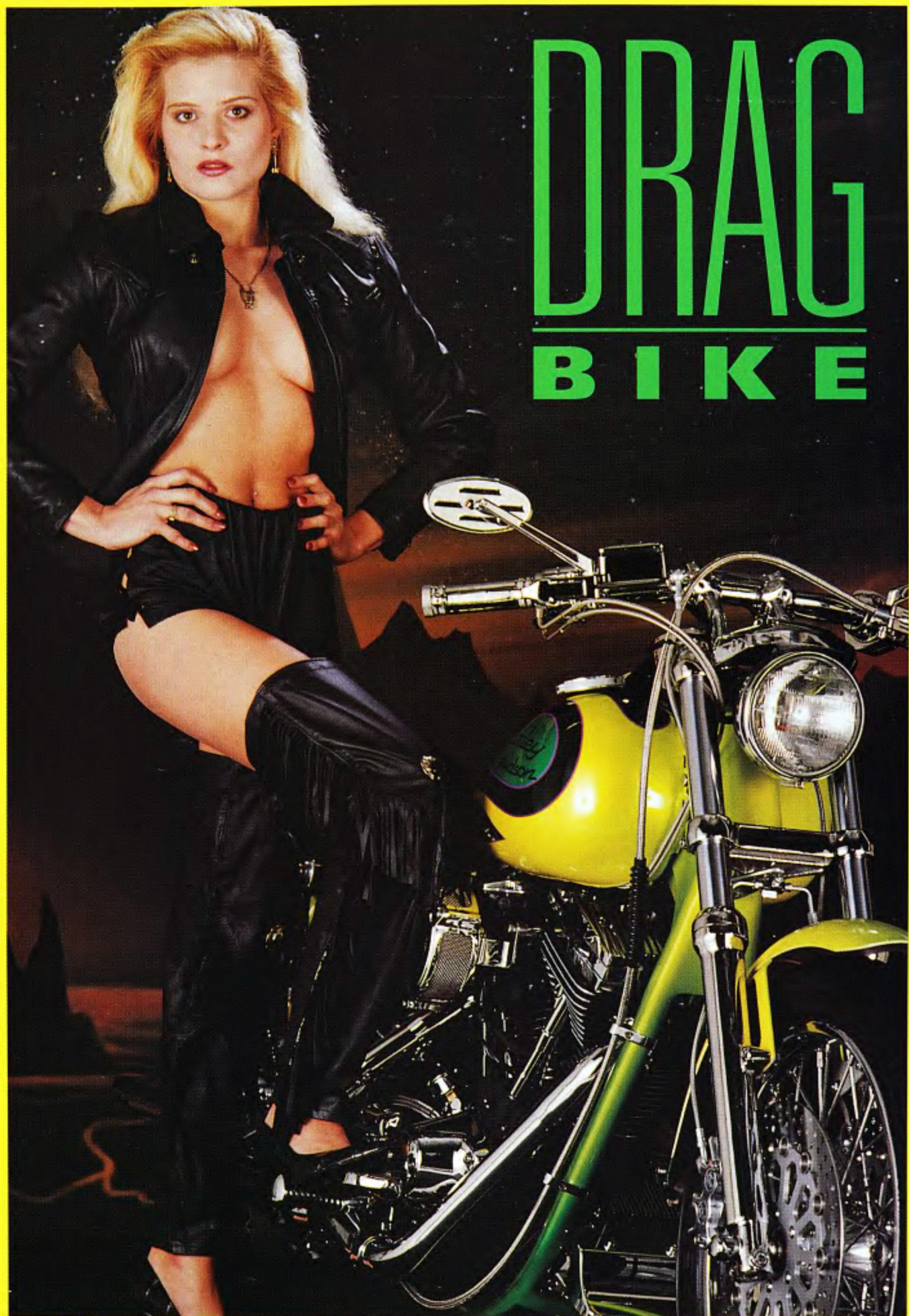
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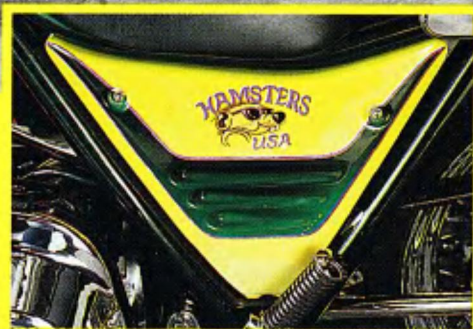
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DRAG

BIKE





A Wild Way To Test Parts

JEFF FOX, THE OWNER OF THIS SURLY-LOOKIN' HAMSTER BIKE, HAILS FROM A FAMILY WITH SIX YOUNGSTERS. HE GREW UP AROUND BIKES—HIS BROTHERS AND DAD HAD ALWAYS STRADDLED TWO-WHEELED FREEDOM MACHINES. BUT THE RIDES THEY OWNED WEREN'T HARLEYS. JEFF, HOWEVER, HAD ADMIRERD THE RUGGED LINES, TIRELESS STYLE, AND THE STAYING POWER OF HARLEY-DAVIDSONS SINCE HE WAS IN HIGH SCHOOL.

Easyriders





His brother, Brian, owns an accessory shop in Janesville, Wisconsin (near the Illinois border), and his uncle, Stan, is an Indy car driver for the Hemegram/Byrd racing team.

Three years ago, while Jeff was researching the aftermarket parts industry, looking for a niche to apply his management skills to, he discovered that Drag Specialties was going through massive layoffs. He immediately alerted his dad, who'd been successfully punching it out in the industry for decades. The senior Fox, Fred, reacted quickly and positively, ultimately saving Drag

**He was
unleashed
to ride the
bikes he
dreamed
about as
a kid**

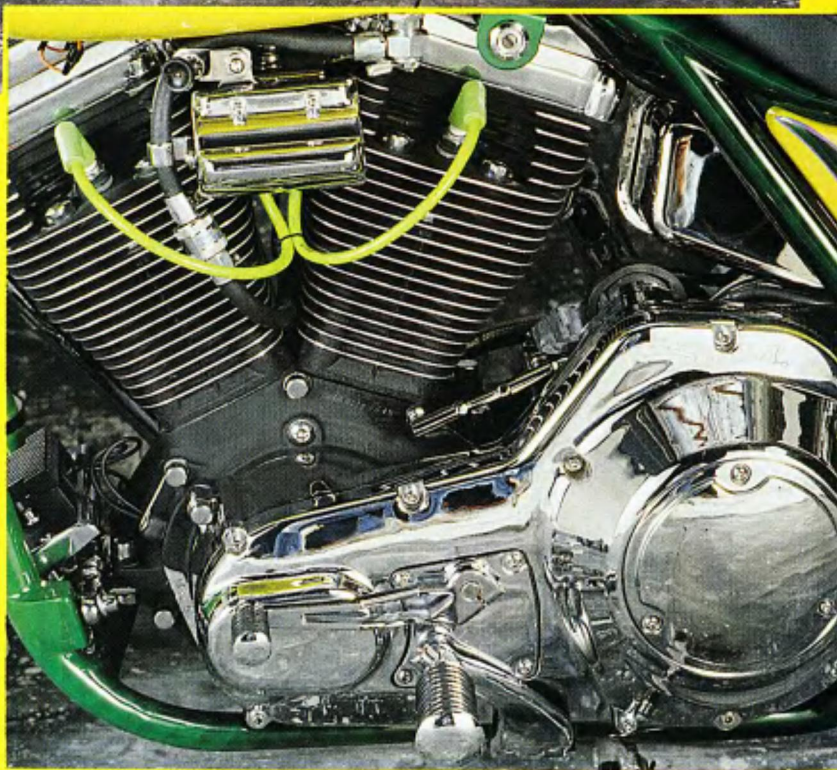
Specialties by purchasing it in 1988. The company is now growing in all aspects, like the Harley aftermarket industry in general. But enough of the biz.

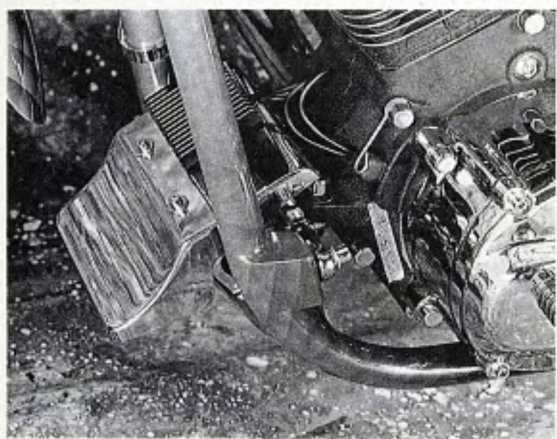
Once the merger and acquisition lingo was finalized, Jeff had a bonafide excuse to test the likes of wide glides and V-twins. He was finally free to ride all the Harleys he'd ever dreamed of and create and research an array of styles and innovations. Not only was he unleashed to ride the bikes he dreamed about as a kid, but now he carried a more personal motivation than, say, being assigned to the shuttle design team. His research meant bread and butter on the

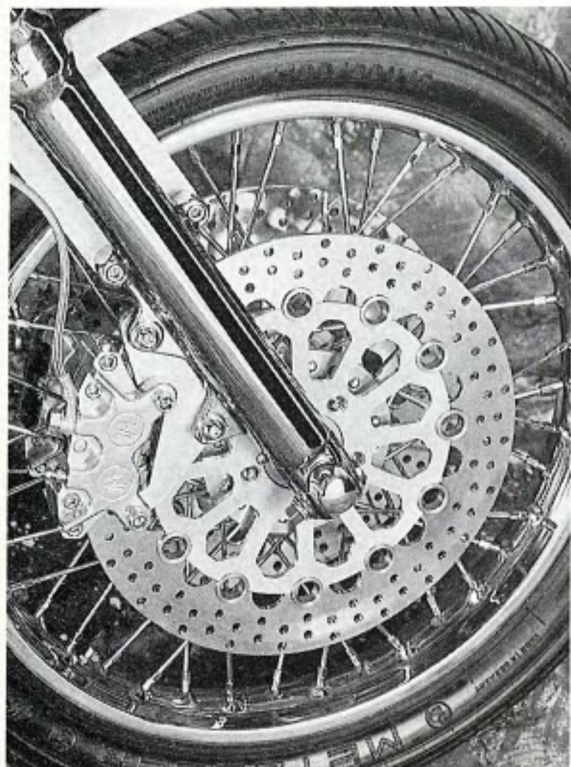


table, success for the company, and better products for the customers. The purchase of the company gave him both reason and incentive to become an enthusiast.

No way could he understand the business behind a catalog. He had to test products for himself, see how the custom parts fit, decide what looked right, what worked, what performed best, etc. And, most importantly, he wanted to ride a Harley. So, he started lookin' around and meeting people in the industry—the riders and builders, like Arlen Ness. (Now they carry a line of Arlen-designed components.) Jeff also worked closely with long-time Drag employee, Jim Betlach, on styling and what might work well for Jeff's John Belushi-sized frame. Jim recommended an FXR. In other words, the only way to understand the parts is to use the damn things, and he proceeded to build this bike with the back-up







Photos by Silvermoon

expertise of AJR Customs.

But this story is not just about business and promotion. Jeff's basically a man who'd always dreamed of owning a Harley, but for one reason or another couldn't put it together. Once the gate was opened, however, he didn't hesitate any longer than a thirsty man with an ice cold beer in front of him. He moved, did his homework, and now rides what we love the best.

The irony of the tale is that once his brothers and pop got a taste of the freedom and creativity Jeff had sought and found, they all wanted their own. They're currently building three customs.

We converted another family.

—Renegade

Owner: Jeff Fox		City: Edgerton, Wisconsin	
General		Frame	
Fabrication by: AJR		Year: 1988	
Year and make: 1988 H-D		Builder: H-D	
Model: FXRS		Type: FXR swingarm	
Value: \$12,000		Rake: stock	
Assembly by: AJR		Stretch: none	
Time: winter		Other alterations: Ness swingarm/fender struts	
Chroming by: Browns		Accessories	
Engine		Bars: Drag Specialties	
Year: 1988		Risers: Drag Specialties	
Model: FXR		Fender(s): Arlen Ness	
Rebuilder: AJR		Headlight: Drag Specialties	
Ignition: Accel Mega Fire		Taillight: Drag Specialties	
Displacement: 80 cubic inches		Speedo: H-D	
Lower end: stock		Front pegs: Drag	
Balancing: factory		Rear pegs: Drag	
Pistons: H-D		Electrics: Accel	
Cases: black wrinkle		Gas tank: FXR	
Heads: Branch		Oil tank: chrome, H-D	
Cam: Crane H-298-2		Oil system: Russell/H-D	
Lifters: stock		Primary cover: H-D	
Carb(s): RS-40 Mikuni		Seat: Drag	
Air cleaner: Drag Specialties		Sissybar: none	
Pipes: Python		Height: n/a	
Muffler(s): Python		Material: n/a	
Transmission		Forks	
Modifications: stock		Type: Drag	
Year: 1988		Extension: 2 inches under stock	
Shifting: foot		Builder: Drag	
Engine sprocket: stock		Special features: 2 inches under, chrome	
Trans sprocket: Andrews		Wheels	
Wheel sprocket: stock		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: AJR		Hub: H-D	Hub: H-D
Painter: John Pugh		Rim width: 1.85-inch	Rim width: 3-inch
Color: too many greens		Tire: ME33 Comp K	Tire: ME1 Comp K
Type: House of Kolor		Brake: Perf. Mach. SBS	Brake: Perf. Mach. SBS
Other special modifications: Special thanks to: White Bros.—gas shocks; Branch Flowmetrics—heads; and the Hamsters.			





THE BIKER'S DREAM

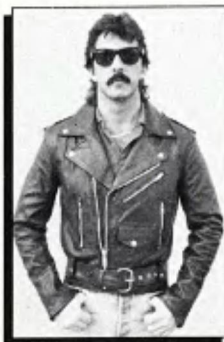
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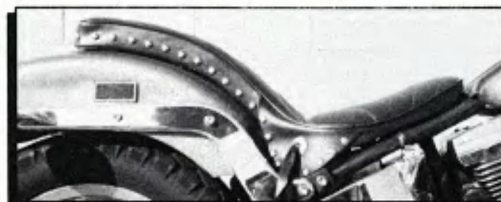
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Ride Like The Wind



Drag Bike

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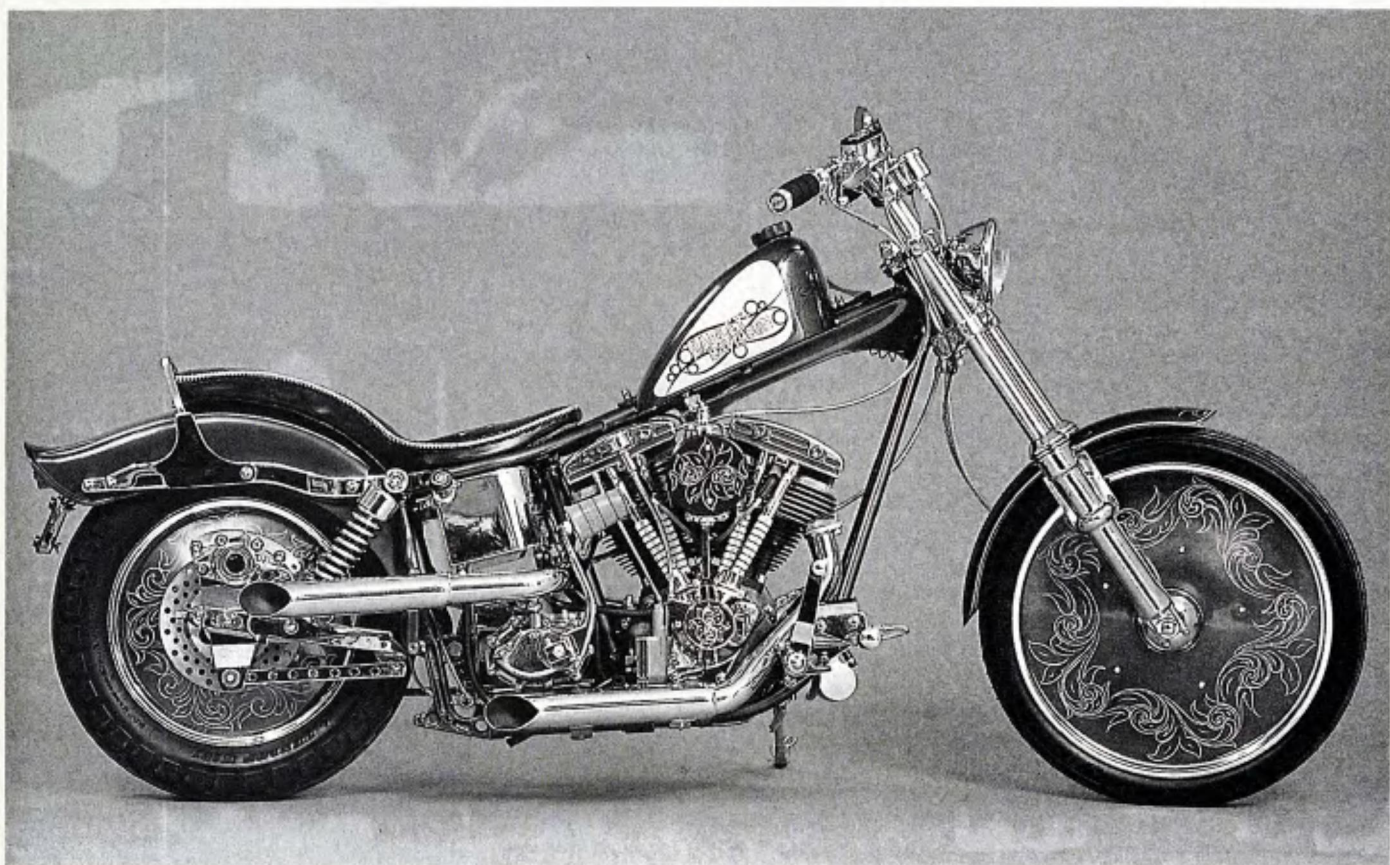
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THE BIKER'S DREAM

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Lee Ann Sherman, Fairfield, Connecticut 1980 shovelhead

Lee Ann's story is what being a woman in the wind is all about. At the age of 18 she left home and set out on a cross-country trip aboard her BMW. Along the way she lived on Indian reservations, did migrant farm work, and learned about life.

Soon after, she got married, had a couple kids, traded the Beemer for a Brit bike, and eventually, with the growing responsibilities of motherhood and matrimony, put her two-wheeled traveling behind her... don't lose heart, there's more.

When her marriage ended in divorce, Lee Ann was left with an emptiness, a void she realized could only be filled by a return to her independent, freedom-loving, riding days. She bought a new Sportster, and immediately rediscovered the strength, courage, and exuberance that she'd lost somewhere along the way.

Okay, so what about the beautiful blue Super Glide she's riding nowadays? Well, there's an inspirational story there, too. Lee Ann was working out at a local gym when she met Dennis Mikhael—if the name sounds familiar it's because his '55 pan was featured in our May 1989 issue. They hit it off instantly, Dennis brought her to see a bike his bro, Longrider Pete, was building, Lee Ann said, "I have to have it," and the rest is pretty much history.

Dennis and Lee Ann are still going strong, she has "the bike of her dreams," and life is good.

—Orphan Annie

YEAR: 1980

MODEL: Custom Super Glide

ENGINE: 1200cc, dual plugs, hydraulic lifters, 10-over pistons

TOP END: Rivera SU, Sumax air filter, Dyna points ignition

LOWER END: stock cam, stock cases

TRANSMISSION: 1973, rebuilt, primary belt drive

FORKS: stock wide glide, turned legs

WHEELS: front: 21-inch, steel hub, stock brake; rear: 16-inch steel hub, H-D brakes

FRAME: 1980 swingarm, 30-degree rake, 5-inch stretch

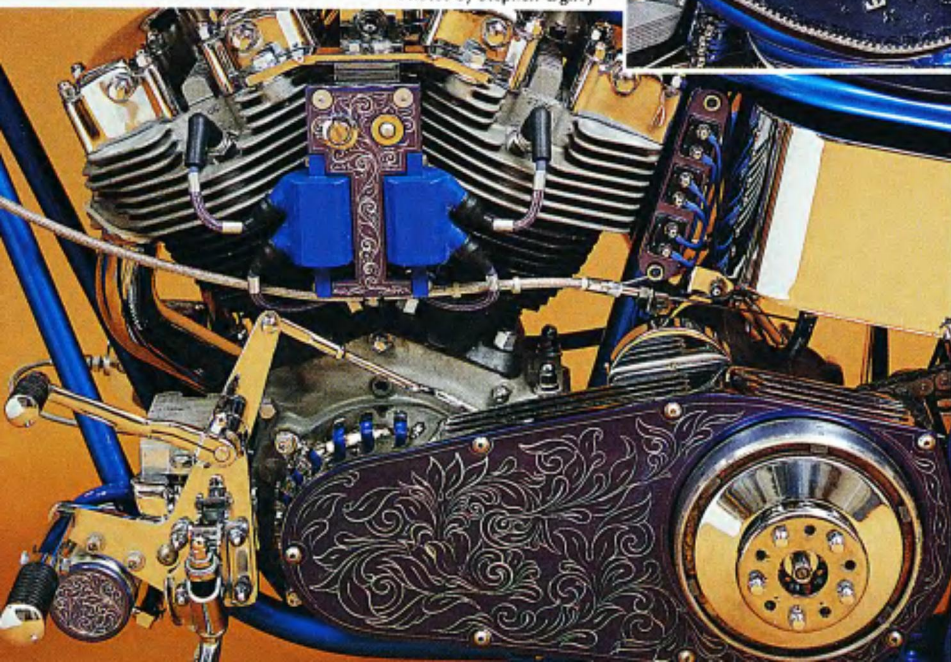
FINISH: Oriental blue, candy lacquer, pinstriping by Bill Hodosi

ACCESSORIES: Wraparound oil tank, catseye taillight, custom seat from Keith's Leather Works, and metal refinishing and engraving.

Credits: Special thanks to Longrider Pete, Gene the Bean, Krazy Ray, Big Jim McCauley, Beacon Falls Machine, and extra special thanks to Dennis Mikhael.



Photos by Stephen Ogilvy



A political poster with a dark background. In the center, a guitar body is shown engulfed in bright orange and yellow flames. The guitar body is yellow with black and blue flame-like patterns. Two skeletal hands are visible: one on the left holding the neck of the guitar, and one on the right holding a pen and writing on the body. The text "OUR AMERICAN RIGHTS ARE GOING UP IN FLAMES" is written in black, bold, capital letters on the guitar body. At the bottom, a portion of the American flag is visible, showing the red, white, and blue stripes.

OUR
AMERICAN RIGHTS
ARE GOING UP IN
FLAMES

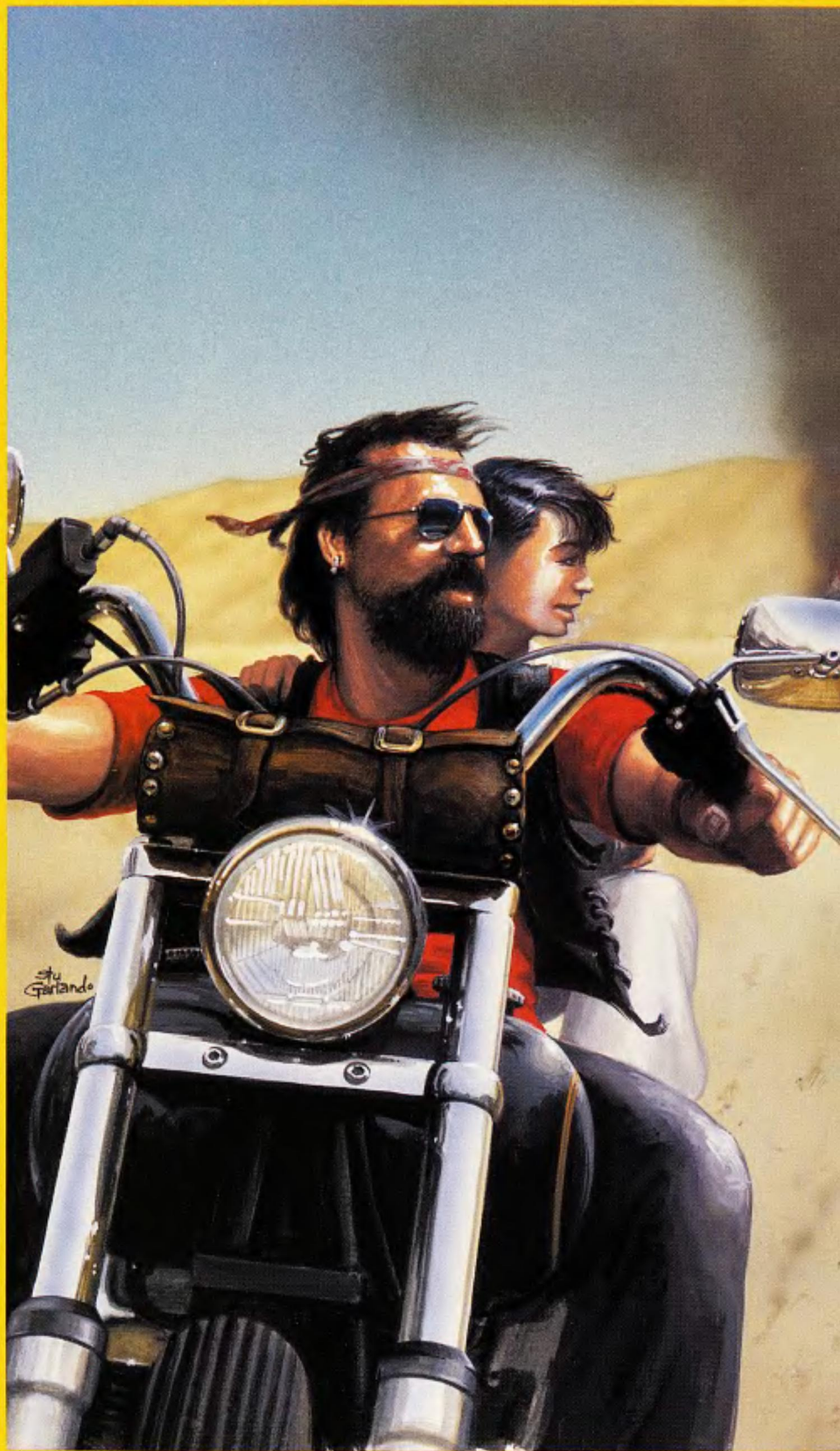
DESERT DOOM

The desert sun hung like a ball of white fire in the clear blue sky. The scorching air covered everything like a thick, hot blanket. There was nothing to see in any direction but the stark, washed-out sameness of the barren landscape.

Country throttled up past 80. Beneath him his shovel thundered smoothly, eagerly eating up the miles as if they were still on some civilized interstate highway instead of this godforsaken stretch of unmarked asphalt somewhere in the burning wilderness.

He was heading south. Had been for days. Down through Texas. Past the border. And now deep into the empty stretches of Mexico. Behind him was a busted marriage, a nowhere job, and the dull memories of too many years in the same old rut. Everything he owned was in his saddlebags, and there was damn little of that. But in a way it was a good feeling, too many possessions can drag a man down.

He reached up and adjusted the bandana covering his nose and mouth. The cloth did little to keep out the powdery dust, and his tongue felt as stiff and dry as the sole of his boots. There was water in his canteen, but he felt a deeper thirst, a deeper need to satisfy.



By Mark Petterson

Illustration by Stu Garland

In the distance the shimmering air turned the road into an undulating snake. What looked like pools of blue water were only illusions. But then he spotted something else, not a mirage this time, but a squaring off of the horizon that meant buildings, civilization, and maybe a little adventure.

It was a small town, a village really, rising up out of the bleached desert sands. Squat adobe structures lined the single main street. Dogs with washboard ribs peered out from alleys, an old man rocked slowly in the shade, several scrawny chickens scrambled out of his way. There wasn't even a name on a sign to identify the place.

Country coasted down the street, his shovel grumbling dully. Lengthening shadows told him the sun was low and it was time to find a place to stay. But this town was so small he doubted there was any sort of inn.

Then he heard music; the soft, flicking rhythm of a Flamenco guitar. It came from a dark doorway under a faded sign that read: CANTINA. Country smiled as he parked his bike by a weathered hitching post. Then he ambled in. It took a moment for his eyes to adjust to the dim interior. A rough, wooden bar ran along one wall, tables and chairs were scattered haphazardly about. A sleepy-eyed bartender slouched in the corner.

"*Buenos días, Señor,*" someone said.

Country looked down at a young boy of about 10 or 12. The boy silenced his guitar and gestured outside.

"You are a lucky man to own such a wonderful machine."

Country nodded. "You like it?"

"Who would not like a 1968 shovel? It is a much admired classic."

"Know a little about bikes, do you?" Country asked.

"I have read many magazines . . . all about panheads, knuckleheads, Evos and the Big Twin. One day I will travel to Milwaukee and become a Harley mechanic. I have already saved five dollars." The boy stuck out his hand. "My name is Pablo and I am very pleased to meet you."

Country shook his hand and introduced himself. "I'd give a million bucks right now for an ice cold beer," he said.

"That is too much," Pablo laughed. "I will provide one for much less." He leaped up and disappeared into the back. In a moment he returned with a bottle of Bohemia.

Country downed the entire bottle in one swallow. "Grab yourself a soda while you bring me another."

"*Gracias,*" Pablo said. He returned quickly with another icy brew and a Coke. "Nice cantina," Country said.

"Your folks run it?"

Pablo shook his head. "I have no folks."

"Sorry," Country said.

"I can take care of myself," Pablo said. "I help with the bar. I do odd jobs. I'm saving *pesetas* to go to America."

"To be a Harley-Davidson mechanic," Country said.

"How much do you think such a thing would cost?" Pablo asked.

The town was just an obscure dot in the middle of a map of nowhere

"Lot more'n five bucks," Country said. Pablo's face sagged. "So how's the grub around here?" Country went on quickly.

"The *tacos* are excellent. Which is a good thing, because that's all we serve."

Country laughed. "Grab us a couple, then, and you can tell me all about this place."

As Country ate hungrily, Pablo talked between bites. The town was called San Carlos after some uncelebrated saint. It had once boasted a local gold mine, which suddenly ran dry 20 years ago. Now the town was just an obscure dot in the middle of a map of nowhere. "It is a place of very bad luck," Pablo said.

Country looked at him. The boy was serious. "Well, I don't want any bad luck happening to my scooter." He dug into his pocket and pulled out a 20. "How 'bout keeping an eye on it."

Pablo's eyes widened. "But that is too much, *Señor*. I would gladly . . ."

"Take it," he said, stuffing the bill into Pablo's hand. "Put it toward your dream."

Pablo carefully folded the money and put it away. "Thank you, *Señor* Country. Your bike will be ready whenever you wish to leave tonight."

"Who said I was leaving tonight?"

Country asked. "I think it might be nice to sleep in a real bed for a change."

Pablo touched Country's arm. His voice was low and urgent. "To eat here is fine. To drink here is fine. But this is not a good place to . . ."

"Not a good place to what?" someone

interrupted.

Country looked up into the darkest, most liquid eyes he'd ever seen. Long, satiny black hair framed a beautiful face. The full, red lips were smiling. "Why don't you introduce me to your friend?" the woman said, turning to Pablo.

"Conchita meet Country," he said.

Country stood, feeling somehow foolish, yet gallant. He pulled out a chair. "Will you please join me? Can I offer you a drink?"

"Thank you," she said, sitting. "Pablo, fetch us some tequila. *Andale!*"

The boy returned quickly with a bottle and two shot glasses. He was about to say something when Conchita shot him a hard glance. "Don't you have work to do?" she asked him.

"Yeah," Country winked at him.

"Don't forget my bike."

Without another word, Pablo turned on his heel and left.

Country smiled at Conchita. "I have to ask the obvious: What's a beautiful girl like you doing here?"

Conchita laughed warmly. "My uncle owns this place. I help out whenever I can . . . waiting tables, scrubbing dishes, things like that."

"You? A waitress? You're beautiful enough to be a movie star."

Conchita's face lit up with pleasure. "I am liking you more and more! A toast to your wonderful flattery."

They clinked glasses and chugged the amber liquid. She quickly refilled Country's glass. "Another toast," she exclaimed. "To your quest, whatever it is."

He threw back the tequila and watched her pour more. "What makes you think I'm on a quest?"

She shrugged. "You ride alone, in the middle of nowhere. Surely you are headed toward something."

" . . . Or away," Country interrupted. He felt the glass in his hand and drank again. Then he felt her warm hand slip over his.

"Tell me about yourself," she said. Country stared into the deep pools of her eyes. "Not much to tell," he said. "The past belongs to yesterday. Let's talk about something else."

She bathed him in her luscious smile. "Whatever you want," she murmured. "But not here. It is too crowded I think."

Country was suddenly aware that the cantina was filling up. Rough-looking men jostled for drinks around the bar and all the tables were occupied. Conchita stood up and whispered in his ear: "Come with me. I have another bottle in my bedroom."

He followed her through the back door and down a shadowed alley. She turned into a dark doorway and

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Attorney John Haymond
and three of the trial lawyers
from his office.

DOOM

disappeared. Country hesitated for a moment until the soft glow of a candle suddenly appeared from within. "Señor Country..." she called, softly. She was sitting on a small bed at the far end of

Somehow
her ruffled
blouse had
fallen off her
shoulders,
revealing
smooth, inviting
flesh...

the room. Somehow her ruffled blouse had fallen off her shoulders, revealing smooth, inviting flesh. She patted the bed next to her and slowly licked her lips. Country took four steps toward her and then his head suddenly exploded.

* * *

He awoke to the taste of sand in his mouth. His skull throbbed. He lay flat on his back and couldn't move.

Cautiously he opened his eyes. Stars twinkled above him. He tried again to move but it was useless. He craned his neck to see why. To his right a stake was buried deep in the sand. His wrist was tied tightly to it. Another stake secured his left hand. His ankles were pinned in a similar fashion.

He was lying spread eagle in the middle of the Mexican desert, stretched out like a helpless starfish. He pulled and bucked with all his strength but the cords restraining him only got tighter.

The horizon was showing the first red glimmers of dawn. Soon the sun would

EASYRIDERS TRUCK TOUR SCHEDULE

The *Easyriders* full-line products truck will be at the following locations during July & August:

July 5, 6, 7, 1991

EASYRIDERS RODEO

Ladson, South Carolina—Exchange Park
(Take I-26 to exit 203, to Hwy. 78)

There will be a special added attraction: **An explosive fireworks display on Saturday Night** along with the ride-in bike show, live music, rodeo, camping, food and beer on sale, trophy girl contest and also featuring display of *Easyriders* world record Streamliner.

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July 19, 20, 21, 1991

EASYRIDERS RODEO

Augusta, New Jersey—Sussex County Fairgrounds
(located off Rt. 206 on Plains Rd./North of Intersection Rt. 15 & 206)

In addition to the rodeo, there will be a trade show, ride-in bike show, live music, trophy girl contest, food and beer on sale, camping, and also featuring a display of the *Easyriders* World Record Streamliner.

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At the site of the Old Cactus Bar

(6 miles East of Van Wert, Ohio, on Old U.S. 30, take the Middle Point Exit off of Old U.S. 30)

Sky divers, Motorcycle pond jumper, showers, bike games, wet T-shirt contest, music by Doctor Hook, Burnt River and 69 Band & Bad Habit. Giving away a 1991 Heritage Softail Custom, raffle tickets still available. Free beer, soda and camping with \$15.00 donation. Donations will be made to charity.

August 3, 4, 5, 1991

Easyriders Rodeo

Prospect, Pennsylvania—Butler County Fairgrounds
(located on Rt. 422)

Rodeo, trade show, live music, trophy girl contest, camping, food and beer on sale, ride-in bike show, and also featuring display of the *Easyriders* World Record Streamliner.

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rise and begin cooking him. He would boil in his own juices, suffering the agonizing pain of a slow, pitiless death.

He tried again to wriggle an arm free, sawing back and forth. His flesh tore against the ropes and his blood dripped silently into the thirsty sand. But maybe it would be better to bleed to death than broil, he thought grimly.

The desert wind brushed his face. Ironically, it was gentle and cool, seeming to caress him. But with the coming of day the wind would die, and so would he. He stared up at the last night sky he'd ever see, cursing the trail of bad luck that had led him here.

Then he heard something; soft, furtive footsteps trotting closer. A small hungry animal, no doubt. A coyote, perhaps, coming to chew his guts out. Or maybe a vulture, sneaking up to peck his eyes. It was such an absurd way to go that, suddenly, he just couldn't help himself: he started laughing.

"What's so funny?" a voice asked from the shadows.

"Pablo! Is that you?"

"I've come to return your money," he said, flashing a knife. "I'm sorry to say that someone has stolen your motorcycle." He cut the cords and helped Country sit up.

"Keep it," Country said, massaging his wrists. "Just tell me who did this."

"His name is Gato Gordo—the fat cat—but it is best you forget about him. When you are ready, I will lead you to the border."

"Fuck the border," Country said.

"You do not understand. Gato Gordo is a very bad *hombre*. He has robbed and killed many like you. It would be best for you to go home."

"When I go home I'll be riding my Harley," Country growled. "Do you understand?"

"Si, I understand. But it will be very dangerous."

"Let's go," Country said.

* * *

Books

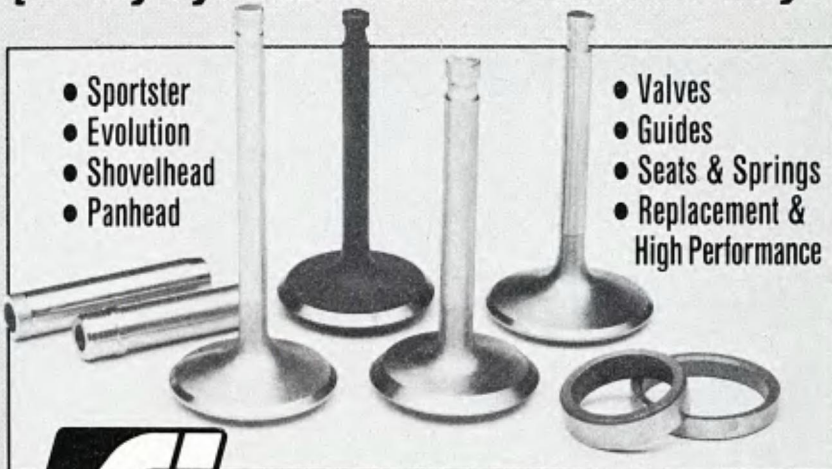


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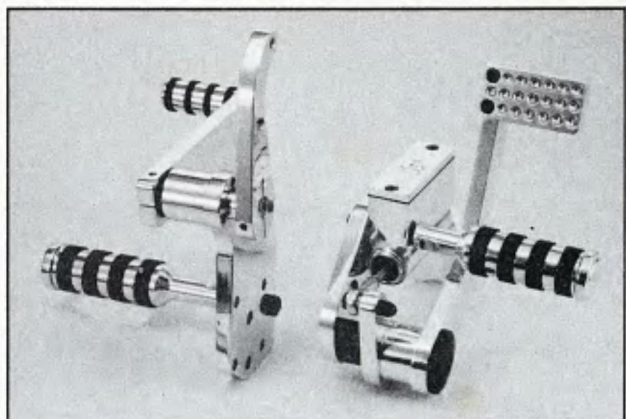
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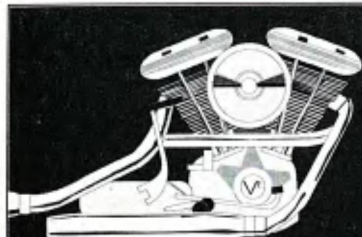


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DOOM

They reached the abandoned mine an hour after sunrise. To one side of the shaft was a low ranch house, lazy smoke spilled up from the chimney. A dusty Ford Bronco was parked out front.

"Good, only Gato Gordo is home," said Pablo. "The rest of his gang will be sleeping it off in the cantina." He pointed to the mine. "Your bike will be in there."

Country nodded. "I want you to leave, now. This is between me and the fat turd."

"But I can . . ."

"No," Country said. "I want you to go. Keep saving your money. One day your dreams will come true."

Pablo was silent.

"I said go!" Country said fiercely.

Pablo sighed. "As you wish, But take this." He handed Country the knife.

"Thanks," Country said. "Now, *vamos!*" He watched Pablo scamper off, then turned his attention to the ranch house. All was quiet. With any luck the fat turd would still be in bed. There was only one way to find out.

Keeping low and using the sparse desert vegetation as cover, Country snaked around behind the house. He listened under an open window for a moment; hearing nothing he peered in.

Boxes and crates and old mining equipment were piled to the ceiling. The room was some sort of storeroom. Country slid in through the window and then softly crept to the door.

Easing it open, he peered into the living room. A low fire smoldered in the fireplace. The room was empty. Then he heard a sound from the porch. Gato Gordo must be outside. He started across the room, holding the knife tightly.

"Surprise!" a deep voice growled behind him.

Country spun, staring into the twin black tunnels of a sawed-off shotgun. Then he looked up into the pig-eyed, greasy face of Gato Gordo.

"Are you a ghost?" the fat man asked. "A ghost come back from the desert?"

"You stole my bike," Country said.

The fat man shrugged. "It was only business. Now please drop the knife."

Country let the blade fall. There was no arguing with a 12-gauge. At least this way would be quicker than the desert. "You're Conchita's uncle," he said.

The fat man smiled. "Is she not extremely beautiful? Almost as beautiful as you are stupid." He waved the ugly shotgun. "Now it is time for you to step outside and die."

Country was about to turn when he saw a quick movement from the storeroom. Suddenly the fat man's eyes widened and the blood drained from his face.

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"Shall I shoot him now?" Pablo asked, pressing something hard against Gato Gordo's back.

"Not if he drops the shotgun," Country said. The fat man did as he was told and Country scooped up the weapon. Pablo came around to Country.

"He thought this red candle was a gun!"

"It's neither," Country laughed. "It's dynamite. Now tie the fat turd to that chair while I cover him."

Pablo found some rope in the storeroom and tied the fat man securely to a wooden chair. "You will regret this, Pablito," Gato Gordo snarled.

"I doubt it," Country said. "Haven't you heard? Pablo's moving to America. He's going to become a Harley mechanic."

"I have \$25 saved," Pablo exclaimed.

"Maybe more," Country said, smiling.

"How so?" Pablo asked.

"Simple," Country said. "A fat shit like this probably saves all his money. I wonder where he keeps it?"

"A safe, perhaps?" Pablo asked.

"Sounds reasonable," Country replied, poking the shotgun into Gato Gordo's thick neck. "What do you say?"

"Fuck you," Gato Gordo said.

Country shrugged. "Oh, well." Then he took the stick of dynamite and shoved it down the front of the fat man's pants. Only the long fuse stuck out.

"Last chance," Country said, striking a

wooden match on the earth. Gato Gordo paled. Country brought the flame close to the fuse. "Hsss," he whispered.

"All right!" the fat man yelled. Then he gestured to a painting on the wall.

The inside was packed with stacks and stacks of hundred- dollar bills

"Twenty-one right, 34 left, 45 right."

Country took the painting down and

stared at the shiny steel safe. His fingers spun the dial quickly and then he pulled open the door. The inside was packed with stacks and stacks of hundred-dollar bills. "Business must be good," he said. "Pablo, after you finish school what do you say we buy a Harley dealership?"

"Is such a thing possible?" Pablo asked.

"It is now," Country laughed. "See if you can find a bag for all this money."

Inside the mine shaft, Country's shovel roared to life on the first kick. He throttled out into the bright daylight and parked in front of the house. Pablo waited with two large bags. "There was more than you thought."

"So who said your town was bad luck?" Country asked.

Pablo grinned in reply.

"Wait here," Country said. "I want to make sure our fat friend is comfortable." He disappeared inside, returning quickly. Then he climbed back on his bike and gestured behind him. "Let's go, *amigo*." Pablo jumped on, holding tightly as they quickly accelerated away from the ranch.

Suddenly there was a tremendous explosion behind them. Pablo glanced back at the smoking ruins of the house. "What happened?" he shouted.

Country laughed into the wind.

"I think the fat man just lost some weight."

Hangovers, but no memories?

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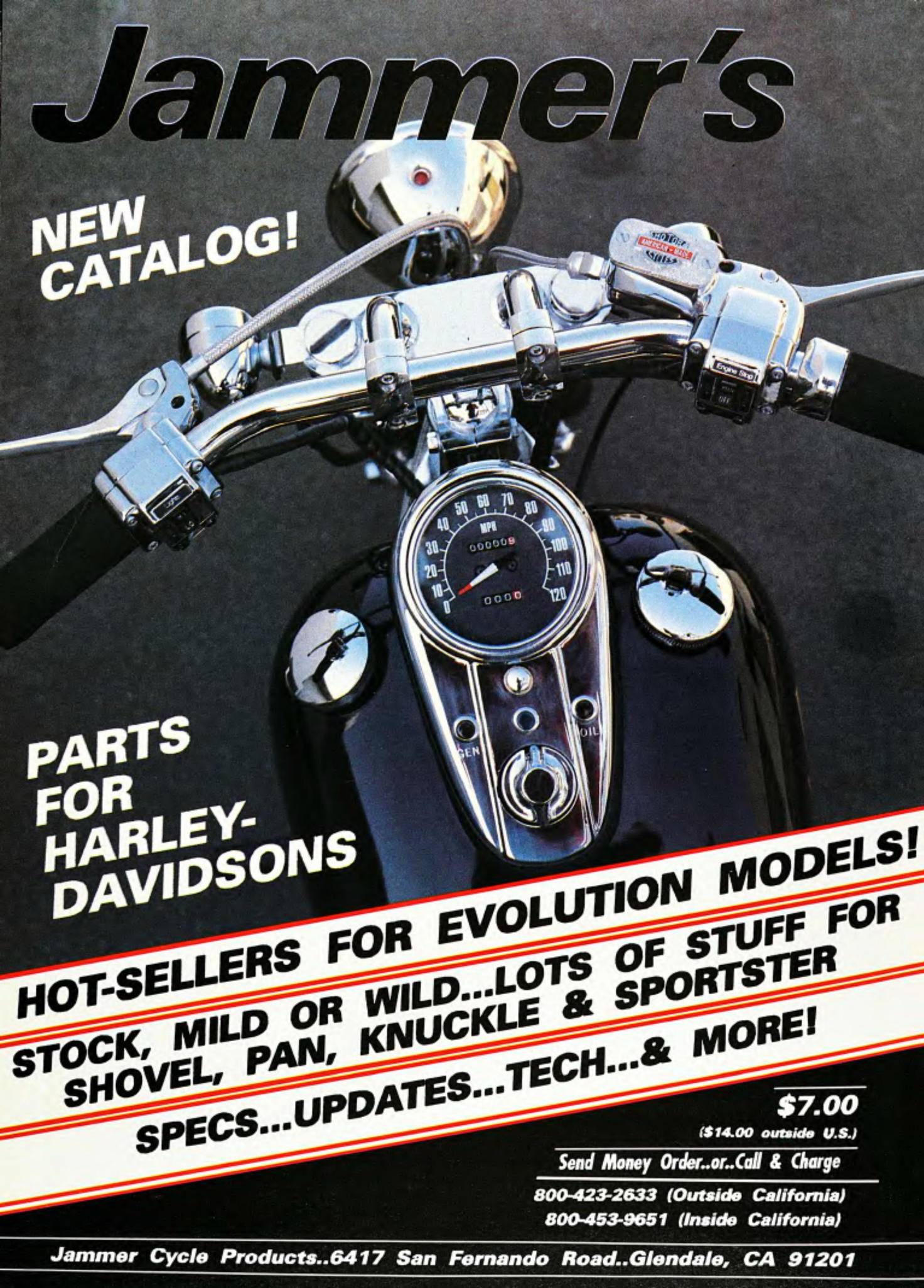
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man can only take so much shit before it's time to call it a day. Mike Henderson had taken his allotment, workin' his ass off for the ungrateful owner of a hydraulic lift company.

He and his partner, Dan, decided to go it alone, making use of Dan's electrical permit and Mike's C61 D-40 license, and start their own business. Hell, they were doin' all the work anyway, why not get paid like owners? But even so, Mike knew it wouldn't be easy, some sacrifices would have to be made, like sellin' his shovel, and bein' flat-assed broke for a while. Dan even buried his pride and borrowed a couple grand from his mother-in-law. That gave





'em enough capital to buy a utility truck and get their fledgling company, Airdraulics, off the ground.

It wasn't long before Airdraulics became a success.

From the one truck, the men expanded to a fleet of six vehicles, and crews for installing and repairing in-and-above-ground lifts, like those found in any automotive repair shop. Mike was able to take care of his wife, Marilyn, and their kids in a way he could be proud of, but there was something missing. Something of the two-wheeled variety.

Mike never lost his love for riding, after all, he'd been riding since he was 11, when he earned the money to buy a Taco 22 minibike by washin' cars and sellin' fruit to neighbors in the north end of the San Fernando Valley. This tough Southern California area is better known now for drug gangs and cop beatings—both ways. Bein' white, he was in the minority, and bein' a big kid he was always the suspect. San Fernando was also a

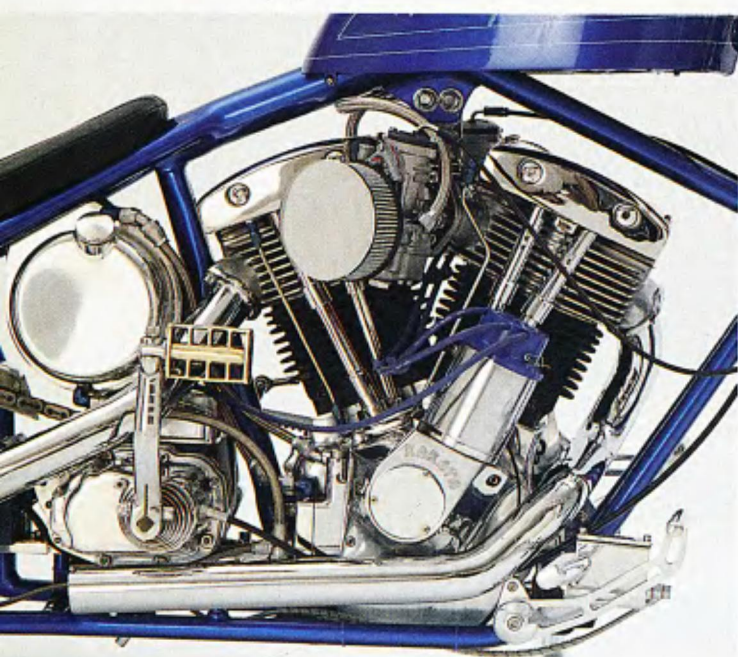
"HE WANTED A BILLET BULLET, AND HE

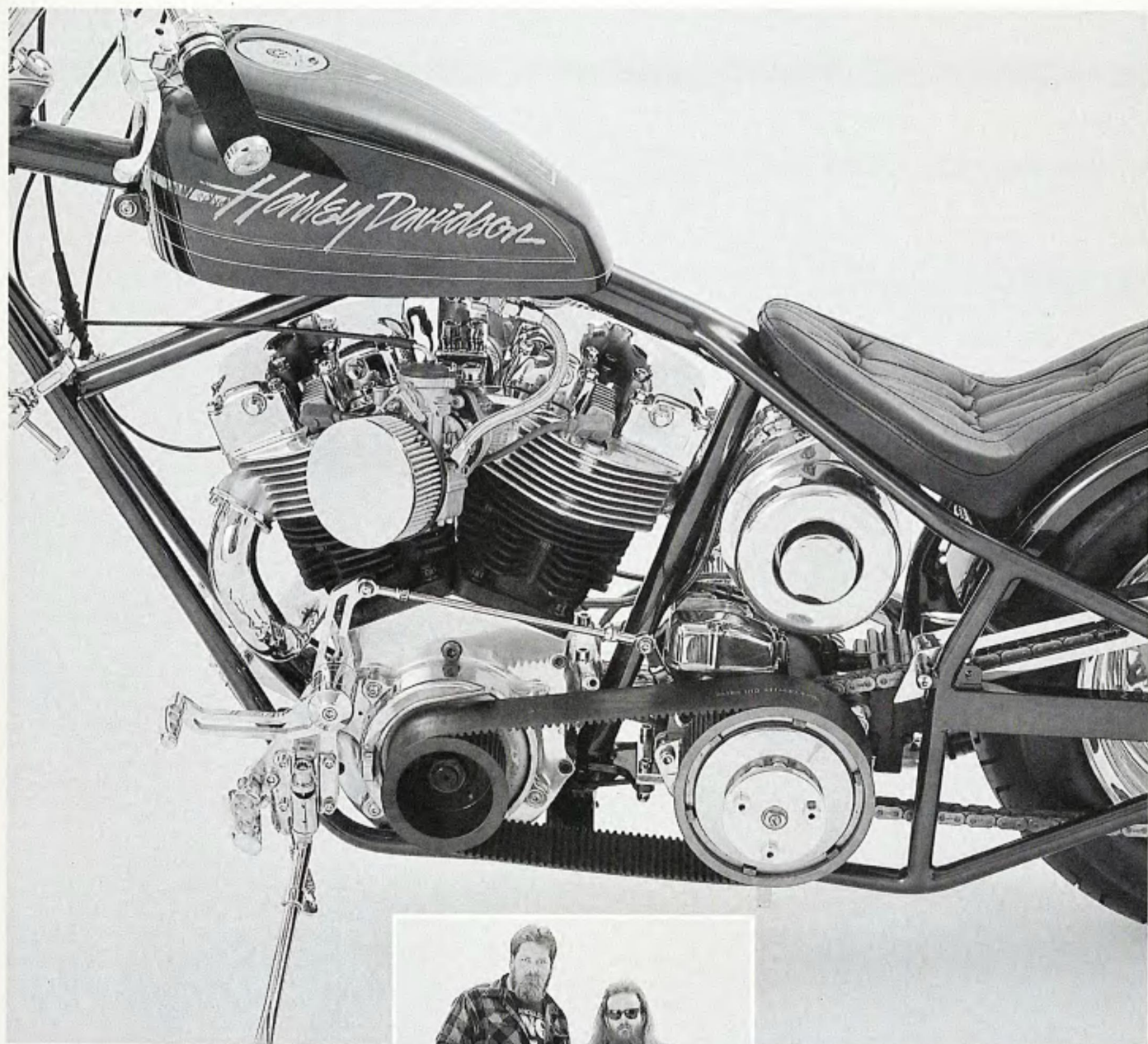
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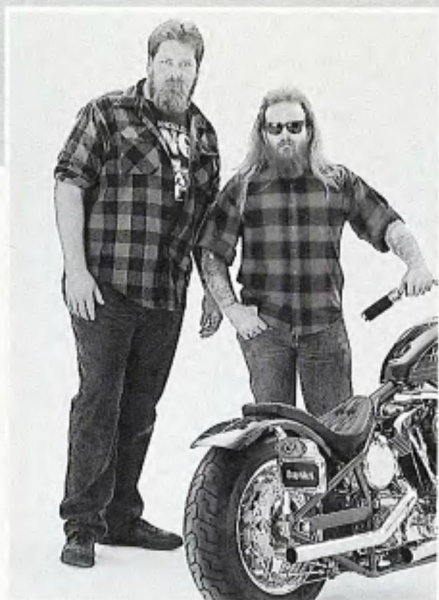
Photos by Raiko Hartman

hot spot for Harleys, and his pursuit of makin' miles on a chopper had never diminished.

This time he was determined to do it right. That's why Mike kept a keen eye out each month, scopin' the bike rags and lookin' for a style that fit him and his bulked-up, 6-foot, 8-inch frame.

Readin' the June '89 issue of this rag, he saw a tough-lookin', bare bones bike built by Tom Foster. He noted every aspect and detail that Tom had put into his shovel, and wanted one for himself.

Mike had purchased a shovel motor and taken it to a notable bike builder, who shall remain nameless. After six months of zero production, Mike's patience wore thin, and he gave Foster a call. Tom was leery at



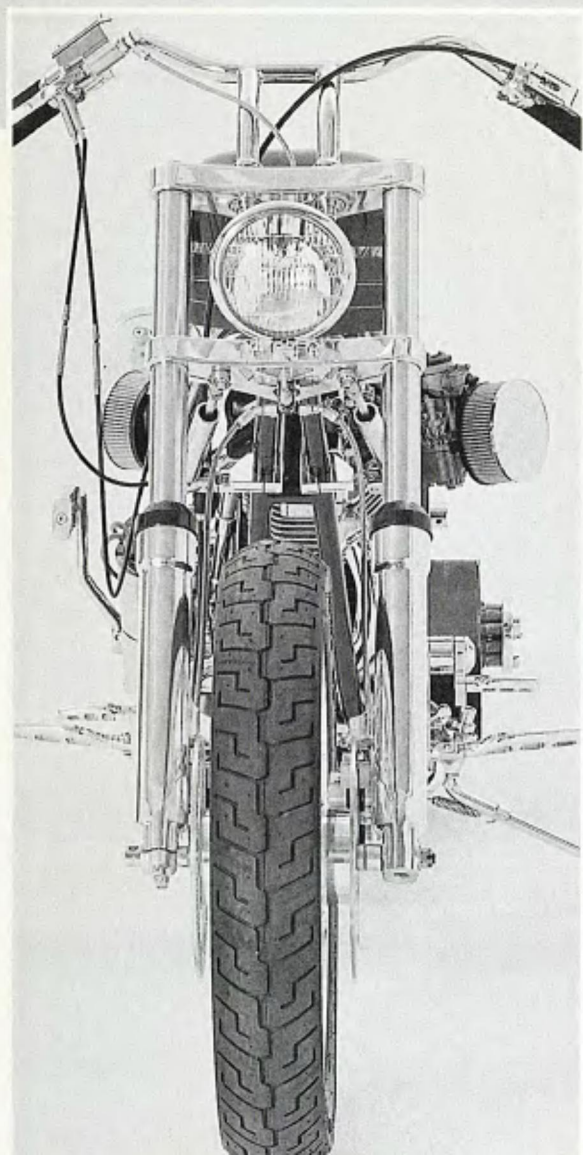
first. It was tough enough doin' it right for himself, why would he want the hassle of tryin' to satisfy someone else? So, over the phone, he kinda gave Mike the ol' cold shoulder. But then a bolt of lightning, called Barbara, hit Tom. His gorgeous wife

had pointed out a few factors, like the bills, fer instance. Tom put off his own project bike for the time being, and made Mike's dream a priority.

"Mike," Tom contends, "is a builder's dream. He gave me free reign to do it right. He wanted a billet bullet, and he got it on steroids. It's an outlaw bike, and that's what it's all about."

This bike is a hot rod, featuring Harmon heads and cases and a five-speed tranny. It wasn't built to conform to anything. Tom contends it's a purebred. The mirrors were left off on purpose—don't ask how he sees. It's also one loud bastard that won't break.

Mike got ahead by grasping his life by the throat, and doin' it himself. And more than once he's helped



Owners: Mike and Marilyn Henderson		City: Canyon Country, California	Engine (Cont.)		Accessories (Cont.)	
General		Frame	Cam: Sifton Outlaw		Oil system: late model	
Fabrication by : Tom Foster		Year: 1990	Lifters: solid		Primary cover: oops	
Year and make: 1991 Henderson		Builder: multiple	Carb(s): dual Dell 'Ortos		Seat: Le Pera	
Model: Hot Rod		Type: rigid	Air cleaner: K&N		Sissybar: no sissys	
Value: best offer		Rake: three degrees	Pipes: drag		Height: frame to fender	
Assembly by : Tom Foster/owner		Stretch: five inches	Mufflers: none		Material: 6065 billet aluminum	
Time: six months		Other alterations: lots	Transmission		Forks	
Chroming by : Astro		Accessories	Modifications: lots		Type: wide glide	
Engine		Bars: Ness	Year: 1990		Extension: stock	
Year: 1990		Risers: welded on	Shifting: it shifts		Builder: Foster	
Model: Harmon		Fender(s): boat trailer	Engine sprocket: ask Primo		Special features: turned legs, Ness trees	
Rebuilder: Williams Motors		Headlight: CCI	Trans sprocket: 25-tooth		Wheels	
Ignition: Karata magneto		Taillight: CCI	Wheel sprocket: 53-tooth		Front	Rear
Displacement: 120 inch		Speedo: no way	Painting		Size: 19-inches	Size: 15-inches
Lower end: S&S		Front pegs: Performance Machine	Molding: Baca		Hub: Perf. Mach.	Hub: Perf. Mach.
Balancing: yes		Rear pegs: sometimes	Painter: Baca		Rim width: 2.75-inch	Rim width: 5-inch
Pistons: huge		Electrics: hidden 12-volt	Color: candy blue		Tire: Dunlop	Tire: Dunlop
Cases: Harmon		Gas tank: late Sportster	Type: lacquer		Brake: Perf. Mach.	Brake: Perf. Mach.
Heads: Harmon		Oil tank: round	Special paint: you bet			
Other special modifications: Special thanks to Tom Foster, Painter Joe at Williams Motors, Baca, William Potts, Le Pera, Adam Christ, and Chris DiNaso Welding for outstanding jobs.						

Other special modifications: Special thanks to Tom Foster, Painter Joe at Williams Motors, Baca, William Potts, Le Pera, Adam Christ, and Chris DiNaso Welding for outstanding jobs.

others get started. He feels life is better than ever, though he needs a baseball bat (provided by Marilyn), to keep the women off his bike.

One gal he won't swat is your Fox,

Michelle. She fit perfectly into the lines of the bike, as well as into Raiko's lens with her soft features, terrific ta-tas, and doe-eyed looks. She was comfortable on the sturdy

rigid, partly because her ol' man, Joe, gives her the confidence to enjoy herself, 'specially on the back of his own Super Glide.

—Buster



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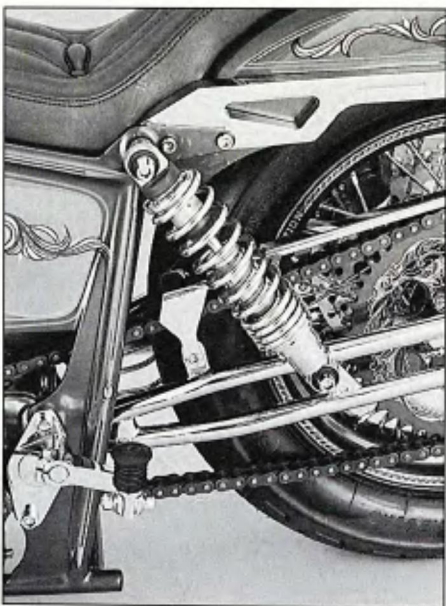
Flamed Headband

They went like mad in Daytona, so the wild rider who designed these is packin' all he can get in his saddlebags and headin' toward Sturgis. They come in either white or black, natch. To order some before the trip, write: AB Headbands, Box 4101, Chatsworth, CA 91311.



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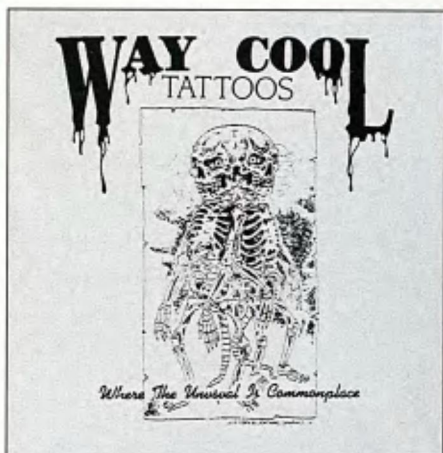
Koni Shocks from Arlen Ness

Koni shocks can be obtained from others, but no one else tears them down, chomes the springs, and reassembles them. They come in 13-, 12-, and 11-inch lengths. These are the customizer's choice. For all the creative accessories that Arlen and Cory stock, in addition to the shocks, call them and order a catalog (415) 276-3303. But make sure you tell 'em who sent ya.



Mini Pal

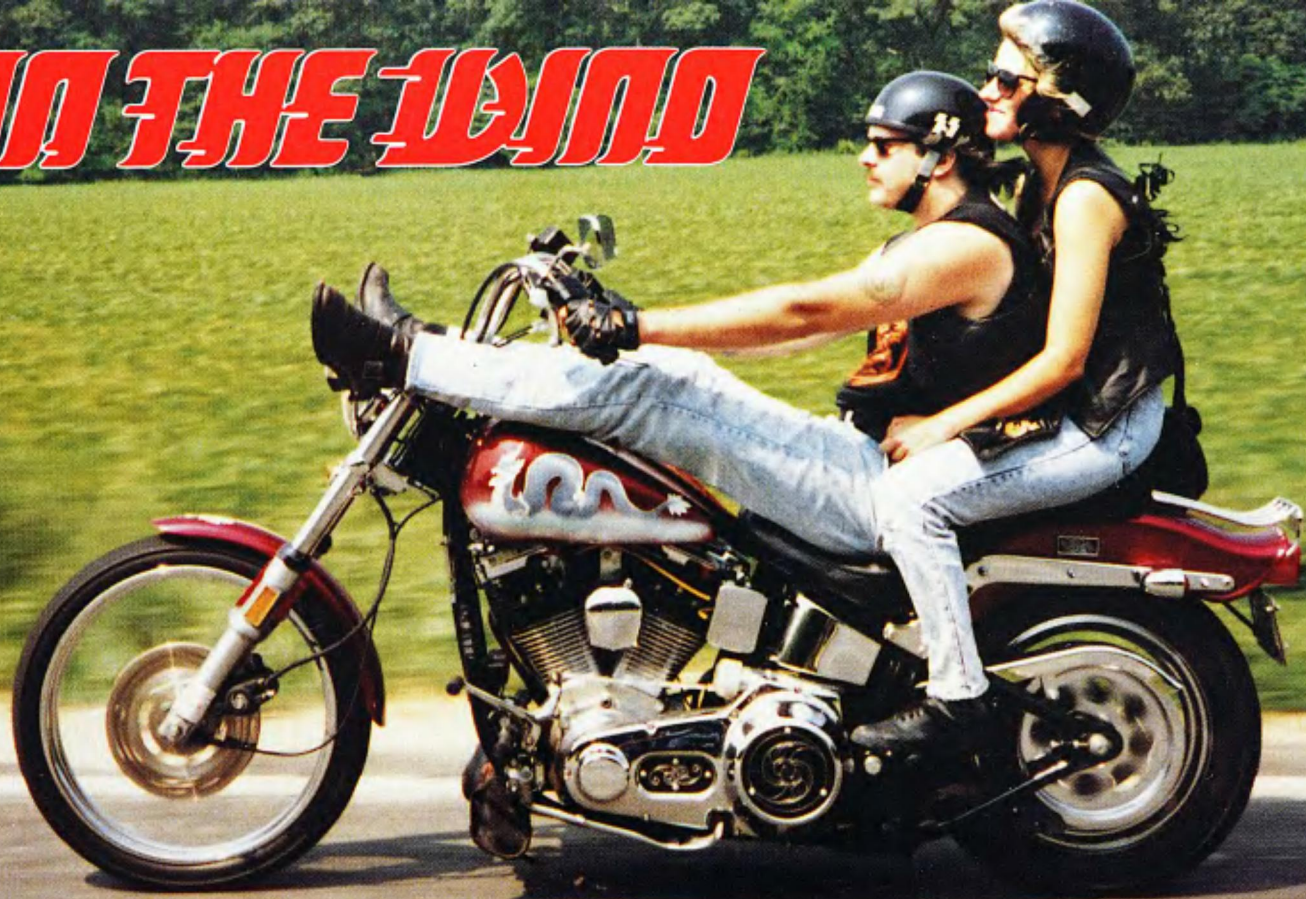
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Way Cool Tattoos

These guys supported us at our Bike Show in Columbus, Ohio, this year, so as a favor to the wild creative work they smear into the skin of their clients, here's an example of their shirts. The art is wild and fine. For information on where you can go to get an approved Way Cool Tattoo or one of their Way Cool T-shirts, send something creative to: 823 West Broad St., Richmond, VA 23220. ☉

IN THE WIND



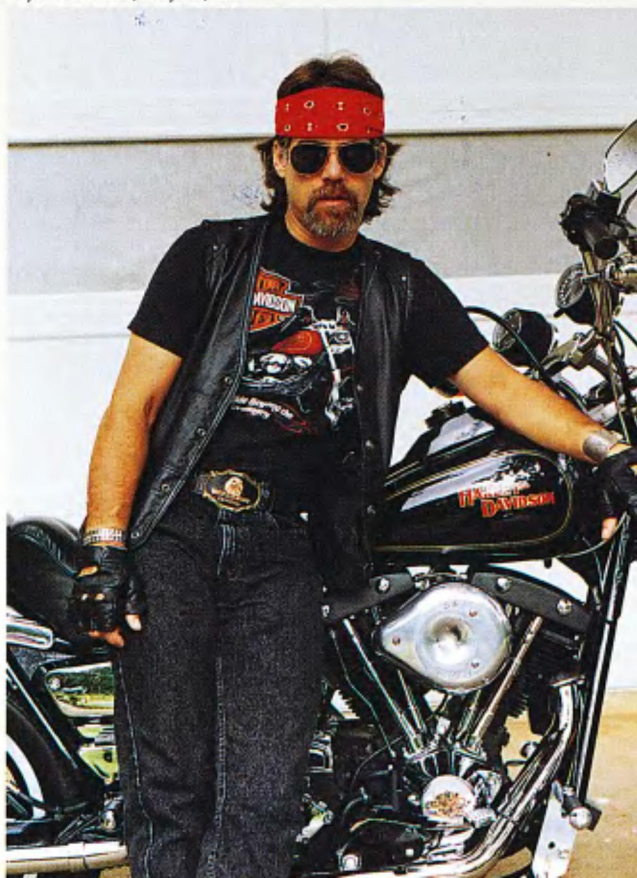
—Instigator, Long Island, N.Y.

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

—Jill Z. Smith, Sunburst, Mont.

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.

—Lynda Sermon, Smyrna, Ga.



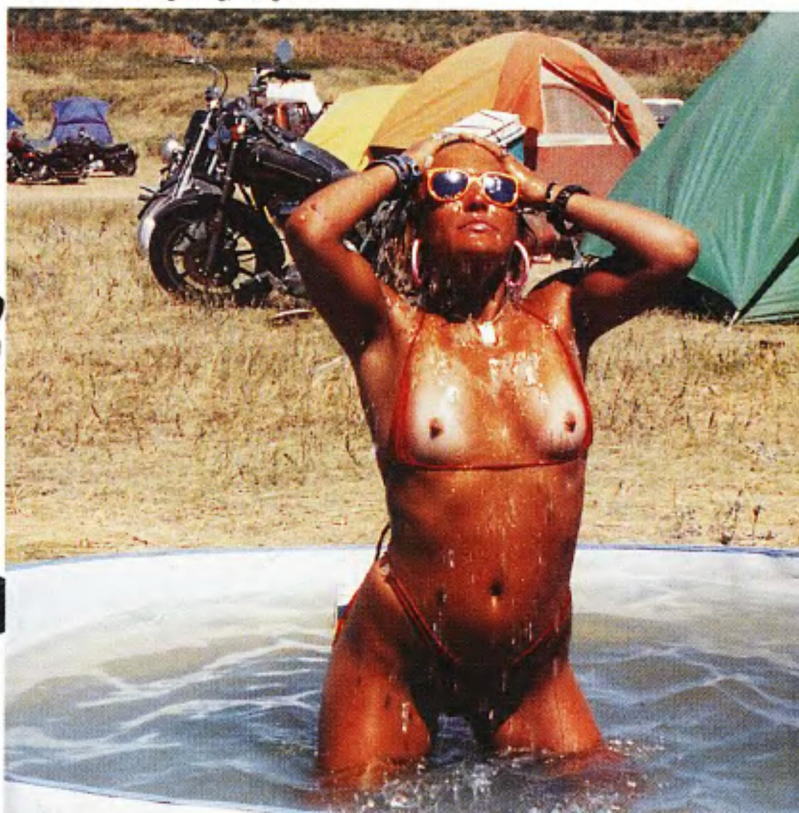


—Rocky Gomez, 550th Tactical Fighter Squadron



—Shark and White Lightning, Sturgis '90

—Mr. D, Madison, Wis.

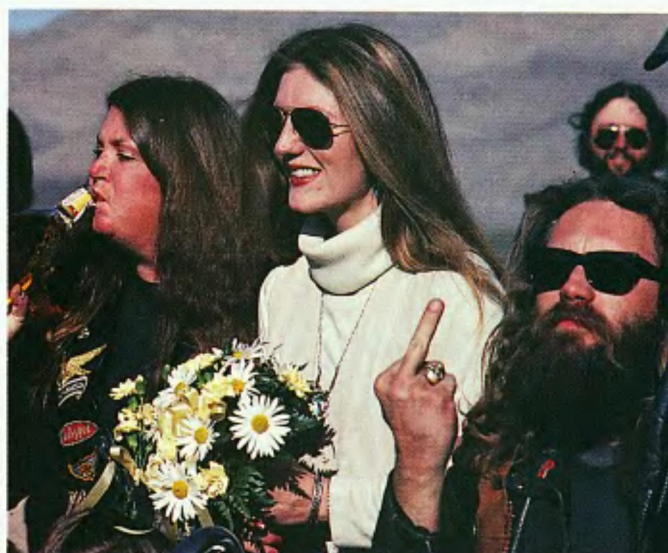




-Barbara Witthohn, Cohoes, N.Y.



-Blues, Frederick, Md.



-Packy Paxton, Alamogordo, N.M.

-Tom Kelley, Monument Valley, Ariz.





—Christer Johansson, Sturgis, S.D.

—Tom Woodgeard, Lancaster, Ohio



—Mark Aley, Jugville, Mich.

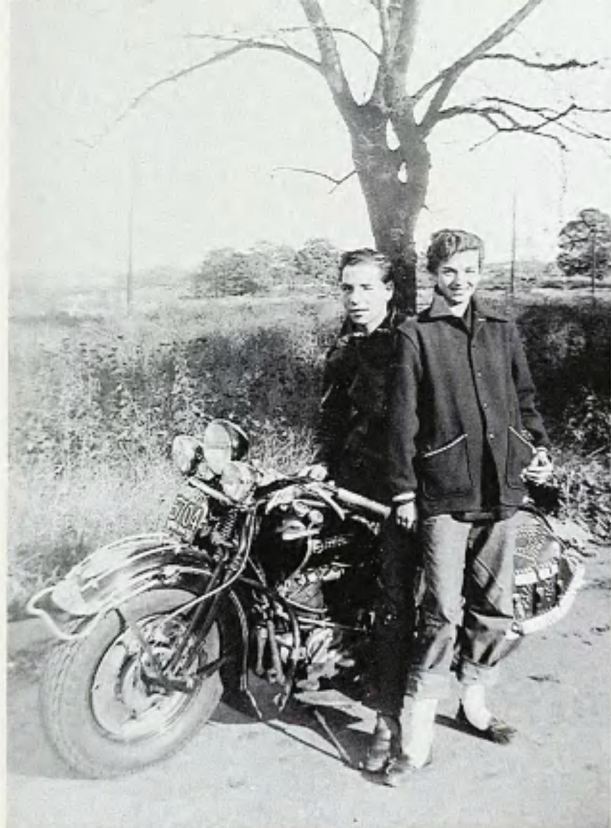


—Steve Braaten, Havre, Mont.



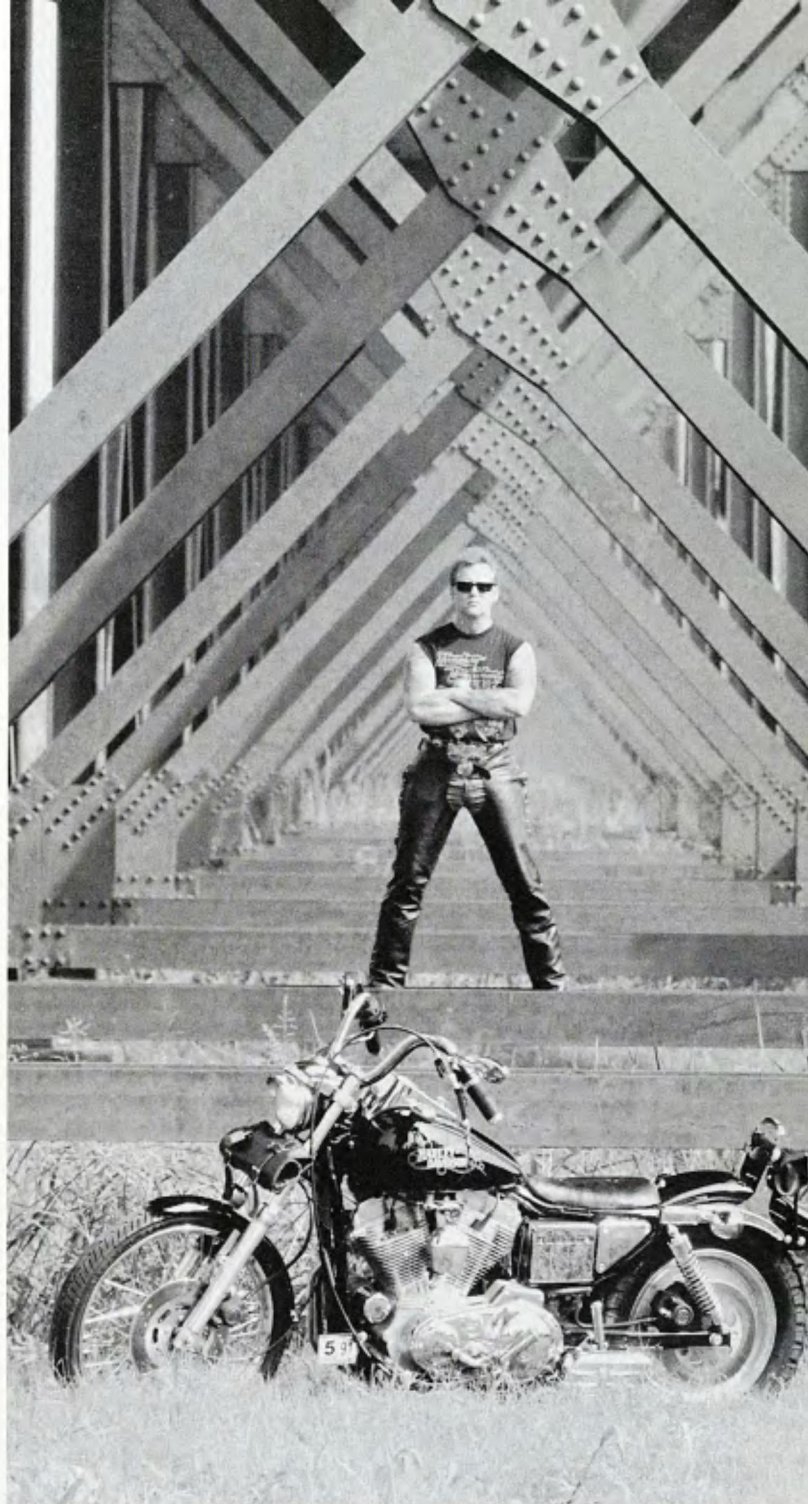
—Chrissy Morris, Bellaire, Texas





-Dave Stein, Randolph, Mass.

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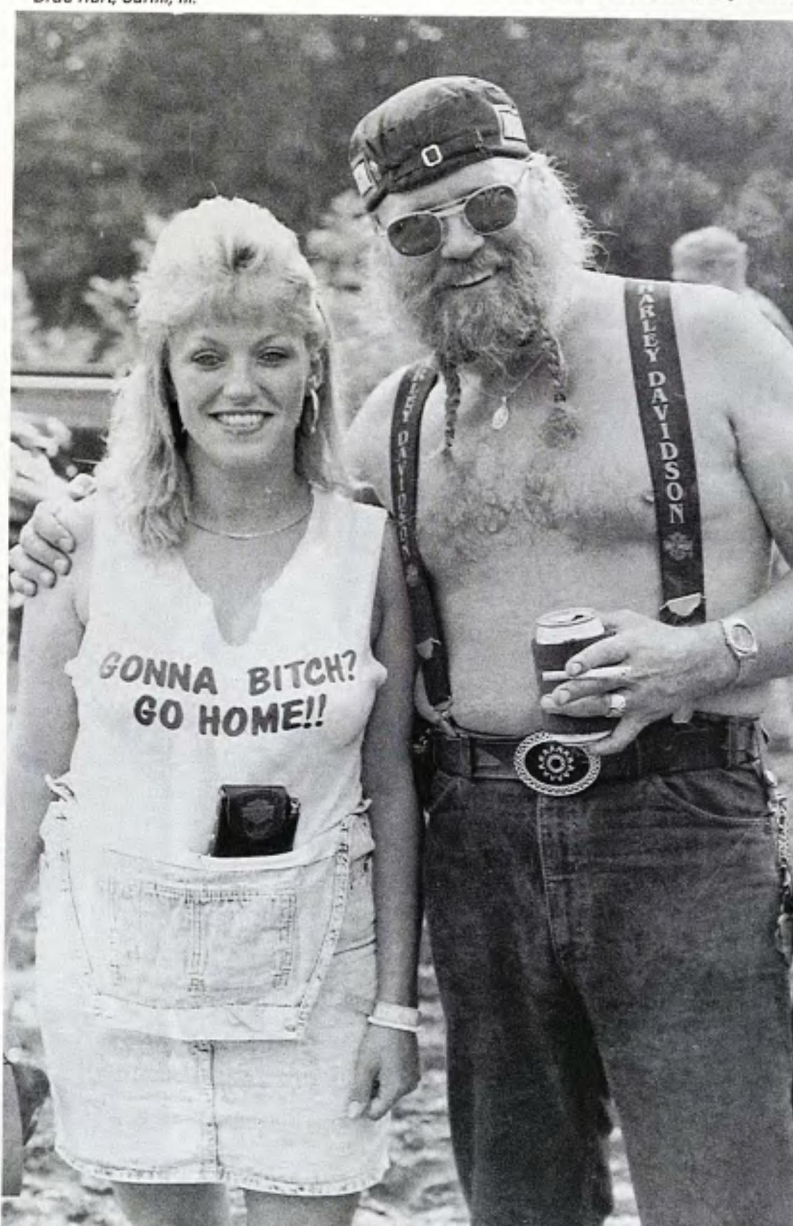
-Brad Hurt, Carmi, Ill.

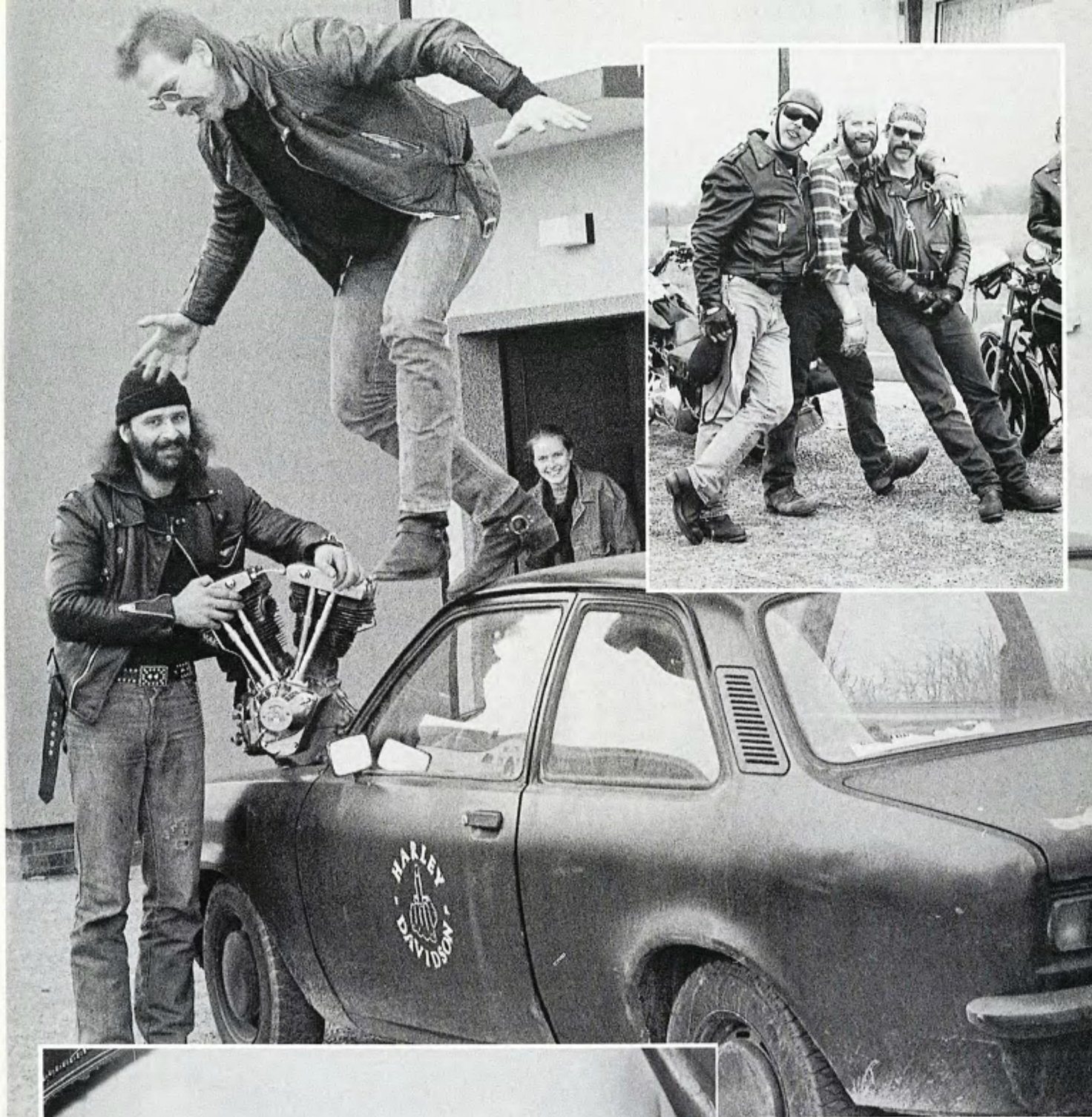
-Frank Lamonea, Topanga, Calif.



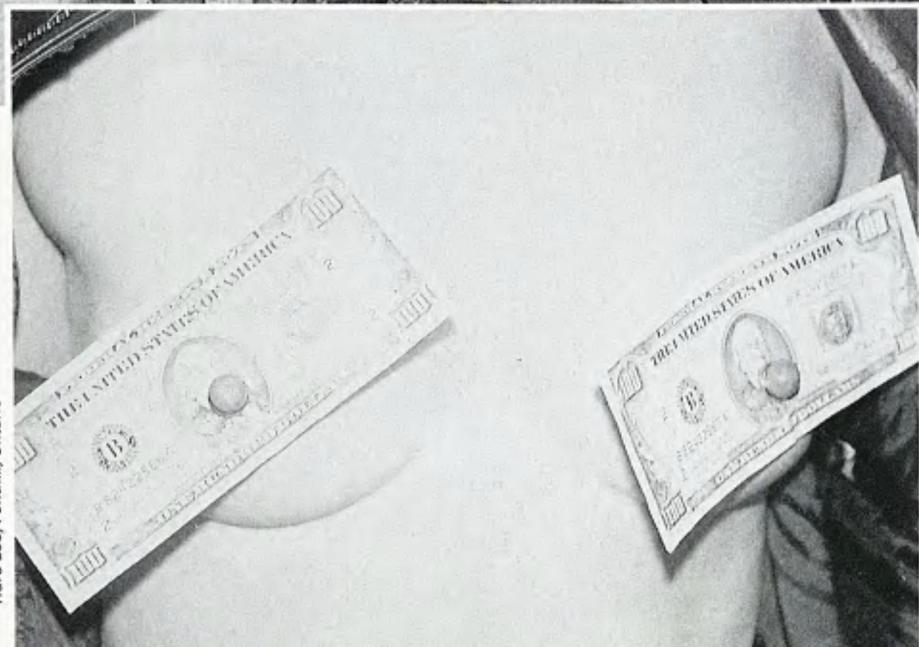
-Doug Kamicar, Culver City, Calif.

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—Lupo, Dorsten, West Germany



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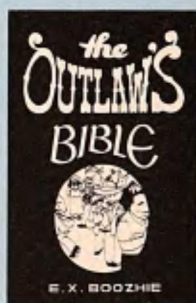
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SOCIAL BURDEN THEORY

Hard Facts From . . .

For nearly two decades now, pro-helmet advocates have largely depended on the logic of *Simon v. Sargent*, 346 F. Supp. 277 (1972); namely, that injured motorcyclists constitute a "public burden," presumably because they don't have medical insurance to cover their injuries.

In logic, a faulty premise necessarily produces a false

conclusion, and the "public burden" theory is flawed from the beginning because its advocates assume that a helmet always makes the difference between sound health and debilitating injury.

In fact, the helmet rarely ever makes a significant difference, simply because it is not designed and built to do so. It is designed, and built, to satisfy Federal Motor Vehicle Safety Standard 218, which demands only that the helmet provide protection at impact speeds below about 15 mph.

Above 15 mph, neither the federal government nor the helmet manufac-

turers claim a helmet provides any benefits to an accident victim. In fact, the helmet manufacturers defend themselves in product liability suits by pointing out that they specifically warn that the helmet cannot protect from severe injury.

As its second faulty premise, the "public burden" theory assumes that only

injured motorcyclists, and no other people, impose a burden on the public health system.

Agreed, a number of motorcyclists—about 55 percent by the more hostile estimates—don't have insurance, or enough of it, to cover the medical expenses they incur as a result of accidents. However, about the same percentage of automobile drivers lack insurance, too. Thus, motorcyclists impose no more "public burden" than other people who suffer head injuries; for example, automobile drivers and passengers, bicyclists, high school football players, pedestrians, and

people who fall off chairs while screwing in light bulbs.

Responding to the claim that injured motorcyclists cost the State of California \$60 to \$100 million per year, Bill Bish, spokesman for Bikers Against Manslaughter (BAM), pointed out that the total "public burden" for all head injuries in California adds up to only about \$60 million per year. To assign half that figure to motor vehicles, and then assign 11 percent of the motor vehicle share to motorcyclists, Bish said, means that the most California motorcyclists could cost the state would be \$3 million.

Furthermore, Bish said, if 50 percent of California's riders wear helmets already, and if helmets really prevent disabling injuries, then the "public burden" ascribable to unhelmeted riders would be only half the \$3 million—or approximately \$1.85 for

Legal Original A New Approach...

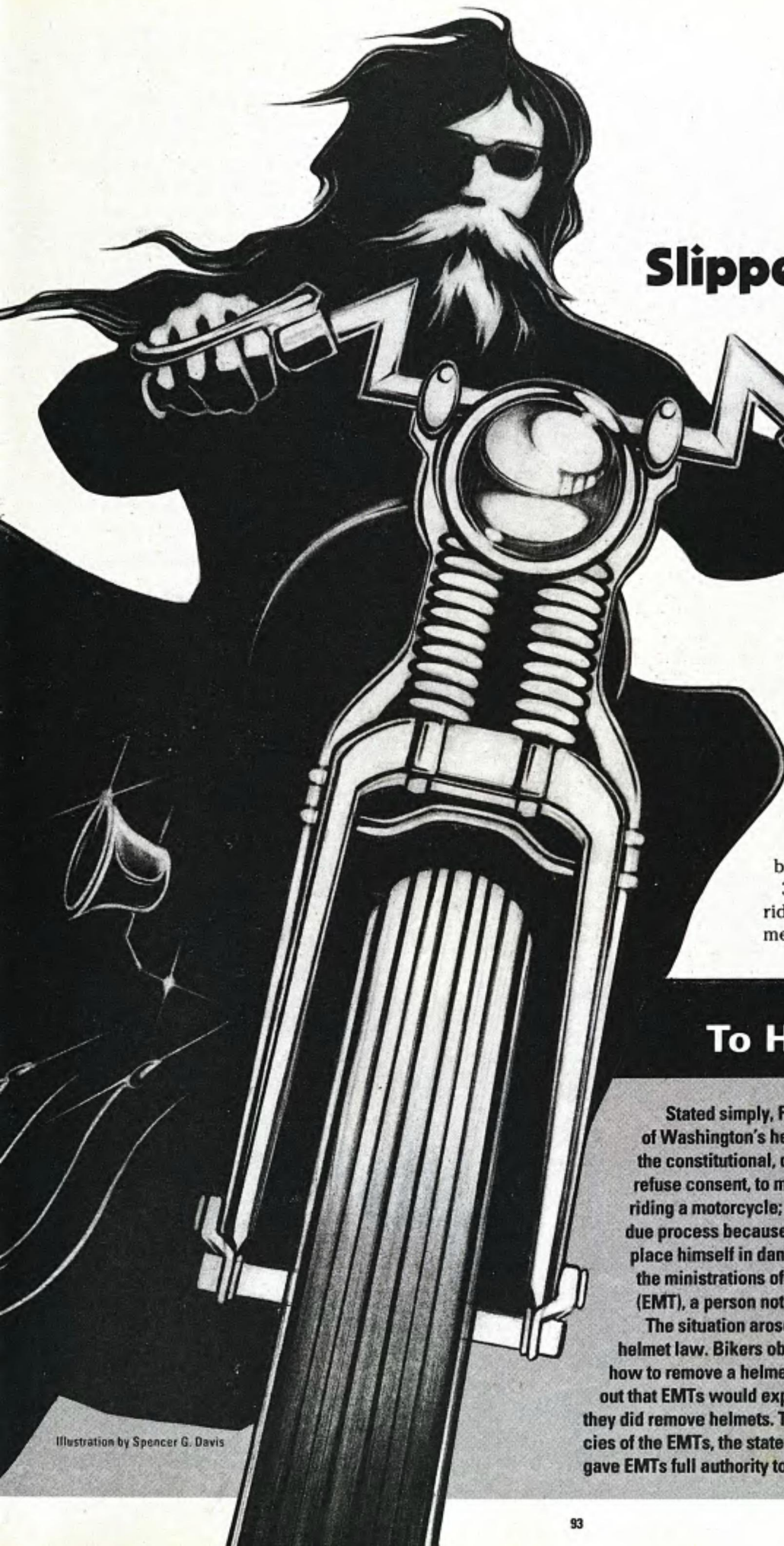
Never underestimate a smart lawyer. Martin D. Fox, an attorney affiliated with Aid to Injured Motorcyclists (AIM), has filed a brief in Lynwood, Washington that could be the avenue to overturning helmet laws all over the country.

The case in question, *Lynwood v. McConnell*, grows out of a weak point in the Washington helmet law. The law exempts riders of "antique" motorcycles, but doesn't specify what makes a motorcycle an antique. Bruce McConnell, a truck driver, rides a 1963 Harley, and figures a bike that old qualifies for the exemption. Some policemen agree, but those who don't give McConnell tickets. McConnell eventually got tired of it and asked Fox for help—and Fox is proving to be a sly one, indeed.

Fox's brief gives seven reasons why McConnell's ticket should be dismissed. These seven include two we haven't heard before, and bikers and their lawyers elsewhere might

use the two arguments to good advantage in their home states.

The two arguments are 1) that the Washington helmet law effectively demands that a rider give up the right to consent to medical treatment as a condition of riding a motorcycle, and 2) that the state of Washington doesn't have the authority to pass and enforce a helmet law anyway. The analysis that follows doesn't do justice to the subtleties of the matter (for which we apologize to Mr. Fox). However, it will show you how Fox is approaching the matter, and if you want to try it in your state, you can get a copy of the brief from AIM.



Slippery Numbers

each of California's 847,369 registered motorcyclists.

Making the same argument, ABATE of California makes the following presentation:

- 1) The California Highway Patrol (CHP) reports that in 1989, 3009 motorcyclists (of 847,369 licensed riders) suffered "severe wounds."
- 2) Since 30 percent is a commonly accepted figure for the percentage of motorcycle accident victims who suffer head injuries, the number of injured riders who could conceivably become a "public burden" would be 903.
- 3) The CHP estimates that half the riders in California voluntarily use helmets (and the figure may be higher). ➔

To Helmet Laws

Stated simply, Fox's first argument is that the state of Washington's helmet law requires a rider to give the constitutional, due-process right to consent, or to refuse consent, to medical treatment as a condition of riding a motorcycle; and, further, that the law violates due process because it requires a motorcycle rider to place himself in danger by being compelled to accept the ministrations of an emergency medical technician (EMT), a person not qualified to practice medicine.

The situation arose like this: Washington wanted a helmet law. Bikers objected that EMTs wouldn't know how to remove a helmet from an injured biker, and pointed out that EMTs would expose themselves to liability suits if they did remove helmets. To save the law from the deficiencies of the EMTs, the state simply wrote in a provision that gave EMTs full authority to remove helmets and exempted

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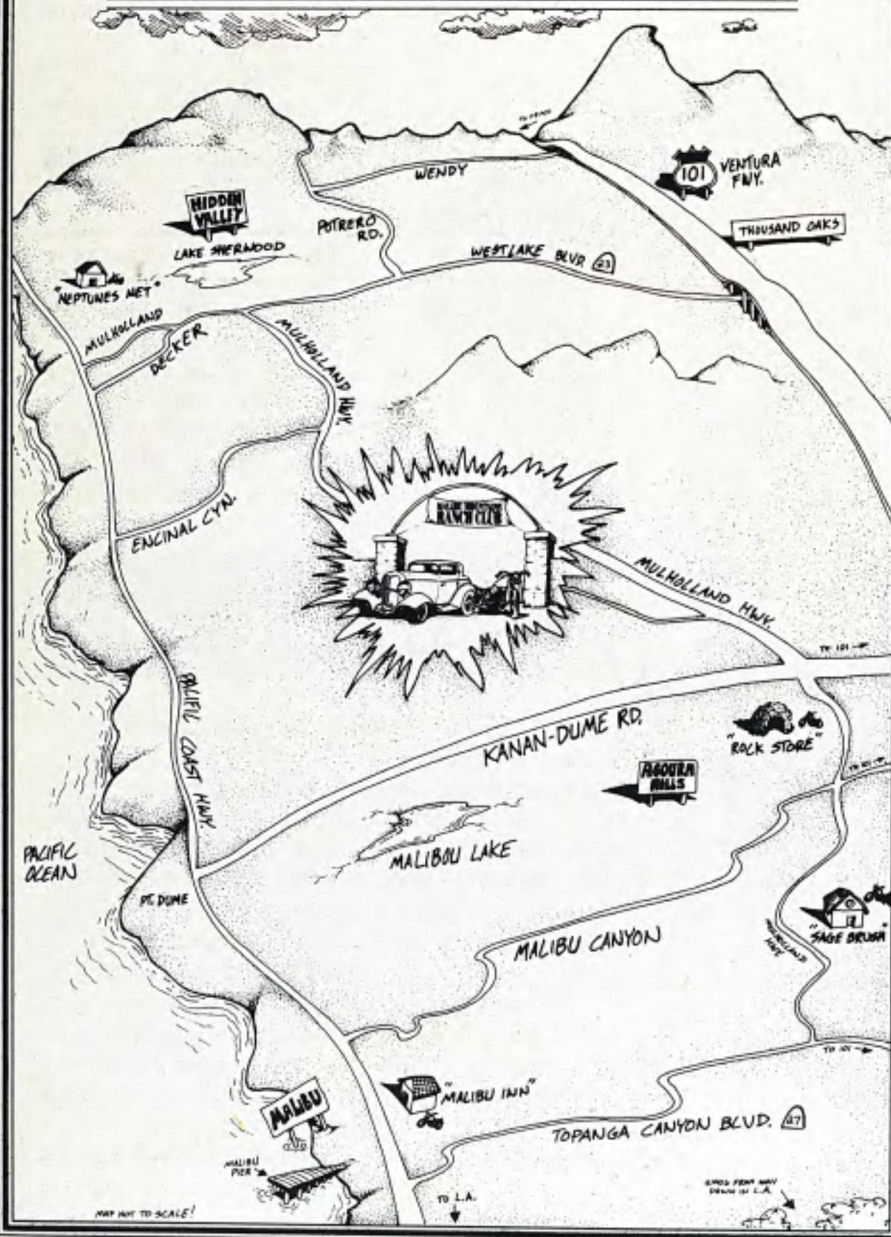
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Social Burden Theory

Continued from page 93

Accordingly, only 50 percent, or 452, of the injured riders would be affected by a helmet law.

4) The California Office of Research estimates that only 55 percent of injured riders lack insurance or personal funds to pay their medical bills. Thus, only 249 of the 452 could constitute a "public burden."

5) However, about half of those 249 injured riders will have their medical bills paid by the liability insurance of the other party to the accident. That leaves only 124 injured motorcyclists to account for the whole \$60 to \$100 million often given as the "public burden" of allowing bikers to ride helmetless. Somehow, that seems too great a burden for 124 riders to have to bear.

Having wrung some reason from the

**Some people
simply can't
tolerate a helmet,
and will not buy
a motorcycle if
they have to
wear one**

"public burden" theory, ABATE went on to another question of equal importance, but a question rarely mentioned outside the motorcycle industry: namely, what is the "economic cost" of helmet laws.

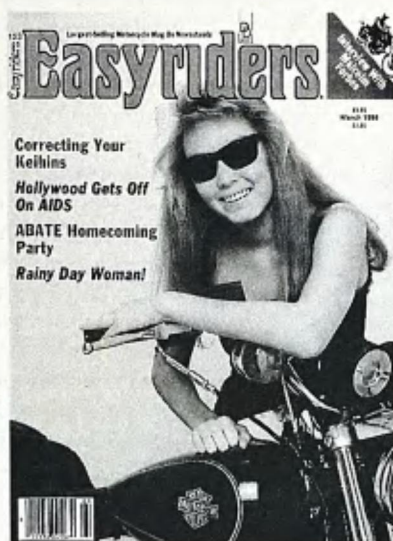
According to the Motorcycle Safety Foundation (MSF), national motorcycle registrations—meaning everything from mopeds to motorcycles—peaked in 1980 at 5,681,000 units. By 1989, national sales had fallen to 4,219,000, a roughly 30 percent reduction that corresponds to a 30 percent decrease in motorcycle accident fatalities over the same period of time.

The reduction in fatalities is good news, of course, but assuming an average price of about \$3000, the loss of 1,462,000 units represents an economic loss of \$4,386,000,000 in total sales, and this does not include aftermarket sales that would have followed from those unsold units. ➔

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Social Burden Theory

Continued from page 94

Much of this reduction in sales can be attributed to helmet laws. Some people simply can't tolerate a helmet and will not buy a motorcycle if they must wear one. When Nebraska and Oregon adopted helmet laws in 1988, motorcycle dealers in both states reported an immediate public response: sales dropped at once, by as much as 40 percent. While it can't be proven, at this time, that helmet laws have caused the drop in sales, the sales figures certainly point to something that deserves attention—but which has received virtually none.

ABATE of California suggests that a helmet law in California would reduce motorcycle sales by at least 25 percent. From this conservative estimate, ABATE goes on to show how much a helmet law will cost the state—meaning, at bottom, the people of the state.

Using 1989 sales of 643,137 units as the base, a 25 percent reduction in sales amounts to 160,784 motorcycles. In 1989, motorcycle and related products generated \$580,307,000 in sales, or \$37,719,955 in sales taxes for the state. To reduce motorcycle sales by 25 percent, then, will cost the state \$9,429,989 in lost sales taxes, and the loss will continue each year.

Likewise, since each motorcycle pays, on average, an \$81 registration fee, a 25 percent reduction in sales will cost the state another \$13,023,524 in registration fees.

Furthermore, if motorcycles (of all types) run an average of 3,340 miles per year at an average of 70 miles per gallon, the reduction in sales will reduce gasoline tax revenue by \$1,227,471.

Similarly, a reduction in sales will entail a loss of employment in the motorcycle industry. ABATE figures the loss in payroll at \$21,982,250 and, therefore, the loss to the state in payroll taxes at \$1,978,402.

Last, motorcycle dealers pay business and corporate income taxes. To reduce volume and, therefore, profits by 25 percent will cost the state \$4,047,641 in income taxes.

Add up the numbers, and the total bill for a helmet law runs to \$29,023,524. In other words, besides suppressing the freedom of its people, California is prepared to lose about \$10 in revenue for every dollar it might, at best, save in "public burden." This doesn't sound like the way to balance a state budget that is seriously in the red.

Continued on page 96

Legal Original (Cont.)

them from liability for doing so.

In writing the law this way, Fox argues, the state forces riders to accept unwanted, and possibly incompetent, medical attention that could kill them. Fox says the state can't compel riders to give up the right to consent, nor compel them to expose themselves to danger as a condition of riding.

Fox seems to be on the side of the U.S. Supreme Court on this one. The Supreme Court says that you can't lose your constitutional rights. Nobody can take them away from you, and you can't even give them away

yourself. You can "waive" a right, but that doesn't mean you give it away: only that you choose not to exercise it. Even then, you can only waive a right, such as your Fifth Amendment rights, in carefully defined legal circumstances.

By contrast, you cannot choose to be someone's slave. "Involuntary servitude" is unconstitutional, and even if you agree to be somebody's slave, the law won't recognize nor enforce the agreement: you cannot give up your right to be free from involuntary servitude.

In the same way, the state can't take your right of consent, nor require that you expose yourself to danger, to satisfy public policy, which is what Fox says the Washington helmet law does.

This is turning the tables—all the way. Pro-helmet people say you must wear a helmet to protect yourself from yourself. Fox says you must be free to ride bare-headed to protect yourself from incompetent and unwelcome medical attention imposed by the state. Sounds good, and it is most definitely original. We haven't heard it argued this way before, and it looks like a promising approach.

Fox's second argument, that we haven't heard from anyone else, is that the states have no authority to pass or

enforce helmet laws in the first place. Fox points out that 23 United States Code 402 (c) specifically says a state may receive federal highway funds, provided the state has no mandatory helmet law for motorcycle riders over the age of 18. In extending its helmet law to all riders, the state of Washington violated 23 USC 402 (c), which the Supreme Court, in *Dole v. South Dakota*, 483 US 203, says Washington can't do.

Taking 23 USC 402 a step farther, Fox argues that the state has no authority to enact or enforce a helmet law for riders

over 18 because Congress, in its effort to develop uniform traffic safety standards for all the states, reserved that authority to the Department of Transportation. Under 23 USC 402, even the Secretary of Transportation can't approve a state law that requires helmets for riders over 18 because 23 USC 402 specifically says a state receiving federal funds is not permitted to make such a law.

Think about it. If Fox is right, if federal law

does not permit the state of Washington to enact an over-18 helmet law, then *no other state can pass such a law either!* And every over-18 helmet law in the country goes out the window.

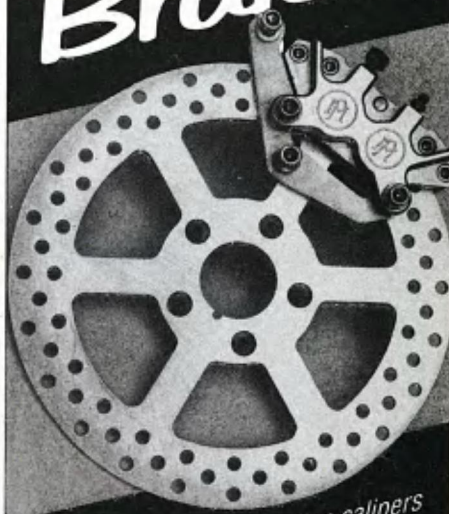
Masterful, Brer Fox, and absolutely breathtaking.

Take a better look at this, bros. Ask AIM for a copy of Fox's brief for *Lynwood v. McConnel*, then run (or ride—just don't walk) to a lawyer who likes a good fight and knows his stuff. Fox has just presented you with one helluva big monkey wrench, so get some good legal help and throw it right into the helmet works.

Contact AIM at 15910 Ventura Blvd., Suite 1712, Encino, CA, or call (818) 990-4195. Interested lawyers might want to contact Martin Fox himself at: 800 United Airlines Building, 2033 Sixth Avenue, Seattle, WA 98121.

**The states
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authority to
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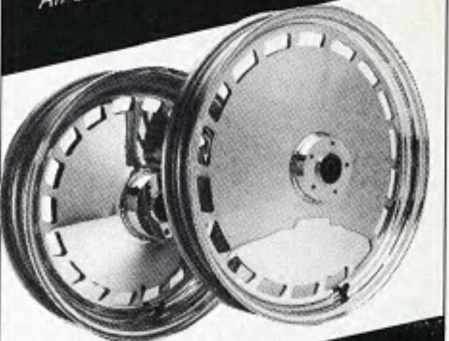
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Continued from page 96

Actually, ABATE points out, the losses will be considerably more. If 25 percent of the employees in the motorcycle industry—around 1,534 people—lose their jobs, their \$230 per week unemployment compensation will cost the state \$18,346,640.

Furthermore, in a state already in budget trouble, and a state with a court system vastly overloaded with drug-related crimes, to additionally burden the police and the courts with an unnecessary law will only exacerbate a bad situation. And, while the police are

When Nebraska and Oregon adopted helmet laws in 1988, motorcycle dealers in both states reported an immediate public response: sales dropped at once

distracted with pursuing bare-headed motorcyclists, serious criminal offenses will be neglected, to the severe disadvantage of the people of the state.

In sum, if the discussion will turn, if even briefly, from the fallacy of "public burden" to the more verifiable concept of "economic cost," a helmet law will not merely be an offense to freedom and an unsafe, counter-productive imposition on motorcyclists—it will also be a recipe for economic disaster.

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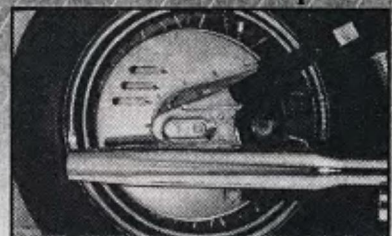
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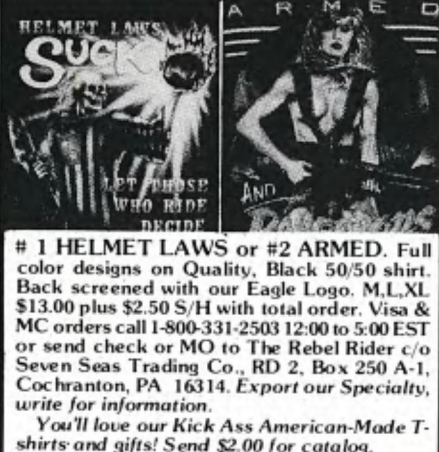
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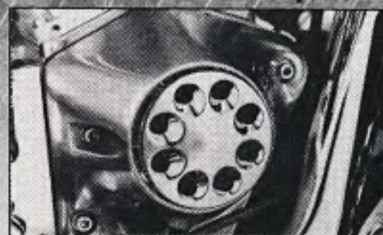
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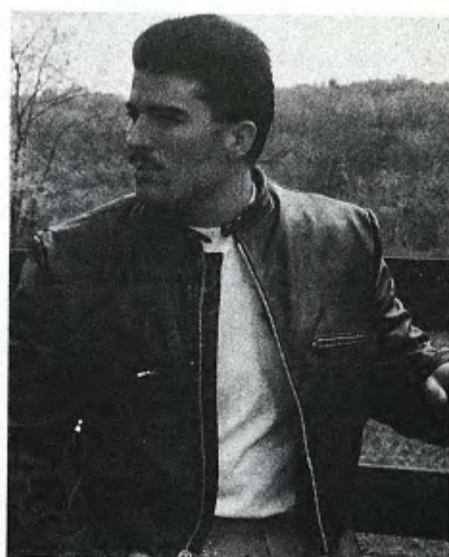
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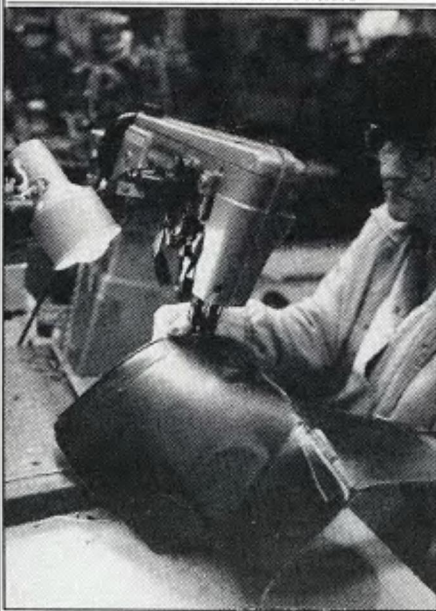


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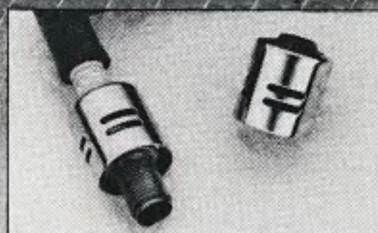
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Country's H-D Inc., 1093 Albright Rd., Rock Hill
Southern Scooter II, Rt. 1, Box 200, Beaufort

Texas

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

Tennessee

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

Virginia

Departure Bike Works, 3093 Hull St., Richmond

Washington

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

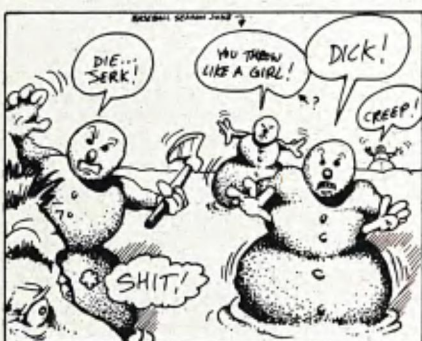
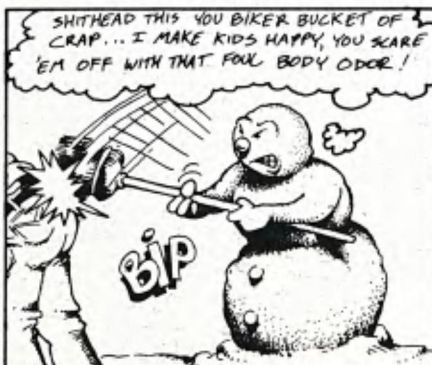
Wisconsin

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

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(ILLUSTRATED BY JON TOWLE)



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50TH ANNIVERSARY DAYTONA BEACH BIKE WEEK 1991: 20, 4" x 6" color photos; \$20. BD, Box 6201, Deltona, FL 32728-6201.

To the guy who gave me his helmet after mine got ripped off at the BOOBYTRAP near Birmingham, March 1991: THANKS A MILLION!! From Curtis in Nebraska.

BILLY K.: Happy 26th birthday. We love you very much. Natalie and Tiffany.

100 names/addresses/descriptions of beautiful Philippino ladies; \$8. Michael Broderick, Apdo 2606-EA, Balboa Ancon, Panama.

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

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

Donna: Don't be a jerk! In spite of all the stupid things you say, we're gonna be good together. You and me!

PRISON SUBS: Locked-down bros and sisters, subscribe to *Easyriders* for only \$15 a year (U.S. funds only, please). Mail to: *Easyriders*, Box 578, McMorris, IL 61054. Allow 6-8 weeks for delivery of first issue.

AM/FM nonrecording stereo cassette players and G.E. SUPERRADIOS available. FREE CATALOG. The Conaid Company, 8221 Dunfield Ct., Severn, MD 21144.

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

On March 18, 1991 a new chapter of the Bandidos MC was formed in Russellville, Arkansas. Thanks to Ronnie Hodges, Sprocket, Coon Ass, Strocker and all who helped us start our charter. B.F.F.B., your President, David "Cowboy" Cains, 1% forever.

TATTOO DESIGNS (complete pictures) for bikers. 200 on 43 sheets; \$33. For further details send \$1. Gundelfinger, 1408 Blaise Ave., Simi Valley, CA 93005.

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Lisa and Shannon Stovall: Sorry! Wishing you the best. Write sometime. Allan Counts.

Diablos MC 30th year reunion, 1992. Contact Diablo, California, Connecticut and Indiana, 156 Grove St. Meridan, CT 06450.

Sweet Pea: Where are you? I've been looking for over two years now. Love you now and always. We need you! Bug Roach (4). B.P. Dart Roper, 1321 North C St., Sacramento, CA 95814.

SELL YOUR DIRTY 501s! Get \$10 plus postage for men's blue, button-fly LEVIS in any dirty condition—except torn. Call (212) 595-0923 weekdays or write B.D., Box 327, Bridgehampton, NY 11932.

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

In fond memory of Courtney "The Pine River Rat" Gordon. A stand-up brother, biker, and family man who took his last ride on Earth recently due to the Big C. He rides with the Big Road Captain in Harley Heaven now, but won't ever be forgotten by those fortunate enough to catch his free spirit. He gave willingly so others could putt. Tough right to the end, he leaves behind a loving wife, Anne, and two children. RIP, with love from your friends at *Easyriders*.

Swedish, European girls, freedom lovers, coming to USA, want to meet adventurous guys. Call Britt (900) 234-6609 (\$3 per minute). Free photos.

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BOOT STRAPS: Genuine black leather, Conchos, underhael chain. Great gift idea. \$20 a pair, S&H included. Send check or money order to: Muldoon's, 18008 Vista Del Canon, #6, Newhall, CA 91321. Please state mens or womens with order. Guaranteed.

CM: Here's to the next year and forever with you, the new little biker and riding in the wind with your new rebuilt bad machine. Love, J.J.M. P.S. I still wanna be your dog.

NATIONAL INCARCERATED VETERANS NETWORK: A Vet service, since 1984 with over 150 local affiliated Incarcerated Vet groups, posts & chapters in prison. Are you a vet behind bars? Write to the National Incarcerated Veterans Network, Box 8196, Gadsden, AL 35902 for information and help.

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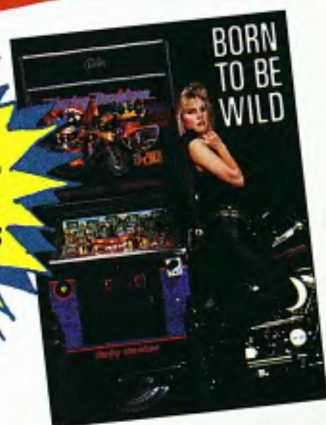
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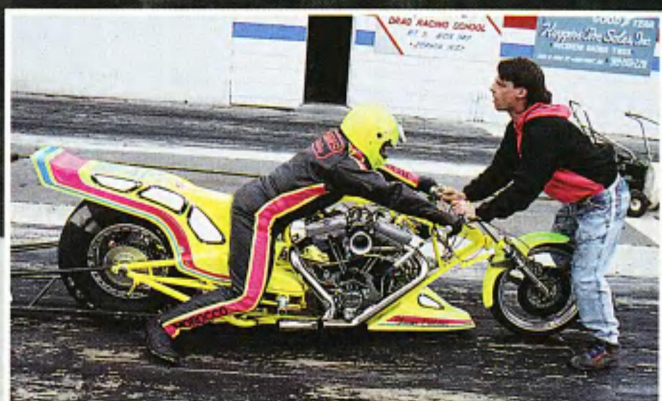
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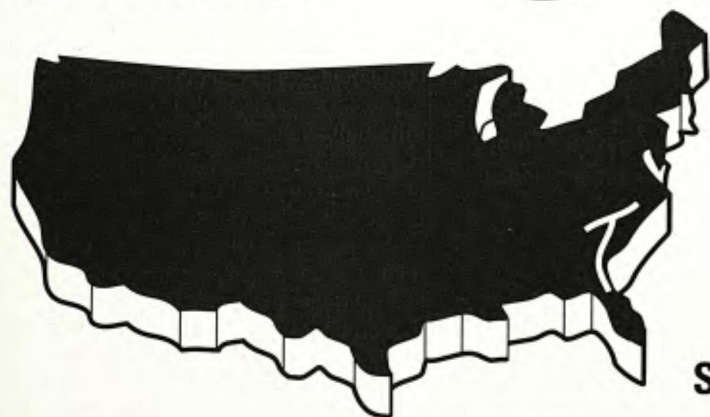
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RIP'S RUN



**RIP GOES DRAG
RACIN' IN THE
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THE AHDRA'S
SPRING NATIONALS**



Open Season

By Rip

After Daytona, I thought that I'd ride up to Greensboro, North Carolina, to catch the 1991 season opener for the All-Harley Drag Racing Association. If you've been reading this column for any length of time ya gotta know how much this scribbler enjoys the drags.

The morning after the Big 50 B-day doings in Daytona, Sugar, my FLHTC, and I left town, heading north. It was a bit on the brisk side going up I-95 to I-26. It didn't get any warmer on I-77 leaving Columbia, South Carolina, to Charlotte, North Carolina, either. It called for

layers of clothes, to ward off the chilly weather. The Farnan Hot Feet, Hot Grips, and my Widdler Lectric Heat chaps felt good over my long johns. It was a 560-mile, door-to-door trip. Sugar made it in record time. En route, we passed many cages pulling bike



The banner says it all.



Southern Survivors at the swap meet in Anderson, S.C.

trailers. Traveling solo is always faster.

The AHDRA's 6th Annual Spring Nationals were held Easter weekend at Piedmont Dragway in Greensboro, North Carolina. After a brutal winter, the dragsters were chomping at the bit for some action. The cream of the Top Fuel pilots came out and gave us one hell of a show.

Pete Hill from Greenville, S.C., showed up to do battle against the likes of Jim McClure, Mike Romine,

Jamie Morocco, Happy Ring, Bill Furr, Eric Hannan, and Chris Forrest. All these men have run 4-second E.T.s on the 1/8-mile drag strip.

The equipment was bright and shiny for the season opener. There were many neon Day-Glo colors on various units and on some of the fuel jockeys' leathers. We saw the quickest and fastest motorcycles in the world. Not only did we witness some of the best drag racers in the known universe but



Larry Clark, Bandit and Jafo Satterfield, Custom Cycles, Burlington, N.C.

we also got to see the *Easyrider* Streamliner, which Dave Campos brought by. It was painted up and looking good. That is, after rolling around on The Salt previous to setting a new world's Land Speed Record of 322 mph on July 14, 1990. Can you imagine going that fast? I can't. Ya know, Dave raced fuel bikes for many years. He still misses it a lot. He told me that he liked to be out on the strip mixing it up with the boys.

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Debbie and Jerry Hood clowning around Burlington, N.C.

But, I digress, the drag racing was hot and heavy—although the weather wasn't all that favorable. The sun did make a brief appearance on Sunday. When a drag strip's surface is cold it makes for poor hook-ups. In other words, the back tire has problems sticking to the blacktop. Piedmont has a concrete apron, then, halfway down the strip, the surface turns to asphalt. That's where some of the guys had trouble with handling and spinning the

rear tire. But it wasn't major, no one dropped his putt. A few fuel motors blew chunks, though. Maybe it was too hot a load for the density of the air. Nitromethane gets to acting weird. When they start making that rattling sound ya want to turn them off and get away from them. It's not advisable to stand too close after they've been fired. There were no injuries. It wasn't like being in a war zone or anything, just an explosion here and there.

Expensive souvenirs—ashtrays, etc.

Since the weather was on the cool side Saturday, the consensus was that the fuel bikes wouldn't qualify with very fast numbers—what with the track's surface being cold and all. Jim McClure from Williamsburg, Va., and Happy Ring from Dayton, Ohio, set a blistering pace. Jim captured the number one slot with a 4.89 E.T., only to lose it to Hap's 4.84 E.T. Hap also received that extra C note that went to

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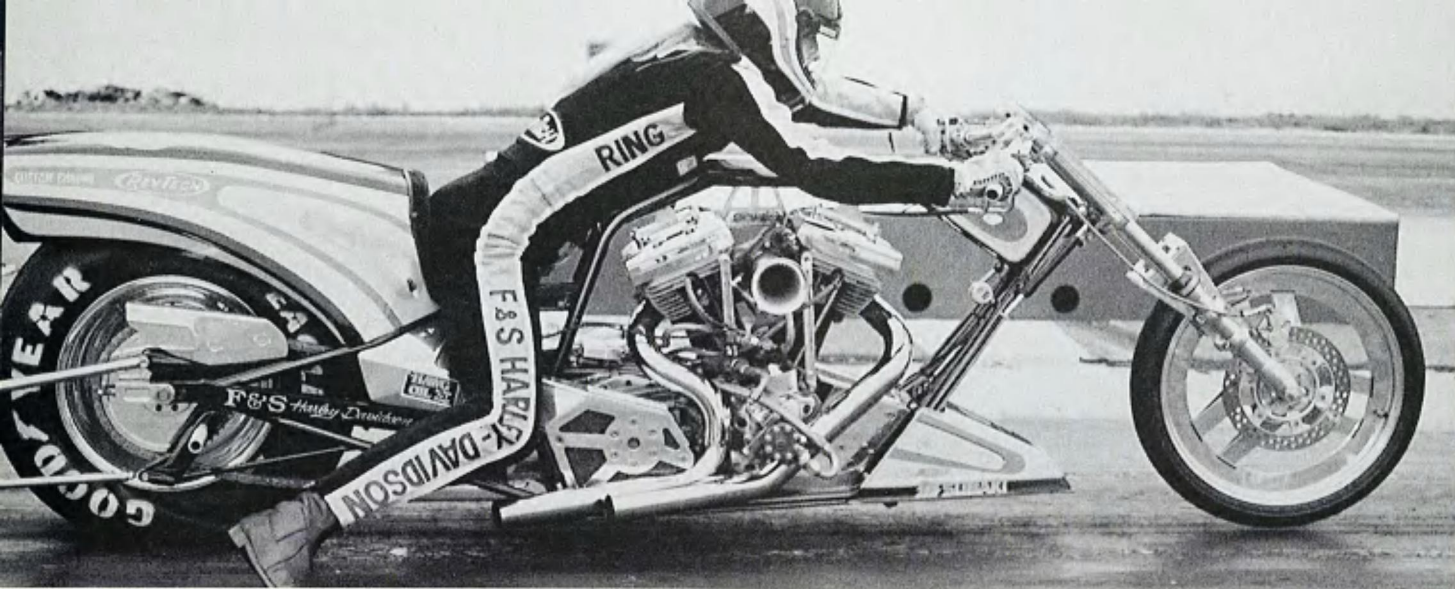
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Happy Ring, youngest fuel pilot ever.

the quickest bike to qualify. But more important was lane choice.

Jamie Morocco had trouble with his bike spittin' out pushrods. Eric Hannan's bike kept breaking new rear chains. As often happens, the qualifying is just about as much fun to watch as the eliminations. It made it for me and was worth the price of admission—simply because I got to see more of my friends, even if it was just for one day. These racers often have to pull their bikes for

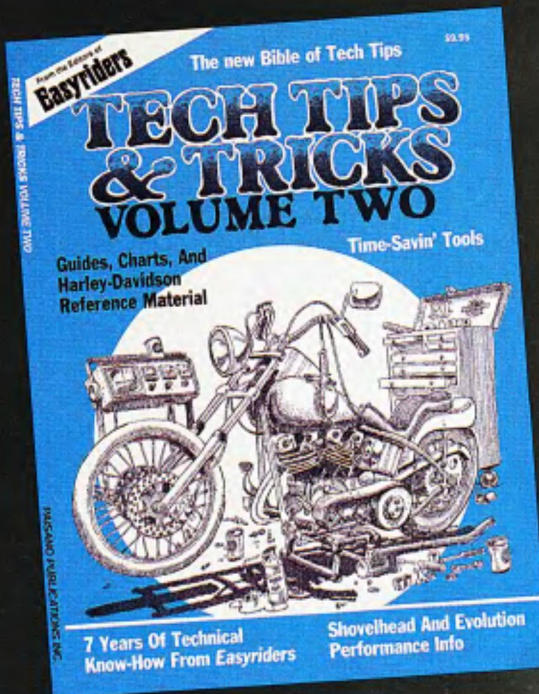
great distances. And who wants to hang around and watch other people race if you can't qualify or if ya got a broke bike? The bummer is, it's mainly the towing distance they have to cover to get back home. Then, like many of us, they have to go to work on Monday morning. Someone in the pits told me that they had to take power out—less nitro, more cut (alcohol). Now you've got to take that with a grain of salt, 'cause some racers have been known to

give bogus info to the competitors.

Sunday, Happy took Eric out on the first round of eliminations. Furr red-lighted to Ring. Chris Forrest red-lighted to Mike Romine. McClure dusted Morocco doing a 4.78 E.T. in the process. These figures held up as the low time for the meet. That left four, Ring versus Romine, McClure versus Hill. Then there were only two remaining for the final shoot-out. It was Ring against McClure. The last showdown of

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PE218



Greg Pott, Pittsburgh, Pa.

the weekend. They came out blasting, with both barrels blazing. When the smoke had cleared, the Top Fuel winner was, once again, Jim McClure, taking up where he had left off last year. It certainly was exciting watching the legwettin' action go back-and-forth. Happy Ring gave Jim McClure a ferocious fight. Although Jim won that weekend, he's gotta know that he was in a struggle and the next time it may go the other way around. Right now, Jim is "The Eliminator." Maybe a bounty should be put on his head. Last year, Jim collected his own bounty, to a tune of 500 greenbacks.

The other class winners were:

Class:

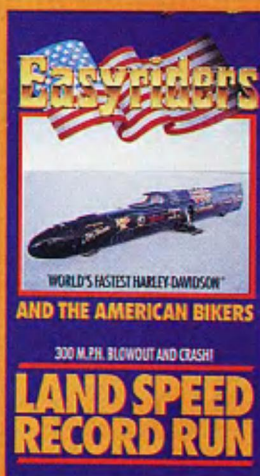
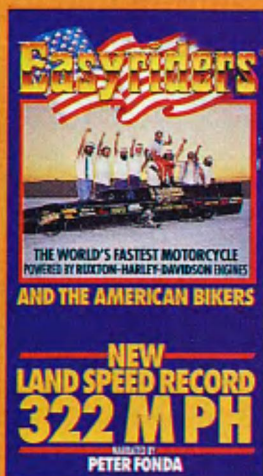
- P/F Jim Doyle, Springfield, Mass.
P/D Brian Greenawalt, Mt Pleasant, Pa.
P/G Randy Milling, Belmont, N.C.
P/S Ted Grabowski, N. Bellmore, N.Y.

Following are the Street Class winners. If you've ever thought about drag racing and wondered what class you'd run in, here's a brief look at what's in the AHDRA rule book. Remember, exhaust pipes can be changed in all classes.

Class:

- A/A Jason Smith, Liberty, N.C., stock 883.
A Jim Lewis, Pittsburgh, Pa., all-stock Sportsters.
B Bobby Pettit, Moore, S.C., Hot Street Sportsters.
C Victor Laughlin, Glenville, W.Va., XL Street Stokers.
D Sam Kirby, Sterling, Va., stock FX.
E Billy Fields, King George, Va., Hot Street FX.
F Tony Calp, Norfolk, Va., FX Street Stroker.
G Pat Collins, Holly Hill, Fla., Hot

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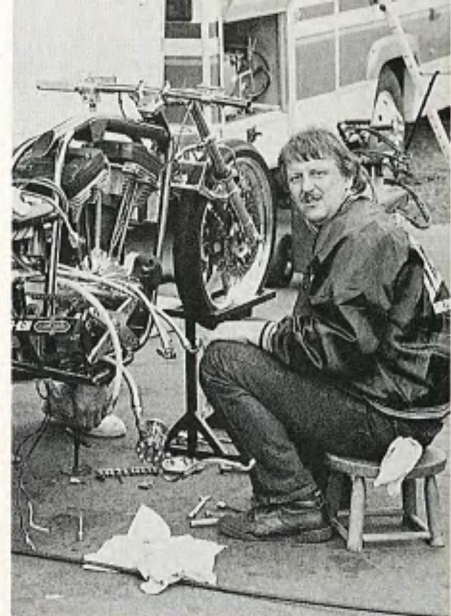
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Get busy on that fuel rocket, Roger.

Street FL, wide glide with floorboards.

U Ben Edwards, Charlotte, N.C., Unlimited Street Legal.

M/S Dave Berry, Winston-Salem, N.C., Modified St., just short of Pro Class.

Three bikes were protested, two were found guilty and stripped of points, wins, and records. One was found legal (Pat Collins). Three, 1/8-mile records broken, all in gas classes.

Class:

A/A Jason Smith, 8.095 E.T.

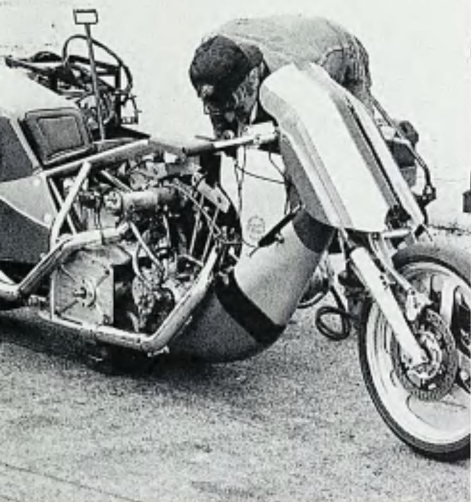
C Victor Laughlin, 7.086 E.T.

F Mike Magaro, Harrisburg, Pa., 6.800 E.T.

Those days of riding to an event and taking your headlight off and removing



Jimmy McClure getting his race face on.



Check out the sheet metal on Jim Doyle's putt.

the flap on your rear fender to race are still alive and well. James Lewis from the Pittsburgh, Pa.-area, rode his Evo Sportster over 500 miles to make the meet. He said the temps got down to 5 degrees going through the Big Walker Mountain tunnel on I-77. If that wasn't enough, he even pitted for homeboy, Greg Potts, who races Pro Fuel. What was unusual was that he won in A Class. That's determination and dedication.

Oh, before I forget, Victor Laughlin was street eliminator samo-samo King of the Hill. This is assessed by bracket racing all the gas class bikes.

I hung around Greensboro visiting with friends whom I'd met years before while riding through the area. The next weekend, after the drags, I rode south to Anderson, S.C., to check out a swap meet. Owl South, a friend from Snow Camp, N.C., rode along with me Saturday, the day before the swap meet. We stopped at the Hanger Restaurant and Lounge on Williamston Road in Anderson. We were having a large time 'til we found out the bars in the county closed at midnight. We ended up going to a house party with a group of riders.

The next day at the swap meet, I remember thinking what a difference a week and a couple hundred miles make, weather-wise. Maybe it was the many good-looking women at the swap meet who were wearing short shorts. Whatever, we enjoyed ourselves before riding back to Greensboro that night.

Well, that's it. I know we're all gonna be busy this summer enjoying the rays and riding around to the different haps. If ya get a chance, drop me a line. I'd like to find out what's up in your neck of the woods. And remember—it's open season for All-Harley Drag Racers.

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TALKIN' TECH



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

War Harley

☐ I was at a party recently, and a friend told me about a war Harley-Davidson that had a shaft drive.

What's the deal?

Joe "Mixer" Stockmal
Collegetown, Pa.

■ XA Harley-Davidsons were opposed-cylinder, 750cc models designed early during World War II. They were trying to compete with the German BMW. However, the war was over before the bikes were completed and shipped to the front.

Say What?

☐ In'ts to bad that you scankie biker tips just can't get real job's and buy a nice new Honda and leve the trash alone.

Richard Brode
Phoenix, Ariz.

■ Whatta writer.

A Suggestion

☐ Regarding your "Restoration Tech Tip" in the November 1990 issue (#209) I have a sug-

gestion: You should find a 1954 panhead and go through a step-by-step restoration process.

Doc Maloney
Cran, R.I.

Wants Older Bike

☐ I have a Sportster, but would like an older chopper. How do I find a builder I can trust my life's savings to? Also, what bike would be the best to customize?

Jeff Jacobsen
Montoursville, Pa.

■ Start asking around, but not at shops. Go to places where riders hang out and ask them who built their motorcycles and if they were treated fairly.

Or, look through some issues of this magazine, find the particular style you want, and contact the builder. Once you're discussing the project with the builder, and depending on what you want the bike to look like and how you want it to perform, he will recommend the base model you need.

For instance, if you want a 'round-the-town, high-bar bike, a panhead or a knucklehead will be fine. But if you want a stylish custom, and

plan to ride it to Sturgis, a later model may be the answer.

Is It Worth It?

☐ I have a 1981 Low Rider. It's the last year of the AMF bikes. Is it worth keeping original?

Greg Cooper
Lebanon, Ohio

■ Good question. Whatta ya say, bros?

Needs Info

☐ I'm restoring a 1948 FL and I need information, photos of the bike in its original condition, and a source for parts.

K. Pander
Shrewsbury, N.J.

■ One source could be Mike Egan's Vintage Motorcycles, Box 688, Santa Paula, CA 93060.

Tank Emblems

☐ I'm in the process of restoring a 1957 FLH pan. How do I take the tank emblems off? Are new ones available? If so, I need to know how to install them.

Ken Phleger
Avon, Minn.

■ Carefully. Unless you're a dentist, you're going to bust something. They are attached with a blind rivet. Harley-Davidson used this system for only two years. They are on there to stay. New ones are available from Mike Egan's Vintage Motorcycles (address above). Epoxy it or find a compatible screw, tap and thread the tab, and try to recess the heads. Or, send the tanks to an expert.

Belt Problems

☐ I've got a 1981 Low Rider with a 14mm, 78-tooth primary belt. I snapped it in one week, replaced it with a Nempco 14mm belt, and blew it again. Now I've got a Gates belt that looks weaker than the Nempco.

Am I in for more trouble?

Bad Bob
Ivoryton, Conn.

■ Factory belt drives are 13.8mm. If you use a stock poly chain it has ribs on the back. A 14mm belt on this setup is out of pitch and will break everytime. Alignment is also critical. Kinking the belt before you install it causes severe internal damage. To avoid installing the wrong belt, wrap it around the clutch basket. It should fit easily and not interfere. For more information, call Phil Ross at Super Max: (209) 782-8200.

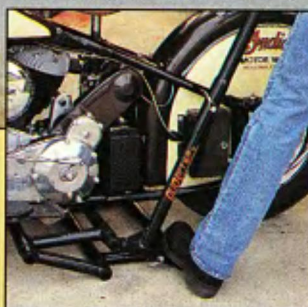
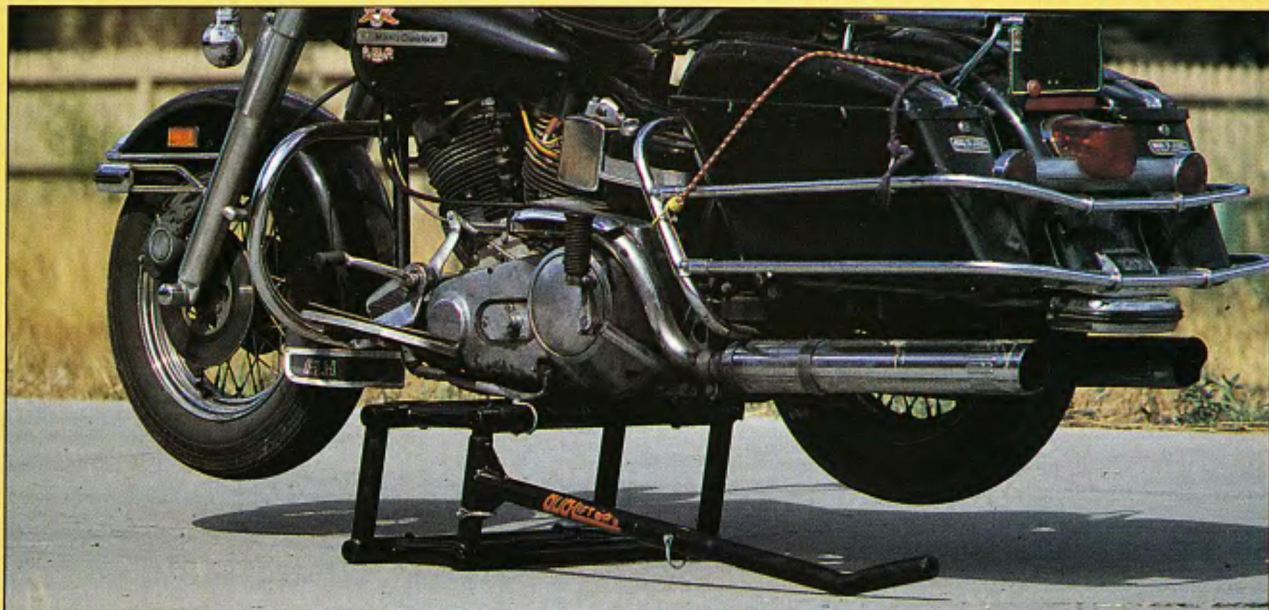
Bored Keihin

■ On page 35 of *Tech Tips and Tricks II* there's a picture of a bored and modified Keihin. Where can I have this done? Keihins are a dime a dozen at swap meets so I'd like to try it.

Road Dog
Forest Park, Ga.

Try H.E.S., Andy Hanson: (213) 397-3195.

LIFT. LOAD. WRENCH. THE E-Z WAY.

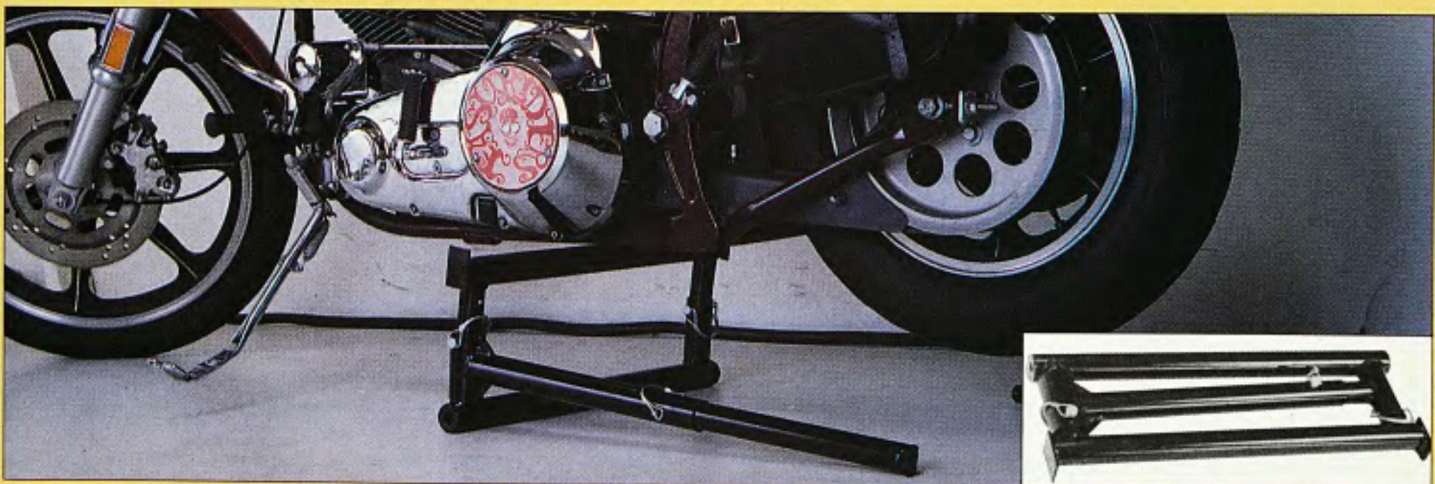


The DUO-LIFT is a one-man operation that puts both wheels in the air and the bike setting solid. Detachable handle and fold-up feature make for easy storage. Made of the finest American tubing and steel. Locking pin and safety clips prevent bike from being pushed off the side of the lift. Works on all Harleys (rigid, swingarms, Softails, etc.) with standard front ends.

Made in the USA. \$99.95, #280101.

You can also order the Extra Lift Bar, for those extended front ends and tall settin' scoots (more than 5 1/2 inches of ground clearance) that need that extra lift to get the front wheel off the ground. \$15.00, #280102.

DUO LIFT



The EZ-LIFT can be a one-man operation. The 3-way adjustable feature allows you to use it with Softails (high position), swingarms (middle position) or rigids (bottom position). This single tubular bar lift allows you to lift either the front or rear of the bike separately. The handle can be attached to either side

of the lift, making it possible to use on either side of the motorcycle. The powder painted lift (electronically bonded paint) is aircraft grade, and chip-resistant. The telescopic arm and compact design allow the complete unit to fold into one easy-to-store piece. \$69.95, #280104.

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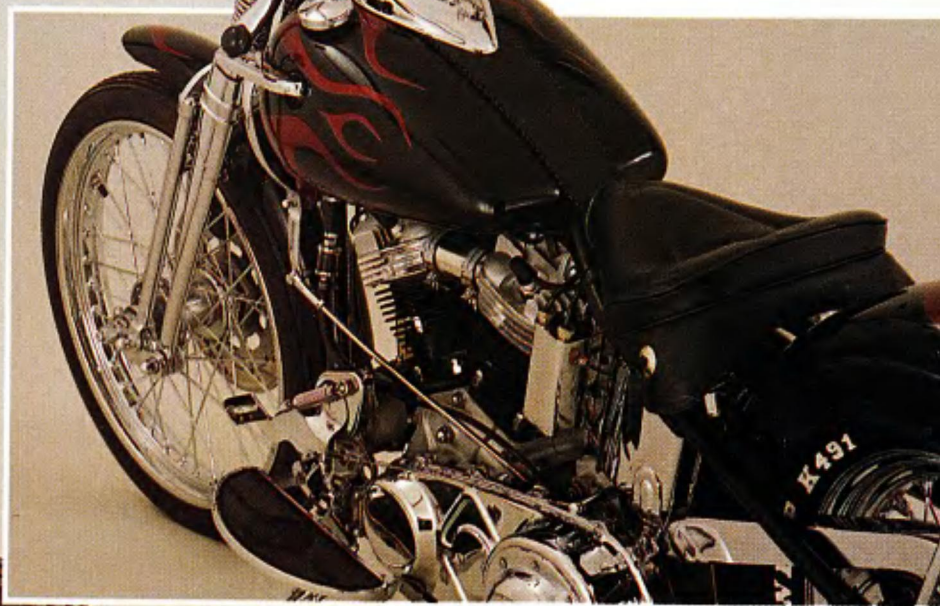
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KIT



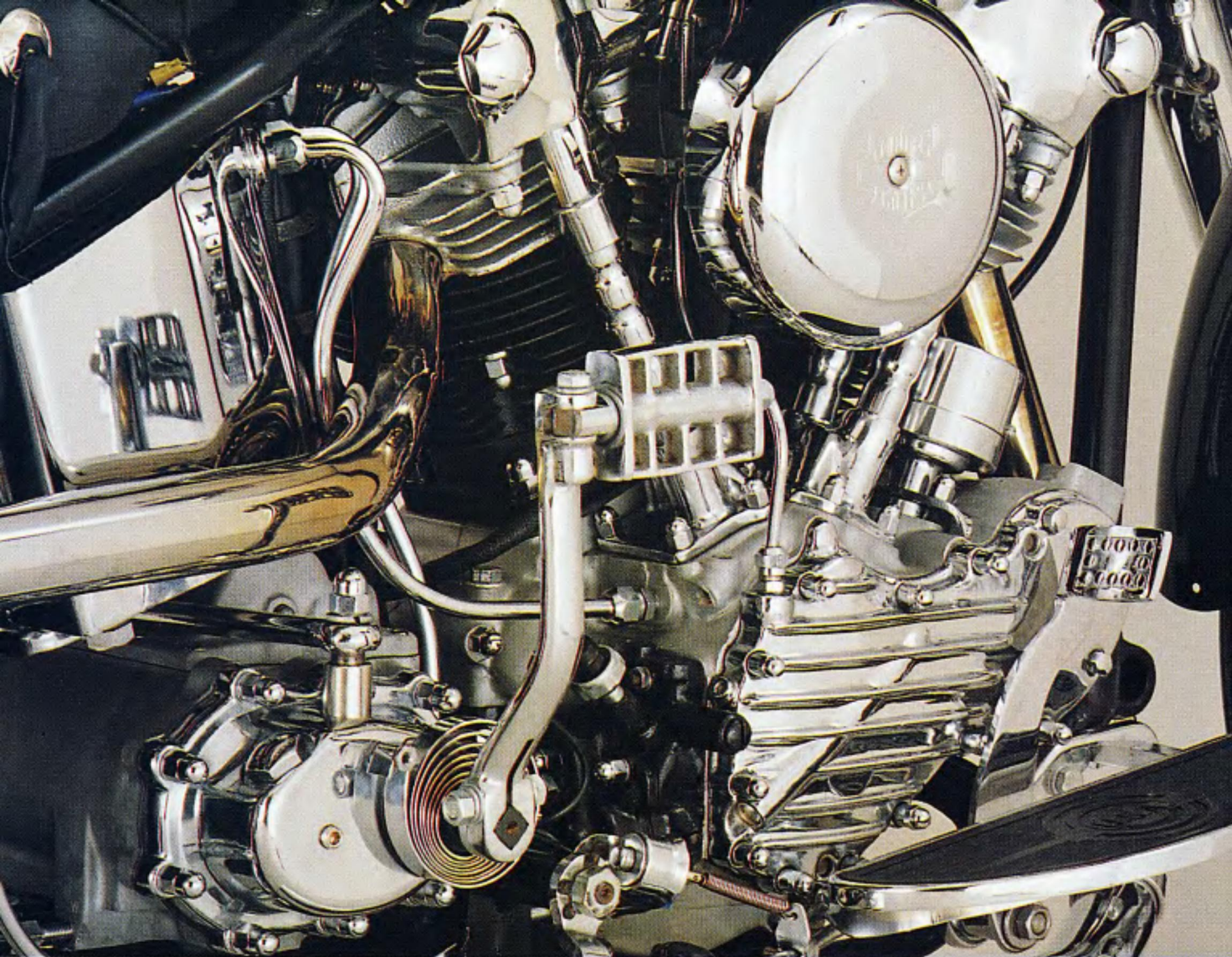
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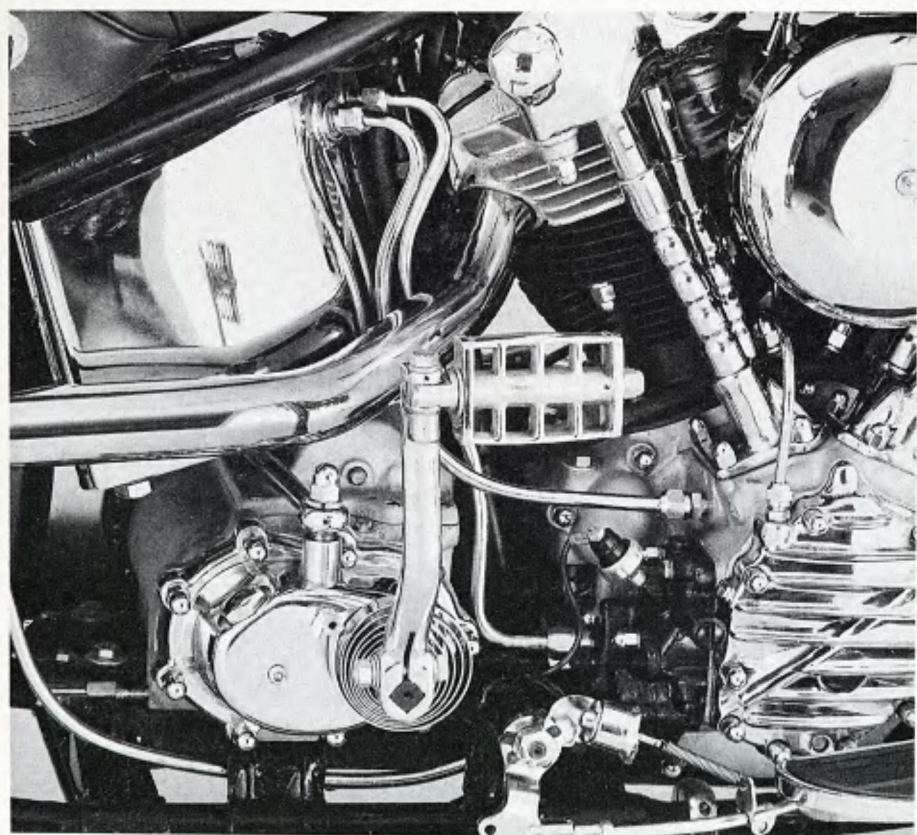
**THAT'S RIGHT,
it's all
ELVIS'
fault.**



If it weren't for The King, you see, you'd be gazin' at blank pages right now, instead of this nifty knuck.

Okay, now that I have your attention . . . Elvis didn't do anything. I mean, nothing besides warblin' and partyin' and postmortem appearances at various fast food establishments. Oh yeah, and David Kilgore of Southern Cycles in Hernando, Mississippi, just a stone's throw from Memphis, claims Elvis started him in the business. Well, maybe *started* is a bad word. I mean, Elvis didn't lend him money or anything. I guess I better explain . . .

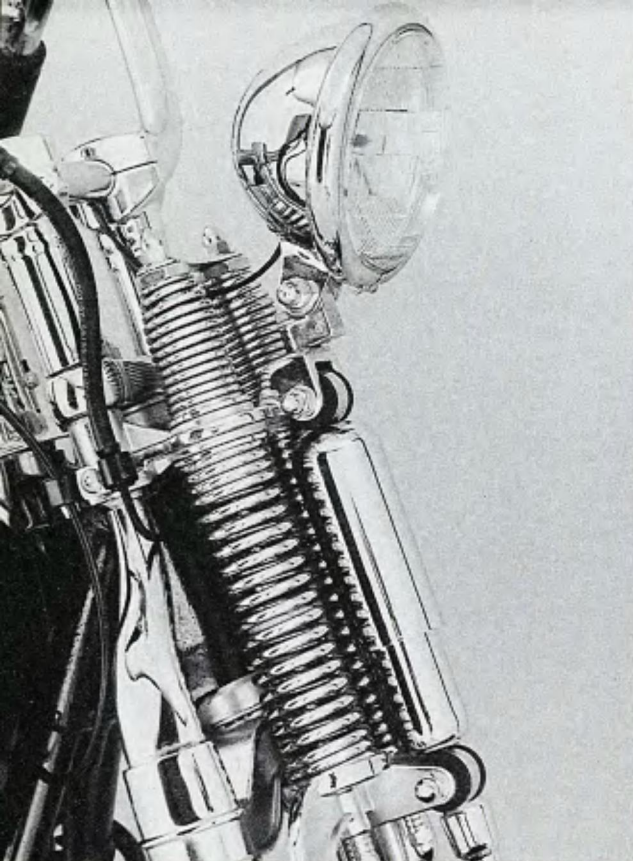




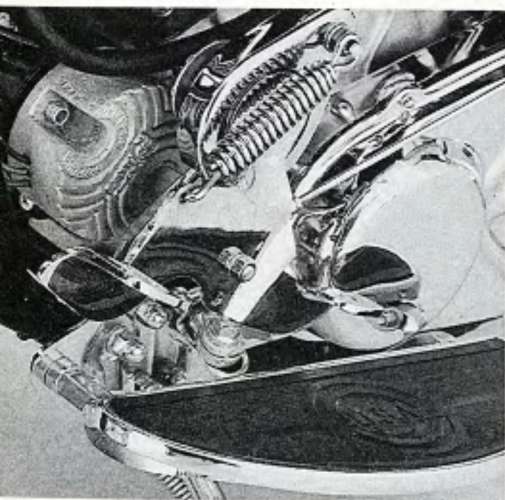
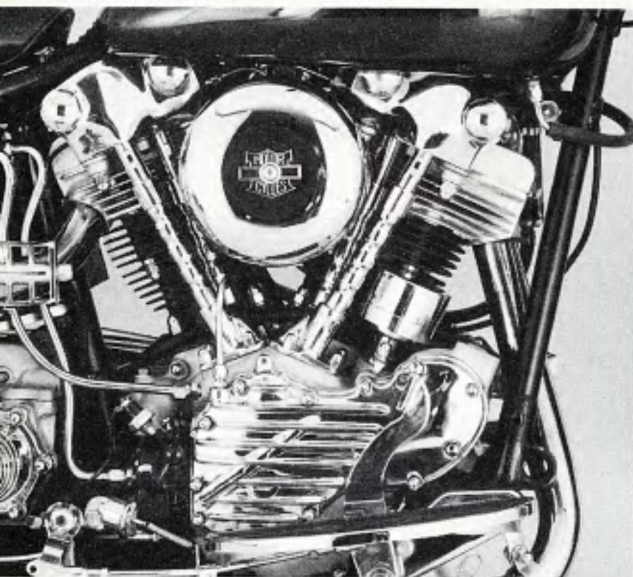
See, it all started back in 1957, when David was a mere rugrat of four. His older brother, Louis, was best friends with Red West, Elvis' bodyguard. Well, Red had access to Elvis' scoot, and one day, while he slipped off with a young Southern sweetbutt, he left the knuckle in his buddy Louis' care. Ol' Louis, of course, just about dropped his gravel on the spot, and the first thing he did was take his l'il bro cruisin'.

David said after that first ride he was hooked for life, and for the past 22 years his world has revolved around Milwaukee iron.

The King's indirect influence on David's life isn't well known—but Southern Cycles enjoys world-wide recognition and respect (one particular German millionaire flies out regularly to snatch up David's righteous creations—he currently owns 30).



Photos by Michael Lichter



Owner(s): David Kilgore		City: Hernando, Mississippi	
General		Frame	
Fabrication by: Southern Cycles		Year: 1947	
Year and make: 1947 H-D		Builder: Harley	
Model: knuckle		Type: knuckle	
Value: a lot		Rake: stock	
Assembly by: Martin and David		Stretch: none	
Time: two months		Other alterations: none	
Chroming by: Graves		Accessories	
Engine		Bars: stock Softail	
Year: 1947		Risers: stock Softail	
Model: FL		Fender(s): bobbed rear	
Rebuilder: Southern Cycles		Headlight: Bates	
Ignition: points		Taillight: catseye	
Displacement: 74 cu. in.		Speedo: yes	
Lower end: stock		Front pegs: o-ring	
Balancing: stock		Rear pegs: none	
Pistons: low compression		Electrics: Frank's	
Cases: H-D		Gas tank: 3 1/2-gallon	
Heads: H-D		Oil tank: stock	
Cam: Andrews		Oil system: stock	
Lifters: solid		Primary cover: Diamond	
Carb(s): Bendix		Seat: solo	
Air cleaner: old		Sissybar: Paughco	
Pipes: shotguns		Height: low	
Muffler(s): Cycle Shack		Material: steel	
Transmission		Forks	
Modifications: rebuilt		Type: springer	
Year: 1947		Extension: none	
Shifting: 3-speed with reverse		Builder: H-D	
Engine sprocket: 23-tooth		Special features: 1990 factory	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: none		Hub: stock	Hub: Star
Painter: Wally Long		Rim width: 2.75-inch	Rim width: 3.5-inch
Color: black with candy brandywine		Tire: Avon	Tire: Dunlop
Type: real fine		Brake: disc	Brake: mech.
Special paint: Polyurethane clear			
Other special modifications: flames			

David has a thing for Softail springer forks. Matter of fact, he built the one you're droolin' over for a guy who wanted a "killer knucklehead delivered to Daytona Beach for Bike Week."

Southern Cycles built this eye-grabbin' scoot, David personally delivered it to Daytona, and, get this, when he got there, the guy was nowhere to be found. Well, David finally ran into one of the guy's bros who told him the poor guy had gone to Harley Heaven. David went ahead and partied in

the lost bro's honor that week, and decided he'd keep the bike.

This pretty knuckle is just one example of the fine work that comes out of the garage at Southern Cycles. They're currently adding 7,500 square feet to the shop and will soon be producing custom frames for their fine rides.

Hey, if you like what you see and you get the itch, call Southern Cycles and rap with David about puttin' one together. Hell, tell 'em The King and Glider sent ya.

—Glider

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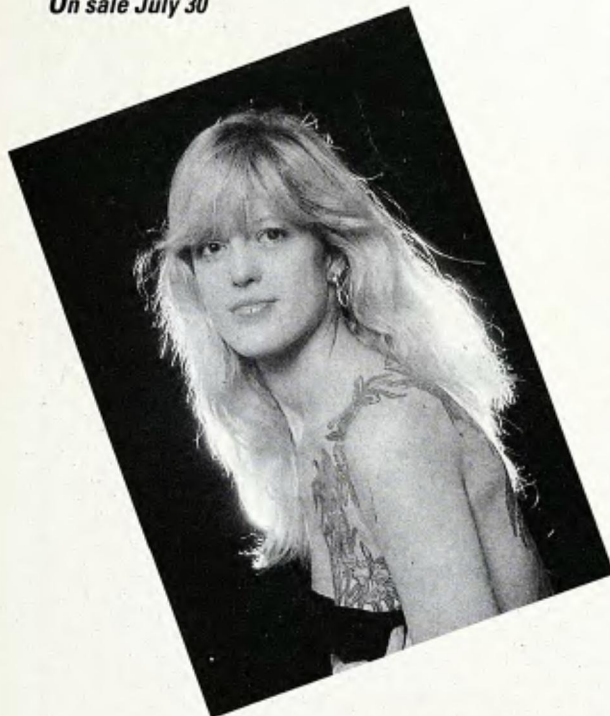
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Comin' At Ya

Easyriders ►

As this issue is being hammered together behind the garage, we've stuffed in the hottest-looking brunette we could grab from the beach, along with a guide to the hottest cams, a dual-engine shovel, and a bike show from Richmond, Virginia. Hell, we've even got a feature on the youngest motorcycle drag racer in the world, and two, must-read, tech tips. Plus, we're fightin' the helmet law with both fists. Don't miss it.

On sale July 30



IN THE WIND ►

This is it, our major wrap-up of the 50th Anniversary of Daytona Bike Week. There are unbelievable shots of the bikes, plus a list of both the Rat's Hole and Harley Bike Show winners. And, of course, there are some fine flicks of the girls... in the sand... in the streets... in the bars... and in the nude. It's a collector's edition, coupled with all the wildest Wind whirling through two wheels, down any street in the world—and that's saying a lot.

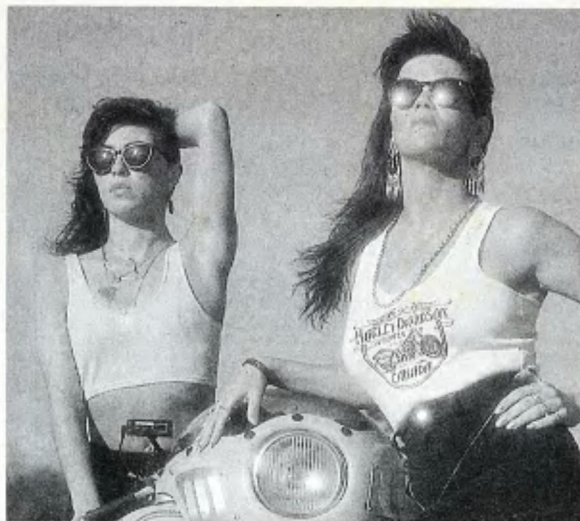
On sale now.



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.

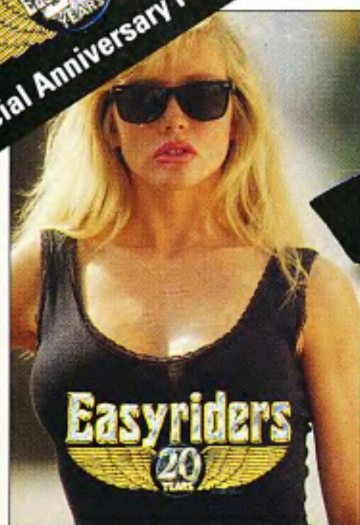


◀BIKER

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.

Special Anniversary Products



Anniversary Babydoll Sizes M-XL \$12.95
MD #804226 LG #804227 XL #804228



Pin Small #310497, \$3.95,
Medium #310498, \$4.95



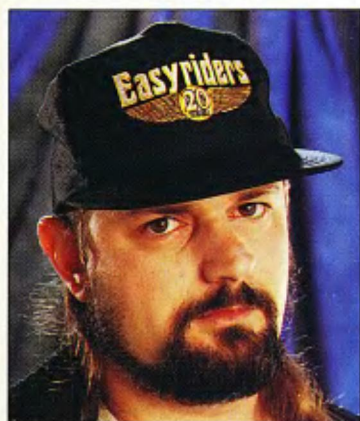
David Mann T-Shirt Sizes M-XL \$15.00, XXL \$17.00
MD #208256, LG #208257, XL #208258, XXL #208259



Poster #081025 \$6.00



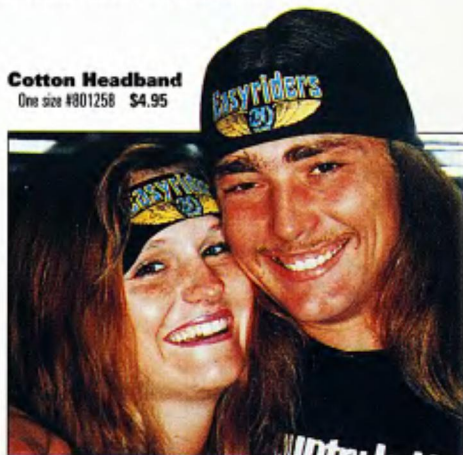
Patches
Med. 4"x2" #180108 \$3.95 Large 7"x5" #180109 \$5.95



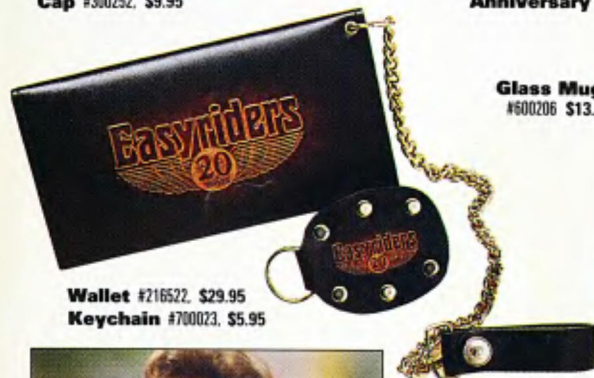
Cap #300252, \$9.95



Anniversary Clock #290037 \$49.50

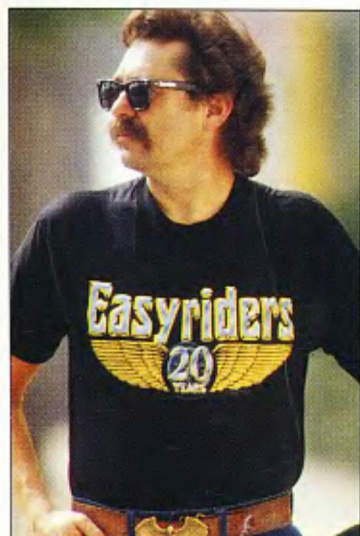
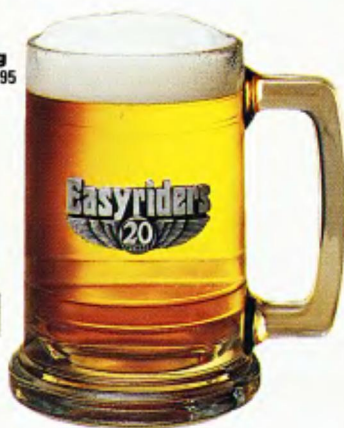


Cotton Headband
One size #801258 \$4.95



Wallet #216522, \$29.95
Keychain #700023, \$5.95

Glass Mug
#600206 \$13.95



Anniversary T-Shirt
Sizes M-XL \$12.95 XXL \$15.95
M #208252, XL #208254
LG #208253, XXL #208255

Belt Buckles
Brass #290203 \$8.95,
Pewter #290202 \$8.95

All NEW Collectors' Editions

- Our **t-shirts** are 100% cotton, short-sleeved, Hanes Beefy-T's with full-color artwork.
- The **babydoll** is a 50/50 poly/cotton blend.
- The **baseball cap** features a full-color fully embroidered 20th Anniversary logo, made of cotton for cool comfort, and is adjustable.
- Credit card chain **wallet and keychain** are made of all leather.
- **Pins** are two-toned gold and silver, available in two sizes.
- The special 20th Anniversary **clock** features a beautiful reproduction of David Mann's Ghost Rider, the 20th Anniversary logo, and a custom chrome frame.
- The heavy, 16 oz. **glass mug** displays a striking pewter logo mounted on the side.
- 20th Anniversary **belt buckles** are available in either brass or pewter.
- The **poster** is a large reproduction of David Mann's painting commemorating our 20th Anniversary; 22-inches x 30-inches, delivered in a crush proof tube.
- Fully embroidered **patches** can be sewn-on or applied with heat on some surfaces.
- **Headband** is all cotton; one size.

PE218

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**MOUNT
'EM UP!**

**HEAD
'EM OUT**

LET'S RODEO!



'91 RODEO CALENDAR

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

JULY 5, 6, 7
4TH OF JULY RODEO!
FIREWORKS DISPLAY!
LADSON, SO. CAROLINA
EXCHANGE PARK
(TAKE I-26 TO EXIT 203, TO HWY. 78)

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
UP FOR GRABS
IN 1991!!!**

GRAND NATIONALS
OCTOBER 11, 12, 13
VALLEJO, CALIFORNIA
SOLANO COUNTY
FAIRGROUNDS
(LOCATED WHERE HWY. 37 AND
HWY. 80 MEET)

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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