

# Easyriders

**Don't Miss It—  
The Man Who  
Rides Blind-  
folded**

**Dual-Engine  
Shovelhead**

**Virginia  
Bike Show**

**—BONUS ISSUE—  
The Last Word  
In Cams**

**Helmet  
Monster  
Eats California**

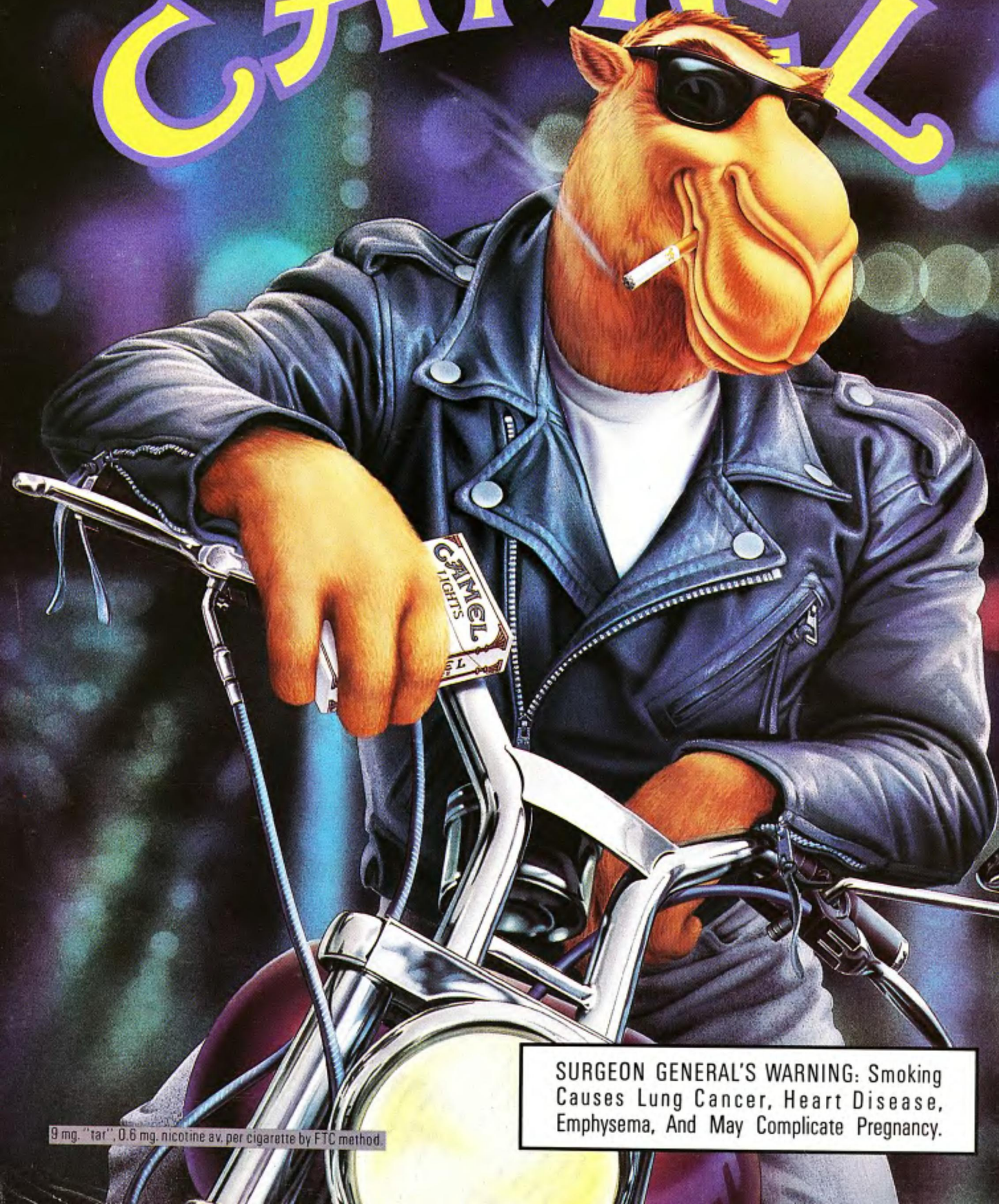
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# Easyriders MAGAZINE

NUMBER 219 ENTERTAINMENT FOR ADULT BIKERS SEPTEMBER 1991

## Bike Features

With some extra tenderness and caressing, Jim's shovel performed perfectly ..... 8

Ugly Jim McDermott rides the hell outta his show-worthy Softail ..... 53

Kim sets her soft tail on Vinny's ever-changing Evo ..... 73

Mike Roach's dual-engined FLH is two, two, two bikes in one ..... 120

## Reader's Ride

1988 Evo drag bike /Happy Ring.....62

## Foxyrider

1973 shovelhead/Kristen Wilson ..... 16

## Event

Rollin' In Richmond  
Departure Bike Works' Bike Show benefits some special kids.....38

## Features

### Non-Fiction

*The Harley Houdini*... Mark Petterson  
Fearless daredevil rides blindfolded.....14

*Roadkill*... Don Sharp  
A new twist to dining out. .... 92

### Fiction

*Brotherhood*... Dennis White  
Bros show their true colors by helping out a lady in need ..... 66

## Articles

Cam Guide ..... 26

Biker Hall O' Fame ..... 32

Tech Tip: Cylinder base hardware ..... 34

Fox Hunt winner Kim..... 44

Tech Tip: Lowering an FXR ..... 48

Tech Letters ..... 118

## Columns

Spider ..... 4

Rip's Run..... 110

## Departments

Wordmonger ..... 6

Easynews ..... 21

Passin' Gas ..... 30

What's Happenin' ..... 37

Fox Hunt ..... 44

Parts Box ..... 50

In The Wind ..... 83

Biker's Bulletin Board ..... 99

General Store ..... 100

Choppershopper ..... 108

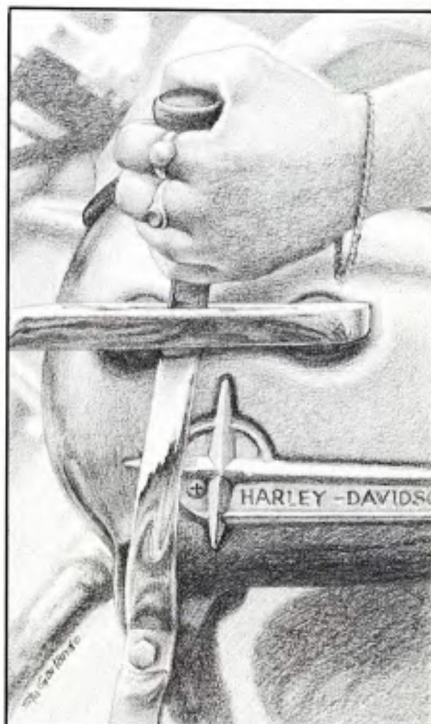


Illustration by Stu Garland

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

*Cover photo of Kim on Jim McDermott's 1989 Softail was shot by Raiko Hartman.*



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You figure this one out--I can't.

Recently, a convicted robber in Folsom Prison wrote the California prison officials asking them to charge him with any unsolved crimes they had. It seems he hopes to set a record of being convicted for 5,000 years.

This chef wanted to mingle with the guests so after working a number of sweaty hours in the kitchen, he decided to use a little underarm deodorant to freshen up his pits and crotch. But when he reached for the can, he picked up the oven cleaner instead. He's still howling in pain.

Here's another hard guy to explain. Every day for lunch he eats a BLT sandwich. But his BLT stands for butt, lettuce, and tomato. He actually eats two packs of cigarettes a day and surprisingly doesn't suffer any ill effects. The cigarette manufacturers should get a hold of this guy.

His neighbor's dogs bothered him with their loud barking so he gave them a large dose of laxatives. When the owner took him to the police, all they had to do was follow the bad case of the shits left behind by the squirtin' dogs.

I did something similar to this in the '70s. I had prepared numerous manuscripts to take home and read, and while getting in my car, I left them on the top of the car and drove off. Here's a police officer who did something similar. He left \$80,000 on top of his car and drove off while the money went flying through the air. But I was lucky. The next morning, when I returned to the office, I was able to find all but one page (the manuscripts were J.J. Solari stories--one was printed in an early issue.)

A judge was criticized by the mayor for being too lenient with his fines. So he decided to show the mayor and raised the bond of the next theft suspect in court to \$9 trillion--three times the national debt. So much for mixing politics with the criminal justice system.

They will look like cows and smell like cows, but many of the bovine figures in fields in north-central Alberta will be imposters. A team of scientists plan to smear fake cows with a compound that condenses cow aroma and lures blackflies, leaving the real cows in peace. "Cattle-biting flies are so vicious that cows stop producing milk, some lose weight, and some bulls--well, they're not attracted to the cows like they're supposed to be because blackfly bites drive them into a frenzy and wear them out," said a scientist with Agriculture Canada.

Spaulding & Rogers must be reeling in the dough. They were one of the first manufacturers that sold tattoo kits through the mail--including the ink and needles. Now it's been disclosed that 10% of the male population sports tattoos (and this doesn't include the jailhouse tattoos). A publication was going to do an article on the number of legislators with tattoos, but they found they were too chicken shit to reveal such information.

The government not only hassles us, but now they're hassling animals. Dolphins are no longer allowed to snatch cigarettes from the mouth of a handler--a trick that had been performed routinely for the 700,000 visitors at the Miami Seaquarium each year. They say it's potentially harmful. Yeah, sure!

There are people on welfare in Michigan who are complaining because they no longer can get 24 free condoms a day. A day! Now they can get only 36 a month and no more than 12 a day through the state's Medicaid program. The chief of the state Special Office on AIDS Prevention, complained about the outback because "one of the known effects of crack cocaine is its stimulus on the libido. People will have sex five to six times a day, so it's not unusual to have sex 100 times a month."

These two guys were charged with some drunk driving-related offenses after one of them drove the car up a telephone-guide wire, making the car flip over. He explained that he'd been drinking and gave the keys to his buddy who was blind but who "always wanted to drive."

Old age does weird things to the brain. This 80-year-old man killed his 70-year-old girlfriend because she refused to put on clothes, he got tired of looking at her nude. It cost him 30 years. Think he'll live that long?

## TAKING IT EASY

By Spider





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

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

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

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

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

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

Shovelhead, Panhead and Iron Sportsters are covered.

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

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



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#### WHAT THEY SAY

*"For me it was real good, got me in a dealership that I would not have been able to get in without the course."*

Steve Fitzgerald  
Bartels HD

*"Having had experience before attending MMI, I was just a mechanic, but now I am a professional technician."*

C.J. Quintana  
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## 20th Anniversary Issue

☐ After reading the 20th anniversary issue (which is great), I went over the list of brothers and sisters who left a stain on the rag. I noticed a few names missing. Maybe they're in there with pen names, but I think they're worth noting.

Louis Bosque (bring him back), Sonny Dukes, "Wild Bill Hill," and Dirty Ernie. If I overlooked them, forget it. But let's give them credit if it's due.

"Big Al" Merchant  
Buffalo, S.C.

■ Yeah, I agree.

☐ I just received my copy of your 20th Anniversary issue. Could you and your staff seek out and find the voluptuous Angela from hometown Athens, Georgia? The location shot says it was Las Tunas Canyon, California (the pleasures of drinking out of a wine-skin bota bag). Get the Red Baron on this case, or send Rip and Spider if you have to—I want to see her again in 1991.

I realize she probably has a few Harley-Davidson miles on her frame by now, but I don't care! Find the woman and do another spread on her. Those were the days and those are the breasts of the best. Angela, if you're still out there, my Harley still thumps for you.

Dugga Rump Dugga Rump  
Fort Meyers, Fla.

☐ I just got back from the store where I picked up your June 1991 20th Anniversary issue. Well, I grabbed a brew, got mellow, ripped the plastic off the rag, and WOW! Did it take me back! It was far fuckin' out!

One thing, though. The 1972 Green Pleasure Machine featured on page 12 looks blue to me. I didn't think I was that fucked up. Maybe it'll help if I take my shades off. Nah, still blue.

Rotton Ron  
Maple Ridge, B. C.

## Good Ol' Deb

☐ I'd just like to give a well-deserved pat on the back to Deb. She's buried somewhere in your musty old subscription department. The powers that be here at Oregon State Pen didn't want to let your rag inside the walls. But with Deb's help, I managed to jump through all the invisible hoops and now I'm gettin my magazine.

Dave Wilson  
Salem, Ore.

## Word of Caution

☐ A word of warning: As a bouncer employed at a legal brothel in Nevada, I'd like to urge anyone responding to the ad offering sex certificates at a new brothel to be extremely cautious. To the best of my knowledge, it is completely illegal for a brothel to run any kind of advertisement in a

newspaper or magazine. Most legitimate brothels keep a low profile and avoid publicity like the plague. I don't want to bad rap anyone—maybe other counties have different laws. But it won't hurt anyone to check it out real well before laying out any cash.

Keep your knees in the breeze and the rubber side down.

Heavy-D  
Nye County, Nev.

## Brothers Beware!

☐ Warning, to all those brothers who want to join the Army or Air Force, then go to Europe and buy a new Hog from the Army and Air Force Exchange Service. Think again!

Behold the poor guy who won a brand new Sportster playing Bingo at the Bad Kreuznach NCO Club. He can't show proof that he has had past motorcycle experience. The powers that be will not let him have it even to register non-operational. Yet he has been told that he will have to own it for a year before he can even sell it. If he was moving back to the States soon, then he could not even take possession of it to ship it back with him. This is a prime example of "tough caring to save lives" that the Army powers that be are so damned proud of.

Bear  
APO New York

## A Trade?

☐ Looking for 1984-1991 Sturgis Harley-Davidson beer cans unopened. Will trade 1984-1991 Daytona Harley-Davidson beer cans unopened.

If interested write to:

Scott  
328 McIntosh Rd.  
Ormond Beach, FL 32174

## Praise

☐ I would like to sing the praises of the entire Harley-Davidson organization from the people in the Technical Communication Department to my local dealer, Valley Harley-Davidson of Stockton, California—and especially the Service Manager, Roger Busser.

When the transmission exploded in my 1989 XLH 883, after only 19,380 miles, it caused major damage, breaking a number of parts including the lower cases. With this much damage, it would have been financially impossible for me to repair my motorcycle, and I was seriously considering selling it.

Mr. Busser told me to bring all the parts and my bike down to the shop and he would personally call Milwaukee to try to get me some satisfaction. Satisfaction is an understatement for what I received. The factory has approved the complete repair of my motorcycle.

When it is said that it takes class people to run



a class operation, that is no bullshit. All of these people not only deserve a piece of raisin pie—they deserve the whole fucking bakery.

It makes me proud to own a Harley-Davidson motorcycle and to have an outstanding organization standing behind its product.

Keith Scott  
Stockton, Calif.

### Needs Help

☐ I need help locating a Vietnam book written by Carlos Hathcock. It's called *Ninety-Three Confirmed Dead*. I think it was published in the early seventies. It's a marine's experience in Vietnam. Any help would be appreciated.

Larry Howard  
2074 Leon Dr.  
San Jose, CA. 95128

### Wants Answers

☐ I first got turned on to yer rag in 1976, and since then I've noticed that when someone writes in with a legitimate beef, you guys print the letter but seldom address the gripe. What kinda shit is this? I mean even something like "Nunyahfuckinbizness" or "Just tryin' to keep up with the times, bro" would be better than just ignoring a righteous question.

Show me y'all still got all yer equipment and bless us with a reply.

Bummed  
New Bern, N.C.

■ Okay.

### Kansas City Wimps

☐ Where are you Kansas City guys when the weather isn't that great? I ride 17 miles to work, on a 30-degree February morning, and I don't see anyone else out on their scoots. Are you guys wimps or something? Anyone can be a boulevard profiler when it's 80 degrees out and sunny, but when it's tough going, nobody's around. Hey, I'm not bitchin', it's just a fuckin' ride, but where are the rest of you guys?

Lone Wolf  
Blue Springs, Mo.

### Bring Them Home!

☐ In October 1990, Nguyen Co Tacht, Vice Premier of Vietnam, arrived in the United States. One of the first people he contacted was Crazy Willy of the Vietnam Vets Motorcycle Club. He extended us another invitation to Vietnam—to go wherever we wished in an effort to locate our missing POWs and MIAs. Crazy Willy is personally responsible for the return of 58 MIA remains so far.

A 13-man team is presently being organized to go to Vietnam in early 1992. The estimated cost to finance this team will be around \$200,000. All of this money will be donated by the Brothers of the

Vietnam MC along with donations that can be raised from the public.

We are asking that all people donate any amount, no matter how small, so that this team can go and help bring home remaining POWs and MIAs. All donations can be sent to Vietnam Vets MC, 610 Texas, Deer Lodge, MT 59722.

Thanks for your help and thanks to all who can contribute to this worthy cause. We must bring them home!

William "Point" Hatfield  
Gardiner, Mont.

### Likes Knucks

☐ I have always liked the look of the knucklehead and decided to find out more about this well-built machine. To my dismay, I could find only one knucklehead featured in the past 9-10 issues of your rag.

Let's see more of these magnificent machines.

Roger Blatz  
Waupun, Wis.

### Pissed Off

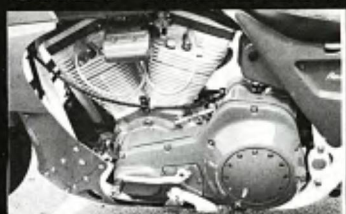
☐ I experienced something last weekend that really pissed me off. I took my wife out for a drink to celebrate her being in your magazine *In The Wind* (she was runner-up in the Vallejo trophy girl contest).

After spending money on their alcohol, I was confronted by the owner of the place who ruined my day. She told me that Harleys were not allowed to park in front of the bar and asked if I could park across the street or in back. She then said that for my inconvenience, she would buy us both a drink. I was almost mad enough not to take the drink before leaving—but I do have priorities.

Pete  
Novato, Calif.

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

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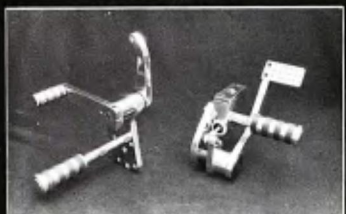
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# DOUBLE DOUBLE TROUBLE



**BUT SHE WAS WORTH TWICE THE EFFORT**

---

**S**O, YOU WANNA BUILD A BIKE? BUT NOT JUST ANY HUNK OF MILWAUKEE IRON WILL DO. YOU WANT TO BUILD SOMETHING YOU CAN TAKE TO ONE OF OUR BIKE SHOWS. SO HOW DO YOU DO IT?

TO START WITH YOU'RE ASKIN' THE WRONG DUDE. HELL, I CAN'T EVEN BUILD ONE THAT RUNS. BUT, UNLIKE SOME OF YOU, I CAN ASK SOMEONE WHO DOES KNOW—AND I DID. NOW I'LL PASS THE WISDOM ALONG TO YOU. ➡









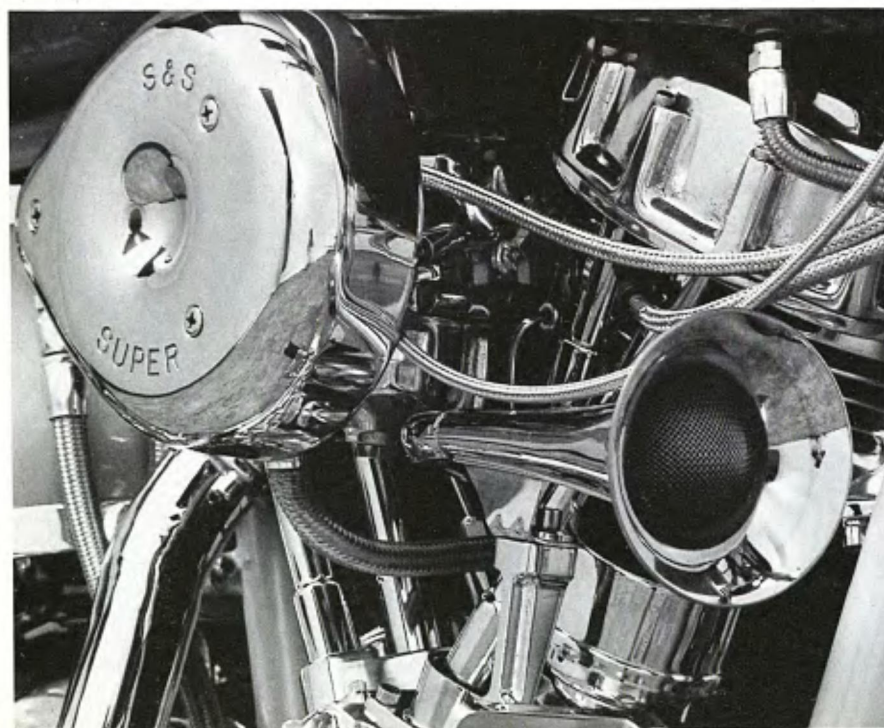
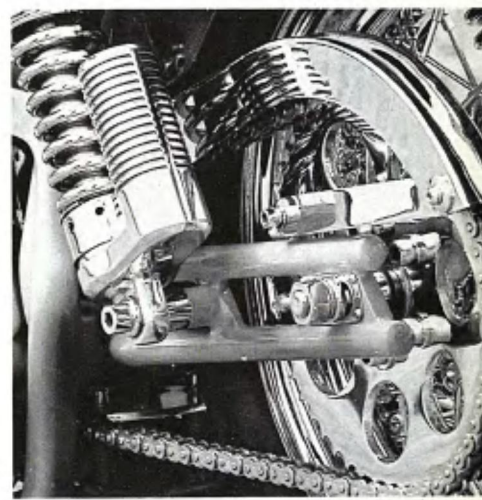


When Jim (Jimmy) Converse bought the lady you see in the flicks he was lickin' his wounds from a past relationship. He needed something to love that wouldn't hurt him and, being a true bro in this fellowship of ours, he knew just where to turn.

Those Milwaukee-made ladies don't ever break your heart. Sure, they may spend every cent you make, they sometimes throw things like rods and jugs and pistons, and you may have to kick the shit outta them some mornings to get them started—but The Man won't get in your ass for it. And if some other hardleg tries to take her away from you, The Man will even help ya get her back—sorta.

All in all, there is no truer woman to be found than those turned out by Willie G. And while the others come and go, those Harley-Davidson ladies





keep goin' strong forever.

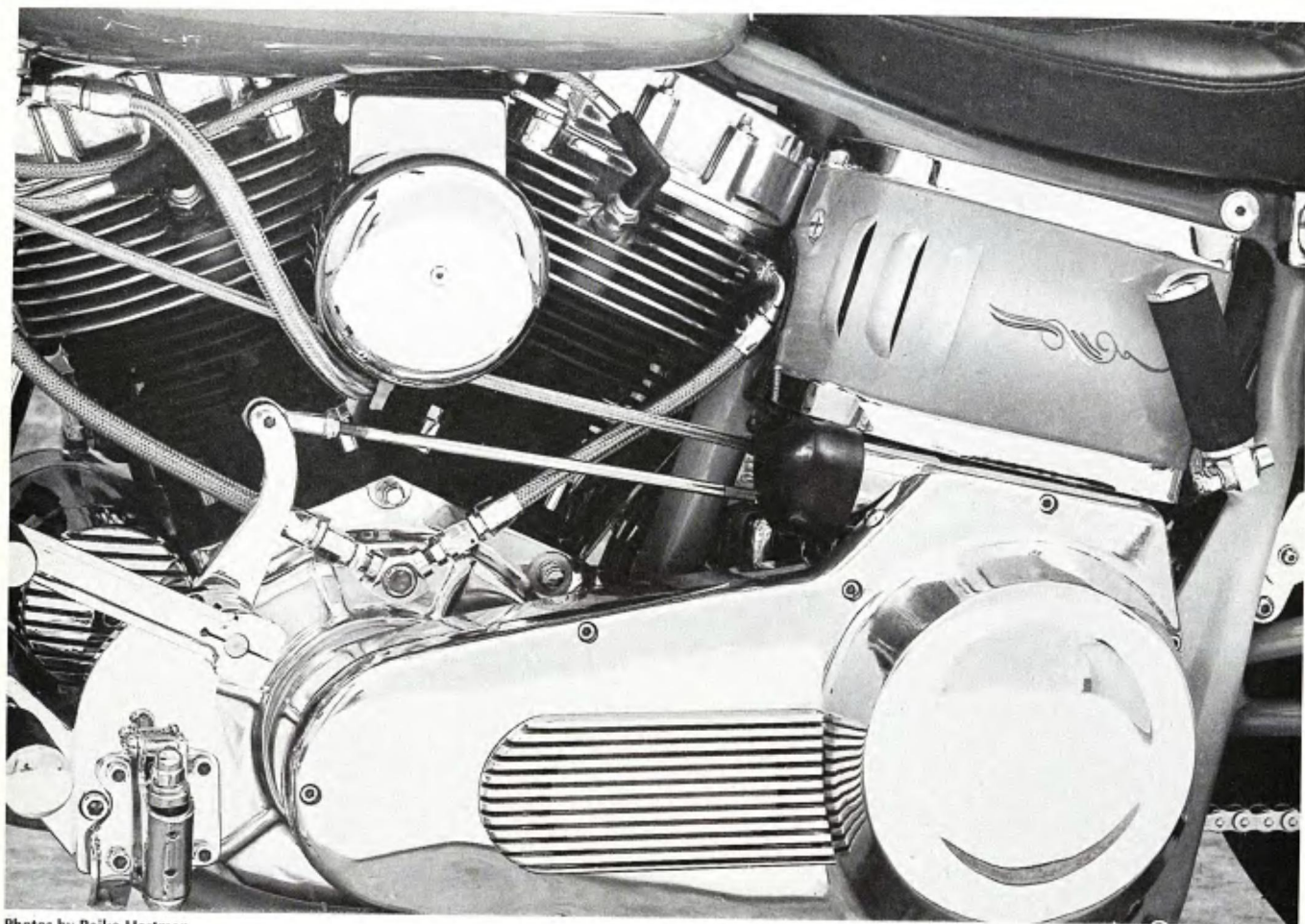
When Jimmy purchased his lady four years ago, she was just another old chopper. But she was true to him, and Jimmy was just as true to her in turn, striving to turn her into the classic piece of iron she was meant to be.

Everything you see in the flicks—and most of what you can't see—was done twice. Some of it was done three times. The first time Jimmy put her together it was a simple gesture of love. She'd stood by him through some bad times, and he was rewarding her. But then some of his bros said he should show her off.

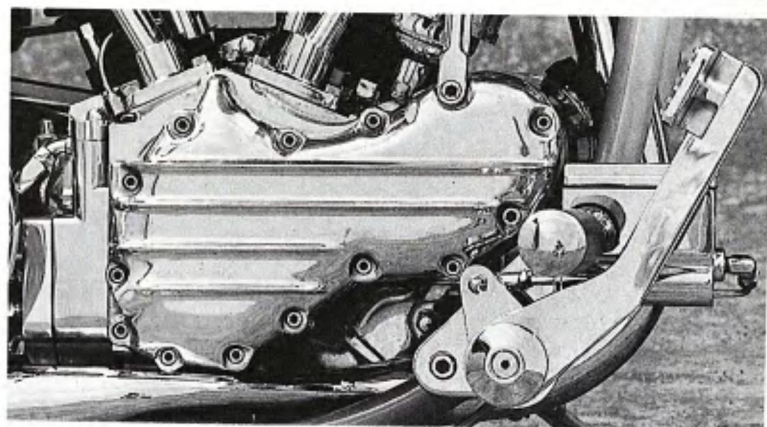
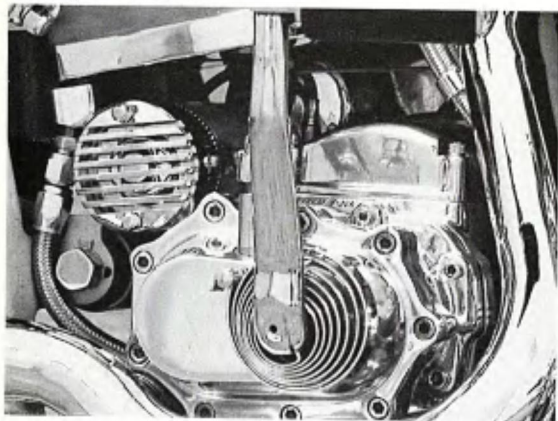
Jimmy could see that in her, but he wasn't about to let her fall on her face—not after all the times she'd carried him through. So, the orange 'n' candy paint was redone and the mill was reworked—but that







Photos by Raiko Hartman



wasn't enough for this lady. Jimmy went to his bro, Darrel Haze, and had him design and build the dual coil box, the tree with interior brake plumbing, the hidden fork stop, and the fender mounts—which look like they're part of the forks.

Nothing but absolute perfection was good enough for this lovely lady. Look at her. Even the plate bracket is designed so there is no visible hardware. And, of course, if it didn't look just right, they did it again.

When everything was finally done to the perfection this Milwaukee lady deserved, it was just a week before her first show. There was no possible way Jimmy could have her up and ready. But, remembering the way she'd been faithful to





|                                              |                                         |                                             |                                             |
|----------------------------------------------|-----------------------------------------|---------------------------------------------|---------------------------------------------|
| <b>Owner(s):</b> Jim & Anna Converse         | <b>Engine (Cont.)</b>                   | <b>City:</b> S. Lake Tahoe, California      | <b>Accessories (Cont.)</b>                  |
| <b>General</b>                               | Cam: Leineweber                         | <b>Frame</b>                                | Oil system: Dee, overhead oiler, scavenging |
| Fabrication by: Darrell Hayes & Bob Munroe   | Lifters: Velva Touch                    | Year: 1965                                  | Primary cover: '65 H-D, Hayes               |
| Year and make: 1953 H-D                      | Carb(s): S&S Super B                    | Builder: Farcello, John Krause              | Seat: Henry Torres, upholstery              |
| Model: panhead                               | Air cleaner: S&S                        | Type: Jim Davis swingarm                    | Sissybar: none                              |
| Value: \$30,000                              | Pipes: Bob Munroe                       | Rake: 10 degrees over                       | Height: n/a                                 |
| Assembly by: Hayes/owner/Calif. V-Twins      | Muffler(s): tapered                     | Stretch: none                               | Material: n/a                               |
| Time: one year                               | <b>Transmission</b>                     | Other alterations: molding, int. fork stops | <b>Forks</b>                                |
| Chroming by: High Lustre, Micron Met. Finish | Modifications: 5-speed, Sputhe case     | <b>Accessories</b>                          | Type: wide glide narrowed                   |
| <b>Engine</b>                                | Year: 1987                              | Bars: Hayes/H-D                             | Extension: 4 inches over                    |
| Year: 1989 STD                               | Shifting: JayBrake/Hayes                | Risers: none                                | Builder: D. Hayes                           |
| Model: STD, S&S panhead                      | Engine sprocket: 21-tooth               | Fender(s): Arlen Ness/owner modified        | Special features: lotsa billet aluminum     |
| Rebuilder: Dee, California V-Twin            | Trans sprocket: 23-tooth                | Headlight: Bates                            | <b>Wheels</b>                               |
| Ignition: dual coils and plugs               | Wheel sprocket: 51-tooth                | Taillight: tombstone                        | <b>Front</b> <b>Rear</b>                    |
| Displacement: 88 cubic inches                | <b>Painting</b>                         | Speedo: CCI                                 | Size: 21-inch Size: 16-inch                 |
| Lower end: S&S                               | Molding: Jim Farcello, Kustom Kreations | Front pegs: Hayes/JayBrake                  | Hub: Arlen Ness Hub: Arlen Ness             |
| Balancing: Dee, California V-Twins           | Painter: same                           | Rear pegs: Hayes                            | Rim width: 3.5-inch Rim width: 4-inch       |
| Pistons: S&S                                 | Color: orange blends, candy pearlescent | Electrics: 12-volt, voltpak                 | Tire: Metzeler Tire: Metzeler               |
| Cases: STD                                   | Type: Deltron                           | Gas tank: 4-gallon, Paughco                 | Brake: dual disc P.M. Brake: P.M./Hayes     |
| Heads: STD                                   | Special paint: candy blue, red          | Oil tank: Bob Munroe, 5 qts. with filter    |                                             |

Other special modifications: special thanks: Darrell Hayes, California V-Twins, John Krause, Bob Munroe, Arlen Ness, Harry Browne, Jim Farcello, Donny Gerletti, and Rick at Micron Metal Finishing.

him during his bad times, Jimmy knew he had to back her up now. He called some bros from California V-twin in Hayward, California, and they went to work.

Yeah, she made it to her first show and came out a winner.

So, you wanted to know how to build a motorcycle good enough to take one of our bike shows. Well,

Jimmy's secret is simple. You just take double the time and trouble to show a good lady that she's loved.

—Silent

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# H A R L E Y



# H O U D I N I

**M**ike Booth got his start hanging by his thumbs from Malcolm Forbes' hot air balloon. He was wrapped in chains and handcuffed. The balloon was about to take off.

The trick was to escape from all that heavy metal hardware before the balloon got so high up that the resultin' fall would kill him like a squashed bug.

For Mike Booth, it was just another day at the office. (Yeah, all right, maybe the kind of office Harry Houdini might work in.) With a few deft moves, and using a couple of secrets only the masters know, Mike Booth slipped free from the cold embrace of all that iron and dropped to the ground without a scratch.

The crowd was highly impressed, as usual. But, after doing the same act three years running, Mike decided he wanted to go on to some bigger and better challenges. He wanted the kind of challenge that would combine his death-defying artistry with a Harley-Davidson motorcycle.

Make no mistake here, Mike Booth's not a parlor magician.

Sure, he can pull a quarter from behind a kid's ear, but his skills involve more than magic. Picture a combination of yoga and the martial arts, an almost mystical blend of ancient Oriental techniques handed down over the centuries. He calls it Qigong. And before ya sprain yer tongue, it's pronounced *chi kung*.

It's a dying art. There are only two Qigong masters left in the entire world. Mike is one of them.

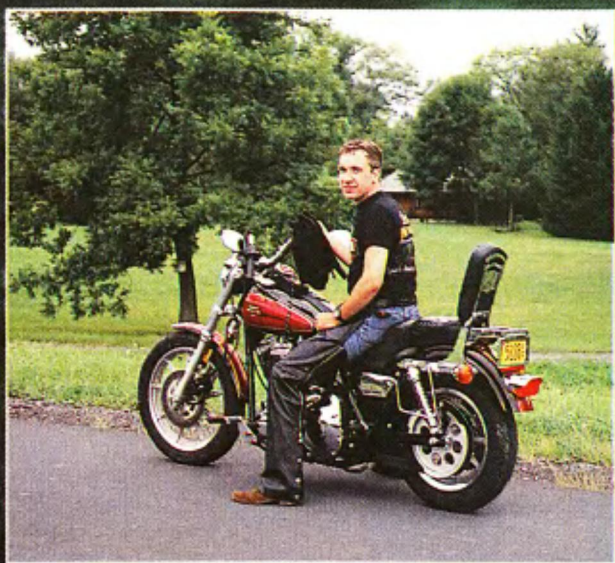
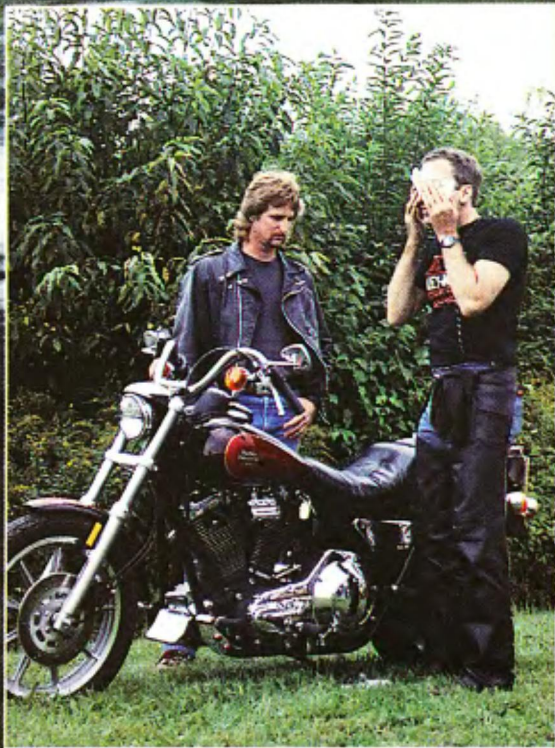
He walks on glass. He walks on fire. He even eats fire. He's a second-degree black belt in tae kwon do. He's pretty handy with a samurai sword. But what Mike wanted to try on a Harley, no one's ever tried before.

See, Mike's been interested in motorcycles for as long as he can remember. His father used to ride an Indian for the state police. Mike saw his skills as a way to help promote motorcycle safety and the rights of bikers.

So, he got in touch with Cal and Rose Schoch of Schoch's Harley-Davidson in Stroudsburg, Pennsylvania. They liked his ideas, so they tossed him the keys to a Sport Glide and told him

BY MARK PETTERSON





to work up something dramatic.

But how do you practice something that's never been tried before? I guess the same way you learn to walk on broken glass—very carefully.

Mike grew up as a completely unathletic kid. In fact, he describes himself as having two left feet. He also had a serious ear condition that was inoperable. He found that yoga helped alleviate the symptoms.

Mike first discovered yoga while studying drama under Lee Strasberg at New York University. A couple of Lee's more famous alumni are Al Pacino and Paul Newman. Mike wasn't interested in following in their footsteps, though. He had found Qigong.

A thousand years ago, Qigong masters traveled from village to village selling snake oil. To demonstrate their product's

## He wanted the kind of challenge that would combine his death-defying artistry with a Harley-Davidson motorcycle

miraculous properties they would perform a variety of most amazing feats. They were only being a little dishonest—it wasn't really the snake oil that enabled them to accomplish these stunts. It was the mastery of Qigong.

Today, Mike uses his mastery of that ancient art for a variety of good causes. He helps raise money for charities, he promotes motorcycle safety, and he's also helping Pennsylvania bikers battle restrictive motorcycle legislation.

Mike ends a typical set by strolling through a carpet of broken glass. The razored shards leave his bare feet unscathed. Then he leaps onto a sword held between two wood clamps. Even the steel blade doesn't slice his flesh. ➔

*Continued on page 18*





## Kristen Wilson, Tampa, Florida 1973 Shovelhead

A woman riding her own Harley is reason enough to turn a few heads, but when Kristen Wilson puts down the streets of Tampa, Florida, she could stop traffic.

See, Kristen is six months pregnant and still riding daily to work at her husband's shop, Robert's Cycles and Parts. But then, this mother of almost three has never been one to follow the road most taken. She's been blazing her own trail for years, and doing it on a Harley for at least 10.

Her husband got her into riding—actually you might call it a crash course. They were at a party, he had a little too much to drink, and she had to ride home. After that night, she knew she had to have her very own Harley. After months of pleading (hell, it couldn't have been that hard, she and Robert have been together since the 7th grade, so we're talkin' some serious chemistry here), he agreed to build her a ride. After 10 months (she rode his '86 shovel during the waiting period), this beauty rolled out of their shop.

She hasn't been off it since. Well, since she's been pregnant she's been riding his scooter, 'cause it's easier on her. Kristen calls riding "the freest feeling in the world." No argument here.

Congratulations on the new addition and best of luck to a true biking family.

—Two Step

**YEAR:** 1973

**MODEL:** H-D shovelhead

**ENGINE:** shovelhead, 440  
Sifton, solids

**TOP END:** 2-barrell Dell 'Orto,  
40mm, Manley valves

**LOWER END:** stock cases,  
rebuilt by Robert's Cycles,  
Tampa

**TRANSMISSION:** 1-1/2-inch  
open primo belt, 1/2 primary  
for electric start

**FORKS:** conversion wide glide,  
painted lower legs, dual disc

**ACCESSORIES:** extra taillight on  
frame, forward controls,  
chrome

**WHEELS:** front: 19-inch H-D  
mag, dual disc brake; rear: 16-  
inch, H-D mag, disc brake

**FRAME:** stock 1956 rigid  
straightleg, modified to fit  
shovel

**FINISH:** red, orange, and  
yellow, acrylic lacquer, Deltron  
clear

**CREDITS:** Thanks to R&R Cycles for the head work, and to my husband, Robert Wilson, for building me my pride and joy.





Photos by Pat Randle





Continued from page 15

Photos by John Williams

Beside him are a stack of concrete blocks. They've been soaking in kerosene. Suddenly, they ignite. As the searing flames crackle and burn, Mike expertly balances on one foot. He pauses to focus his energies. Then, in one swift blur, he kicks the flaming stack of concrete blocks in two.

The crowd loves this. But now it's time for more serious stuff.

Mike intends to perform his next series of stunts blindfolded—but not just any blindfolding will do.

First, he mashes bread dough over his eyes. Over that he places gauze pads and cardboard. Then, he wraps gauze tape around his head to hold everything in position. Finally, to quiet any remaining skeptics, he slips on a hood.

He warms up with a little sword work. A man holds a cucumber next to his chest. A woman clenches a cucumber between her lips. Another man sits with the cucumber jutting up from between his knees.

Mike focuses himself. Then, in a lightning flash of slashing silver, he slices them all in half. The cukes, not the volunteers.

So now it's time for the *really* serious stuff.

The Schoch's have rolled out a brand-new FLHS. Still in his blindfold, Mike gets on. For the first lap someone rides behind to direct him around the parking lot.

Understand, the parking lot is crowded with cars, bikes, and

## The bike follows a snaking, twisting path in and around the obstacles

people. There's even a flea market set up at one end. The bike follows a snaking, twisting path in and around the obstacles. This is Mike's only chance to learn the route.

They motor back and it's Mike's turn to try—alone. He twists the wick a couple times to get the feel of the Big Twin underneath him. Then he cracks the throttle and the Harley rumbles forward.

He approaches the first obstacle, closer and closer. Then, just as he's about to collide with it, he makes the turn—but only barely. Maybe it was luck.

He rolls on toward another obstacle, but once again he swerves with scant inches to spare. Then comes another obstacle, and another, and another. Each time he seems to make the right decision just in the nick of time.

But there are plenty more cars and bikes and people between Mike and the end of the parking lot. If this really is luck, he's bound to be running short by now.

Of course, it isn't luck—it's Qigong. Mike navigates his Harley successfully through the remaining obstacle course and back to where he started. The crowd thunders their appreciation and Mike takes a well-deserved bow.

He made it seem easy. But that's the power of Qigong.

Just a final reminder, please: Kids, do not try this at home. Call Mike Booth instead.





'Fraid not.



A mixer? 'Fraid not. Don't point that thing anywhere near this shot of Mezcal. 'Cause you don't mess with Monte.

Hey, if you've got some good Monte stories, let's hear them. To send letters or to join The Monte Alban Golden Worm Club, write: Golden Worm Club, P.O. Box 3994 EA-4, Chicago, IL 60690

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# Easynews

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

## HELMET BILL RODE BAD DATA TO WIN LAWMAKER DISTORTED CLAIMS OF TAX SAVINGS

### BLACK MONDAY IN CALIFORNIA



On Monday, May 20, 1991, California Governor Pete Wilson signed AB-7, California's mandatory helmet law for all riders.

On May 17, the Friday before, the *San Jose Mercury News* ran a front-page article showing that the "public burden" figures AB-7 is based on are wrong.

When the *Mercury News* asked Floyd about his distorted figures, he said, "Who gives a fuck? I don't care what the figures are." Wilson basically agreed. In signing AB-7 at an emotional ceremony at Sacramento's Mercy General Hospital, Wilson said riders needed AB-7 even if the numbers weren't accurate.

California riders weren't bushwhacked by AB-7. They've been fighting out in the open for over 20 years. Rather, they were victims of a legislator who betrayed his obligation to let truth guide public policy. The article is printed here for your use—the battle's not over.

The author of a motorcycle helmet bill now on Governor Pete Wilson's desk distorted critical data to win passage to the legislation.

Assemblyman Richard Floyd, D-Gardena, won public and legislative support for his bill by saying the law will save taxpayers \$65 million to \$100 million a year in medical costs for head-injured motorcycle crash victims.

However, both sources cited by Floyd—the National Highway Traffic Safety Administration (NHTSA) and the San Francisco Injury Center for Research and Prevention—denied this week that they provided those numbers to him. In fact, they said, accurate medical cost figures (or even reliable estimates) do not exist.

"I can't be held responsible for what Floyd does," said Dr. Elizabeth McLaughlin, director of the injury center which is funded by the Centers for Disease Control.

Don Bishoff, an official at NHTSA's Washington headquarters, said Floyd's statements are "definitely not true."

The helmet bill, which requires motorcycle riders to wear helmets or

face fines, squeaked through the Assembly by one vote on April 1. Just as many injuries occur each year. Asked to comment about statements that he

**FLOYD SAID,  
"WHO GIVES A F\_\_\_?  
... I DON'T CARE WHAT  
THE FIGURES ARE."**

before the vote, Floyd told his colleagues in an emotional speech on the Assembly floor that medical costs from treating motorcycle head injuries were decimating county budgets.

"That cost ranges between \$65 million and \$100 million every year in California," he said. "That cost is absorbed by all county functions."

Analyses conducted at the request of the *Mercury News* by the California Office of Statewide Health Planning and Development and by NHTSA indicate there is insufficient data to estimate medical cost savings from a helmet law.

The California Highway Patrol doesn't even know how many motorcycle-related head inju-

ries occur each year. Asked to comment about statements that he

distorted data to win votes, Floyd said, "Who gives a f\_\_\_? ... I don't care what the figures are." Wilson's chief spokesman, Otto Bos, said Thursday the governor will ask Floyd to justify the figures. "Credibility is important," Bos said. We need to make a careful evaluation."

Interviews indicated committees that heard the bill failed to check Floyd's figures or conduct independent analyses.

Both sides in the debate flooded legislators with contradictory data from doctors and other experts on the fiscal and safety impact of a helmet law. But Floyd's huge estimate of medical saving in tough budgetary times swayed legislators and

media. In two editorials, for example, the *Mercury News* cited the \$65 million to \$100 million figures as the key argument for backing the helmet bill.

McLaughlin, of the injury center, analyzed all data presented by both sides and said the figures were inconclusive. "I don't want to be part of the bull-\_\_\_\_ brigade," she said.

There were 569 deaths last year in Calif. among bikers and their passengers, but bike fatalities and injuries have dropped 35% since 1986, when the CHP began a mandatory training program for riders younger than 18.

Bob Terry, Floyd's chief aide on transportation issues, acknowledged that the helmet battle was won in the Legislature on the strength of Floyd's figures, not because of sympathy for motorcyclists.

"I don't think people really care if someone goes out and gets killed on a bike," Terry said. "It's the same in a car. There are so many people that are going to get killed, and that's that."

Motorcyclist representatives have claimed for years that Floyd's figures were exaggerated. However the mainstream media ignored their charges, they said.



# RIDE WELL, SAVE A BUCK

We've said before that the Motorcycle Safety Foundation (MSF) rider training courses will do a helluva lot more to save your head than a helmet will, and MSF has just made the prospects even better: complete the MSF RiderCourse,

and you could get 5% to 20% off on your insurance premiums.

MSF, of course, can't provide a list of all the insurance companies in the country that recognize the benefits of training, so ask your agent. If your carrier doesn't give

discounts for MSF training, look for one that does.

That's the first good news. The next is that Harley will give H.O.G. members a discount on a

new bike equal to the tuition cost of the RiderCourse. That way, you get the RiderCourse free, and have the additional benefit of an insur-

ance discount. Check it out with a local MSF program or call Fernando Belair, MSF Director of Communications, at (714) 727-3227.



## VERMONT'S MAD HATTERS

Remember the Vermont bro who got a ticket for riding in a shower cap (*Easynews*, September 1990, #207)?

Vermont's helmet law calls for "protective headgear" provided with a chin strap (but doesn't specify that the strap has to be fastened), and requires 4 square inches of reflectorized material.

In the Shower Cap Case, the local magistrate dismissed the charges because, as far as the law went, a shower cap met the specifications.

Freedom of the Road Riders-Vermont (FORR-VT) has been trying everything to get a conviction in magistrate's court so they could appeal the law up to the District Courts, and go from there to the Vermont Supreme Court.

One rider got a ticket for wearing a plastic spaghetti collander, but that charge was dismissed, too. Finally, "Bo" Bobar, who's had three earlier tickets dismissed, managed to get a magistrate to convict him of violating the law by riding in a



leather aviator's helmet.

This is the first conviction under Vermont's law, and it gives FORR-VT its first chance to appeal up to the District Court level. Just in case the District Court dismisses the charges on Ticket No. 4, Bo already has a fifth ticket to answer for in Magistrate Court. If Ticket No. 5 results in a conviction, then he can try again for conviction in District Court, and work the issue on up

to the Supreme Court.

In the somewhat merry crusade to lose in court, Bo rides in whatever will stay on his head. Besides the flyer's helmet, he's worn the liner to a construction worker's hard hat and a Jewish yarmulke—all reflectorized with material FORR-VT worked up, complete with their logo.

As in many states, Bo finds that the police rarely know the details of the helmet law they en-

force, so he carries a copy of the law with him. He also carries applications for membership in FORR-VT, and hands them to the police who pull him over. "So far," he says, "none of them have applied for membership."

The valid purpose of the clownish chapeaux is to get the legislature to see how silly the present law is—and repeal it. FORR-VT missed the deadline for filing a repeal bill in '91, but they

expect to have a repeal bill at the head of the line in '92. Even if the rider Senator John Chaffee (R-Rhode Island) attached to the highway bill forces Vermont into a helmet law, Bo says, "FORR wants to be there when they write it."

Till then, the mad hatters of FORR-VT have earned some goodwill among the people and the legislature by providing everybody with a few laughs.



# RODEO WATCH

It's hard to believe we're heading into our fifth *Easyriders* Rodeo tour! These events are now reaching far beyond the local audiences—people are coming from all over the country to attend these dirt-churnin' extravaganzas.

This season, ARROW (Associated Rodeo Riders On Wheels) has added a novice class in the 1000-lb. sled pull to encourage more participation by our local competitors. (The difference between the novice and expert classes is that after riders earn more than 500 points, they can no longer compete in the novice class—they'll qualify for the expert class.) This will give local riders the opportunity to compete against people of the same caliber. We're looking forward to seeing many more locals participate in the sled pulls and all our other events.

Our top 10 rodeers from

last year were: Tampa Bay Ray Tewksbury, Gary Freel, Rico Padilla, Dino Heath, Frank Olenick, Bobby Torres, Bill Van Dyke, Rick Stecyk, Manuel Azevedo, Bob Hanna, and Myron Bulinski.

We've added some new locations for the 1991 Rodeo tour: Unadilla, Georgia, Ladson, South Carolina (outside Charleston), and Augusta, New Jersey. Take a look at the schedule (on the back cover) for a location near you.

—Rodeo Clown



# PAPPY DONE TOLD ME

From Gus "Pappy" Haag, the General Honcho at the Motorcycle Riders Foundation, (MRF) we get the latest word from the helmet law front.

**U. S. Senate:** Senator John H. Chafee (R-Rhode Island) is trying again: this time, he's added Section 122 to Senate Bill 965, the highway money bill for 1991. Section 122 would tie federal highway money to helmet laws, so write your congressional representatives and ask them to stuff Section 122 in the wastebasket—not into federal law.

**House of Representatives:** Representative James Cooper (D-Tennessee) (see *Easynews*, August 1991) has offered up House Resolution 1782 as the House version of Section 122. Here again, complain to your representatives.

**Riders in Tennessee,** go another step: your legislature issued a proclamation to the effect that Cooper's HR 1782 violates the concept of "states" and they deserve praise.

The notion of "states' rights" has taken quite a beating over the past 20 years, and the Tennessee action is a reminder that it deserves preservation and respect. If Cooper doesn't get the message, maybe the people will—and Cooper will be looking for a

job come next election

**In Minnesota,** The Man is trying to corner bikers with an insurance bill that would, effectively, wipe out most of what is meant by legal "due process." The law would reduce or eliminate a rider's ability to get insurance benefits, or damages in a lawsuit, if he wasn't wearing a helmet. This amounts to backdoor blackmail, and Minnesota ABATE and the Minnesota Motorcycle Riders Association managed to hold the bill off, but it's still alive and due back in 1992.

You have a long, cold winter up there, bros, so when you're gathered around the fireplace with the rum punch, bring out the pencils and tablets and lay many words on your legislature. If you tell them often enough, they'll eventually hear.

**Good news from Pennsylvania:** after losing a repeal last fall in the confusion of the final legislative sessions, Pennsylvania ABATE has gotten a new bill through the House Transportation Committee. The bill exempts riders and passengers over 21 from the state helmet law, and Charles Umbenhauer, ABATE's government relations man, says efforts for total repeal are gathering speed.

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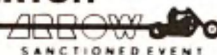
**August 2, 3, 4, 1991**

**EASYRIDERS RODEO**

Prospect, Pennsylvania—Butler County Fairgrounds  
(located on Rt. 422, 8 miles west of Butler)

Rodeo, ride-in bike show, trade show, live music, food and beer on sale, camping, trophy girl contest and also featuring display of *Easyriders* world record Streamliner and much more. Come join the fun!

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**August 31-September 1, 2, 1991**

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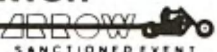
**September 20, 21, 22, 1991**

**Easyriders Rodeo**

Pecatonica, Illinois—Winnebago Fairgrounds  
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## SAFE—AND RICH IF YOU AREN'T



**L**oudmouth, the office sports nut, brought a clipping into the garage about a court case in Multnomah County, Oregon. Seems that during practice, one high-school football player put a knee into another player's helmet. The receiver's brain swelled, leaving him permanently disabled. He sued the manufacturer, Bike Athletic Company, and Kendall Research Center, the outfit that designed the helmet.

The jury awarded the injured player \$11,100,000. Bike Athletic and Kendall appealed, but the Oregon Court of Appeals upheld the award. The money won't buy the victim a new body to replace the one that doesn't work right anymore, but the award certainly shows what the people think of the claim that a helmet keeps you "safe."

Enough cases like this one, and nobody in the country will dare sell a helmet.

—Toejam

## GOOD BURGER FOLKS



**K**aren Wagner, a contributor to ABATE of Ohio's newsletter, wrote to tell us there's something worth watching on television.

Jack-in-the-Box, the burger chain, has been running an ad on TV that features a Harley lady in leathers. Karen says the ad is so good for the image that bikers ought to thank Jack-in-the-Box for it.

Good idea—and you can use the practice. It'll warm you up for writing legislators. Tell 'em what you think at:

Jack-in-the-Box  
c/o Food Maker, Inc.  
9330 Balboa Ave.  
San Diego, CA 92123



## NORTH OF THE BORDER

Here's a brief quote from Pat Nelligan, president of L'Organisation pour la Promotion des Droits des Motocyclistes du Quebec, Inc. (Organization for the Promotion of the Rights of the Motorcyclists of Quebec):

*As a minority, our rights and needs are always overlooked. Our lives are put at risk because bureaucrats don't recognize our need for safety. From their armchairs and limousines, they don't realize the danger they put us in when we choose to travel on two wheels. Potholes, rain grooves, rough and uneven asphalt, sunken sewer covers, road debris, gravel, sand, patchwork tar that turns to ice in the rain—the list goes on and on. They still think of us as a minority of outcasts... and it threatens our existence.*

Right on, Bro Nelligan.

## TRUTH IN HIGH PLACES



We have a lot of respect for Sam Tignor, head of the Traffic Safety Division of the Federal Highway Administration.

Last year when the Grundyites wanted him to endorse the 55-mph speed limit in the name of "safety," he told them declining accidents proved that people could take care of themselves at higher speeds.

This year, Tignor and a colleague, Davey Warren, have uncovered something that's sure to have Big Brother foamin' at the mouth: they've blown the whistle on speed limits. After surveying 102 road sites over several years, they concluded that most speed limits are unreasonably low. They found that seven out of 10 drivers exceed speed limits in urban areas. Of the 102 sites surveyed, less than 10% showed more than 50% compliance with posted speed limits.

According to their report, *Driver Speed Behavior on U.S. Streets and Highway*, published in the 1990 *Technical Papers* of the Institute of Transportation Engineers, local traffic officials record actual traffic speeds, then set the legal speed limit about 10 mph below the prevailing speed. Tignor ascribes this absurdity to "subjective considerations" such as roadside development, but that's because he's too polite to say they do it to make traffic-ticket money off people.

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**AMERICAN MOTORCYCLE INSTITUTE**



# EASYRIDERS

## 1991

### CAM GUIDE

*By Wrench and Keith Ruxton*

**W**e finally did it. With the astute, experienced assistance of Keith "Mr. Streamliner" Ruxton, we've got something here you can refer to forever—a series of guidelines to evaluate any cam for any engine.

So let's get down to business. Cams come in various sizes and shapes for diverse engine characteristics and riding demands. The important parameters are: lift, overlap, duration, and lobe center (timing). You can obtain this information on any cam you're interested in from the distributor or manufacturer, compare it to the cams here, review the considerations, evaluate your motor and riding habits, and

you'll know immediately whether or not a particular cam is for you. From now on, when someone discusses a cam with you and mentions lift, etc., you'll know what the hell they're moving their lips about.

#### **What to think about:**

- What motor do you have?
- How many inches?
- How far do you want to push it?
- Do you want a bolt-in job?
- Do you like torque or horsepower?
- What rpm range do you want to see power in? ➔

#### **CHART DEFINITIONS**

##### **Overlap**

Crankshaft degrees of both valves are off of the seats. Each revolution of the engine (crankshaft) is 360 degrees. All cams push both valves open at the same time on the overlap stroke. Bigger numbers require more compression or larger displacement because that indicates how much both valves are open at the end of the exhaust and the beginning of the intake stroke. The more they're both open, the less compression at low end.

##### **Lift**

How far open the valve gets to allow air flow. Above .450 lift in shovels and pans, spring clearancing work is needed. That number expands to .500 in Evolutions.

##### **Duration**

Crankshaft degrees each valve is open over .053 (note Leineweber's reflects duration after the valve is open .020), larger numbers require more displacement. Also, note Crane Cam model numbers. The numbers represent their duration at .020. For instance, their model C-326 has a duration listed of .252 degrees (intake) at .053 open, but the duration at .020 is 326 degrees. This blurb allows you to compare durations of Leineweber cams to Crane's and, ultimately, the others.

##### **Lobe Centerline**

Crankshaft degree that the maximum lift and flow occurs at. Bigger numbers require higher rpm to develop power. As an engine speeds up, it becomes more difficult to develop horsepower ('cause it's harder to get air and fuel into the cylinders). This number represents the position of the piston in the cylinder when the cam is at maximum lift. The higher the number, the more the piston is assisting to pull air into the cylinder for higher rpm efficiency.



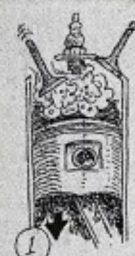
# SHOVELHEAD & PANHEAD CAMS\*

| BRAND             | MODEL                | OVERLAP (°)      | LIFT (in.)                  | DURATION (°)             | LOBE (°)                    |
|-------------------|----------------------|------------------|-----------------------------|--------------------------|-----------------------------|
|                   | (@ .053" Valve Lift) | (@ .053" Lift)   |                             |                          |                             |
| <b>Andrews</b>    |                      |                  |                             |                          |                             |
|                   | A                    | 42               | .450                        | 244                      | 101                         |
|                   | B                    | 52               | .485                        | 256                      | 102                         |
|                   | M                    | 56               | .590                        | 264                      | 104                         |
|                   | 6                    | 64               | .510                        | 268                      | 102                         |
|                   | C                    | 74               | .525                        | 278                      | 102                         |
|                   | 10                   | 68               | .580                        | 284                      | 108                         |
| <b>Crane</b>      |                      |                  |                             |                          |                             |
|                   | 300H                 | 48               | .455                        | 248                      | 100                         |
|                   | 296A                 | 40               | .455                        | 244                      | 102                         |
|                   | 308B                 | 52               | .490                        | 256                      | 102                         |
|                   | 310B                 | 62 (106 @ .020") | .525                        | 266                      | 102                         |
|                   | 320B                 | 68               | .550                        | 276                      | 102                         |
|                   | 330B                 | 74               | .575                        | 286                      | 102                         |
| <b>Leineweber</b> |                      |                  |                             |                          |                             |
|                   | L-5                  | 80 @ .020        | .520                        | 292 @ .020               | 105 Intake<br>107 Exhaust   |
|                   | L-61                 | 79 @ .020        | .550 Intake<br>.520 Exhaust | 307 @ .020<br>292 @ .020 | 109.5 Intake<br>111 Exhaust |
|                   | L-7                  | 87 @ .020        | .575 Intake<br>.552 Exhaust | 312 @ .020<br>297 @ .020 | 107 Intake<br>110.5 Exhaust |

\*Advised Numbers

## CRANKSHAFT

### INTAKE (°) OPEN

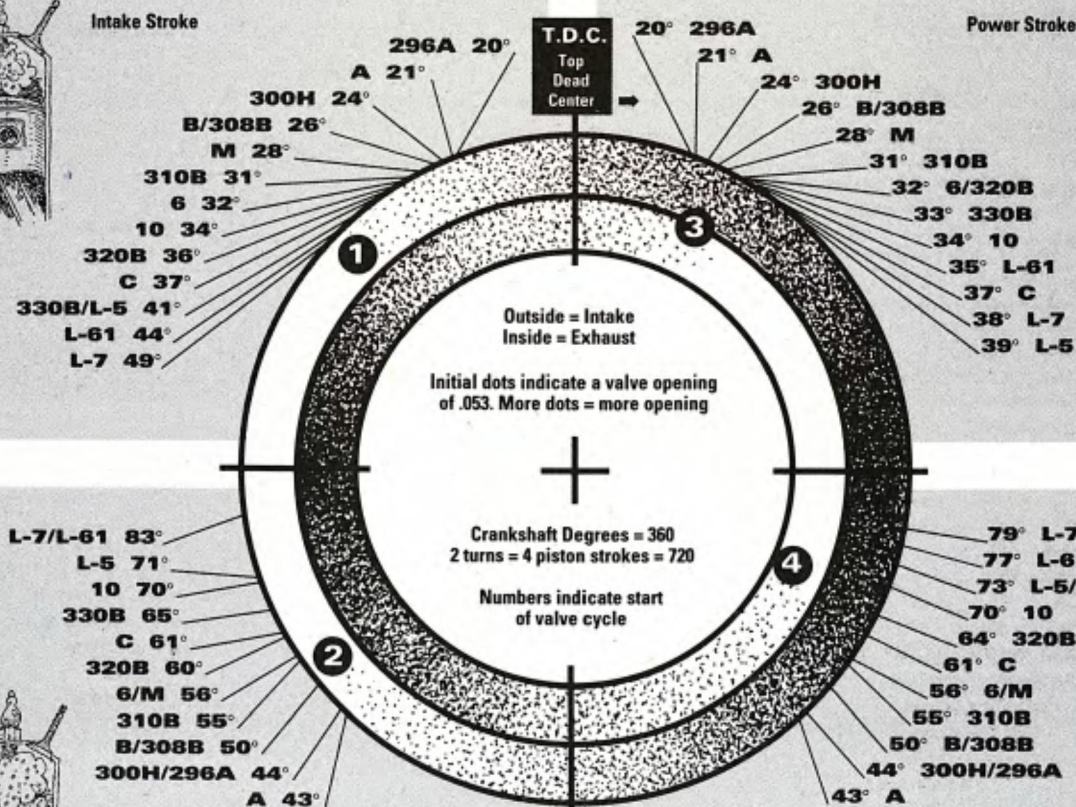


Intake Stroke

### EXHAUST (°) CLOSE



Power Stroke



### INTAKE (°) CLOSE

### EXHAUST (°) OPEN

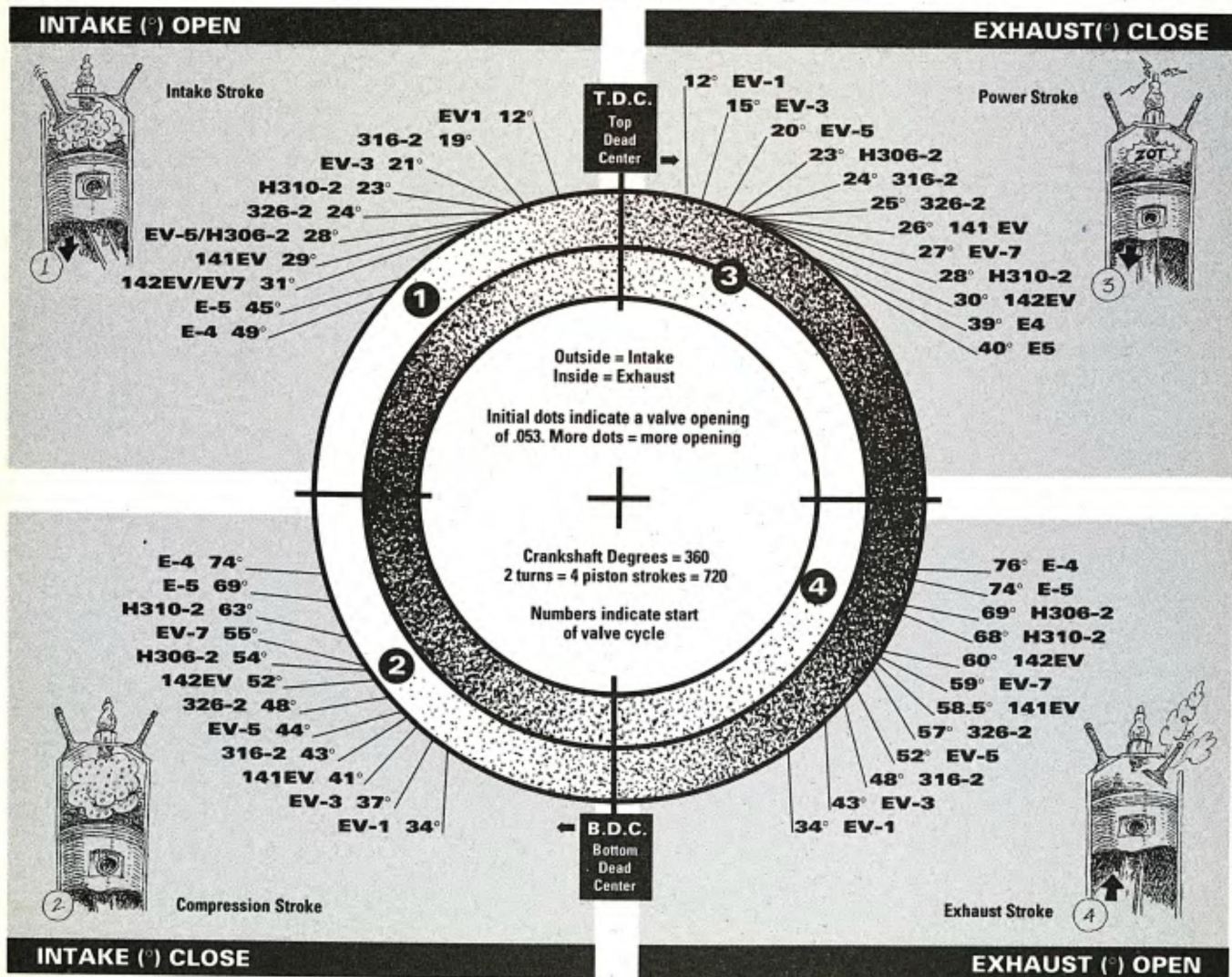


# EVOLUTION BIG TWIN CAMS\*

| BRAND      | MODEL  | OVERLAP (°)          | LIFT (IN.)   | DURATION (°) | LOBE (°) | EXHAUST |
|------------|--------|----------------------|--------------|--------------|----------|---------|
|            |        | (@ .053" VALVE LIFT) |              |              |          |         |
| Andrews    | EV-1   | 24                   | .485         | 226          | 101      | 101     |
|            | EV-3   | 36                   | .495         | 238          | 98       | 104     |
|            | EV-5   | 48                   | .530         | 252          | 98       | 106     |
|            | EV-7   | 58                   | .560         | 26           | 102      | 106     |
| Crane      | 316-2  | 43                   | .480 Intake  | 242          |          |         |
|            |        |                      | .490 Exhaust | 252          | 102      | 102     |
|            | 326-2  | 49                   | .490 Intake  | 252          | 102      | 106     |
|            |        |                      | .500 Exhaust | 262          |          |         |
|            | H306-2 | 51                   | .500 Intake  | 262          | 103      | 113     |
|            |        |                      | .510 Exhaust | 272          |          |         |
|            | H310-2 | 51                   | .550 Intake  | 266          | 110      | 110     |
|            |        |                      | .550 Exhaust | 276          |          |         |
| Leineweber | E-4    | 88 @.020             | .560         | 303 @.020    | 102.5    | 108.5   |
|            |        |                      | .545         | 293 @.020    |          |         |
|            | E-5    | 85 @.020             | .540         | 294 @.020    | 102      | 107     |
|            |        |                      | .540         |              |          |         |
| Sifton     | 141EV  | 55                   | .480         | 250          | 96       | 106.25  |
|            | 142EV  | 61                   | .540         | 263          | 100.5    | 105     |

\*Advertised Numbers

# C R A N K S H A F T





## Considerations when you're looking at the figures and chart:

1. Not all cams are listed here, but you can pencil-in the specification from any cam—from any manufacturer—not listed in the chart.
2. If you desire high torque, look for cams with high lift, lower duration, and lower lobe centers.
3. If you're after horsepower, look at longer duration, higher lobe-center degree cams. Definition: *Torque is low-end power. Horsepower is high-end power.*
4. Where the dots start on the chart is where the valve is reaching an open or closing state of .053.
5. Evolutions have higher-velocity ports, consequently they like higher lift, shorter duration cams because of the high velocity port design.
6. Keep in mind that stock ignition modules on Evos will shut down the bike at 5,200 rpms. Cams that don't hit their power curve until 4,500 rpms are useless in bikes with a stock ignition. Look at the characteristics of the Andrews EV3. Anything above that on a stock Evo is wasting cam performance. By contrast an EV7 is a drag bike cam.
7. Regularly pushing the engine past 6,500 rpms is risking reliability. For all models, the more overlap, the less compression and bottom-end torque. You won't feel the power until it hits the high rpms.
8. Leineweber has fast, sharp ramps which are tough on drive trains. In contrast, Andrews has constant velocity ramps, much softer on the valve trains. Leineweber can perform sharper, but each builder must weigh the cutting edge of performance against reliability or mechanical wear.  
Let me give you an example: My FXR is stock, no head

work, but we installed (through Carl's Speed Shop in Santa Fe Springs, California) the Mega Fire Accel ignition module, an S&S shorty carb, and Carl's Speed Shop's exhaust system with a high-output coil. The cam Carl picked (See Tech Tip next issue), Andrews EV-3, is designed to kick-in at 2,000 to 2,500 rpms. It gives me that low-end torque to get out of the hole and enough push to jump through traffic up until 85 mph. That's all I want—I'm not drag racing. I don't want to push reliability, but I do want a bike that will make aggressive city and freeway traveling a breeze. Keith Ruxton, the Streamliner crew chief, installed the same cam into his FXRS-SP for the same results.

For shovelhead 90-inchers, the Andrews #6, Crane 310 B, and Leineweber L-5 are virtually the same. Head work is a must and all distributor or manufacturer catalogs explain the modifications. Heavier springs are a must, plus lighter valve collars. These cams give the rider plenty of low-end torque (starting at 3,500 rpm), without outrageous overlap—but they're capable of being screamers throughout the rpm range. The 310 B allowed us to reach 8,200 rpm in the *Easyriders* Streamliner. Note: the low-end torque starts at 3,500 rpms. Keep in mind that with lighter flywheels, this

**Regularly  
pushing the  
engine past  
6,500 rpms is  
risking  
reliability**

motor won't idle under 2,000 rpms (as compared to a stock engine at 1,000 rpm idle).

When in doubt, pick the next smaller cam to prevent over-camming. City and highway shovels need something in line with an Andrews A cam. It makes 'em do what they're supposed to do and no mo'.

We aren't recommending any specific cam here. Look at the characteristics in the charts, compare our examples to other cams, and note the considerations. You may want a more stop-light-to-stop-light cam and go for a different variation. You may want a cam that comes on at 40 mph and will pull strong, well above 100 for your desert express. You may like one company over another and want to find a cam that's comparable to one we've mentioned—now it's a breeze.

## CAM MANUFACTURERS & SUPPLIERS

**Crane Cams**  
530 Fentress Blvd.  
Daytona Beach, FL 32114  
Contact: M/C Tech Dept.  
(904) 252-1151

**Andrews Products**  
5212 Shapland Ave.  
Rosemont, IL 60018  
Contact: John Andrews  
(312) 992-4014

**Sifton Motorcycle Products**  
943 Bransten Rd.  
San Carlos, CA 94070  
Contact: Greg Brown  
(415) 592-2203

**S & S Products**  
Route #2 County G  
Viola, WI 54664  
Contact: Ken Smith  
(608) 627-1497

**Bartels' Performance Products**  
9461 Jefferson Blvd.  
Culver City, CA 90232  
Contact: Bill Bartel  
(213) 842-8081

**NEMPCO**  
Box H-7 Perry Dr.  
Foxboro MA 02035  
Contact: Bob Kaye  
(508) 543-6386

**Thunder Tech Products**  
P.O. Box 1005  
Laurel, MD 20707-0941  
Contact: Dan Fitzmaurice  
(301) 799-9451

**Custom Chrome**  
1 Jacqueline Court  
Morgan Hill, CA 95037  
Contact: Dennis Ahearns  
(408) 778-0500

**Leineweber Ent.**  
17579 Mesa Rd., Unit B-1  
Hesperia, CA 92345  
Contact: Norma Wheeler  
(619) 949-4768

**Johnstone Products**  
P.O. Box 1715  
Ormond Beach, FL 32174  
Contact: Gordon Johnstone  
(904) 673-4714

**Cam Corp**  
708C W. Park Ave.  
Edgewater, FL 32132  
Contact: Doug Libby  
(904) 426-0670

**Drag Specialties**  
9839 W. 69th St.  
Eden Prairie, MN 55344  
Contact: Jim Betlock  
(612) 942-7890



# PASSIN' GAS

**F**ace it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whaddafuck, 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.

**W**hat's the difference between a lawyer and a prostitute?

A prostitute stops fucking you when you're dead.

—Dannie Swanson  
Seattle, Wash.

**Y**a probably already heard that a blonde's mating call is: "Boy, I am sooo drunk!"—but what's a brunette's mating call?

"Are all the blondes gone yet?"

—Richard Dowdell  
Rawlins, Wyo.

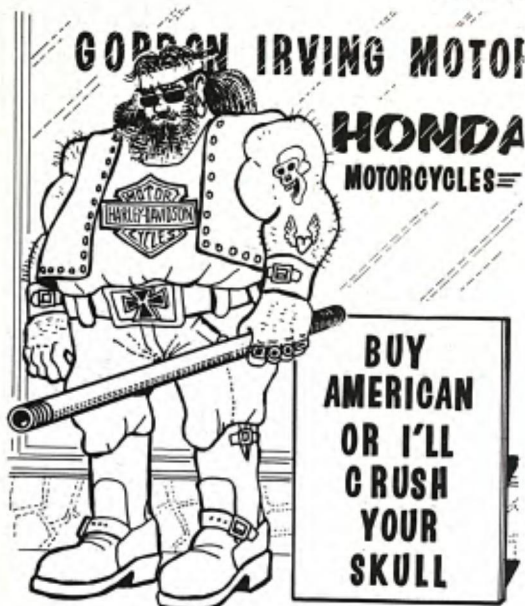
**A** young lieutenant walked into the enlisted men's game room, where two privates were shooting pool. The lieutenant asked one if he had change for the soda machine.

"Sure, pal," the private replied, pulling a fistful of coins out of his pocket.

"You clearly have complete disregard for military protocol, private," the officer roared. "Now, let's try this again—salute and address me as 'sir' this time."

"No sir," the enlisted man said with a crisp salute, "I don't have any change."

—Shark  
Crescent City, Calif.



**G**raffiti spotted on a shithouse wall: Dyslexics Untie!

—Hood  
Inside

**P**roof that chicks are stronger than men: It takes six bros to carry ya to yer grave, but only one ol' lady to send ya there.

—James Wheway  
Milford, Conn.

**M**aw told her son, Jethro, to check out the family outdoor one-holer.

"Tain't nothin' wrong with it, Maw," Jethro declared afterward, but she led him back out to the outhouse anyway and made him stick his head down inside the hole.

"Hey, Maw," he called, "my beard's stuck!"

"Aggravatin', ain't it?" said Maw.

—Sandwich  
Out West



"Forget it, Earl—if you ain't got that bug out yet, we'll just leave the damn thing in there."

**M**ikhail Gorbachev woke up one morning, feeling great. He walked to his window, saw the sun coming up, and crowed, "Good morning, sun!"

As he turned away, he was startled to hear a great, booming voice answer, "Good morning, comrade. Good morning to you and the great Union of Soviet Socialist Republic."

Gorbachev quickly woke Raisa and his closest aides, took them to the window, and repeated, "Good morning, comrade sun."

Again the voice boomed, "Good morning, comrade. Good morning to you and the rest of the glorious party."

Gorbachev sat down to his day's work, convinced he was destiny's child. Later, as the sun was setting, he walked to the window and said, "Good evening to you, comrade sun." When no response came, he repeated the salutation again and again, growing increasingly impatient with the silence.

"Sun, I'm talking to you!" he suddenly screamed.

"Fuck you, asshole!" the voice thundered back. "I'm in the West now."

—Wayne Willhoite  
Vacaville, Calif.

**D**efinition of *shithead*: a brown-noser with no brakes.

—Tony Peldys  
Benton Harbor, Mich.

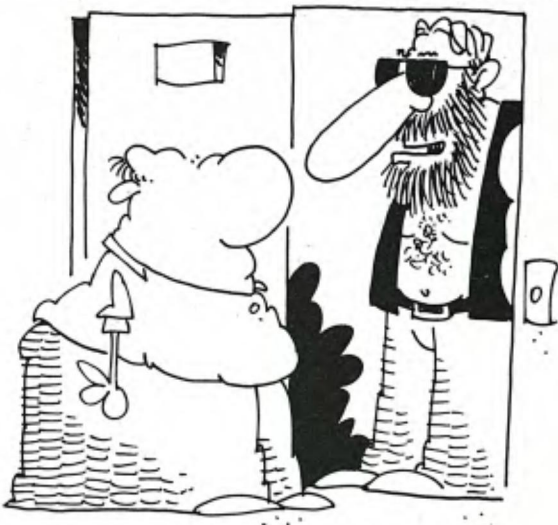
**S**pike's ol' lady was getting increasingly pissed off at how friendly he was getting with the hot-looking new neighbor across the street. One day she looked out the window to see Spike and the bitch playing slap-and-tickle in the neighbor's front yard. She picked up the telephone, dialed the broad's house, and demanded, "Tell my ol' man to get his ass across the street!"

The foxy neighbor replied sweetly, "Listen, bitch, that's where he's been getting his ass for two weeks now."

—Harry Wagner  
Tenn. Colony, Texas

**W**here's the best place to be when a woman winks at ya? Under the table.

—Victor De La Mora  
Crescent City, Calif.



"Hi, Mr. Harris. Remember 10 years ago, when you turned the water hose on me?"



**T**hen there was the mathematician who was constipated—he tried to work it out with a pencil.

—Bad Bart  
Brainerd, Minn.

**W**hy did God create Adam first? To give him a chance to say something.

—Poit O'Neill  
Edmonton, Canada

**"H**ow did your date go with that biker last night?" the girl asked her roommate. "I noticed you were back before midnight."

"Talk about selfish!" sniveled the roomie. "That bastard turned out to have one of those special condoms with the massaging fingers!"

"I don't get it—what's selfish about that?"

"The sonuvabitch put it on inside out!"

—Buzz  
The Pit

**W**hat's a surefire sign that yer ol' lady really digs oral sex?

She pulls her skirt up every time ya yawn.

—DeeCee  
America

**W**hy did the L.A. cops leave the Dodgers game early?

So they could beat the crowd.

—Eddie Guerrero Jr.  
Clovis, Calif.



"When I said, 'let's go puttin',' I meant on our bikes, ya moron."

**A**fter both his legs had been broken by a left-turner, the bro sued for damages, claiming he was crippled and would have to spend the rest of his life in a wheelchair. Although the insurance company's doctor testified that his bones had healed properly and that he was fully capable of walking, the judge decided for the biker and awarded him a cool \$500,000.

When he was wheeled into the insurance company's office to collect his check, the bro was confronted by several executives.

"You're not getting away with this," one said. "We're going to watch you day and night—and if you so much as take a single step, you'll not only repay the damages, but you'll also stand trial for perjury. Here's the money. What do you intend to do with it?"

"My ol' lady and I are gonna do some travelin'," the bro replied calmly. "We'll go to Stockholm, Berlin, Rome, Athens, and, finally, to a place called Lourdes—where, gentlemen, you'll see one helluva fuckin' miracle."

—Jesus Avila  
Corcoran, Calif.

**W**hat do chicks and Harleys have in common?

When ya ride 'em too hard for too long, they usually need a new top end, and their bottom end starts gettin' loose.

—Dirty Dog  
Grand Island, Neb.



"I know a sawed-off rifle is illegal, but chewed off?"



**T**he instructor of the women's self-awareness class was a typical, feminist, ultra-ugly bitch. One day she gave her students a pop quiz, in which they were instructed to listen to the following hypothetical problem and write down how they'd handle it:

"You're alone in your automobile, late one dark night, in the middle of nowhere, when suddenly the car quits. There's no phone, it's miles from the closest town in any direction, and there's no sign of a house or any place to seek help.

"Just then you find yourself surrounded by a dozen roaring motorcycles ridden by a dozen humongous, burly, tattooed bikers who've discovered you there all alone in the dark. They've got you circled, and all 12 of them have a crazed look in their eyes. They're drunk, stoned, and as horny as if they'd just been released from prison. You're obviously about to be raped, or worse. What would you do?"

The whole class passed in their answers. As the instructor thumbed through them, she found one blank page, turned in by Karen, an exceptionally fine young cutie in the back row. The lead bitch asked, "Karen, don't you understand the problem you're facing?"

Karen looked up with a dreamy look in her eyes and a smile on her face and answered, "Well, I do understand the situation, but I fail to see the problem!"

—Bald Eagle  
Vallejo, Calif.

**A**bro was inviting the gang to his blowout birthday bash, and one hardbilly asked if she could bring anything.

"Sure," replied the bro. "Bring a tray of pickled beets, some fresh spinach, and plenty of yellow squash."

"If you say so," she said, "but that doesn't sound much like party food."

"Naw, it ain't," the biker replied, "but it sure does make pretty puke."

—Norm  
Graybar

**T**he construction worker rushed over to the scene of an accident and pulled a heavy beam off a woman lying on the sidewalk.

"Hang in there, lady," he urged, taking her hand. "Are you badly hurt?"

"How the hell should I know?" she snapped. "I'm a doctor, not a lawyer."

—Ruben Sanchez  
Crescent City, Calif.



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# BIKER HALL O' FAME

BROTHERS AND SISTERS WHO STAND OUT IN THE CROWD

## Rafael Carmona

Los Angeles, California

About a year ago or so, Rafael "Carmen" Carmona penned a book called *The Iron Stallion*, in which he asks Harley enthusiasts three essential questions about their love of riding, one being, "What do you do to keep yourself safe when riding?"

Carmen used his book (which also contains an article by Wayne Thomas about the helmet controversy) as ammunition in the ongoing fight against the helmet law; to enlighten politicians and lawmakers about how riders themselves feel about helmets. So far he's sent it



Photo by Toby Radice

to every assembly man and woman in California's state capitol in Sacramento, as well as other politicians

and lawmakers. I suppose, if you can't bring Mohammed to the mountain...

—Red Baron

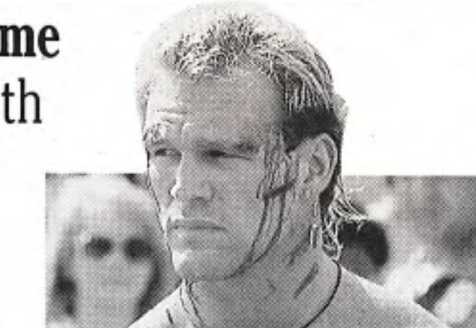
## Shack O' Shame

Brian Bosworth

In Stone Cold

A bunch of new scooter movies are breakin' into the streets.

*Stone Cold*, starring "The Boz," is rough on the image—to put it mildly. But when you go see this flick, notice its, albeit hidden, positive side. See how it portrays bikers and clubs interested in politics and religion—club guys who'll stand up to political leaders (with uzis) and who



aren't afraid to come face-to-face with the judicial process (in an attempt to assassinate the governor with attack helicopters).

They also do their best to keep tabs on current events and support the local economy (through prostitution and drug running).

So, they're a little rough around the edges and enjoy shooting beer cans off one another's shoulders with automatic weapons. Everyone's gotta blow off a little steam every once in a while—don't they?

—Renegade

## Dave Iversen

Sturgis, South Dakota

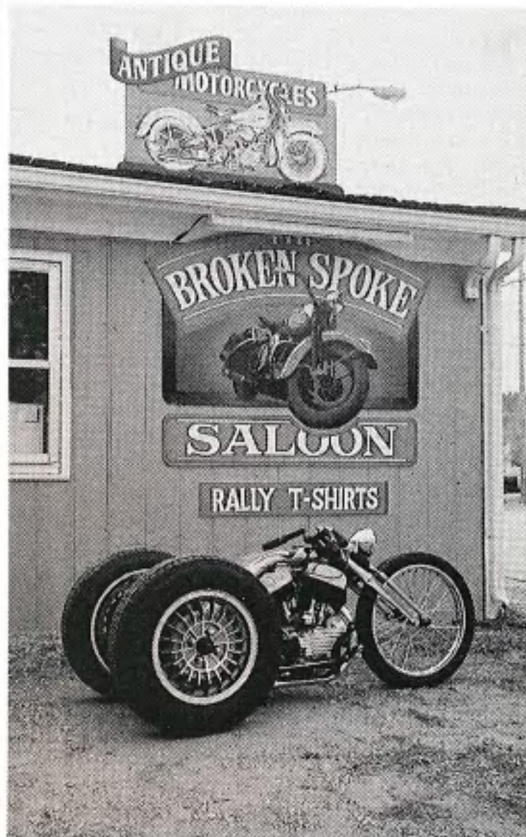


Photo by Dave Iversen

About four years ago, Dave Iversen put everything on the line to start Sturgis Motor Works in an old lumber yard at 905 Lazelle Street.

He'd operated a small motorcycle repair shop for 12 years in a rural area outside Sturgis. The building was so spacious that in 1988 it was expanded to include "The Broken Spoke Saloon and Museum." In 1989 he doubled the party area's size (you can ride your bike in), added a dance floor, and included live bands.

Being a ride-in saloon is only a part of The Broken Spoke's uniqueness. You can park inside by the bar or ride through to Sturgis Motor Works, the motorcycle repair/parts service out back, during Rally Week (the

bar's open year-round).

The decor for the bar/museum came mostly from Dave's own unique stash of antique motorcycles and collector's items. There are 12 bikes on display (mostly Indians and Harleys), dating as far back as 1918.

That's Dave's one-of-a-kind three-wheeler pictured in front of the bar. He custom-built this miniaturized 45-incher. It's only 28 inches high, 33 inches wide, and 5 feet 8 inches in total length. Seein' as how it ain't a full-grown hog, he fondly refers to it as his "Three-legged Feeder Pig."

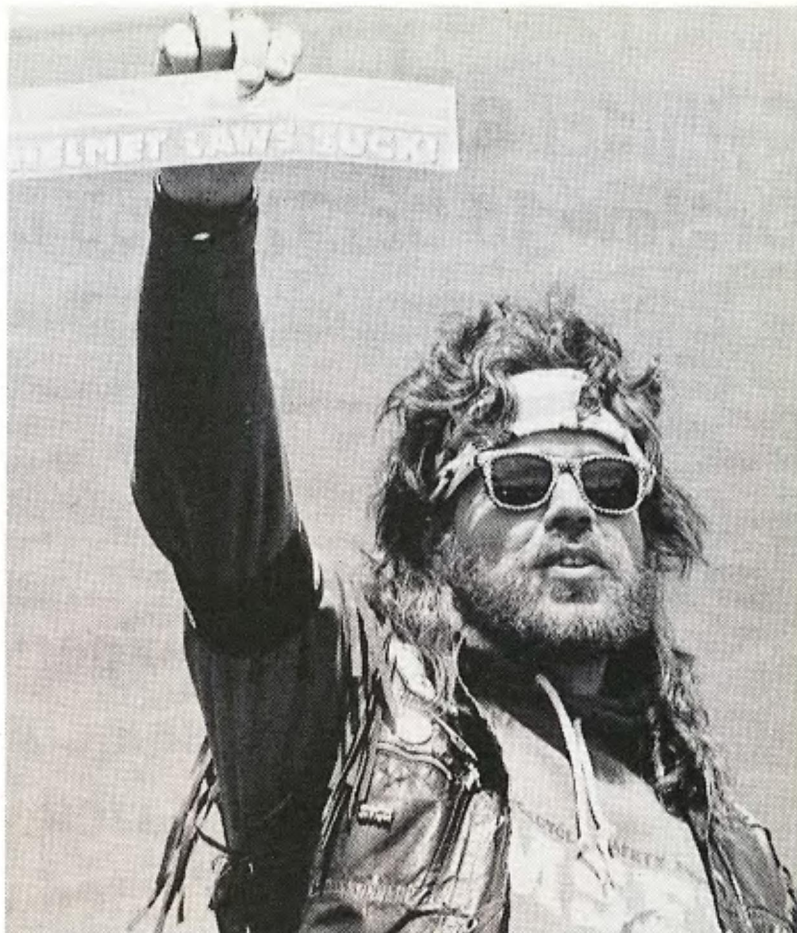
You'll see Dave's face in an upcoming issue of this rag, with the trike feature, or stop on by The Broken Spoke, say "Hi," and view his creation first hand.

—Clean Dean



For many years, Bill Gannon, as the chairman of the Modified Motorcycle Association (MMA) of Massachusetts, has been fighting for equality for bikers. In 1985, Bill, with the help of some bros, started the Bikers Behind Bars program in his home state, from where it spread to other states. He is also the founder-treasurer of the Massachusetts Motorcyclists' Political Action Committee, an MSF (Motorcycle Safety Foundation)-certified motorcycle safety instructor, legislative liaison to the AMA (American Motorcycle Association), and a columnist for the *Motorcyclist's Post*, while also writing editorials and fiction pieces for

—Red Baron



## Photo by Raven Tonnia

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 800-00 Dual exhaust, Dresser style, mufflers optional... 84" FXST \$360.00  
 800-10 Dual exhaust, Dresser style, 30" drag pipes... w/bolt-on fishtail... \$380.00

**STINGER SINGLE FIRE IGNITION**  
 SSF-1 Stinger Single Fire Ignition... \$63.96

**ASK ABOUT DISCOUNT OTHER MODELS PRIMO BELT DRIVES AVAILABLE**  
 P-31-47-4 65-84 Spline shaft... 11 mm \$359.95  
 P-47-76-F 55-84 Spline shaft... 3" belt \$379.95

**SPECIAL SALE ON FORWARD CONTROLS \$169.95**

**BOLT-ON FWD. CONT. KIT B/TWIN**  
 2705 ..... 73-85 FX \$169.95  
 2706 W/O m/c ..... 52-86 FL \$169.95  
 2706-M With m/c ..... 52-86 FL \$219.95

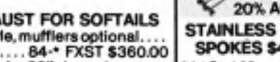
**BOLT-ON FWD. CONT. KIT SPT.**  
 2703 ..... 57-74, 75 XL \$169.95  
 2704 ..... 77-79 XL \$169.95

**20% APPLIED**



**JAGG OIL COOLER KITS**  
 05-160 ..... 83-\* FLT \$127.96  
 05-161 65-81 FL, 71-80 FX, 85-\* FXWG, 84-\* Softail \$127.96  
 05-162 82-\* FXR 79-\* XL \$127.96  
 05-163 ..... 57-78 XL \$127.96

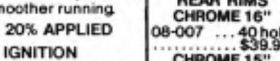
**20% APPLIED**



**STAINLESS STEEL SPOKES \$45.00**  
 201S 16" ..... FL Hub  
 802S 19" ..... FL Hub  
 802S 19" ..... FX Hub  
 901S 21" ..... FL Hub  
 902S 21" ..... FX Hub

**CHROME SPOKES**  
 08-019 Spokes 16" ..... \$26.36  
 FL hub ..... \$26.36

**20% APPLIED**



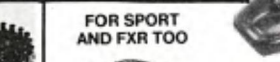
**REAR RIMS CHROME 16"**  
 08-007 ..... 40 hole \$39.96  
**CHROME 15"**  
 08-006 ..... 40 hole \$39.96

**20% APPLIED**



**BY-PASS VALVE**  
 05-164 ..... All models \$31.96

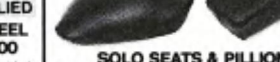
**20% APPLIED**



**SOLO SEATS & PILLOWS**  
 SS-111 Plain, small ..... \$29.56  
 DS-131 Plain, deluxe ..... \$47.96  
 SP-121 Pillow, plain, small ..... \$23.16  
 DP-141 Pillow, plain, deluxe ..... \$29.56

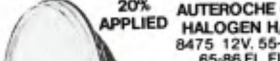
**PILLOW SEATS**  
 B-5-HKP-F FX, FL 58-84 ..... \$99.96  
 B-5-HKP-G FXWG 84-85 ..... \$99.96  
 B-7-HKP-S FXST Softails 84-\* ..... \$99.96

**20% APPLIED**



**AUTEROCHE QUARTZ HALOGEN H/LAMPS**  
 8475 12V, 55-60W ..... \$5-86 FL, FLT \$31.96  
 8943 12V, 5W ..... 55-60W  
 6342 Bulb 6V (H-4) 55-60W ..... \$16.80  
 12342-99 Bulb 12V (H-4) 55-60W ..... \$11.96  
 12593 Bulb 12V (H-4) 55-100W ..... \$11.96

**20% APPLIED**



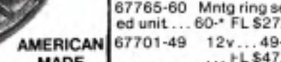
**HEADBOLT COVERS/EVO. MODELS**  
 RS-1 Chrome (4) ..... 83-85 Evo. \$19.96  
 RS-3 Chrome (4) ..... 86-\* Evo. \$19.96  
 9000-4 Cover, acorn ..... 86-\* Evo. \$11.96  
 9001-4 Cover, cap ..... 86-\* Evo. \$11.96

**20% APPLIED**



**CHROME AXLE CAPS FOR SOFTAILS**  
 43875-84, 84-\* \$31.96

**20% OFF**



**AMERICAN MADE**

**CHROME FL HEADLAMP HOUSING**  
 67847-60 ..... 60-84 FL \$111.96  
 67765-60 Mntg ring sealed unit ..... 60-\* FL \$27.96  
 67701-49 12v ..... 49-79 +L \$47.96  
 67701-49H 12v quartz ..... 49-\* FL \$70.36

**NO FURTHER DISCOUNT**

**LOWERED EXTENDED FOOTPEG SUPPORTS FOR SOFTAIL & FX**  
 49127-69 Polard (2) \$44.95

**DUAL ACTION REAR BRAKE KITS**  
 \$169.95

**WITH POLISHED CALIPERS**  
 44171-83-P 10" disc/arm ..... \$169.95  
 44172-83-P 11" disc/arm ..... \$169.95  
 44173-83-P 10" disc rigid ..... \$169.95  
 44174-83-P 11" disc rigid ..... \$169.95

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 288 Pages \$4.95  
 Foreign \$9.95



# Cylinder Base Tools

## Or How To Get The Job Done

### ... Without Stripping Nuts Or Busting Knuckles

**C**ylinder base hardware—base nuts, cap nuts, screws, etc.—doesn't seem like there's much to talk about here, does it? You tighten them when you put the pig together and that's the end of it, right? *Wrong.*

Such an extensive array of cylinder hold-down hardware exists, that even experienced mechanics sometimes look a bit dazed when confronted with choosing the proper goodies.

Take a look at photo A. Pictured are the different types of cylinder base hardware I picked up by just walking around my shop and taking samples from the jobs in progress. The larger group at the top is for pre-Evolution Big Twins and the smaller group at the lower right is for iron-head Sportsters. There are other types available as well.

Which one is best for you? You have to decide, considering strength, physical size, appearance and difficulty of installation and service.

Difficulty of installation and service? What's this guy talking about? You just spin them on and tighten them up well, right? Look at photo B. It shows wrenches from my tool box which are used just for base nuts and screws. Many of them are standard tools which have been altered (cut, ground, welded, bent, etc.) to suit particular types of hardware and clearance problems. Most of these aren't needed for assembling an engine on the workbench but, after it's in the frame, you may find that the hardware that installed fairly easily on the bench can't be tightened by anyone except a very small man with rubber wrenches.

Photo C. Here you have a wrench which is modified to tighten "Side-winder"-style base nuts more easily when the engine is in the chassis and totally assembled. S&S recommends that a Snap-on wrench #RXS16 be used to tighten their base nuts. This is a good choice—it's an open end wrench with an extra thick head that won't deform when you really lean into it. However, it doesn't allow access when the engine is in the chassis with the pushrod tubes in

place. This one's easy: buy another one (yes you wimp, I know they're expensive—approximately \$18) and alter it by cutting off the business end and welding it back on at a 45-degree angle to the handle. It will now work great for

**Even experienced mechanics sometimes look a bit dazed when confronted with choosing the proper goodies**

checking and tightening those nuts as we all know we're supposed to.

Photo D. This photo shows a box end wrench (the one on the left) which has had the end ground slightly so that it will fit around a base nut and not jam on the outer surface of the cylinder casting. I've been using this wrench for over 20 years and have had good luck with it. You can alter most wrenches this way if you use a little discretion (just grind it enough so that the wrench will fit—and no more).

**CAUTION!** Any modifications such as the ones shown in photos C and D are done at your own risk. Your friendly neighborhood tool dealer is not likely to want to give you a new one if you break it after modifying it. Whining about skinned knuckles won't do you any good, either.

How tight is tight? Most of the early H-D service manuals are pretty vague about this. Some say you should tighten the cylinder nuts very tightly or draw cylinder nuts down evenly. Not very informative, to say the least. **It is important** that cylinder base hardware be kept properly tightened! A small amount

of Loctite won't hurt here (a drop about the size of the head of a wooden match). Many mysterious catastrophic engine failures can be traced to loose nuts. Oil leaks and/or a cracked cylinder are the least you can expect. If you wish to use

a torque wrench to tighten these you will need one of the Snap-on "dogbone" adapters shown at the lower left of photo B. You will more than likely need to remove some or all of the pushrod tubes to provide access.

Use the torque wrench adapter formula from the July issue's Tech Tip on head gaskets to figure your torque wrench setting. The proper torque specifications are as follows:

iron head Sportster: 25-35 ft./lbs.  
(high hex nut)

early Big Twin: 32-36 ft./lbs.  
(high hex nut with lockwasher)

late Big Twin: 32-40 ft./lbs.  
(flanged nut with triangular plate underneath)

Custom hardware is another matter. Some of the things available won't stand much more torque than the stock items and some, such as the 12-point nuts, will withstand substantial increases in tension. Use good judgment here—try about 10 percent more torque than stock figures first. If this feels good and solid (not rubbery), try another 10 percent increase. Leave it at that—you're in good shape.

Think twice before you remove your studs and substitute cap screws, even high-quality 12-points or Allens. The stock stud/nut arrangement is a good, stable method of securing these parts. Changing to cap screws risks stripped crankcase threads and increases the chance of these parts loosening in service. One of the reasons for this is that on finned cylinders there is sometimes not enough room between the base flange hole and the lowermost fins to allow installation of a screw long enough to do the job properly. Finless drag cyl-



inders don't have this clearance problem, so you may see a cap screw being used on some race engines. If you insist on this make sure your screws engage a **minimum** of 1-1/2 times their diameter in crankcase material. For example, 3/8-inch diameter screws used on Sportster engines should engage **at least** 9/16-inch of crankcase threads.

The final component we need to speak about is studs. Stock items are generally of fairly good quality and have a nice 3 to 5 percent interference thread fit which

retains them in the cases. Some of the aftermarket studs have a free running thread fit which allows the stud to spin in and out of the cases with finger pressure, just as if it were a cap screw. Don't use these, they'll only create problems for you. Some people with custom cylinders that have extra thick base flanges, or those using stroker plates, may need extra long studs. Those using special nuts ("Sidewinder"-type or acorns) need to check the height of their studs and make sure they don't project so far that the nuts bottom on the end of the studs before they actually clamp the cylinder

base down. The installed height of the studs for S&S nuts is 1.175 inches from crankcase deck to the end of the stud.

*This technical article was provided by Jim Thompson at Thompson's Cylinder Head Service Co., 186 River St., Dedham, MA., 02026. Jim, an East Coast Hamster, has been providing quality machine work for over 25 years and welcomes inquiries from retail, wholesale, and mail order customers. He offers a complete range of parts, special machining, and repair procedures for H-Ds. You can reach him at (617) 326-8380 or FAX (617) 320-9351.*



Photo A

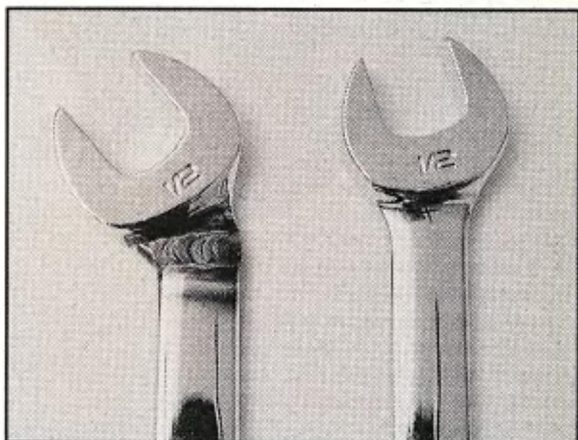


Photo C

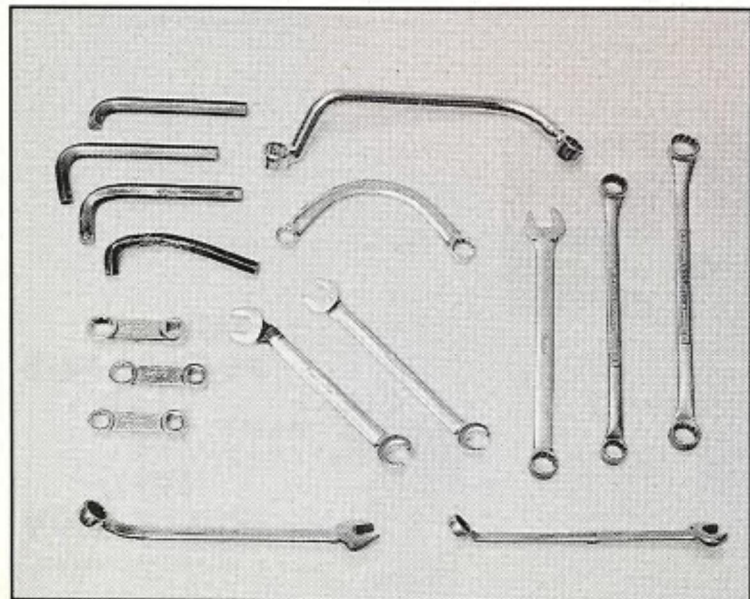


Photo B

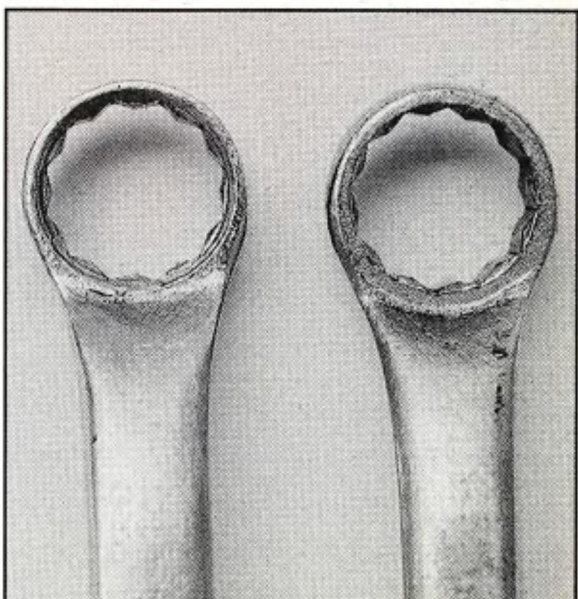
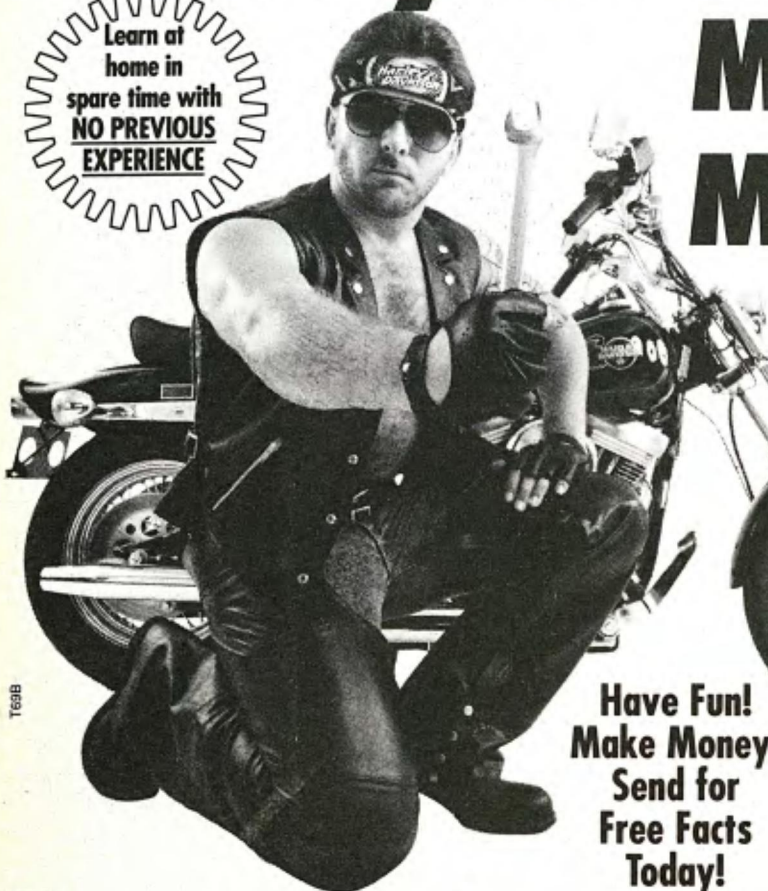


Photo D



# Now you can be a MOTORCYCLE MECHANIC...

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



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

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

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

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

## **You get the tools you need for a fast start**

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

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

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

## **Motorcycle sales mean profits for repairmen**

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

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

## **Motorcycle shops employ qualified mechanics**

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

## **Work Out of Your Home!**



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

## **More girls—more bikes each year**

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

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

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

## **Start your own cycle repair business**

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

## **Send for Free Information**

Get all the facts now...without obligation. No salesman will visit.



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INFORMATION**

**SCHOOL OF MOTORCYCLE REPAIR**  
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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. 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.

## Alaska

**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.

## Arkansas

**EUREKA SPRINGS RALLY/LAKE LEATHERWOOD STATE RALLY**—August 30-September 2 at Lake Leatherwood. Sponsored by ABATE of Arkansas. Bands, camping, vendors, motorcycle games, and more. For more info call Pat at (501) 888-4123.

## California

**20TH ANNUAL CONCOURS SHOW AND PARTS EXCHANGE**—September 28 at the Del Mar Racetrack infield. Over 300 antique and classic motorcycles will be on display. Admission is \$5, under 12 free. Show time 9 a.m. to 4 p.m. For more info call: (619) 299-9222.

**6TH ANNUAL CLEAN AND SOBER POKER RUN**—September 28. Sign-in is from 9 a.m. to noon at Cronin House located at 2595 Depot Rd., Hayward. Run pins, trophies, raffle prizes, food, and fun. All proceeds go to Cronin House, an alcohol and drug recovery program. For more info call David at (415) 785-7454.

**EASYSIDERS RODEO TOUR '91 GRAND NATIONALS**—October 11,12,13 in Vallejo, at the Solano County Fairgrounds. Located where Hwy 37 and Hwy 80 meet. Rodeo, trade show, live music, food, beverages, trophy girl contest, and camping. For more info call: (800) 247-6246.

**ALL-AMERICAN MOTORCYCLE SWAP MEET**—October 20. Located at the Earl Warren Showgrounds in Santa Barbara.

## Canada

**4TH ANNUAL CHAPTER 6 PICNIC ASSOCIATION OF RECOVERING MOTORCYCLISTS**—August 30-31 and September 1-2. Games, trophies, and more. For more info call Flipper at (514) 258-2376.

## Georgia

**ABATE OF GA. AND GA. M/C POLITICAL ACTION COMMITTEE "FREEDOM RALLY"**—August 17-18, held at the new Holiday Downs Horse Racetrack in Palmetto (15 miles southwest of Atlanta). Lots of fun and games, free camping. All proceeds used for Bikers' rights.

## Illinois

**13TH ANNUAL ANTIQUE & CLASSIC MOTORCYCLE SWAP MEET**—September 15, at the 4-H Park in Pontiac. For more info call: Gus Miller at (309) 473-2979.

**EASYSIDERS RODEO TOUR '91**—September 20-22 in Pecatonica at the Winnebago Fairgrounds (near Rockford and Freeport off U.S. Hwy. 20). Rodeo, trade show, ride-in bike show, music, food, beverages, trophy girl contest, and camping. For more info call: (800) 247-6246.

**JO DAVIES COUNTY/APPLE RIVER CANYON DIST. 17 RALLY**—October 10-13, at the Apple River Canyon State Park, Warren. Last big campout of the year. This year's event will feature breakfast, games, field trials, door prizes, entertainment, awards, and much more. For more info call: (708) 298-9919.

## Indiana

**BOURBON STREET 5TH SHOW 'N' SHINE**—August 18. Registration \$7. Twenty + classes, awards at 3 p.m. Food, swap meet, arts/crafts space available. Open show, spectators free. For info call: (219) 342-2193 or 342-4895.

**USA HARLEY NATIONALS**—September 14-15 at Bunker Hill Drag Strip. Fuel Harleys in action, rodeo, field meet, show bikes, camping, music, food, swap meet, and much more. Sponsored by Good Ol' Boys MC & B.H.D.S. For info call: (317) 689-8248.

## Michigan

**8TH ANNUAL STURGIS TOY RUN**—September 7, 1 p.m. at east edge of Sturgis, off US-12, watch for sign. For more info write: SANTA BOB, 29565 Findley Rd. Burr Oak, MI 49030.

## Mississippi

**BULLFROG CORNER 2ND ANNUAL BIKE SHOW & SWAP MEET**—August 23-24 at Horn Lake at Hwy 51 & Hwy 301. Show starts at 9 a.m. Admission is \$10, \$30 for vendors. Live music, show shirts, four-day mid-way, BBQ, and more. Portion of proceeds go to local kids' charity. For more info call Frosty at (601) 342-5704.

## New Jersey

**AMERICAN IRON MC ANNIVERSARY PARTY**—September 8, noon till 6 p.m. at the Hamburg Firemans Pavilion on Route 23. Live music, trophies, food, beer, 50/50 Wet T-Shirt contest, vendor spots available. \$5 donation.

**EAST COAST MOTORCYCLE FESTIVAL**—September 22 at Atco Raceway. All-day event, 8:30 a.m. - 6 p.m. Admission is \$15, \$20 if you want a pit pass. Drag racing, swap meet, custom and antique show, music, food, and vendors. For more info call (609) 652-5555.

## Nevada

**5TH ANNUAL TRIKE-IN WEST**—October 4-6 in Las Vegas area (Indian Springs). Games, trophies, contests, live music, games, and vendors. \$6. Weekend campsite, hotels available. For more info call John Schultz at (702) 452-7280.

## New Mexico

**ABATE STATE PICNIC**—September 7-8. For more info call: (505) 585-9789.

## New York

**CASINO RUN**—August 4 at Dowd's Beeflo. Sign-up is from 11 a.m. - noon. Entry fee is \$11 per person. Includes free food, beverages, live music, games, and more. For more info call: (516) 367-9849.

**ALAMOGORDO HALLOWEEN COSTUME PARTY**—October 25. For more info call: (505) 585-9789.

## North Carolina

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

**PICKLE BASH & SWAP MEET**—October 11-13 in Franklin at Pickles House. \$10 at gate per person, camping available. Bike games, vendors, food, B.Y.O.B. For more info call: (704) 524-7452.

## North Dakota

**9TH ANNUAL DAKOTA TERRITORY TOY RUN AND BIKER'S RODEO**—August 31-September 2 at Mandan Community Center, Seaman Park, Linton. Sponsored by ABATE of North Dakota. For more info call: (701) 223-5609.

## Oklahoma

**EASTERN OKLA. ROADRIDERS ASSOC. 3RD ANNUAL PARTY IN THE MTNS**—August 31-September 2 (Labor Day Weekend), 7 miles east of Hartshorne. Live music, bike games, Wet T-shirt contest, and free camping. For more info call: (918) 297-2005.

## Ohio

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

**3RD ANNUAL TOYS FOR TOTS POKER RUN**—September 15 at Homeview Leavittsburg. Last bike out at 1 p.m. Party will be held after event. Sponsored by Brothers Regime MC. For more info call: (216) 399-3179.

## Pennsylvania

**6TH ANNUAL THUNDER ON THE MOUNTAIN**—August 16&17 at Teuscher Mountain on Rt. 49 in Colesburg. Sponsored by God's Country Chapter ABATE of Pa. For more info call: (814) 274-0623 or 274-7980.

**4TH ANNUAL ST. JOE'S INDIAN SCHOOL RUN**—August 24-25 at Eddie Rehner's Campground in Grantville. Registration starts at 9 a.m., leave promptly at 11 a.m. Cost is \$15 per person, includes door prizes, entertainment, food, beer, and soda, in addition to overnight camping. For more info call: (717) 469-7493.

## South Dakota

**VINTAGE 1/2 MILE NATIONALS SET FOR STURGIS**—August 4-9 at the Sturgis Fairgrounds. Races will be held during the International Vintage Motorcycle Convention. Activities include all vintage parades, swap meet, 2nd annual Indian Convention and more. For info call: (612) 866-8280.

**STURGIS BIKE WEEK**—August 5-11 in Sturgis.

## Texas

**4TH ANNUAL MS. HARLEY CONTEST AND FLOATING TUBE POKER RUN**—August 30-September 2 at Canyon Park in Canyon Park. Camping, music, food, and events. For more info call Lacey at (512) 851-0068.

## 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. For more info contact Freedom Now Of Virginia, Inc.: (804) 872-6962.

## Wisconsin

**HOGTOBERFEST V**—September 7. Bands, ride-in bike show, field events. Special appearances by the Holy Ranger and Factory Personnel are scheduled. For more info call: (414) 461-4444.

## Washington

**LABOR DAY RUN**—August 30-September 2 (Labor Day Weekend). Sponsored by ABATE of Wash. For more info call: (206) 838-3405.



# ROLLIN' IN

## A BIKE SHOW TO BENEFIT KIDS



**W**hen we do right they never remember. When we do wrong they never forget. Or so they say (whoever the hell they are). But Lee Clemens and Bill Lowe obviously don't believe the bum adage. If they did, they never would have picked up a major bike show and produced it to benefit the local children's hospital. But they did, and it worked like a new cam in a stock bike.

Lee runs one of the biggest bike shops on the East Coast, Departure

Note for  
# 81



# RICHMOND



ENGINE  
YEAR 1981 HARLEY-DAVIDSON  
MODEL: SOHC THOMPSON  
CAME BRANCH OF CALIFORNIA  
CAME CRANK  
LEFT: CRANK  
CAME 2.8.5  
FV WHEEL 2.8.5  
PIPS: STRAIGHT 1.3.14

TRANSMISSION  
MODIFICATIONS: 4 SPEED  
YEAR: 1993

PAINTING  
PANTHER: BULLY  
COLOR: WILD CHERRY  
TYPE: EMERALD



---

**They host  
one of the  
biggest and  
best bike  
shows on  
the East  
Coast**

*Bike Works. Bill is a beat patrolman. Yeah, you read right. When the Blue Knights, the local police motorcycle club, dropped the show a few years back, Lee and Bill decided to get it going again.*

*Oh, they didn't jump right in there. They hung back a year, hoping the Blue Knights would pull it together. But when nothing happened, they took up the responsi-*





BALLO  
DIABLO

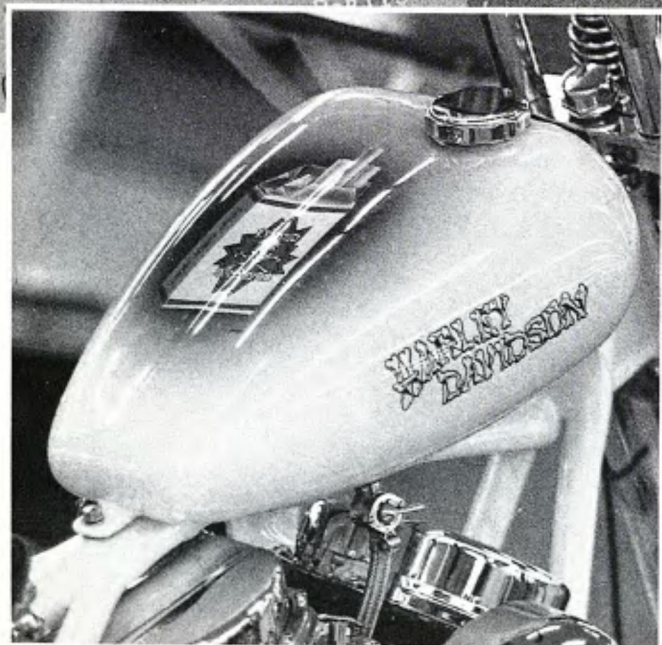
SPORTY

DOUG ALVIS

SCOTT SAUNDERS

SPORTS

Vote for  
#9

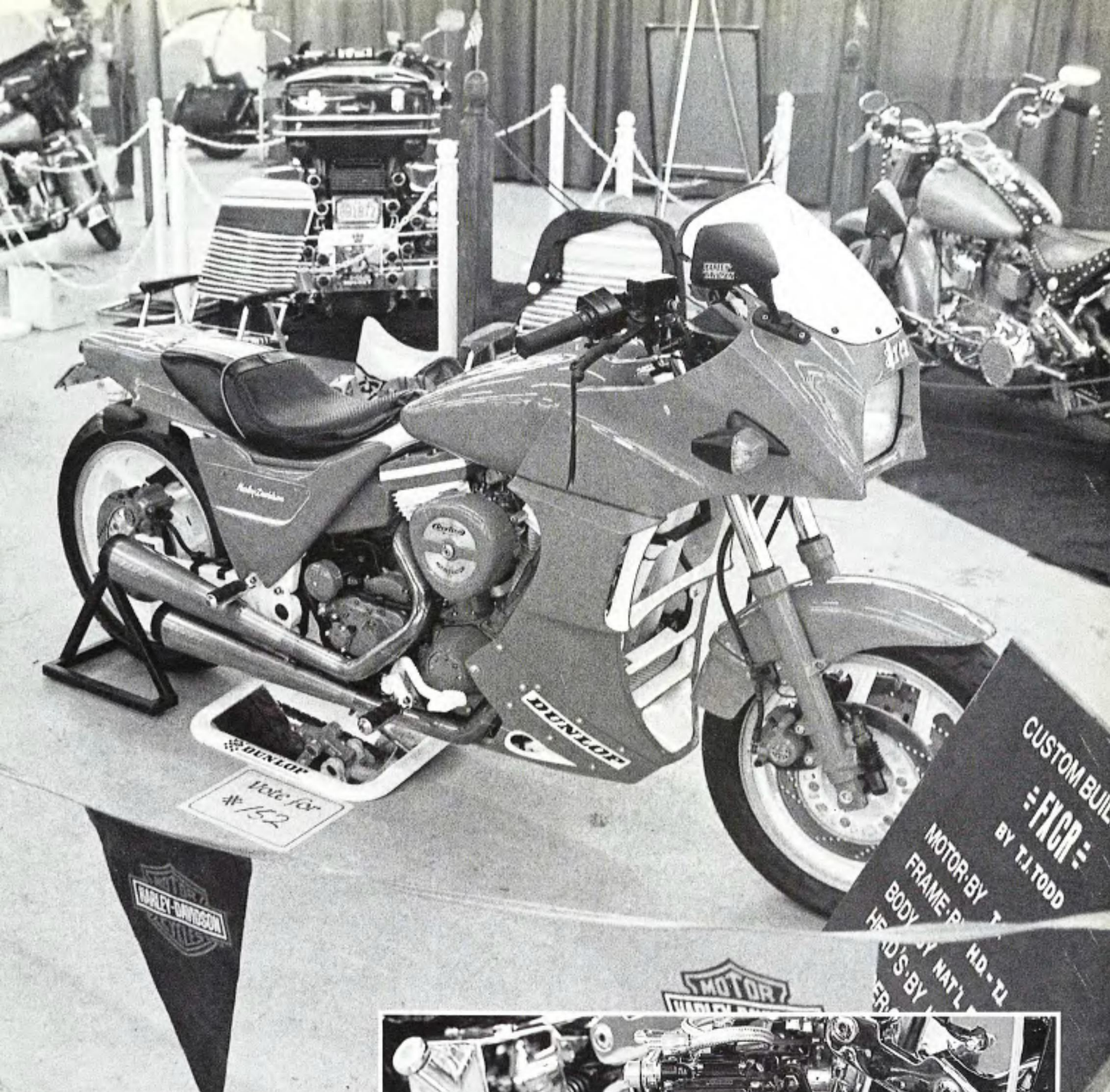


bility. Today, just three years later, they host one of the biggest and best bike shows on the East Coast.

This year, they had in the neighborhood of 4,000 people drop in, and over 200 bikes on the floor in 34 classes—to say nothing of the live music, parts displays, club displays, and vendors. Drag Specialties had a counter, as did S&S Leathers. 'Course we were there with the Easyriders trailer and Streamliner, shootin' flicks, rappin' with folks, and partyin'.

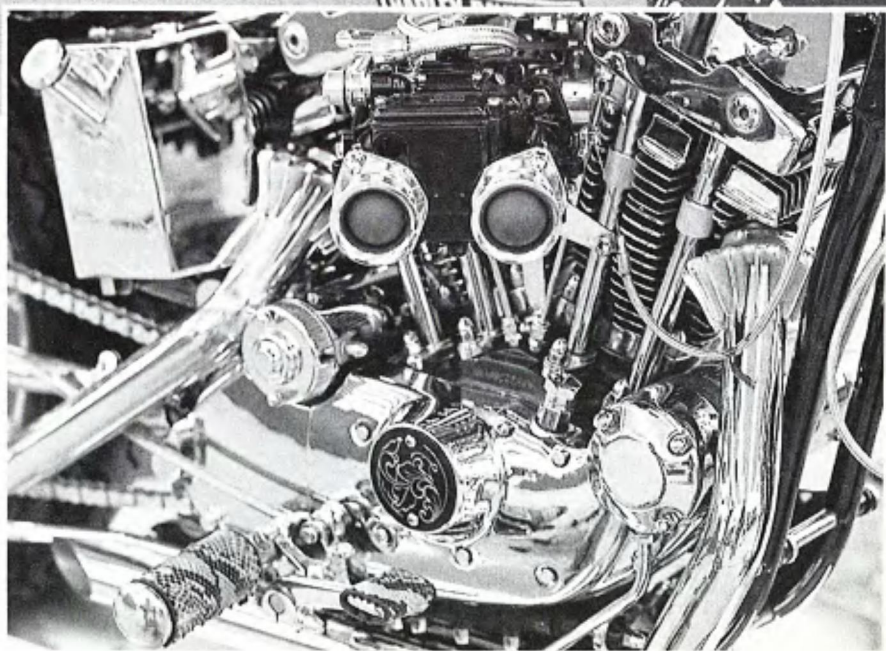
All in all it was a great bike show—and it's still growin'. Since Lee and Bill took over, they've been





able to give the Richmond Children's Hospital more and more cash each year. And maybe that's the greatest accomplishment of all.

I mean, it's not every day you get to eyeball all the Milwaukee iron the pupils can handle, meet some righteous people, and enjoy the lifestyle—while helping a bunch of kids get a chance to do the same someday.







## Richmond Bike Show Winners

### CUSTOM SPORTSTERS

1. Harry Hess—'76
2. Tom Middleton—'77
3. James Pehier—'87

### CUSTOM/'79 AND UNDER

1. Keith Schaufelberger—'70
2. Ron Stagner—'77
3. Ben McVay—'72

### CUSTOM/'80 AND UP

1. Roy Chamberlin—'80
2. Chris Wiley—'89
3. Daniel Lemon—'91

### CUSTOM RIGIDS/'65 AND UNDER

1. Sonny Kyle—'51
2. Donald Callis—'56
3. Tony Pullaro—'46

### CUSTOM RIGIDS/'66-'84

1. Larry Page—'78
2. Mike Alexander—'74
3. A.W. Murdock—'76

### CUSTOM RIGIDS/'85-'91

1. Rick's Custom Harlees—'91
2. Mike Alexander—'88
3. Milwaukee Iron—'91

### POST WAR/'42-'66

1. Ed Yancey—'47 Indian
2. Ed Yancey—'47 H-D

### EUROPEAN

1. Doug Carper—'67 BSA
2. John Fink—'62 Triumph
3. Steve Hardmon—'74 Norton

### MOTORCYCLE/SIDECAR

1. Ed Yancey—'55
2. Leslie Engelking—'85

### COMPETITION CAFE

1. T.J. Todd—'80

### TRIKE (AUTO)

1. Frank Harper Sr.—'74 VW

### TRIKE (MOTORCYCLE)

1. Edward Yancey—'63
2. Dennis Bond—'85

### COMPETITION DRAG

1. Tim Ballou—'78
2. Tim Ballou—'91

### COMPETITION STREET

1. Josh Todd—'78
2. Guy Stuart—'91

### Best Paint

Margert Nicastrì

### Best Mural Paint

Tom Middleton

### Best Engine

Rick's Custom Harlee's

### Best Engineering

Tom Todd

### Best Club Display

1st: Creek Jumpers MC

2nd: Richmond Hog Owners & Vietnam Vets

### Best Individual Display

1st: Calvin Hall

2nd: Harry Hess

### Best Motorcycle Dealer Display

Richmond Harley-Davidson

### Best Motorcycle Parts Display

Drag Specialties

### Best Retail Booth

1st: S&S Leathers

2nd: Ed Outlaw

### Best in Show "People's Choice"

Keith Schaufelberger

### Best in Show "Judges' Choice"

Rick's Custom Harlee's

### Hard Luck Award

M.T. Swift





Photos by Bob Jones Jr.



*But bikers, people like Lee and Bill, do this kinda stuff all the time, and we have a good time doing it because we stay true to ourselves. We are what we are and we know it.*

*So, fuck 'em if they don't remember. We do. And you can be damn sure those kids, their parents, and the administrators at the Richmond Children's Hospital do, too.*

*—Silent*



Not Only Do They Look Good, They Talk Real Nice  
**CALL 900-933-3358**  
 To Listen And Vote For Your Favorite Lady, \$1.50 for the first minute \$1.00 thereafter.

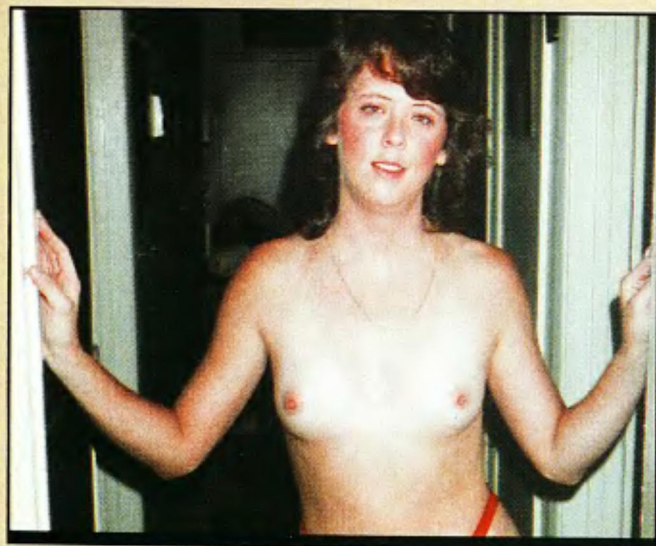
# Loxfunt

MARCH  
WINNER



A strawberry blast hit us from the Great White. She came in on wings, and long, slim legs, and captured Hollywood with a smile. Kim is a Triumph-puttin' gal from Edmonton, Alberta, Canada. She got a taste of Dodger Dogs at the Stadium, and logged some quick, brisk miles around the L.A. freeway system on a brand-new FXRS. Check her out on Vinny Chelland's customized Evo on page 73.

—Loudmouth



There's nothing better than American men and American-made motorcycles. I love them both.

Anita, Arizona — 900-933-3358 — Ext. #401



Whatever you do, it's always better on a Harley.  
 Christi, Kentucky — 900-933-3358 — Ext. #402





Vibrations between my legs, the man who rides the Harley, the wind in my face; freedom's free on an H-D.

**Barbra, Iowa — 900-933-3358 — Ext. #403**



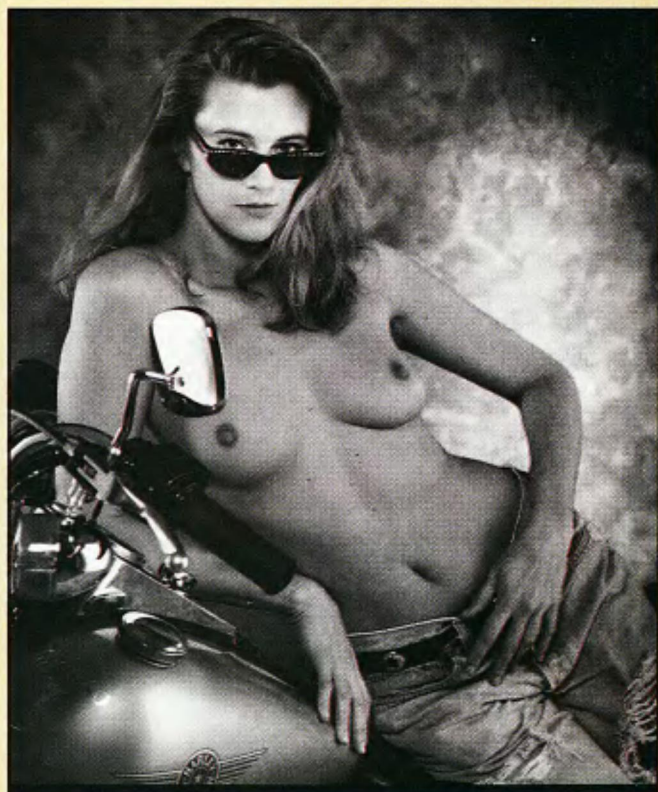
Riding is exciting and dangerous. I love living dangerously, kinda on the edge. A bike gives me that.

**Paula, Indiana — 900-933-3358 — Ext. #404**



I love Harleys and modeling topless.

**Noreen, California — 900-933-3358 — Ext. #405**



I just love that throbbing power between my legs, it reminds me of my ol' man.

**Jennifer, New York — 900-933-3358 — Ext. #406**



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FOR  
HARLEYS  
ONLY**  
  
VIOLATORS WILL BE SHOT  
• ORD.1340

#150061  
\$22.50

**PANHEAD  
PARKING  
ONLY**

ALL OTHERS WILL BE TOWED



ORD. 93.1338

#150060  
\$22.50

**SHOVELHEAD  
PARKING  
ONLY**

ALL OTHERS WILL BE TOWED



ORD. 93.1335

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LIMIT  
322**

By Order of Easyriders and the American Bikers



The World Land Speed Record Holders  
July 14, 1990

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**HARLEY BLVD.**

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\$22.50

**PANHEAD PKWY.**

If you're tired of following everyone else's rules — make a few of your own with these parking and street signs. Whatever your Harley preference, we've got the sign to make it official. All are made of heavy metal with a baked enamel finish.  
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**CLAIM SOME SPACE FOR YOUR BIKE IN A WORLD OF ENDLESS CARS**

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# Easyriders

# Fox Hunt

**Make \$500 by being selected as the winner and modeling for an *Easyriders* feature!**  
**Help pick the winner by calling 1-900-933-3358. Call costs \$1.50 first minute—\$1 thereafter.**  
**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 1-900-933-3358 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 be based partially 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 a rate of \$1.50 per minute for the first minute and \$1 thereafter.

Applicants must be 18 years of age or older to be considered. The following documents are required for each entrant:

1. Entry photos (nude).
2. The release form on this page signed and notarized, or,
3. The release form on this page signed and a photocopy of model's driver's license.
4. A photo of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting fill out the entry form and answer the question at the bottom of the page.

Upon consideration, you will be interviewed by an *Easyriders* staffer (the Den Mother), who will get the scoop about what makes you a true fox.

During the interview we'll take a personal message from you to the voters to help them decide which sly fox steals the show. Good luck.

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 August 1, 1991. It's easy. Look the girls over and note the extension number of the lady who entices you the

most, then call 1-900-933-3358, and some bro or sister will answer and take you through the motions. You'll get to find out just how far these girls will go to get your vote. If you're not into her comments about our lifestyle, you can vote for another girl. If, for some reason, Ma Bell's on the rag and you can't get through, write the name of the girl you like on a postcard or the back of a sealed envelope and send it to #219 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

The deadline for voting for this month's crop of cuties is August 31, 1991. We'll print the winner in the January issue.

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



Here she is, bros, the 4th monthly winner in our 13th Annual Fox Hunt, Tiffany, #406, from Big Springs, Texas. See more of her next issue.

**FOX HUNT**  
**Box 3000**  
**Agoura Hills, CA 91301**

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

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

## 219

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 \_\_\_\_\_  
 Notary \_\_\_\_\_

Photographer's Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 Daytime Phone ( ) \_\_\_\_\_ Evening Phone ( ) \_\_\_\_\_  
 Photographer's Signature \_\_\_\_\_

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

**In the space below, or on a separate page, tell the staff about your first ride on a Harley.**

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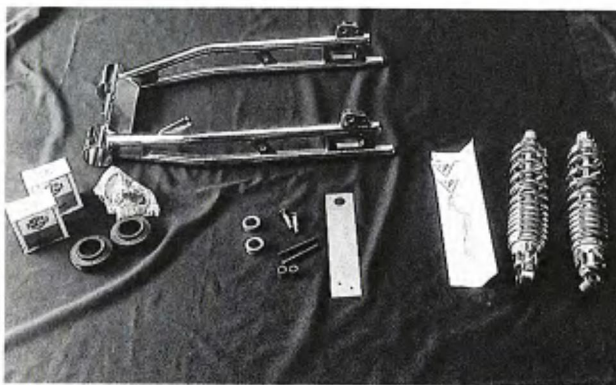
# Lowering The FXR

## Every Rider's First Priority

I don't know about the rest of you freeway eaters, but I picked up the agile FXR for the rubbermount, the custom possibilities, the rear belt, the ride, and the electric start. I've been riding rigids too long. I'm getting short.

But, of course, I had to change it, and lowering it seemed to be one of the basics. Change the front end, lower the rear, hop-up the engine, get a new paint job, throw in a handful of accessories,

the rear wheel and swingarm (which was replaced with Arlen's dual rail, chromed arm, which looks a helluva lot better). This will support both custom brake applications and stock brakes. (The only thing that doesn't bolt up is the bottom belt guard.) The engine needs to be raised because the



Here are the parts needed for the job: Arlen's swingarm, 11-inch Koni shocks, Arlen's template, and a new H-D swingarm bearing kit.

When installing the new arm, first make sure the belt is over the pulley and that you have the caps set for their des-



This shot shows Arlen's template in place. The tabs on either side need to be cut off with a hacksaw, then the holes must be drilled and tapped.

and an FXR takes on a whole new look.

We're at the lowering stage. The platform is Micah McCloskey's Custom Motorcycles located in Canoga Park, California, (818) 348-8967. Micah, the main man, instructed his head wrench, Dave Beard, to handle the seemingly simple operation. (Micah was the assistant crew chief on the *Easriders* World Land Speed Record Run and Dave was a crew member.) Dave, in turn, dialed-up one of the San Fernando Valley's most talented sheet metal workers and fabricators to bob the fender—Bob Brouett, (818) 887-0572. (Bob was responsible for the majority of the fabrication and the paint job on Jim McDermott's white Softail in this issue.) The job took four hours from start to finish.

The elements to preform this function were, in general, accumulated from the Arlen Ness design group—which will demonstrate that not all products procured from the Arlen house create bikes that are rocket ships in disguise.

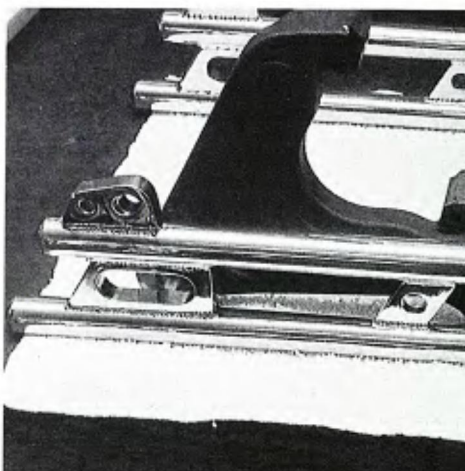
The first step is to jack up the bike, with the engine mounted. Next, remove

swingarm axle runs through the large rubber grommets inserted into the frame, then the transmission and the frame again. Keeping the two in line allows the axle to be removed easily. The recommended procedure from all local respected wrenches is to replace the bearings, seals, and bushings in the Ness swingarm with a new set. Taking the old ones out of the stock arm and pressing them in a new one usually causes damage to the seals and results in leakage. A press is necessary for this operation, so a shop with the appropriate equipment is a must. Follow the service manual for the dimensions and requirements for pressing in the new bushing kit. This information is critical or the seals will be broken. With the bearings in place, along with new seals, the swingarm was ready to be reinstalled. But wait...

The stock brake anchoring bracket had to be modified for the Ness arm, which meant slicing off the stock swingarm tabs and then using the handy Ness template to drill and tap the bracket and thread-in bolts that ground the brake to the new arm. All the instructions and hardware came with the new arm. Now the entire assembly could be replaced.

## The elements to perform this function were, in general, accumulated from the Arlen Ness design group

igned sides of the bike—right for right, left for left. Line up the caps and place the pins in the caps, with the engine lifted to align the swingarm axle (sometimes a pry bar is necessary). Roll the cap bolts in loosely. Once everything is in place, tighten the cap bolts and finally the axle nuts. Make sure the belt is aligned. The final adjustment is the tension on the belt. With the swingarm axle, the wheel axle, and the transmission main shaft in



This is Arlen's new swingarm, with the stock H-D bracket modified, tabs cut off and drilled, and studs bolted in place.



line, (which is the tightest point of belt travel) there should be 1/2-inch of play in the belt.

I used Koni shocks to accomplish the lowering aspects of the job. Stock shocks are 13 inches long. We replaced them with 12-inch Konis, which are distributed by Arlen after he dismantles them, chromes the springs, and then reassembles each unit. I went with the foot-long shocks because of my height



The engine/transmission must be aligned with the frame in order for the axle to be fed through the new swingarm.

and weight (6 feet 4 inches and 225 pounds). But after testing the bike for a week, I discovered that the adjustments on the shocks, which didn't lengthen them but compressed the spring, gave me more than enough flexibility for my weight and for packing someone. I switched to the

11-inch Konis. These shocks have three adjustments for the spring tension and five adjustments at the top for dampening. Technically, they're 7610 series Konis.

I wanted the bike to take on a rowdy look, though—short, fast, and standing tall in the front ('cause of my height). So we called in Bob to bob the fender. He wasn't particularly pleased about doing the job on the bike and not being the official

we used were approximately 3/8-inch thick. We mounted a catseye taillight and one of the new billet Ness taillight covers, rewired it under the fender (I always solder the connections), and the scoot was ready to roll.

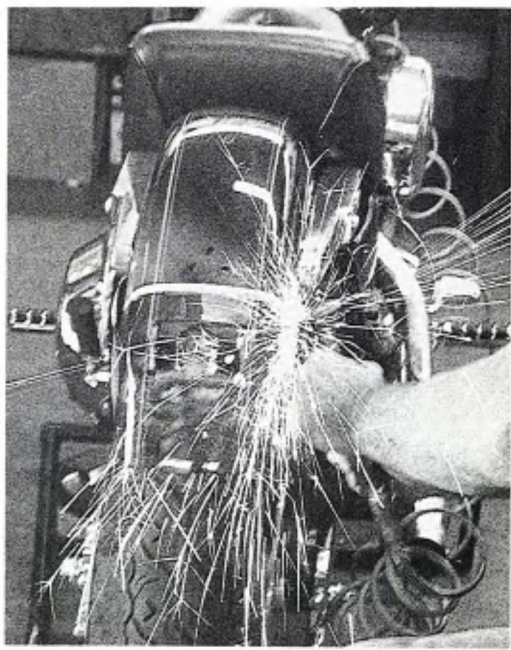
It didn't take long for me to discover how bad the back belt pulley looked against the unpolished wheel and chrome swingarm. I immediately ordered a chrome belt pulley cover from CCI and plan to have the wheel painted black and the ribs and rim polished.

Now, I'm outta here.

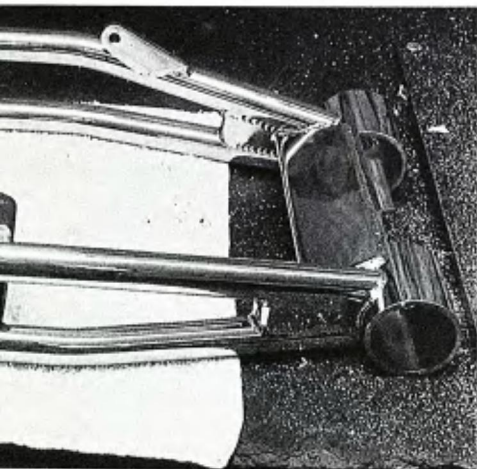
— Wrench

painter (Dave Perewitz is working on the sheet metal as this goes to press), but being the madman I am, especially on Friday nights, I didn't have time to spend on a two-week turnaround. We went for it. Bob did a masterful job of taping off the fender just above the taillight, cutting the fender off with a narrow wheel on a die grinder, shaping it with a file, and then touching it up with pinstriping paint.

The final touch was an Arlen Ness-polished billet license plate bracket. We didn't use his rubbermounting bracket, though. Dave Perewitz recommended smaller rubber grommets under the bracket, which would support it while allowing it to lie in line with the rear fender. Another way to accomplish the same would be to cut the rubbermount, supplied by Arlen, to any desired angle or height you desire. The rubber grommets



Bob Brouett masked off the fender before firing up a thin wheel on the die grinder and cutting off the bottom half of the fender by hand.





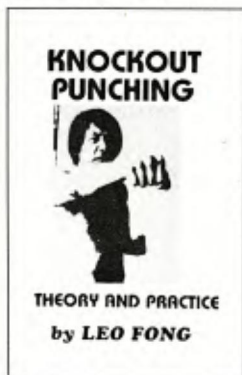
# PARTS BOX

Tell 'em Snake sent ya



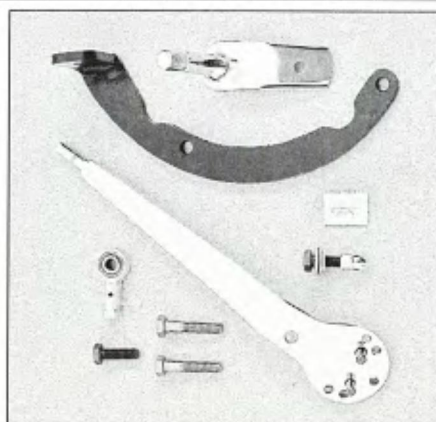
## Daytona 50th T's

One of the highlights of last year's Daytona bash came while doin' some window shopping. We ran into Dick Katz, owner of J.T.'s Custom Screenprinting, who treated us like regular folks, instead of walking wallets. He's got some tasty-lookin' T-shirt designs leftover, along with pins, lighters, and patches commemorating what was one helluva Bike Week. You can catch his tough stuff by zippin' a line to him at 576 Washington St., Canton, MA 02021.



## Spider's Books

Unbelievable. One sunny afternoon I'm sitting on my milk crate, dreaming of Snap-On tools and new chrome, and in swaggers Spider, with his chest all puffed out. "I'm startin' a library of the most outrageous books I can find—and you're gonna promote it." "I didn't know you could read," came out of my mouth before I could curb my curiosity. I wised up quickly when he proceeded to beat me with my crate, "All right, all right," I conceded when he started throwing punches at me I'd never seen before. Before I could convince him that I'd help, he destroyed the garage. That's my bro. And here's one example of the wild books he's distributin'. Order one quick, I'm gettin' tired of always lookin' over my shoulder—there's a full page ad in here somewhere.



## Suicide Softail

A few months ago we ran a one-page article on installing a suicide shift on a Softail. The response was overwhelming, but some of the bros couldn't find the company that made the kit. Here it is. Widowmaker Cycle: (303) 294-0696.



## Steal Your Face Clutch Cover

The Harley-ridin' bros of the Grateful Dead have come out with a righteous new product for 1965-and-up Big Twins. That's right, blowin' us away with hot licks ain't enough, they want to diversify within our/life style with custom Dead parts for your Hog. They've got a lot of uniquely Dead items on the block that you can check out by reachin' out and touchin' 'em at Grateful Dead Merchandising, Box 12979, San Rafael, CA 94913, (415) 492-1318, or FAX: 415-485-0226.



## Down Under Run

Ready for the ultimate run to the sun? Here's a 15-day ride through rugged bushlands, tropical paradises, and lush, green jungle rainforests—complete with kangaroos, emus, dingos, wombats, bandicoots, galahs, koalas, and goannas. Hell ya even get to learn how to throw a boomerang, speak Aussie, or explore coral islands—and bikes are part of the deal. To sign up ya gotta write Australian Motorcycle Adventures, Dept ER, Box 91, Illawong, N.S.W. Australia 2234.



## Video on Flames

Flames are hot and every rider who's ever customized a bike has wished he could paint a sizzlin' set of flames. Well, John Kozmoski, of House of Kolor, has been paintin' custom bikes and cars for 25 or so years, and he's produced a video on flame paintin' bikes which includes: removal of old paint, dent repair, bodywork, priming and sanding, application of sealer and basecoat, flame layout techniques, candy painting techniques; multicolor flame painting, pinstriping, clear coats and color sanding, and polishing to perfection. I can't wait to see it, myself—although I can't paint fer shit. To get one send \$55 to John at House of Kolor 2521-27th Ave. South, Minneapolis, MN 55406, or call (612) 728-8828. You can write or call for more info, too.



# HARLEY & MARLBORO'S RULES OF THE ROAD

1. Never rob a bank run by bigger crooks than you.

2. Never play cowboy in a room full of Indians.

3. Never shoot pool with your own balls.

4. Never dive from the 20th floor unless the pool is full.

5. Never give an inch when a 2 by 4 will do.

6. Never pick up a girl if you can't lift her boyfriend.

7. Never ride a Brahma Bull when a bus is available.

8. Never go into a bar unless you're willing to get smashed.

9. Never forget, clothes make the man, especially when they're bulletproof.

10. Never spit into the wind while on your motorcycle.



MICKEY ROURKE • DON JOHNSON

## HARLEY DAVIDSON AND THE MARLBORO MAN

METRO-GOLDWYN-MAYER Presents A KRIS JAR/LAREDO Production A SIMON WINNER Film MICKEY ROURKE DON JOHNSON "HARLEY DAVIDSON AND THE MARLBORO MAN" CHELSEA FIELD TOM SIZEMORE VANESSA WILLIAMS  
Casting Director RICHARD SHISSLER Music BASIL POLEDOURIS Production Designer PAUL PETERS Director of Photography DAVID EGGBY A.C.S. Editor DON MICHAEL PAUL Producer JERE HENSHAW Executive Producer SIMON WINNER

Official Harley-Davidson  
Marlboro Man

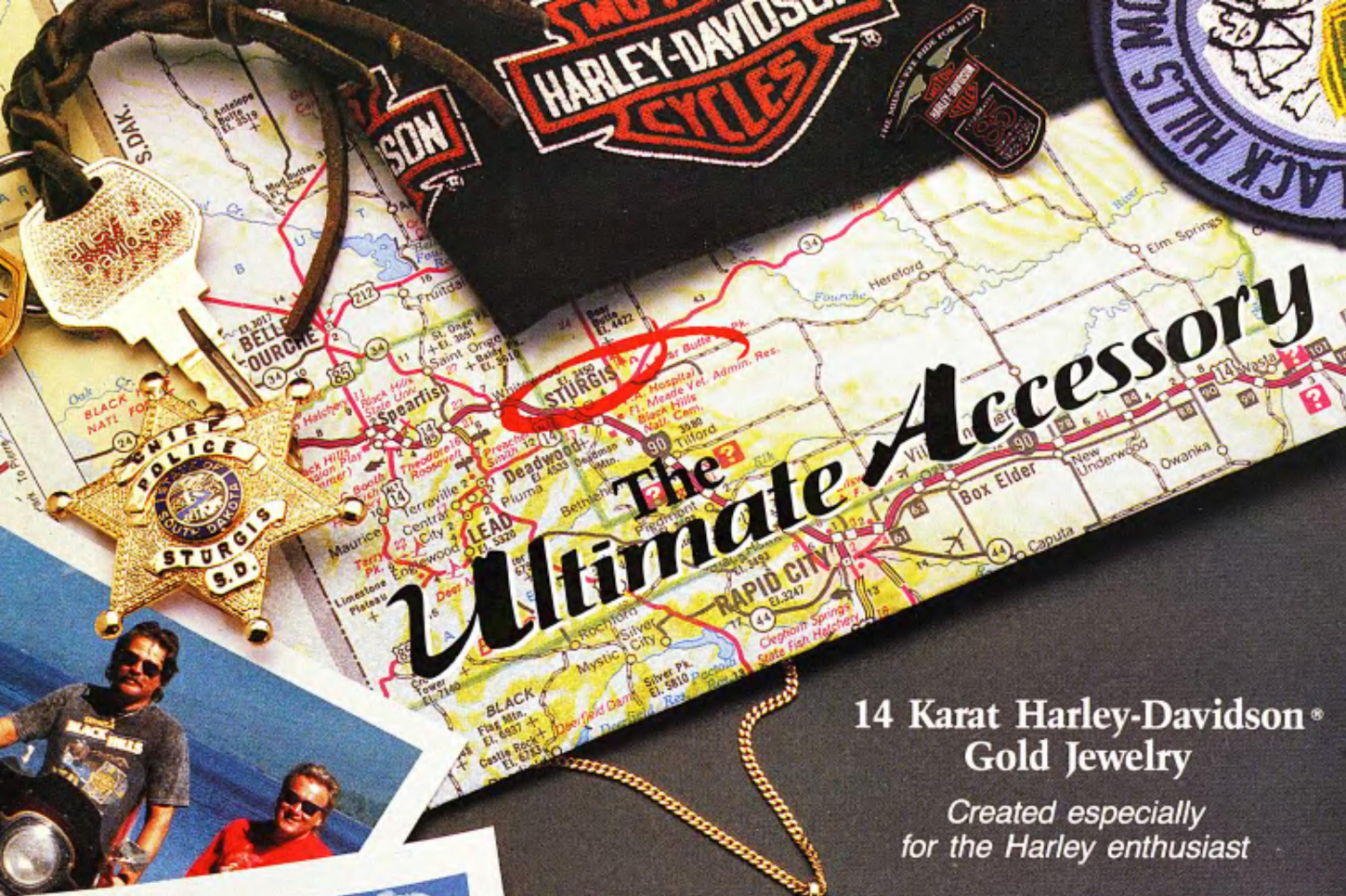
ORIGINAL SCORE BY JEFFREY M. HARRIS MUSIC BY JEFFREY M. HARRIS

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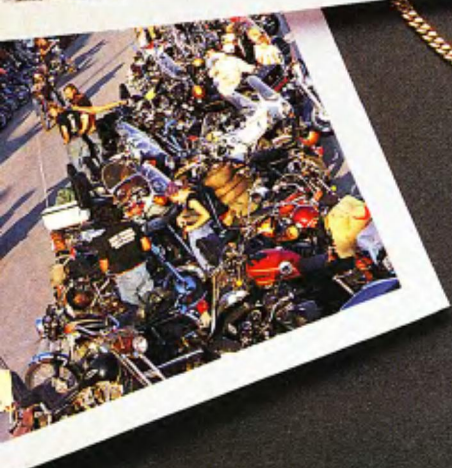
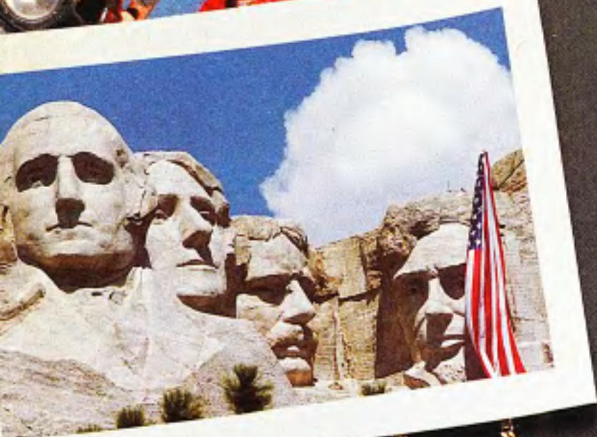
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dealer nearest you.



# Wild ONE

**A Nonstop, Ugly  
Madman On  
The Loose**







It all started for this boisterous, big, hairy bastard when he was raging into his mid-twenties. He couldn't stand the straight life. He was hungry for the streets at night, the soft flesh of wanton women, and the sheer terror lurking on the dark side. So he rode. He rode knuckles with highbars, pans with buckhorns, and shovels with drag bars. And he rode hard, like steel against granite; and fast, like nitro at the drags; and wild, like a mountain lion that stumbles onto a freeway.

The years flew by like a man who's only days of week are Friday, Saturday, and Sunday. He didn't cater to a work week, he didn't clock in, sign a time



**He rides with  
the throttle at  
one setting—  
wide open**

card, or count his pension at the end of the year. He raced from one wild weekend to another, and shreaded the days in between.

And this guy's Ugly . . . Ugly as they come, and big enough to carry it off. Being a renegade can have its rewards, though. After a reeling decade of craziness, Jim and his longtime ridin' partner, Rick, also an Ugly mutha, went into business together. I still can't figure out what they do—maybe they hijack oil liners and sell the crude to the highest bidder.

Whatever. A year ago, Jim slammed his last rigid into a wall at about 120 mph, got off the bike, spit out a couple of





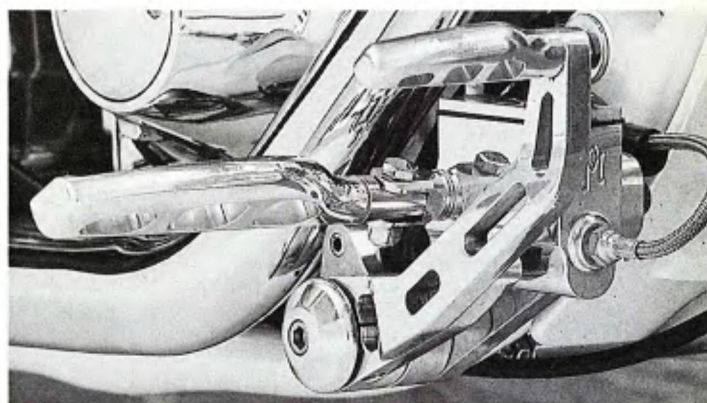
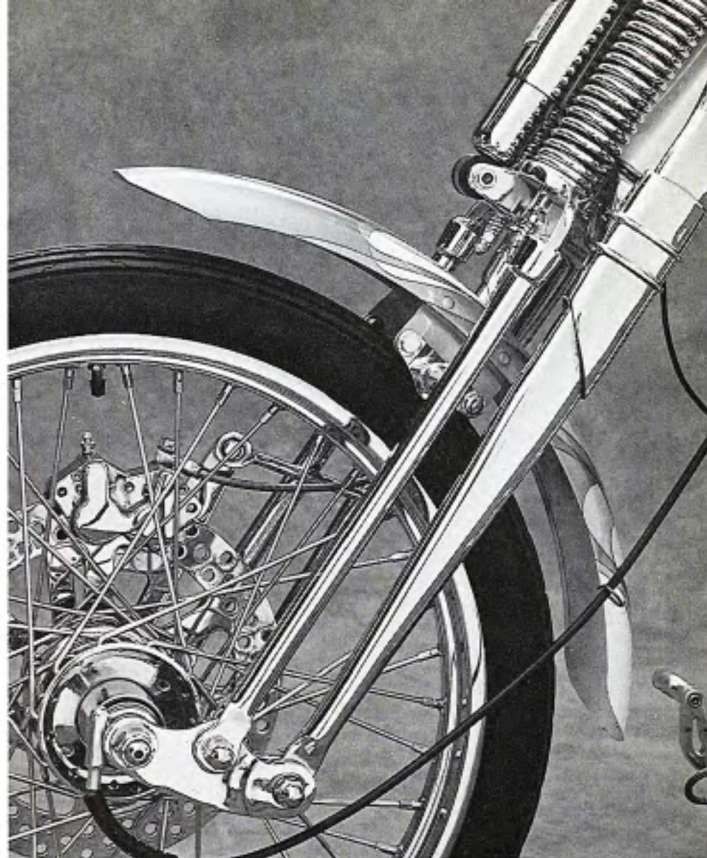
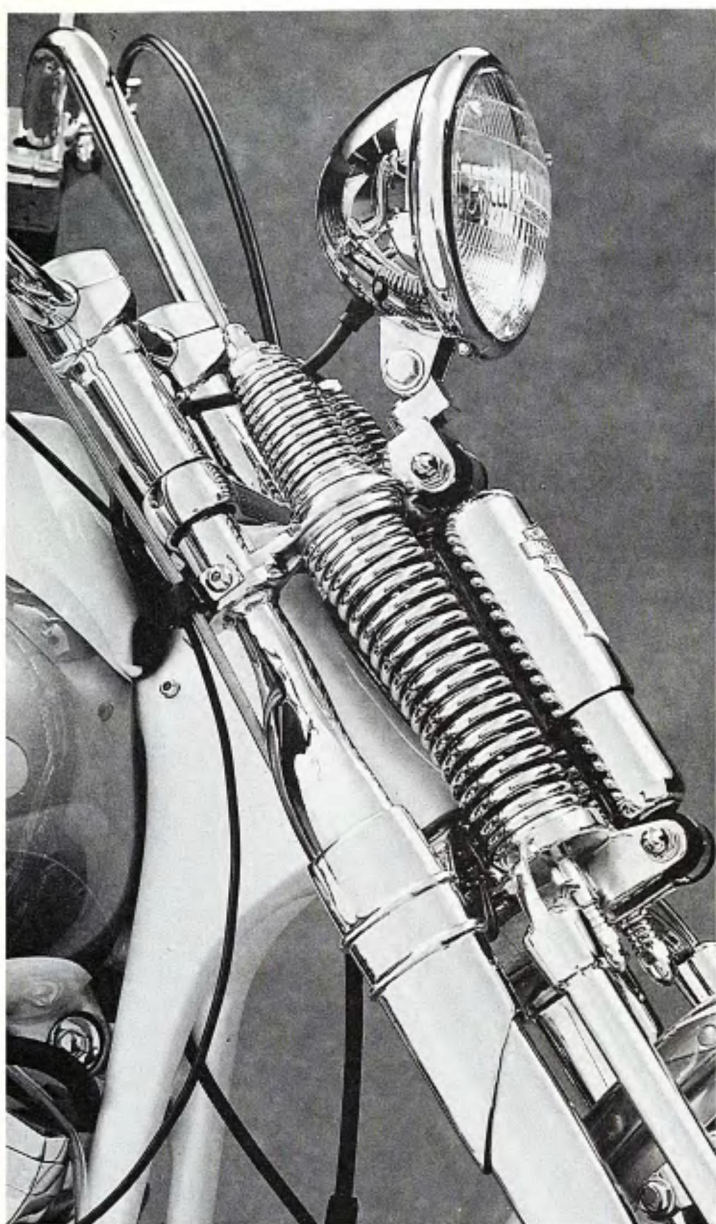








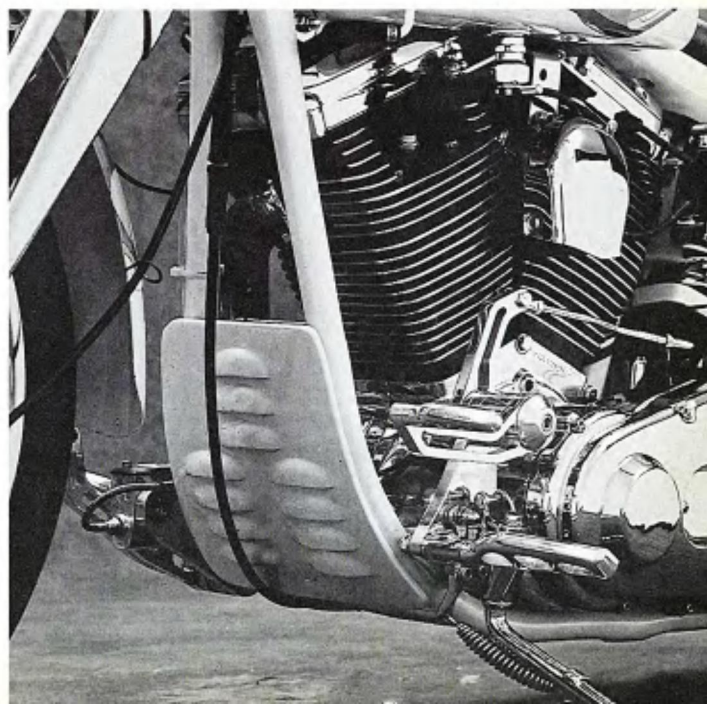




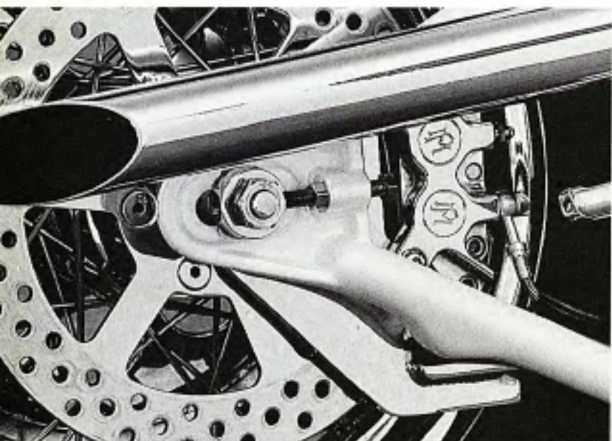
teeth, and said, "Sorta rough ride, think I'll build a Softail." He immediately, even before the Bondo quit splittin' and the engine cooled, took a fist fulla cash to Mad Man Micah's Custom Motorcycles in Canoga Park, California. He walked into the shop and said, "Get Bob Brouett out of his cave and build me a Softail that looks like a rigid. Low and mean."

Bob, one of the finest men in the SoCal area at fabricatin' and paintin', went to work on the chassis, and Micah and his bad band of mechanics poured 93 inches and 110 horsepower down the cylinders of this new Evo. Bob shaved that chassis to the bone and everything was polished and chromed. The pearl was laid on thick and Micah made the damn thing tick. They wrenched, Bob molded, they installed, and Bob painted until they created this asphalt churner.

Almost \$40,000 later, Jim dumped the clutch and peeled out of Micah's shop. If you look closely, this bike deserves to be jacked up on a mirrored case at a show. But that's not the man I described above, though. He rides as hard as a battleship smacking 30 foot waves. The







Photos by Raiko Hartman



There's no takin' it easy" tattoo on this rider's arm pretty much says it all.

He rides with the throttle at one setting—wide open. From Los Angeles, Jim rode it to the drags in Bakersfield; burnt rubber to Micah's bi-annual whorehouse run in Beatty, Nevada (twice); rode the piss out of it to San Francisco; went on half-a-dozen toy runs during the holidays; spun out to Laughlin, Nevada; and then ripped back to the Palmdale (California) drags, where it took third in its class before he rolled it off the track, wiped it down, and walked away with a second place in the bike show.

Even his bros in the UGLY MC think he's crazy.  
—Renegade

|                                        |  |                                 |                    |
|----------------------------------------|--|---------------------------------|--------------------|
| Owner(s): Jim McDermott                |  | City: Malibu, California        |                    |
| General                                |  | Frame                           |                    |
| Fabrication by: Brouett/McCloskey      |  | Year: 1989                      |                    |
| Year and make: 1989 H-D                |  | Builder: factory/Brouett        |                    |
| Model: Softail Springer                |  | Type: low                       |                    |
| Value: ?                               |  | Rake: 1/2-inch                  |                    |
| Assembly by: McCloskey's Custom Cycles |  | Stretch: none                   |                    |
| Time: five months                      |  | Other alterations: see bike     |                    |
| Chroming by: Supreme                   |  | Accessories                     |                    |
| Engine                                 |  | Bars: high                      |                    |
| Year: 1989                             |  | Risers: rechromed               |                    |
| Model: Evo                             |  | Fender(s) custom/Brouett        |                    |
| Rebuilder: Micah McCloskey             |  | Headlight: bright               |                    |
| Ignition: Dyna                         |  | Taillight: Gary Bang            |                    |
| Displacement: 93 cubic inches.         |  | Speedo: stock                   |                    |
| Lower end: S&S                         |  | Front pegs: Performance Machine |                    |
| Balancing: S&S                         |  | Rear pegs: Performance Machine  |                    |
| Pistons: S&S                           |  | Electrics: H-D                  |                    |
| Cases: factory                         |  | Gas tank: modified              |                    |
| Heads: ported                          |  | Oil tank: rechromed             |                    |
| Cam: Crane                             |  | Oil system: slippery            |                    |
| Lifters: stock                         |  | Primary cover: rechromed        |                    |
| Carb(s): Super B w/ thunderjet         |  | Seat: handmade                  |                    |
| Air cleaner: S&S                       |  | Sissybar: Bob Brouett           |                    |
| Pipes: loud                            |  | Height: low                     |                    |
| Muffler(s): ha- ha                     |  | Material: 5/8-inch round        |                    |
| Transmission                           |  | Forks                           |                    |
| Modifications: polished                |  | Type: springer                  |                    |
| Year: 1989                             |  | Extension: none                 |                    |
| Shifting: smooth                       |  | Builder: H-D                    |                    |
| Engine sprocket: round with teeth      |  | Special features: rechromed     |                    |
| Trans sprocket: same                   |  | Wheels                          |                    |
| Wheel sprocket: chromed                |  | Front                           | Rear               |
| Painting                               |  | Size: 21-inch                   | Size: 16-inch      |
| Molding: Bob Brouett                   |  | Hub: rechromed                  | Hub: chromed       |
| Painter: Bob Brouett                   |  | Rim width: narrow               | Rim width: wide    |
| Color: white                           |  | Tire: Dunlop                    | Tire: Dunlop       |
| Type: pearl                            |  | Brake: Perf. Mach.              | Brake: Perf. Mach. |
| Special paint: flames                  |  |                                 |                    |
| Other special modifications: see bike  |  |                                 |                    |







# THE BIKER'S DREAM

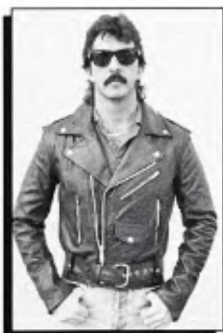
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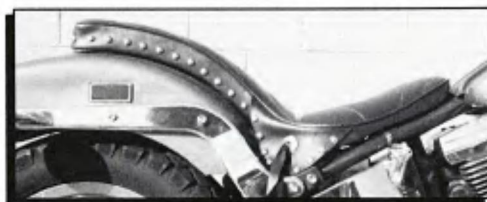
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# READER'S RIDE



## Ring Racing Team Dayton, Ohio

**T**he Ring Racing Team has been around since Happy was born. Larry, the older gent in the photo, is Happy's dad. Also pictured is Westley, the main wrench who keeps this ride going.

Happy started racing moto in the dirt when he was a mere rugrat of five, and he started drag racing when he was 15. At 16, he went to fuel, running in B Class, no transmission. By the age of 17, he went all the way, entering the Top Fuel ranks against the heavyweights of the time, making him the youngest fuel pilot ever. Hap just turned 21 last November.

This bike was first built three years ago. Each year it gets totally taken apart and reassembled with new innovations, parts, and paint. Larry and Happy don't always wait until the end of the race season, either. If they see that something works better, they'll make changes while they're on the circuit.

Happy's currently the Number 1 plate holder for the American Motorcycle Racers Association (AMRA). Last year, he held the Number 1 plate for the International Hot Rod Association (IHRA). In '88, he won the last six races he entered. That was with an old shovelhead motor. The team's gonna stay with an Evo for 1991.

Recently, at the Palmdale Raceway in Palmdale, Calif., Hap set a personal best of 175 mph in 7.4 seconds. (And the air wasn't that great—Palmdale Raceway's in the high desert.) The best is yet to come for this talented young racer.

—Rip

**YEAR:** first built in 1988

**MODEL:** drag racer

**ENGINE:** Evolution with 5-inch stroke and 3-13/16-inch bore

**TOP END:** Axtell cylinders, single-fire Dyna ignition, Kinsel (in Michigan) fuel injection, heads massaged by Larry

**LOWER END:** 5-inch stroke

**TRANSMISSION:** B&J Transmission; Jimmy Fox, Newport News, Virginia, magnesium clutch

**FINISH:** black with pinstriping and panels

**FRAME:** Puppet Race Visions, Buffalo, New York, frame

**FORKS:** narrow glide with Performance Machine brakes

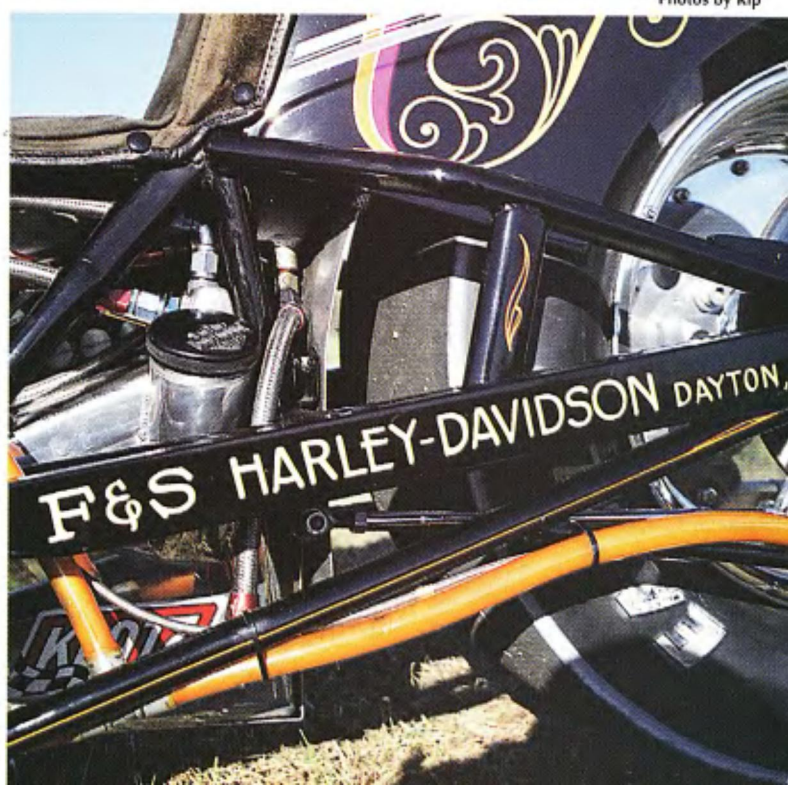
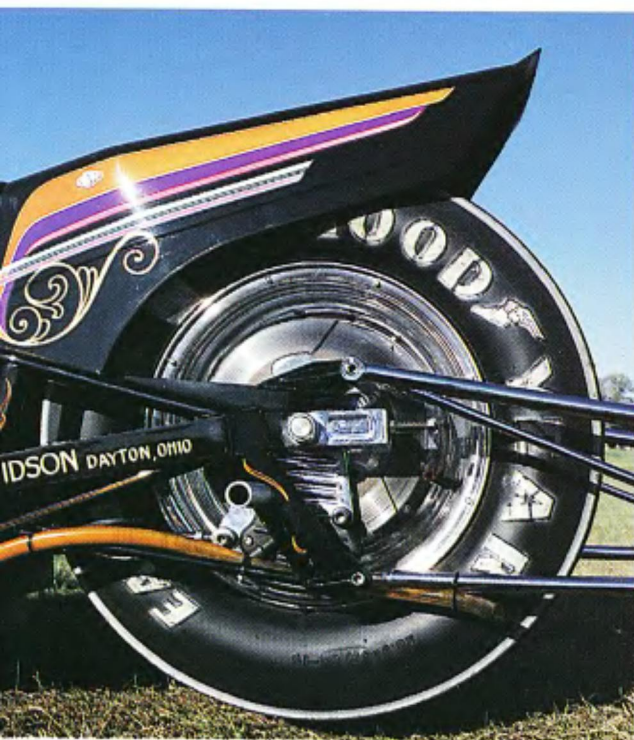
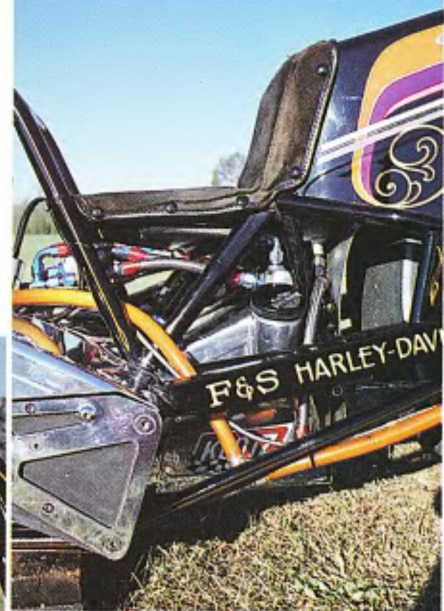
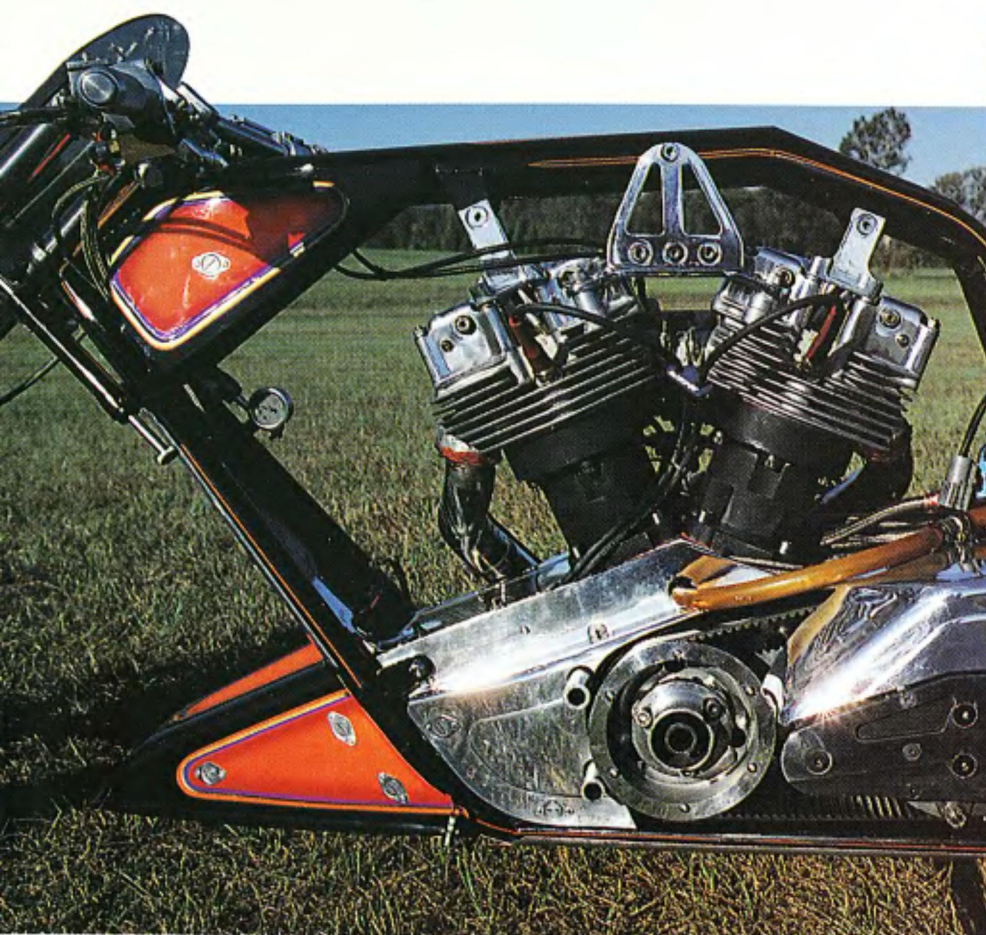
**WHEELS:** machined aluminum with Goodyear tires

**ACCESSORIES:** wheelie bar

**SPECIAL MODIFICATIONS:** everything

**CREDITS:** Thanks to: F&S Harley-Davidson of Dayton, Ohio; House of Horsepower, Lewisville, Colorado; Custom Chrome Inc., Morgan Hill, California; and Tsubaki Chain, L.A., California.





Photos by Rip









IN MEMORY OF

RAYMOND

RIDE FREE BROTHER  
RIDE FREE



DAVID MANN



# Brotherhood

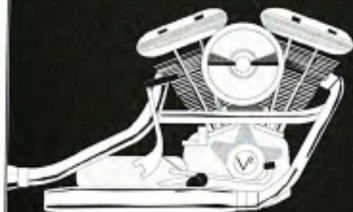
**I**n November 1988 there was an ad in Choppershopper that read: "Impoverished mother needs help with crippled son," followed by an address and phone number. Behind this ad was a tale of woe. The story of a woman who'd lost one son less than a year before struggling to save the life of a second.

**H**er son needed an expensive type of medication to survive, and there was no way she could get the money and still care for him. So she made the rounds of state and federal agencies asking for help. They refused. She went to the company that made the formula. They refused. Then she came to the magazine. But it was too late. Raymond died August 31, 1988, and was buried on September 2, long before the November issue reached the newsstands. But that didn't end his mother's troubles. She still owed lots of money for his medical bills, and her son was lying in a grave without a headstone .

\* \* \*

**B**y Dennis White





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## Brotherhood

The thunder was awesome. For more than 5 miles along Interstate 75, V-twins cruised south, four abreast. Their roar turned heads for miles in the quiet of rural Georgia. Farmers stopped their work. Housewives stood out on porches. Kids ran to the access road. Drivers in the northbound lane pulled over to watch.

## Half-drunk, I'd blurted out her story beside a campfire at Sturgis

Riding alone at the head of the pack, behind the rented flatbed, I found it all hard to believe. Three weeks ago there'd been nothing but my anger at the brotherhood for the way they'd treated Cathy. Half-drunk, I'd blurted out her story beside a campfire at Sturgis because some wannabe was spouting about brotherhood.

"Brotherhood," I'd screamed, snatching the little cocksucker by his cutoff. "Whaddaya know about brotherhood?" Then I proceeded to tell him about the ad—about how I'd answered it to discover that Cathy had received less than \$200, \$100 of which I'd sent, and about the so-called "brothers" who had called her collect, promising to pay for the call if she accepted—and hadn't. Then I told him about all the assholes who'd tried to scam her, thinking a poor lady down on her luck was sure to be an easy catch. And I'd told him how she was still struggling to get her head above water, while her son, Raymond, was in a grave without a headstone because she just couldn't afford to buy him one.

It was a real case of a man not being able to see the forest for the trees. When I'd finished spouting, it got real quiet. Finally, Gypsy cleared his throat. "Gotta do somethin' about that. Whaddaya suggest, T.C.?"

Like the damn fool I am sometimes, I snarled, "Howdafuck should I know? Why don't ya pass the fuckin' hat?" With those profound words, I turned and stormed outta camp to let the wind clear my head.

By the time I'd ridden back into

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Sturgis the next morning, there were huge cardboard hats scattered up and down Main Street with signs telling Cathy's story on their sides. By noon, a bro who owned a masonry had donated a stone and the engraving, another had promised to do some special inlay work on it, and everyone was signing up for the run.

The flatbed's taillights flashed twice, pulling me back to the present. I raised my left arm and pumped it, signaling the pack to break into pairs, then watched in the mirror as the signal was passed down the line. A moment later, the steady roar of the V-twins began to shift as the pack stretched out and fell into twos.

By the time we wrapped things up Sunday night, and Gypsy and I headed south to make arrangements, there was enough money for a truck to haul the stone, flowers, and one helluva wake—with a sizeable check left over for Cathy.

I was in awe. It had all happened so spontaneously, so naturally. Gypsy and I had expected trouble from the troopers when we hit Atlanta. Hell, we were trying to organize what could possibly be the biggest run to ever hit the South. We were estimating 5,000 riders. But we got no trouble at all once we told them why we were doing it. They just assigned a couple of troopers to help us map things out and sent us on our way. We didn't have trouble anywhere else either. Everywhere we went, someone took special interest in our cause. Permits were even rushed through because our time was so short. There was no bureaucratic bullshit, none at all.

Gypsy kept saying God was on our side. Me, I wasn't sure I believed that, but I sure wasn't bitching—not when ➡



"Honey, didja see my keys anywhere?"

Presenting — this month's

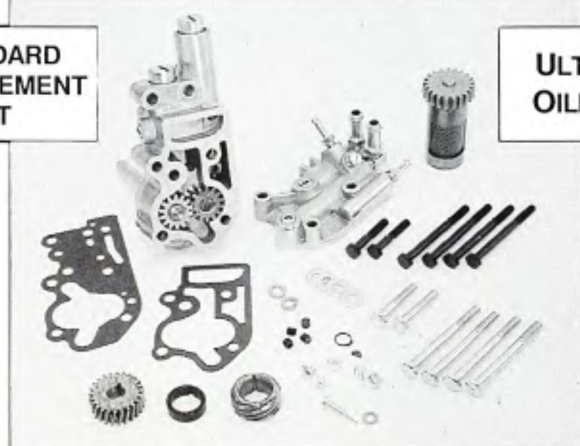
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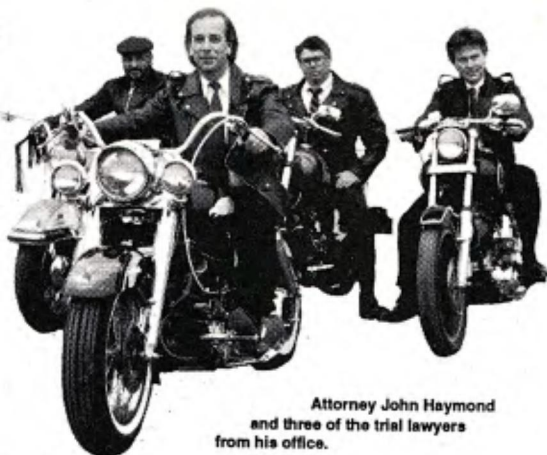
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## Brotherhood

things were going so well.

And they had gone like clockwork, I thought as we slowed for the turn onto Highway 16 and I eased by the troopers blocking traffic for us. Two more were waiting at Highway 441, and two more at Highway 49, where I signaled Gypsy and swung away around the flatbed and the trooper escorting us. I had one last thing to do. Cathy was supposed to meet me at the grave at 10 a.m., but we hadn't told her what was going down and if she wasn't there, it could really screw things up. It was up to me to make sure she *was* there.

I needn't have worried, though, like Gypsy said, "Someone was looking out for us." She was just getting outta her old Chevy pickup when I pulled up.

"Hi Cathy," I said, as I killed the pan and swung off slowly. I was a little stiff, it'd been a long ride.

"Hi, T.C.," Cathy returned, standing on her tiptoes to give me a peck on the cheek. "Glad you could come."

I smiled. She was a tiny thing—barely came up to my shoulder—and far from beautiful. But she oughtta watch that kissing, 'cause given half a chance, I'd fall in love with her. She was one classy lady, helluva spirit, and lotsa courage.

"I figured it was the least I could do. Expecting anyone else?"

"I don't know, maybe Melinda," Cathy shrugged. "Like you once said, not many care."

"Yeah, but I've been wrong. Should we go on up?"

"Let's wait for Melinda," Cathy began. Then she cocked her head to one side. "T.C., what's that?"

Off in the distance you could already hear the rumble of the pack. But it would be at least five minutes before they arrived.

"How should I know?" I answered, suppressing a smile.

"T.C., what's going on?" she asked. "There are some women a man just can't lie to."

"Cathy, it's a surprise. Don't spoil it, okay?" Then I took her arm and lead her through the stone wall surrounding the cemetery. I had no trouble finding the grave. But I should have.

"T.C., how'd you know where the grave was?" she asked.

"I was here yesterday," I admitted, looking at the tiny brass plaque with Raymond's name on it. I hated that fuckin' thing.

"Why?" Cathy began. Then she saw



the base we'd set to hold the headstone. "Oh T.C., you didn't?"

"No, I didn't," I replied as the rumble of the V-twins turned into a roar. They'd turned the corner by the church and were coming straight at us now. "But some of the bros did. They didn't think Raymond had been given a proper sendoff, or so they said."

"T.C. . . ." she started. I put a finger to her lips.

"Shhh. Just accept it. We did it because we wanted to."

"For Raymond?" she asked as the flatbed carrying the stone pulled up about 50 feet away.

I shook my head. The thunder of the bikes was too loud for talking. "For you and Raymond," I mouthed as the roar began to die.

"Oh T.C.," she whispered, her eyes on the truck where Gypsy and Goose were pulling the tarp off the headstone.

I just laid an arm across her shoulders and handed her a bandana.

"The big guy with the long blond hair donated the stone. His name is Goose. The other guy, the one with the neat beard and salt 'n' pepper hair, is Gypsy. He's the one who put it all together after I told your story at Sturgis."

"The others?" Cathy asked, pointing to the bros assembling around the truck to carry the stone.

I shrugged. "I don't know all of them. We had to have a lottery before we started this morning to see who got the honor. But the little guy off to the side with the bushy hair is Bee Gee. He did the inlay work on the stone."

"Inlay work?" Cathy echoed, watching as the bros pulled the stone off the truck and started up the hill.

"You'll see," I told her.

## It was the two, tiny Harleys inlaid in the upper corners that set it off from the other stones

"Oh, T.C.," Cathy whispered as the procession stopped in front of the grave. "It's beautiful." And it was. Bee Gee and Goose had outdone themselves. The stone was a long, thin piece of white marble with all the normal

stuff etched into the top of it, along with the inscription: "Ride Free, Little Brother, Ride Free." But it was the two, tiny Harleys inlaid in the upper corners that set it off from the other stones. One red and one blue, and so exact in detail it was unbelievable. Bee Gee claimed he'd used eight different metals and three kinds of rock to get the effect, and I wasn't arguing.

"Yeah," I agreed as Gypsy cleared his throat.

"Miss, we know we're kinda late since your boy died over a year ago," he said, looking at Cathy. "But we, well, we didn't know, not until T.C. told us. And . . . well, we'd kinda like it if you'd let us put this marker over the boy. If it's okay, that is?"

Cathy managed to nod before burying her head in my chest. I let her cry until Bee Gee and Goose had the stone set. Then I pushed her back and lifted her chin with a finger.

"There's more, Cathy"

"More?"

I nodded. "Yeah, some of your brothers and sisters want to pay their respects." Then when she turned to see the cemetery still filling with the brothers and sisters who'd followed me from Atlanta. "We take care of our own, that's what brotherhood is all about," I told her.

RA - 10

RA - 20

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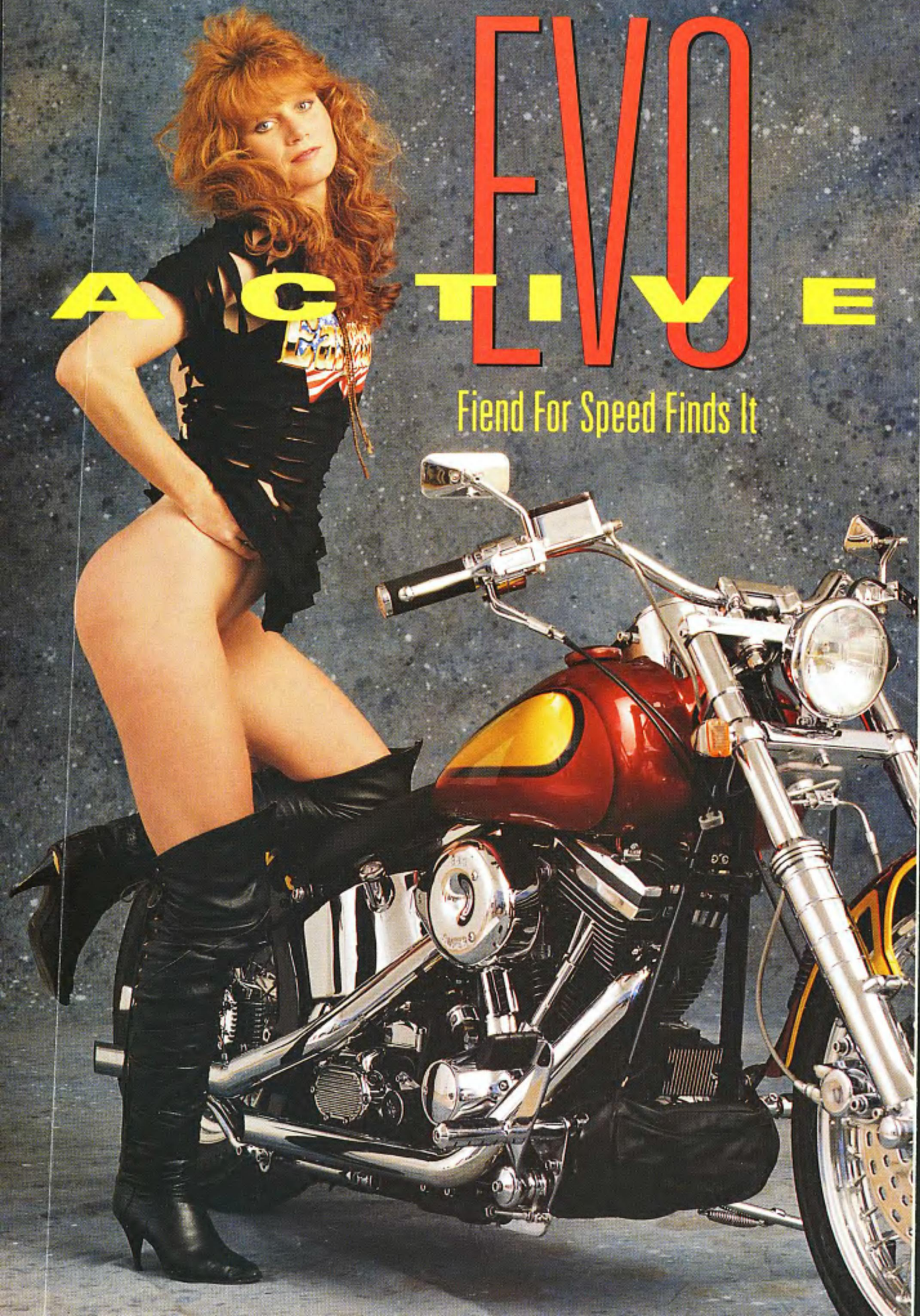


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# ACTIVE

Fiend For Speed Finds It





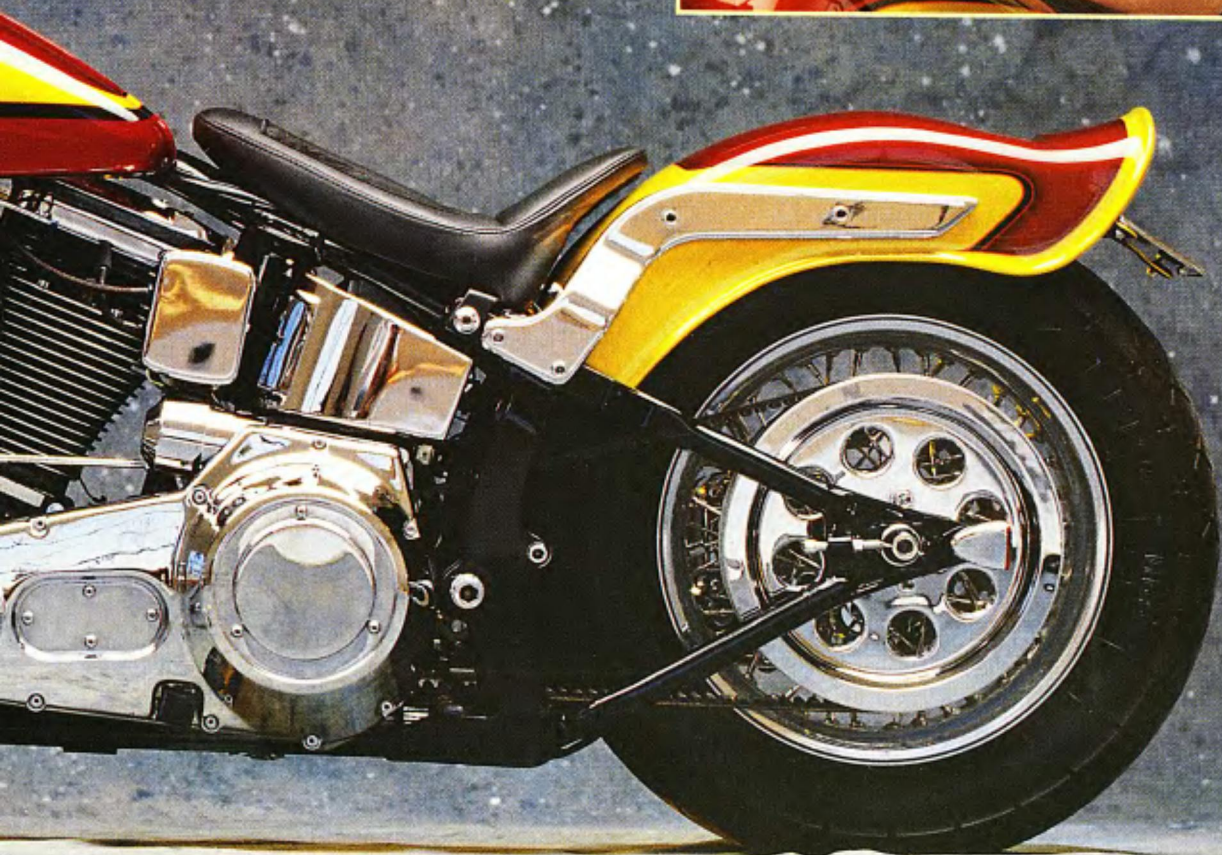
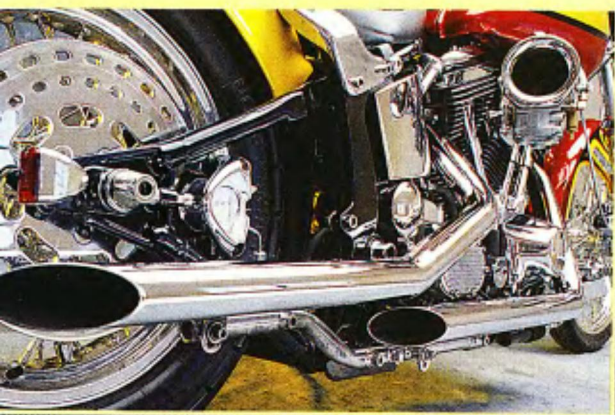
**T**he overpowering aroma of Nathan's hot dogs wafted throughout the stands of Ebbets Field that long-ago day in 1941. But it wouldn't play watery-eyed nostalgic tricks on the kid from the bowery who was seeing his first and last Brooklyn Dodgers game.

Despite livin' in the shadow of Ebbets, in the bunker





of Brooklyn, the Dodgers didn't mean diddly jack to this brass-balled Dead-End Kid. It happened in the streets for Vince. That's where life was goin' on—and on it went until 1948, when he moved from the bowery to the L.A. barrio. He went from dodgin' the trolley cars of Flatbush to breezin' 100 mph on the ➡





**Easyriders**





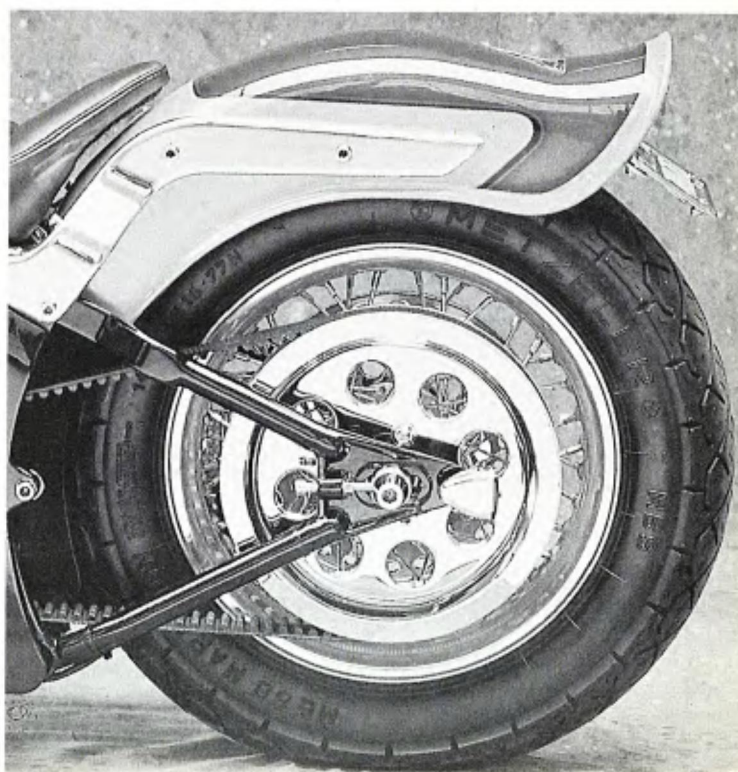
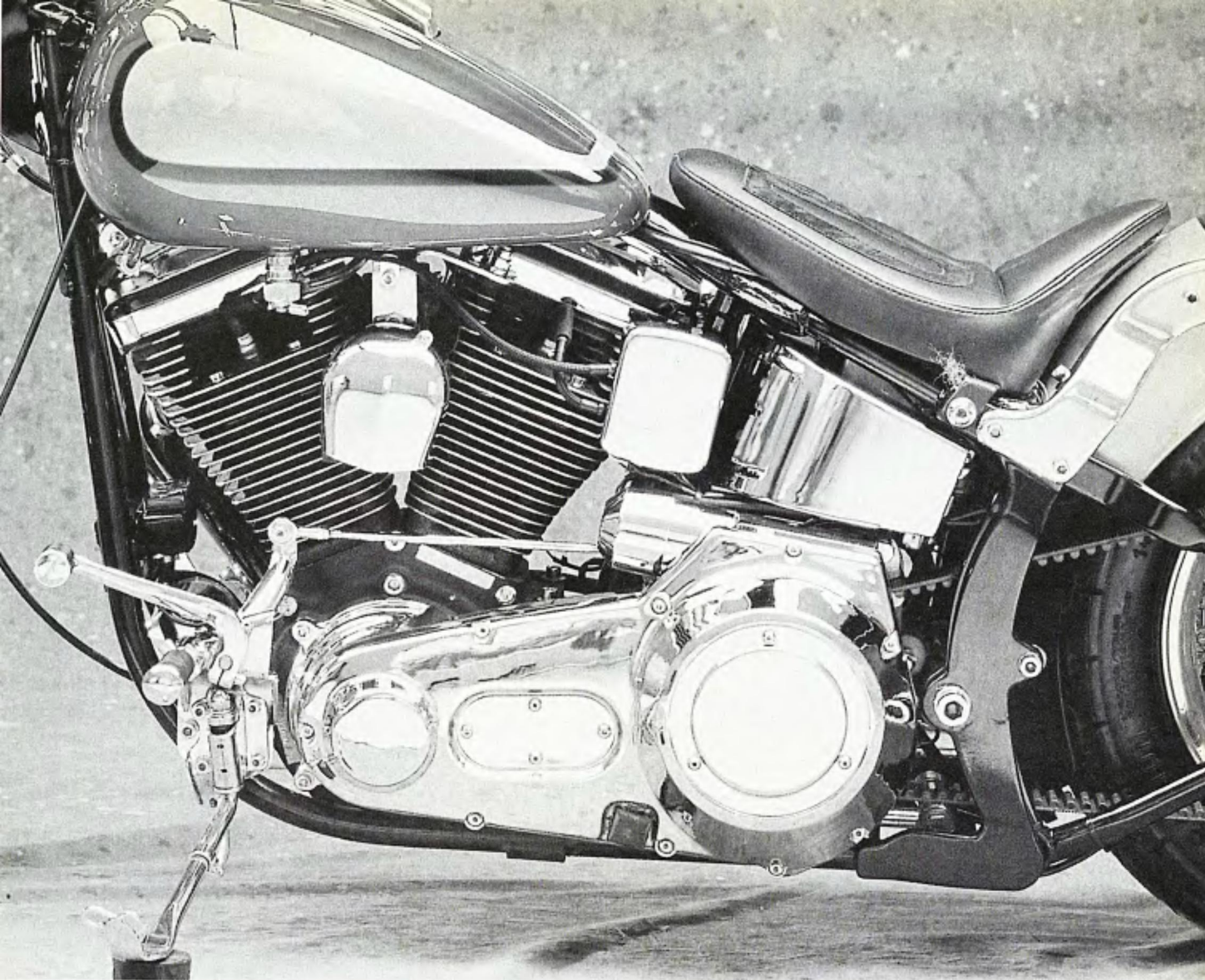


fresh pavement of L.A.'s at-the-time modernistic freeway system.

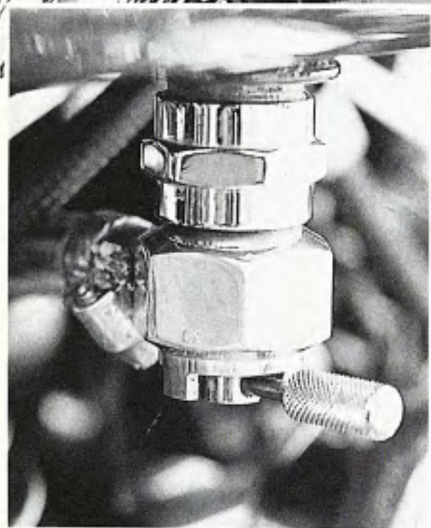
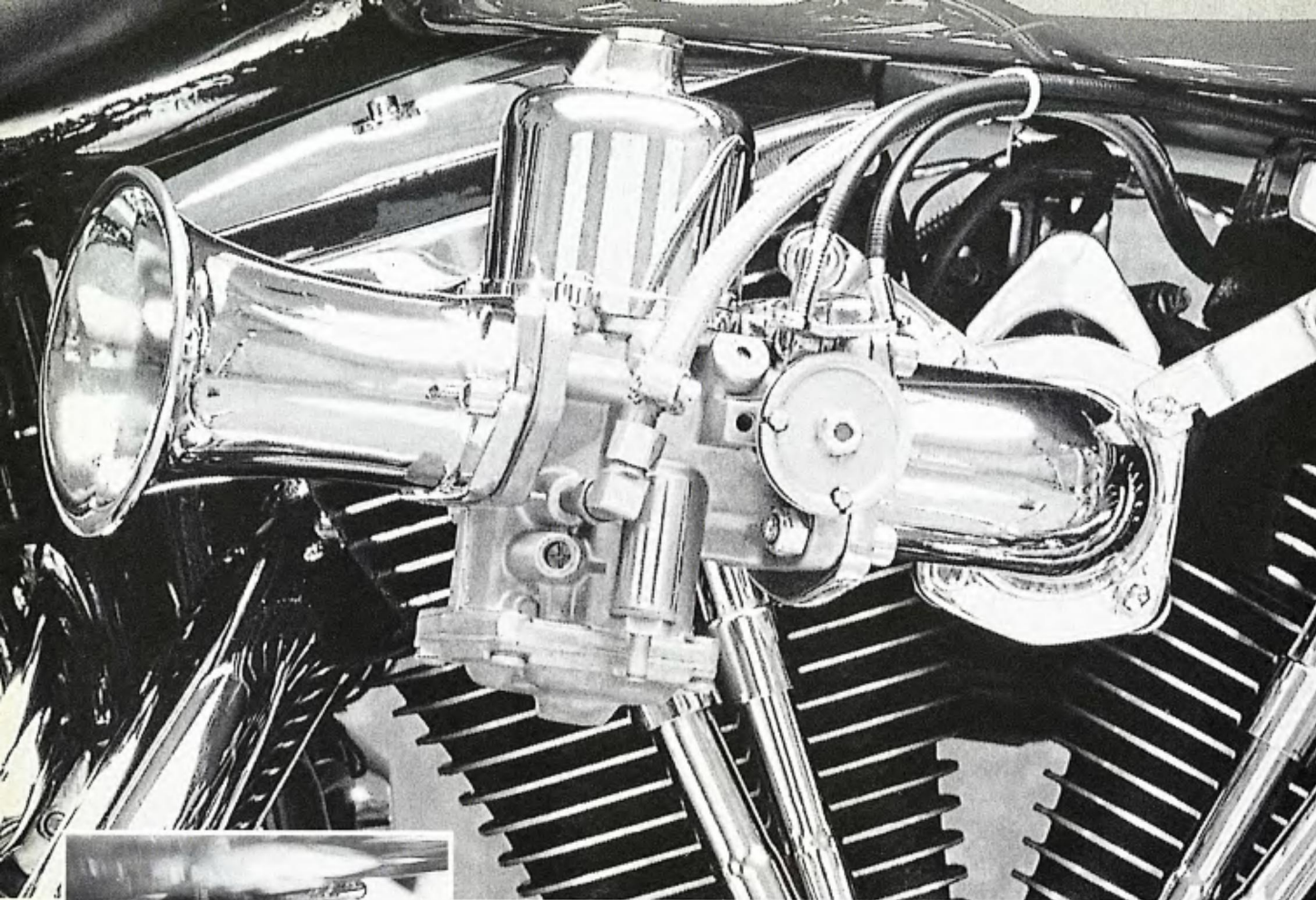
This is right about when he got his first set of wheels, a Cushman single-cylinder motor scooter, which he promptly pulled the head off of and, just as quickly, got acquainted with the business end of a cat o' nine tails (for "wreckin' by techin'" the new bike)—courtesy of his dad. But the need for speed was found. Los Angeles was a whole new world. Vinny quickly got involved with Latino gang life. The pachucos reminded him of the street life back home in Brooklyn. He got himself a crude "V" tattoo between his thumb and index finger, promptly scarin' the bejeezus outta his folks. That precipitated another move, to a "better" part of town—which opened up a whole new can of worms and daily punchouts with the neighbor kids. They didn't dig his pachuco pants. But Vinny never backed down. Never.

Not even after he started wrenchin' and racin' street rods, or flat trackin' on bikes during the '50s (at the Culver City Speedway and Irwindale and Orange County Fairgrounds), or making old-time races like the Catalina and Big Bear runs (with guys like Ted Evans, Chuck Basney, Don Holley, and Sheldon Wald). Even slammin' the gears on midget racers and off-road runners—the Mint 400 and four times on Baja 1000—didn't slow him down. Nothin' went fast enough, be it on land or sea or air. Natch, he was also into surfin' monster waves from Hermosa to Malibu and jumpin' outta airplanes. He was an all-or-nothing kind of guy. Danger was Vinny's middle name. ➤









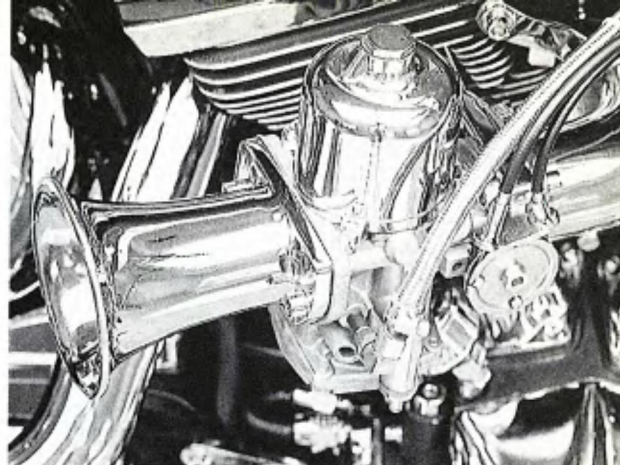
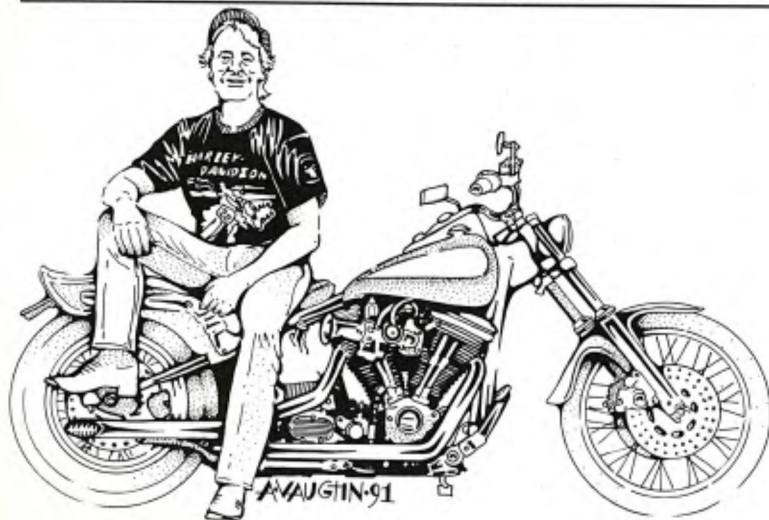
He gets off on the satisfaction of completion. To Vinny, buildin' a bike is "like bearing a child from the ground up."

The sleek Softail yer eyeballin' traces its own evolution to Vinny's 40 years of bike buildin'. Since his first '46 flathead 80 that he just had to customize—bobbed rear fender, semi-apes, no front fender, and crude custom paint. Looking back he remarks that it was "an ugly sonuvabitch." But it was done for himself—by himself—and it was built out back in his own home garage. Just like it is today.

This ride is undergoing its own continuing metamorphosis. We've shot this bike twice, with and without the model.



|                                                                                                                                                                                 |  |                                        |                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------|--------------------|
| <b>Owner(s):</b> Vince Chelland                                                                                                                                                 |  | <b>City:</b> Los Angeles, California   |                    |
| <b>General</b>                                                                                                                                                                  |  | <b>Frame</b>                           |                    |
| Fabrication by: owner/David at Bartels'                                                                                                                                         |  | Year: 1987                             |                    |
| Year and make: 1987 Harley-Davidson                                                                                                                                             |  | Builder: H-D/owner                     |                    |
| Model: Softail                                                                                                                                                                  |  | Type: swingarm                         |                    |
| Value: \$30,000                                                                                                                                                                 |  | Rake: 3/4-inch                         |                    |
| Assembly by: owner                                                                                                                                                              |  | Stretch: 4 inches                      |                    |
| Time: 11 months                                                                                                                                                                 |  | Other alterations: lowered 2 inches    |                    |
| Chroming by: Brown's Plating                                                                                                                                                    |  | <b>Accessories</b>                     |                    |
| <b>Engine</b>                                                                                                                                                                   |  | Bars: Roaster                          |                    |
| Year: 1987                                                                                                                                                                      |  | Risers: none                           |                    |
| Model: Evolution                                                                                                                                                                |  | Fender(s): cut, flared, scooped        |                    |
| Rebuilder: Bartels'                                                                                                                                                             |  | Headlight: H-D police model            |                    |
| Ignition: Screamin' Eagle                                                                                                                                                       |  | Taillight: recessed catseye w/blue dot |                    |
| Displacement: 89 cubic inches                                                                                                                                                   |  | Speedo: stock                          |                    |
| Lower end: untouched                                                                                                                                                            |  | Front pegs: o-rings                    |                    |
| Balancing: Isky                                                                                                                                                                 |  | Rear pegs: none                        |                    |
| Pistons: Venolia                                                                                                                                                                |  | Electrics: 12-volt                     |                    |
| Cases: stock                                                                                                                                                                    |  | Gas tank: 4.6-gallon                   |                    |
| Heads: H.E.S.                                                                                                                                                                   |  | Oil tank: horseshoe, chromed           |                    |
| Cam: Andrews EV-3                                                                                                                                                               |  | Oil system: heavy duty pump            |                    |
| Lifters: adjustable Screamin' Eagle                                                                                                                                             |  | Primary cover: chromed                 |                    |
| Carbs: S&S E-14 pumper                                                                                                                                                          |  | Seat: Le Pera                          |                    |
| Air cleaner: S&S                                                                                                                                                                |  | Sissybar: none                         |                    |
| Pipes: 2-inch cone drag                                                                                                                                                         |  | Height: n/a                            |                    |
| Mufflers: none                                                                                                                                                                  |  | Material: n/a                          |                    |
| <b>Transmission</b>                                                                                                                                                             |  | <b>Forks</b>                           |                    |
| Modifications: quick shift                                                                                                                                                      |  | Type: Super Glide                      |                    |
| Year: 1987                                                                                                                                                                      |  | Extension: 4 inches                    |                    |
| Shifting: foot                                                                                                                                                                  |  | Builder: owner                         |                    |
| Engine sprocket: 24-tooth                                                                                                                                                       |  | Special features: 3/4-inch cut on neck |                    |
| Trans sprocket: 27-tooth                                                                                                                                                        |  | <b>Wheels</b>                          |                    |
| Wheel sprocket: 67-tooth                                                                                                                                                        |  | <b>Front</b>                           | <b>Rear</b>        |
| <b>Painting</b>                                                                                                                                                                 |  | Size: 21-inch                          | Size: 16-inch      |
| Molding: Scott Brian/Bad Bikes, Inc.                                                                                                                                            |  | Hub: Perf. Mach.                       | Hub: Perf. Mach.   |
| Painter: Scott Brian/Bad Bikes, Inc.                                                                                                                                            |  | Rim width: 2-1/2-inch                  | Rim width: 4-inch  |
| Color: vermilion candy, gold, black, orange                                                                                                                                     |  | Tire: Metzeler                         | Tire: Metzeler 150 |
| Type: Centuri                                                                                                                                                                   |  | Brake: P.M.                            | Brake: P.M.        |
| Special paint: RV clear, polyurethane                                                                                                                                           |  |                                        |                    |
| Other special modifications: from the hubs on out has been modified. Machined spokes (tooled, twisted, stainless steel), Acront magnesium rims, engraving by Steve at Bartels'. |  |                                        |                    |



Photos by Peter Dokus



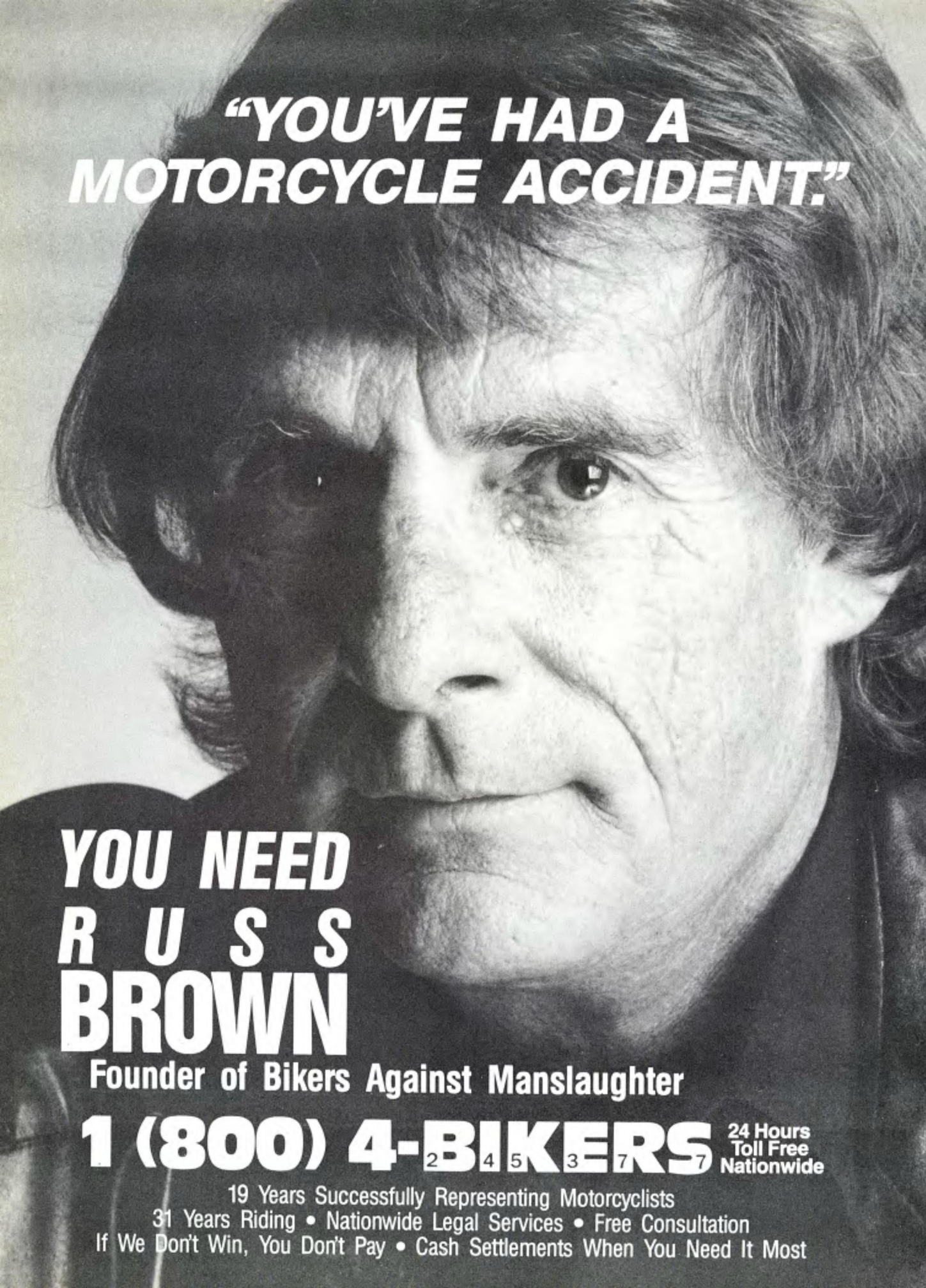
In between, he's changed the carburetor, cam, rear end, and paint (collaborating with Scotty Brian, a paint-booth baron from Bad Bikes, Inc., on the yellow, vermilion, orange, and black paint scheme).

Vinny's got a talent for fabrication, but his greatest joy is in designing—particularly Hogs, what with their accessibility and the bigger market. He knows what looks good, and what the public wants.

Vinny has applied his tough street smarts throughout his life. He readily endorses puttin' over shrinks to relieve the tension and stress of the workweek. 'Course, another tension reliever is Kim, your redheaded, Triumph-ridin' Fox from Edmonton, Alberta. She rode all over the L.A.-metro area, checkin' the sights from her p-pad perch without so much as a pout. Tough kid.

—Ben Doverdahl





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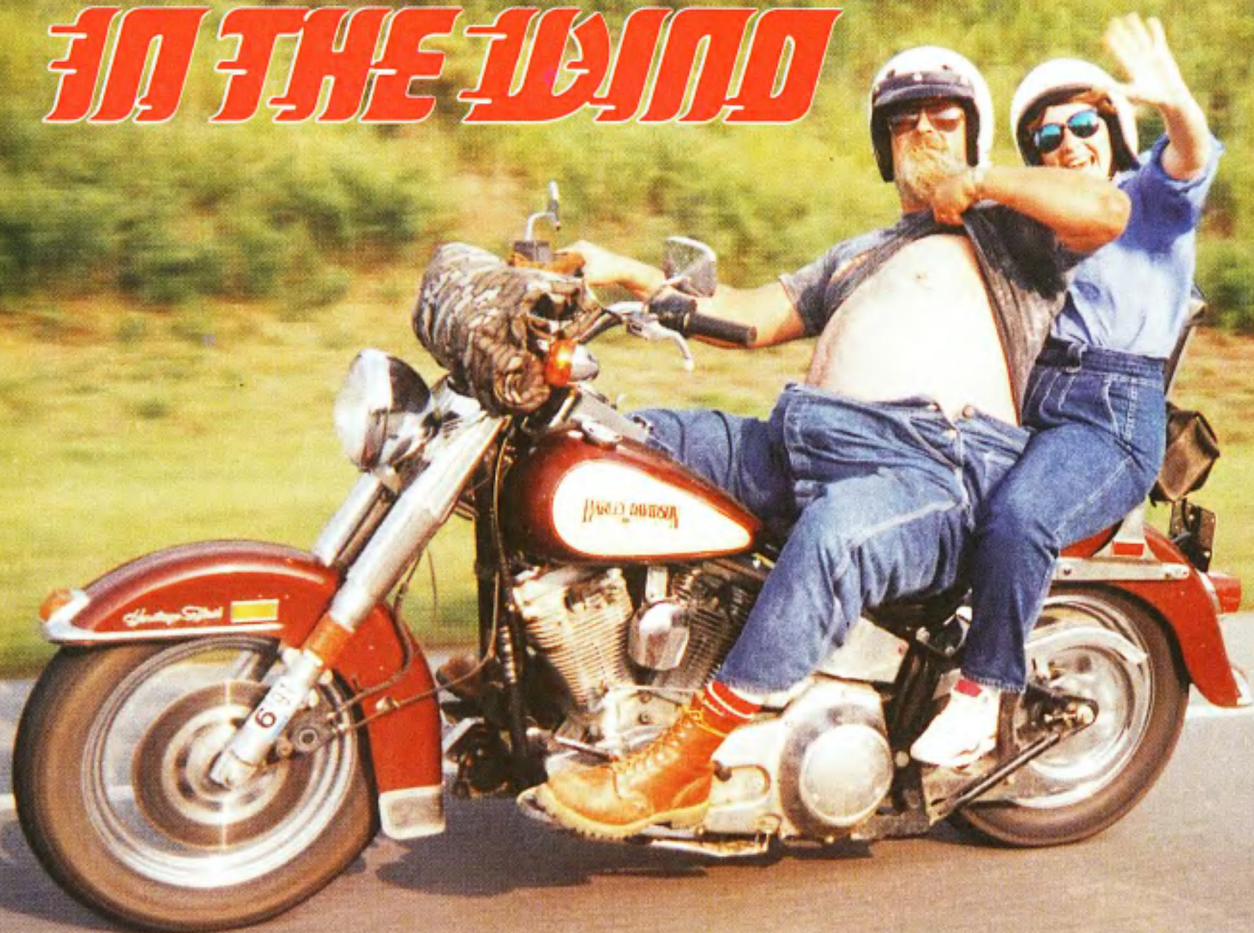
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# IN THE WIND



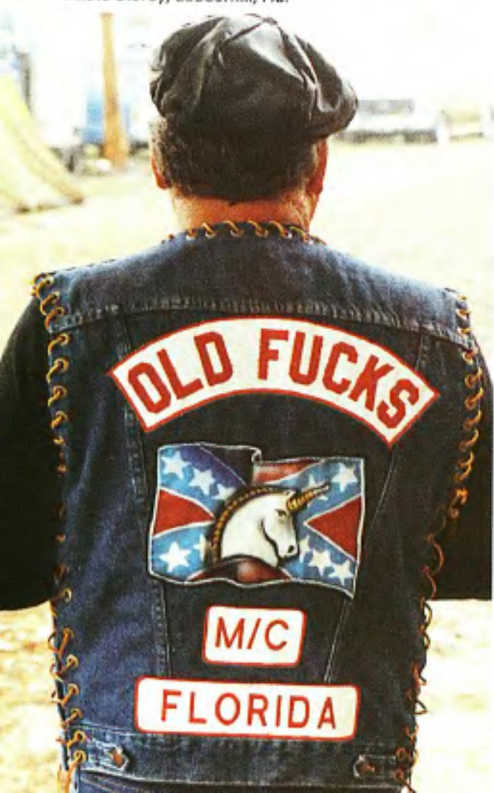
—Betty Pannell, Fincastle, Va.

**E**ach 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

—Photo Storey, Lauderhill, Fla.

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.

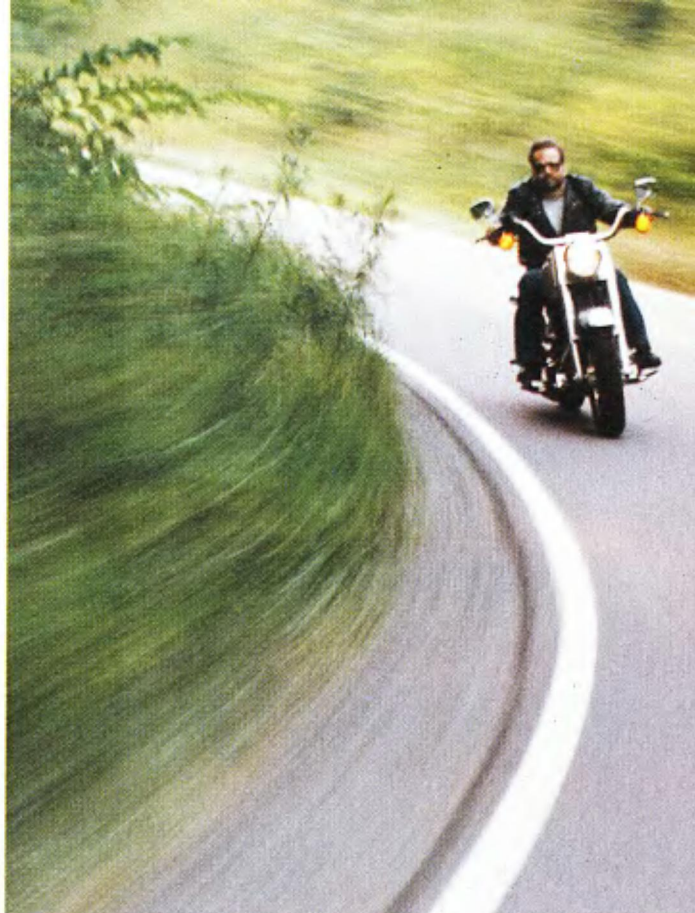
—Mrs. Boz, Riverton, Ill.







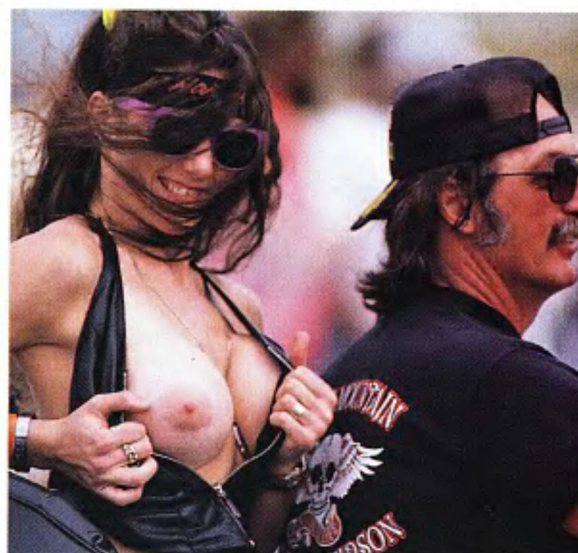
—R.T. Short, Washington, D.C.



—Mick Strain, St. Clairsville, Ohio



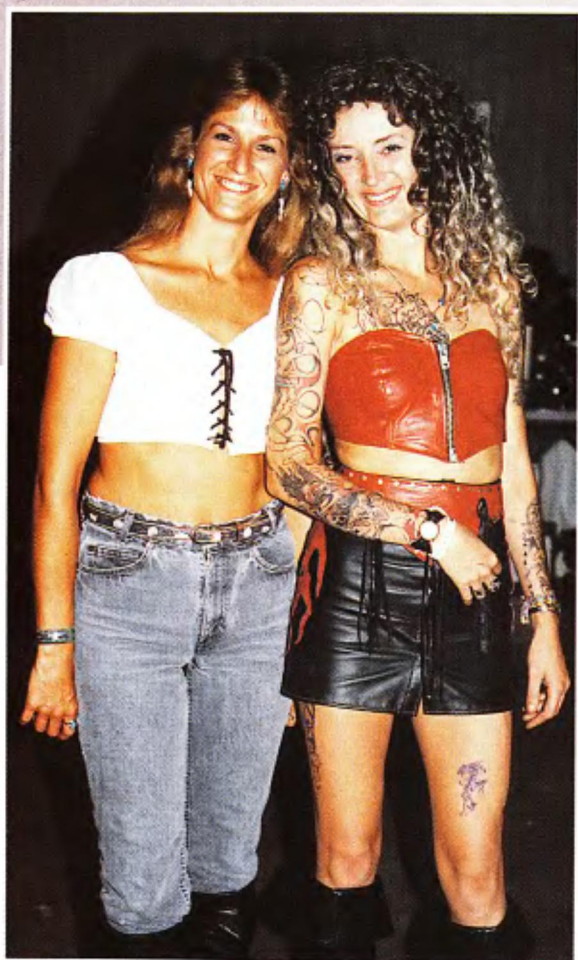
—Ed Homich, Bakersfield, Calif.



—Ernie Cole, Loveland, Ohio



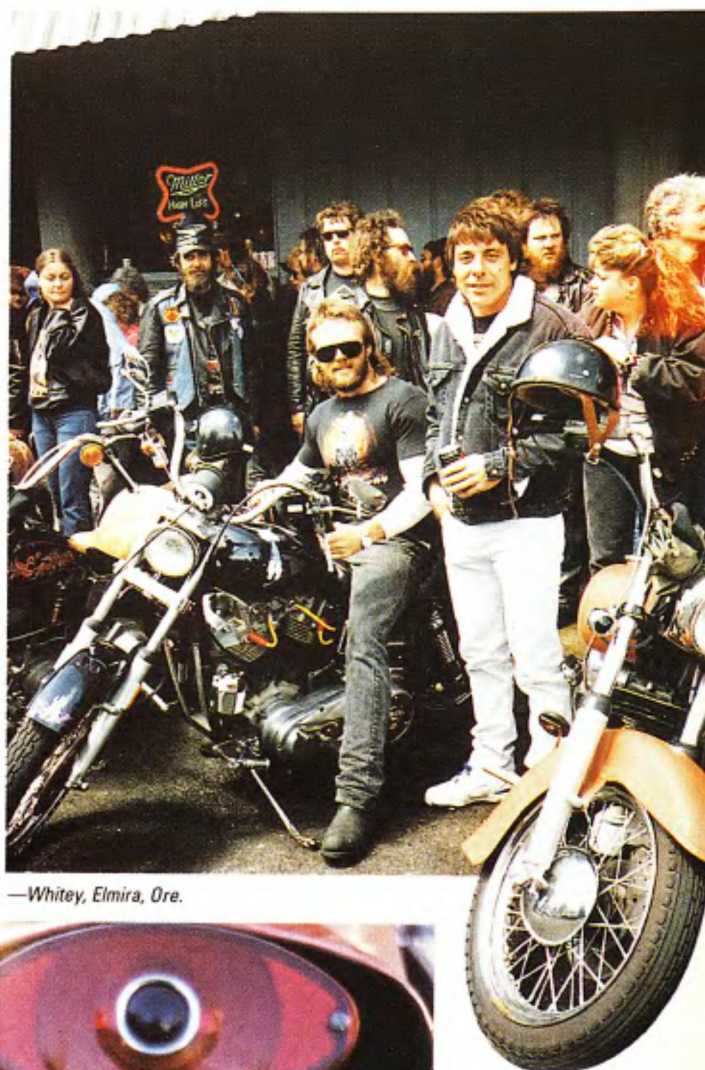




—Les Holt, LaPorte, Tex.



—Indian Sue, Morro Bay, Calif.



—Whitey, Elmira, Ore.



—Arlen Wiskus, Grand Forks, N.D.

—Tom Lancour, Escanaba, Mich.

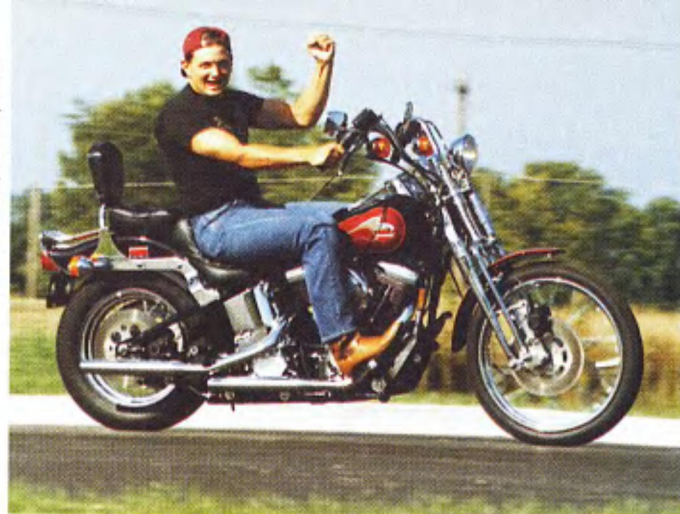






—Pete Alongi, Grahamsville, N.Y.

—Dave Newhouse, Holland, Mich.



—Phil Whiteside, Dale, Texas







—Knut Johansen, Sulitjelma, Norway

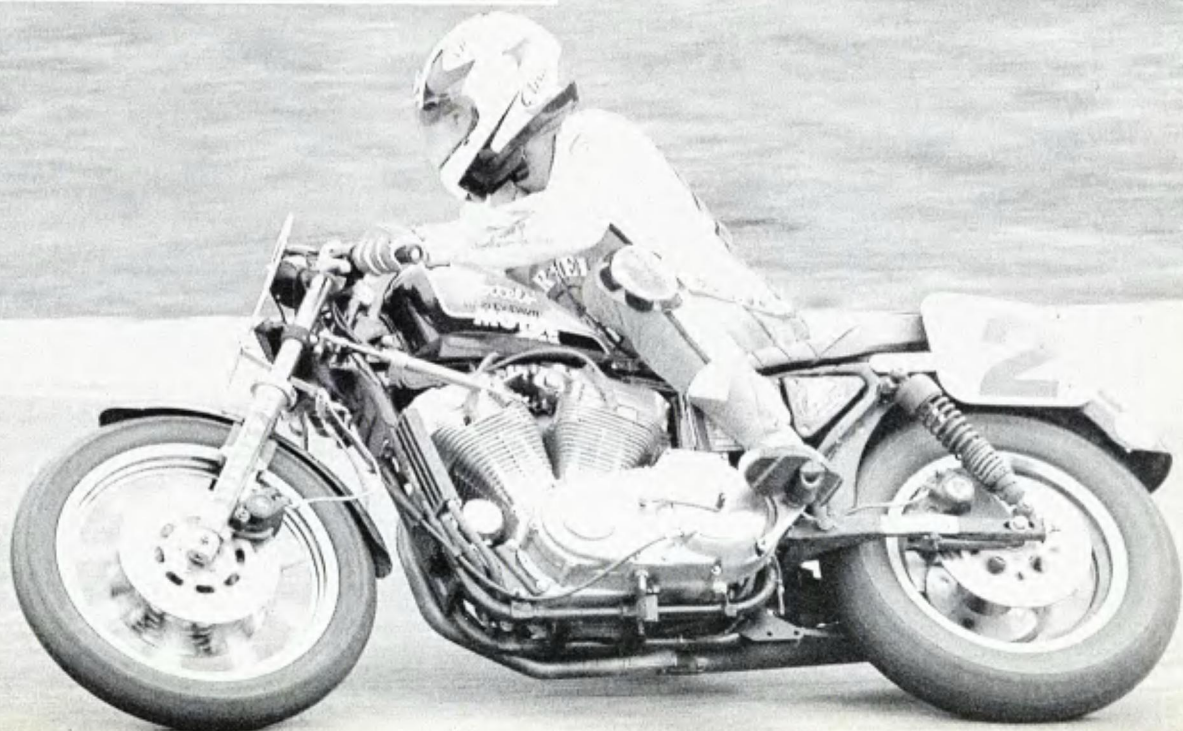


—Janusz Niekrasz, Opole, Poland



—John Lewis, Flint, Mich.

—George Roberts, Morrow, Ga.

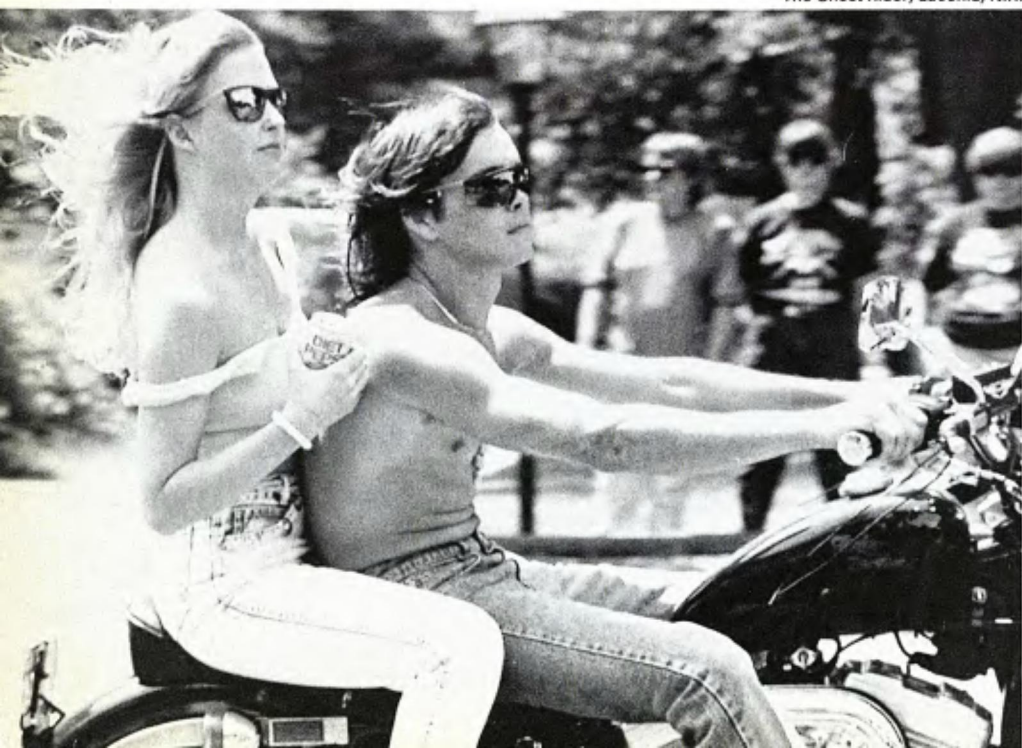




—Mary Morris, St. Louis, Mo.



—The Ghost Rider, Laconia, N.H.



—Ian Mutch, Essex, England

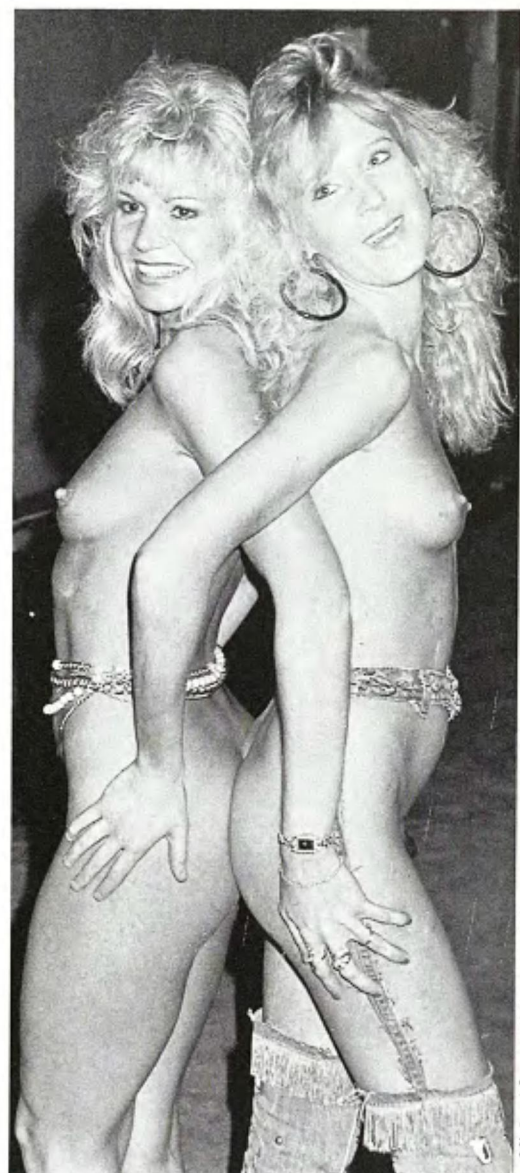






—Wino Joe, USA

—Charles Rucker, Louisville, Ky.

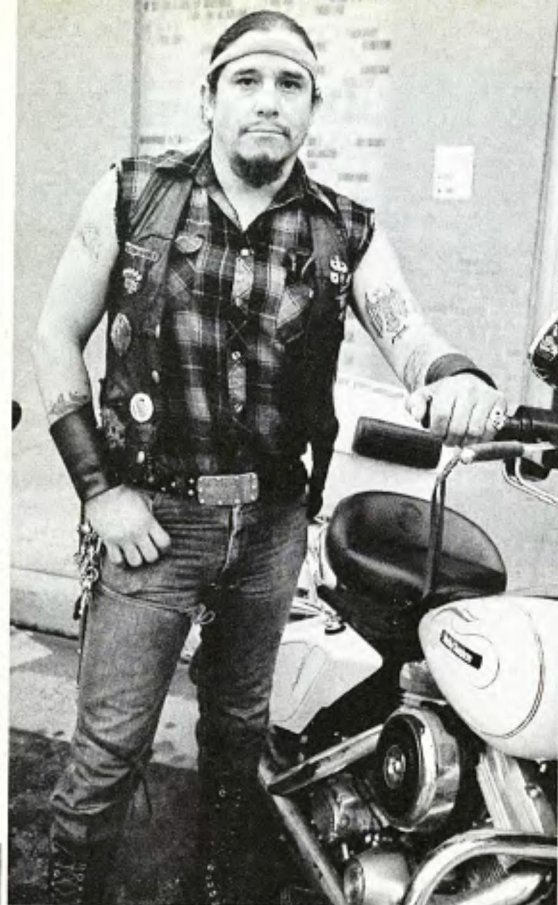


—Michael Cornett, Ninety Six, S.C.





—Steven Willis, Minneapolis, Minn.



—Ron Dag, Oswego, N.Y.



—Gary Gay, Brunswick, Ga.



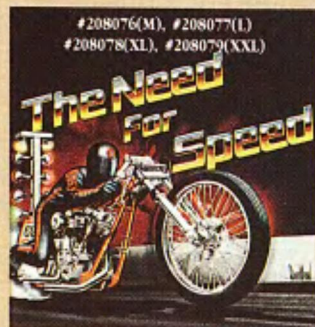
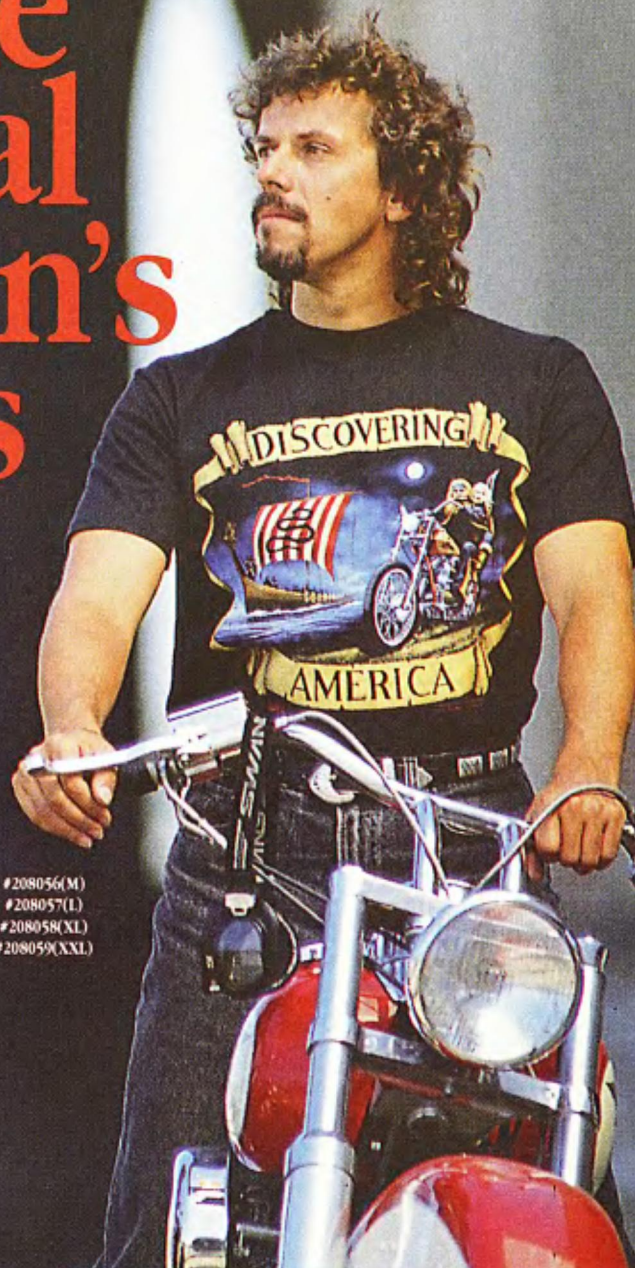


# The Real Mann's T's

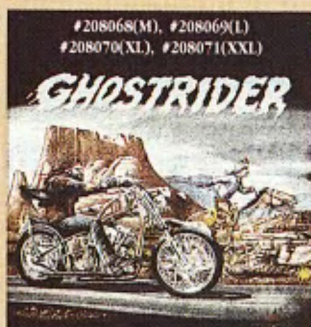


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#208082(XL)  
#208083(XXL)

#208056(M)  
#208057(L)  
#208058(XL)  
#208059(XXL)



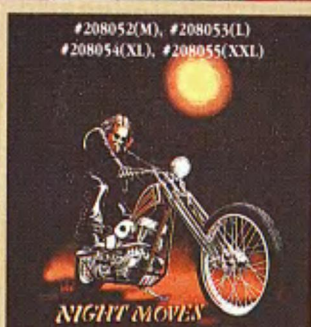
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#208078(XL), #208079(XXL)



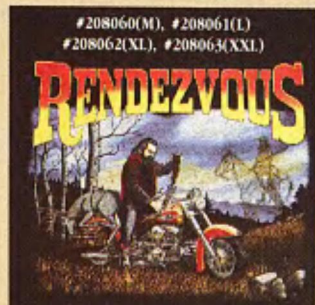
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#208070(XL), #208071(XXL)



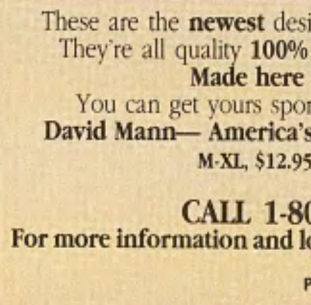
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#208074(XL), #208075(XXL)



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# Dining Off The Road (literally)

By Noose

**F**rom up in the Dakotas, a bro wants to go to Daytona. Another in southern Texas wants to go to Sturgis. A third in Bah Hahbah, Maine, wants to visit that jail in Tijuana, Mexico, where the bros busted out of in the incident David Mann did the painting about. But all three say they can't afford it.

Yeah, they've got a few dollars for gas, will sleep under bridges along the way, and can find friends to spring for beer once they arrive. Their problem is that they don't have the bucks for beans and bacon while they're on the road.

Must be the older generation didn't pass its wisdom along to the young (that's what happened when they quit making knuckles and pans). The old-timers had no problem finding something to eat while they were traveling. They knew how to live off the land—or, more accurately, off the road.

Check it out and add it up: every piece of greasy slime, every furry lump bleeding on the white line, represents an edible creature that suffered a bad experience with a cage (probably 'cause it wasn't wearing a helmet). Even in the most barren parts of the country, cagers leave enough protein on the road to maintain a beefy biker and a plump ol' lady for as long as they want to ride.

Besides being cheap—cheap as dirt, really—eating off the road assures a varied diet. You get deer up in the Northeast and fat possum in the Southeast. You find bear in the higher elevations of the Northwest and coyotes and jackrabbits in the Southwest. Skunks, of course, abound everywhere, particularly during the spring mating season.

Most of the deer you find will be fresh—still warm and maybe kicking. This is because the game wardens get jealous about dead deer and gather up the carcasses fast, either for their own freezers or to feed the “poor.” This means you have to hack off a haunch and get going before the game wardens get there, and that means you have to eat your venison very rare, indeed. ➡





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# Dining

Wimps (or the toothless) who insist on cooking can stuff a thick steak between the V-twin cylinders and give it a little browning on the outside. Actually, 100 miles or so on a hot day will cook it to the middle. The old knucks and pans, of course, always

dripped a little oil on a roasting deer leg, and that improved the flavor when you stuffed it down your gullet.

Fancy new Evos, though, never leak a drop, so you have to carry a can of Three-In-One and baste as you go along. Don't miss and hit the exhaust pipe where it leaves the head. That'll set you on fire—right under the gas tank. Proper cookery takes care.

Fresh deer, lying right in your path, are convenient, but the best are those that get smacked and stagger off to die in the woods. Game wardens don't like to spoil the shine on their boots, so they never get these—and they're the choicest, for they benefit from the natural cooking process normally called "rotting."

Watch for the trail of blood and guts leading off the road and follow it into the bushes. You'll find dinner in every stage of decomposition, from the early brown sheen of rancid fat to the advanced stage of pea soup green glazed with a convulsion of maggots.

Believe it or not, some bikers harbor petty, suburban prejudices against maggots. Fact is, a maggot is just an especially tender piece of meat and you may as well enjoy it, along with the rotten deer. Real showoffs eat 'em with chopsticks and make a big deal of capturing a single, squirming maggot and waving it around without dropping it.

That's all well and good if you're trying to impress somebody—like, maybe, the girl from Vermont you picked up on I 88—but the best way to

eat maggots is to scoop 'em up in a container—maybe a beer can or your helmet in a lid law state—and whip 'em into a thick, white sauce. That's the gravy for your dinner. If you whip right, you won't find a lump or wiggle in it.

If you have nothing to whip the sauce

in, just grab a big handful, give 'em a few squeezes, and spread them on like ketchup. Chase away the green bottle flies first, though, 'cause they don't pulp well, and who wants crunchy gravy?

Possum kept Southerners alive during the Depression and bikers can make use of them now. The best thing about possum is that you can find plenty of it, and that means you have a broad choice of taste.

Choose one that's been

flattened on the pavement for several days, cooking between the hot sun and the even hotter asphalt,

scrape it up, peel off the skin, and you've got a nice, firm possum pancake you can nibble on like a slice of leftover pizza.

If you like 'em juicy, pick a fresh one. For the very best, detour down a back road and find a possum that hasn't been worked over by traffic, one that's lying there bloating. Skin it and you'll find blood and fat oozing out in a thick, red putrescence reminiscent of the burgundy sauces they serve in fancy restaurants.

No one is a true hardass till he's had bear meat (preferably from a bear killed with his bare hands), and that's one reason for making a trip to the Northwest. Don't bother with Yellowstone Park, though. Yellowstone bear live out of garbage cans, which means they feed on Big Macs and used Kotex.

For bear, you want natural—one that's been eating grubs, berries, and maybe a lamb now and then. You find these on the back roads of Wyoming and Montana, in the Bitterroot part of



## Peel off the skin and you've got a nice, firm possum pancake...



Idaho, and as far south as Gunnison, Colorado. Remember: a bear's related to a pig, and if you can't tell by looking, you can tell by the taste: greasy. You want to tie down your bear ham where the exhaust pipes can smoke it for a few hours. 'Course, if you make a habit of hanging out in fast food joints, you won't even notice the grease.

In pioneer days, rabbits supplied the tables of the prairie settlers, and the social standing of a pre-teen boy depended on his ability to knock off a running jackrabbit with a single .22 bullet right between the ears. Nowadays, The Man can't stand for a biker to carry a gun, so you can't shoot your own. But that's okay, 'cause from west of Dallas to the outskirts of L.A., you'll find the road littered with them.

Domesticated rabbits consist of white meat like chicken breast, but don't expect such refinement of a jackrabbit. A jackrabbit is an outlaw, and lives and tastes like one: dark, tough, and stringy—but so what? Meat's meat, isn't it? Problem is, jackrabbits have no fat to speak of and a steady diet of them will leave you weak after a while. To keep up your strength, add a coyote to your table.

A coyote is just a dog that was too thickheaded—or too independent—to be housebroken, and the plains Indians ate dogs as much as anything else.

If the Indians could eat dog meat, then bikers can certainly eat coyote. Forget the meat, though, you want the bone marrow as sauce for your rabbit. Smash the end off a bone, tap the open end on the flagstones of your campfire, and roll your rabbit ribs in the marrow that drips out. It'll give you more vitamins than you can buy in a bottle of drugstore stuff.

The old-timers argued the merits of cooking the harvest of the highway. ➔



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\*offer excludes Continental United States

# Dining

Some said it wasn't worth the trouble. Others said they had to get the hell outta Dodge and couldn't stop to build a fire. Toejam's answer to the problem was to try Ghenghis Khan's way.

When ol' GK and his bros were kickin' ass all over Asia, they never stopped moving long enough to cook. A Mongolian trooper whacked a steak off a dead animal, laid it over the back

## If they were in a hurry, they sucked it straight from the original container

of his horse, and put the saddle on top of it. The horse sweated as the trooper hustled around slaughtering Persians or Scythians, and this marinated the raw steak in a salty horse lather.

The hot horse on one side and the Mongol's ass on the other half-cooked the steak, too, so all the rider had to do was reach under the saddle and pull off a chunk for lunch or dinner (for breakfast they had mare's milk, and if they were in a real hurry, they sucked it straight from the original container).

Taking inspiration from Ghenghis' club, Toejam sliced a thick chop off a dead razorback he found in Arkansas, laid it on his seat, and sat right on top of it. Thing was, though, he'd drunk a potful of bad coffee and eaten a bagful of stale doughnuts that morning, and he kept farting on his dinner while he "cooked" it under his butt. When he finally stopped to eat, the chop had a flavor like sugar-cured bacon.

That gave him ideas, so the next time he tried red beans with cheap wine, and another time he tried chili peppers with bock beer. He got the best results on a trip with a fat broad who had an ulcer, though the broad got tired of having to eat raw cabbage and drink tonic water.

Well, time and space are short, so without goin' into too much detail, here are a few more suggestions:

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## Dining

1) porcupine: handle with care.

Impale on a stick, roast whole like a potato, and break the skin off like peeling a boiled egg.

2) snake: bullsnakes in the Midwest and rattlers in the Southwest. White meat. Slice them crossways into thin steaks and tie the steaks on the exhaust



pipes. They dry crisp, like crackers.

3) bullfrogs: a Southern specialty. Take only the legs and fry 'em between the fins on the jugs.

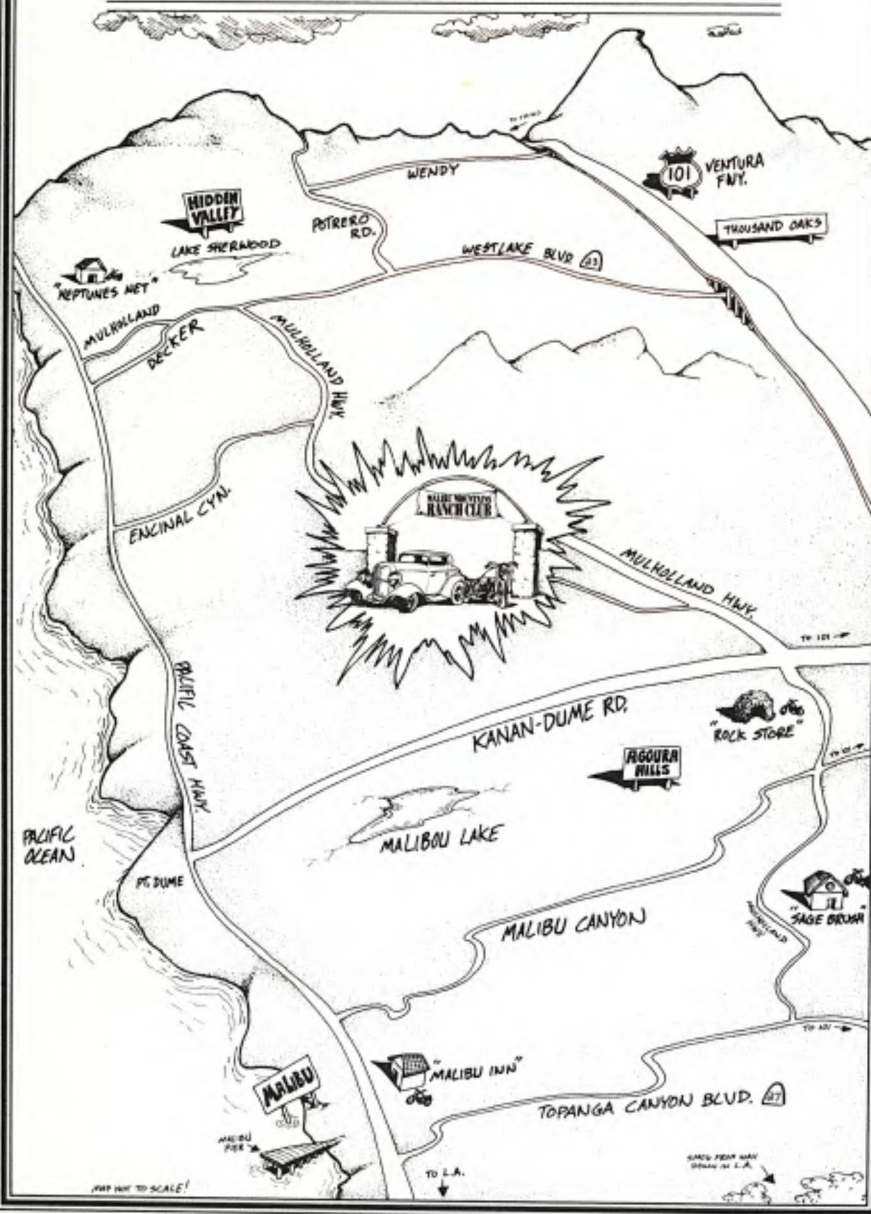
4) skunk: a cold-season item, when they aren't primed to spew so much. Go well with Everclear. In fact, that's about the only way.

Strictly speaking, eating should be a forthright matter unaffected by moral issues. Yet, the menu can get complicated, as you will discover when you come upon a human corpse on the road—just when your guts are rumbling their empty distress. What do you do?

Since the ultimate taboo is that you don't eat your own species, you have to determine if the deceased is a biker. Say he's got long hair, leathers, and a tattoo on his belly that says "Panheads Forever." Well, then, you can't eat him—out of respect for a bro.

You have to pass on truckers, construction workers, mechanics, loggers, ironworkers, and other types with muscles and calloused hands, too. They belong to the biker species. On the other hand, you can't eat pimps, lawyers, bureaucrats, or salesmen. They're taboo because they're "unclean."

What you do in these cases, may depend on who's with you: who else is going to know? Meat may be meat, but a corpse will present you with a moral dilemma of cosmic proportions. Rather than sit down cross-legged and meditate about it for three days, you might as well ride on. Don't worry. You'll likely find a fresh armadillo, weasel, or bobcat just around the next curve.





# Biker's Bulletin Board

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

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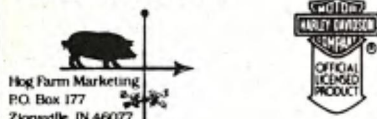
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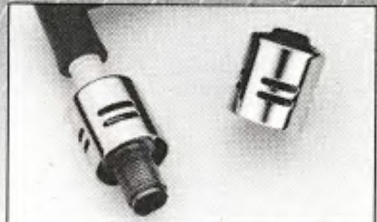
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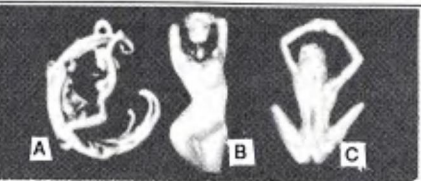
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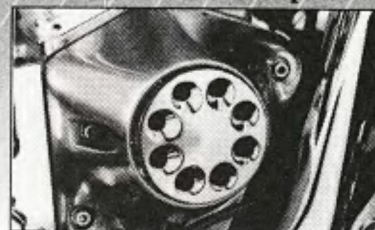
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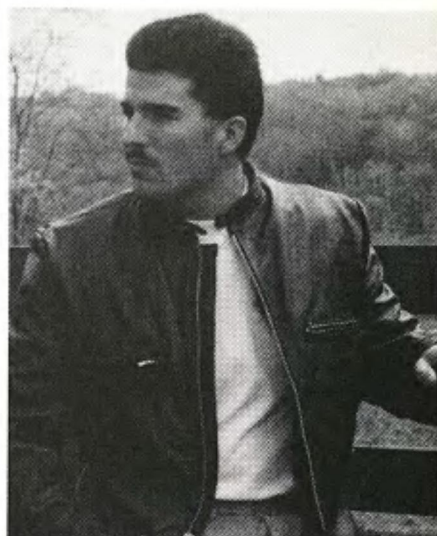
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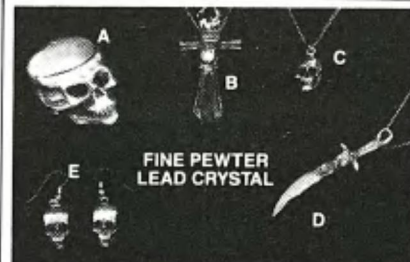
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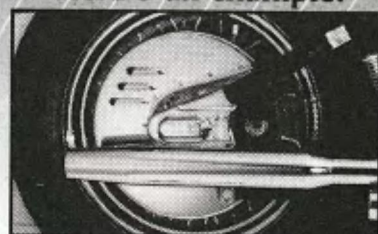
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## Alaska

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

## Arizona

Performance H-D, 3383 N. Richey Blvd., Tucson  
Satan's Cycle Works, 1706 W. Hatcher Rd., Phoenix  
R.E.D. Cycle, 1215 E. Edison, Tucson  
Prestige Cycle, 1 West Deer Valley, Phoenix

## California

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

## Colorado

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

## Connecticut

D & S Cycle Supply, Box 245, North Windham

## Florida

*Easyriders* Store, 605 Main St., Daytona Beach  
H-D of Miami, 7701 N.W. 7th Ave., Miami  
Fletcher's Harley-Davidson, 1881 U.S. 19 South, Clearwater  
Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona  
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg  
Mike Denniston's H-D, Inc., 2211 E. Main St., Leesburg  
Southside M/C Hog Dept., 5612 S. Orange Ave., Orlando  
Cycle Lab, 1911 South State Rd., #7, Ft. Lauderdale  
Tampa V-Twin Inc., 16336 N. Florida Ave., Lutz  
Brothers III, 2401 N.W. 16th Lane, Pompano Beach  
Hog Heaven Cycle Acc., 7254 S. W. 40th St., Miami  
Harley Motor Works, 2330 N. Newhaven, Melbourne  
H-D of Tampa, 7202 E. Hillsborough Ave., Tampa  
Cycle Acc. West, 5211 Blanding B, Jacksonville

## Georgia

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

## Illinois

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

## Indiana

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

## Iowa

Walkers H-D, 101 Broadway, Red Oak

## Kansas

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

## Maryland

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

## Massachusetts

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

## Michigan

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

## Minnesota

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

## Missouri

County M/C Parts, 7348 North Lindbergh, Hazelwood

## Nebraska

Butterfields M/C Parts, 8025 Blondo, Omaha

## Nevada

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

## New Jersey

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

## New Mexico

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

## New York

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

## North Carolina

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

## North Dakota

The Scooter Shak, 2424 Memorial Hwy., Mandan

## Ohio

Don's Custom Cycle, 7021 Harrison Ave., Cincinnati  
Cupp's Custom Cycle, Box 122 West St., Evansport

## Oklahoma

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

## Pennsylvania

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

## Puerto Rico

Mansos MC Dist., Inc., El Cinco, 1470 Pone De Leon Sector, Rio Piedra

## South Carolina

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

## Texas

American Cycle, 116 W. Highway 190, Killeen  
Stubbs H-D, 4436 Telephone Rd., Houston  
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



# NEW RIDE!

BY DON TOWLE (SO WHAT)

COME ON, BABE, WHY DO YA ALWAYS JUMP MY SHIT RIGHT BEFORE I RIDE? I'LL TAKE YA NEXT WEEKEND! AND DO SOMETHING'S WITH THAT HAIR!



NEXT WEEKEND, MY FIRM TITS! YOU'LL PAY FOR THIS YOU UNSHAVEN FUCK!

YA LOOK LIKE AL SHARPTON

DON'T WAIT UP!  
UH-HUH



MY HAIR? AL SHARPTON? I'LL SHOW YER ASS, MISTER - NEVER TAKE HIS WIFE - ANYPLACE!



BINGO - I FOUND TURDHEAD'S STASH... NOW IT'S SHOWTIME! THIS WILL TEACH HIM TO LEAVE MY ASS AT HOME!



MEANWHILE - NICK'S OL' LADY GOES DOWN TO MAGDOO'S HARLEY WITH NICK'S CASH

PARDON ME, YOU WELL-HUNG, HAIRY SALES PERSON, I WANT THE TOP-OF-THE-LINE SPORTSTER, I HAVE CASH!



YOU DON'T SEEM TO HAVE ENOUGH MONEY, MY SWEET LITTLE SHAMPOO NIGHTMARE, BUT I HAVE AN IDEA TO COVER THE REST



DOWN THE ROAD, NICK STOPS FOR GAS! ONLY TO DISCOVER HIS MONEY IS.....

GONE... MY BANK BOOK, MY CASH, IT'S ..... HEY, MAN, LEND ME A FUCKING TEN SPOT!



A COUPLE HOURS LATER, NICK'S OL' LADY ZIPS PAST HIM, ON THE HIGHWAY WITH HER BRAND SPANKIN' NEW SPORTSTER...

HEY, PEANUT DICK, NEXT TIME YOU'LL TAKE ME ALONG! OH, BY THE WAY, ..... THERE'S SOMEONE AT HOME WAITING FOR YOU!



I CAN'T BELIEVE IT, I DIDN'T LOOSE THAT MONEY, SHE TOOK IT AND BOUGHT THAT BIKE, WHAT A BITCH! AND WHAT'S WORSE IS THAT HAIR IN THE WIND LOOKS LIKE AN ELEPHANT'S CROTCH! SHIT, THAT WAS MY TAX MONEY!



AT THE DOOR WHEN HE GETS HOME

MR. NICK? WE'D LIKE TO TALK TO YOU..... YOU'RE LATE ON YOUR PAYMENT



AFTER THIRTEEN IRS MEETINGS

AW, UP YOUR'S, AT LEAST I'M RIDING SOMETHING!



END



# Choppershopper

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Teri Turner: I love and miss you much. I am waiting on you to come out to me. Let's start our life together. Gregg.

Cori E. Anderson in Chicago: Contact Fast Eddie, c/o Easyriders, Box 3000, Agoura Hills, CA 91301.

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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 that helped us start our charter. B.F.F.B., your President, David "Cowboy" Cains, 1% forever.

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

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**LITTLE LOR-LOR:** Mom's dad, brother's wife, daughter, and daughter-in-law spent birthday with her. Missed you, but know where your thoughts were. Brother's baby due any day. Love and kisses, Mom and Daddoo.

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**"BRO," THE DEFINITIVE BIKER TAPE** Features "My Hog" (Easyriders Video #9), "The Little Man in the Boat," "Angry, Mad, Sick And Sad," (in memory of Vietnam Vets) and 10 more unique songs. Send \$9.95 (U.S.) to: Mike Mittenberg, 496 LaGuardia Pl., #521, N.Y., NY 10012. Allow 4 weeks for delivery.

Rick: Happy Leo birthday! Hope it was at Sturgis. Belated promotion congrats. Always, Charlie.

**ANYTHING AIRBRUSHED** on a T-shirt. You design it, we paint it. Send SASE for a unique order form to: Prism Rose, 3889 A1A South, Ste. #389E, St. Augustine, FL 32084.

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**The greatest Harley-Davidson race ever!** Race from Washington state to Florida. The first to arrive at the finish line wins \$50,000 cash. Limit 100 bikers. For complete information, write Quest, Box 1849, Chico, CA 95926.

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**NEW CLUB: ROUGEMEN MC.** White rockers, red letters. Bottom rocker, Illinois. Patch is Yosemite Sam with skull head. Comments or objections, Rougemens MC, Box 1802, Bridgeview, IL 60455.

Annual Southern Thunder Motorcycle Club Swap Meet and Bike Show: August 24 & 25, 1991, Saturday and Sunday in Chattanooga, Tennessee, at the Raccoon Mountain Campground. For information on vendor space or directions, call (615) 624-7461.

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

**SCOOTER MATES:** Introduces biker men and women. 15 FREE profiles! Send Name and Address and three 29¢ stamps to Scooter Mates, RD 5, Box 208A, Middletown, NY 10940. Sorry, no inmates.

Beautiful Florida Bitches, Hellions want you (Brothers and wannabes)! We're puttin' from state to state. Call Little Bit (407) 774-9922.

Buy & trade new/used biker duds—from hats to boots. Catalog \$2. Larsen Leathers, Box 33, Riner, VA 24149, (703) 382-4668 or (800) LARSEN-4.

New club forming, N.W. Ohio, named Odins. Patch consists of horned helmet with sword and battle axe crossed behind. Not an outlaw club. Any problems, contact Tom Thacker, 850 Woodlawn Ave., Napoleon, OH 43545.

**DON'T TRASH THOSE OLD WORN OUT BOOTS!** CASH for used motorcycle BOOTS AND LEATHERS. Wanted: ENGINEER BOOTS by Chippewa, Nasty Feet, Red Wing, Harley, Wesco. \$30 to \$100—even if not wearable. Size 10 to 13. Biker jackets and tall lace up BOOTS also. **VINTAGE CLOTHING,** Box 3298, Marion, IN 46953, (800) 852-7394.

Trying to locate my father! I have no idea if he's dead or alive. His name is Ron Vincent, he also goes by Pete Vincent or Redman. Member of the Peguins MC. If there is anyone out there who knows him or his whereabouts, please contact me. Rob Vincent, 3825-G Bonnieville Ct., Raleigh, NC 27604.

Deadly Iron Hand Karate conditioning and striking secrets, illustrated. Send \$5 to Roy J. Whitehead, Box 990221, Naples, FL 33999-6061.

Easyriders collection: #1 through #124 plus first 11 issues of *In The Wind* plus *Iron Horse* #1 thru #58. All for \$750. J. Williams, 5484 Woodville Ct., Columbus, OH 43230.

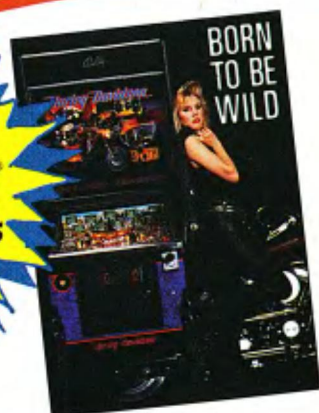
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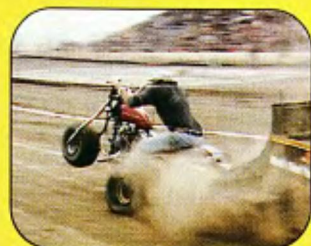
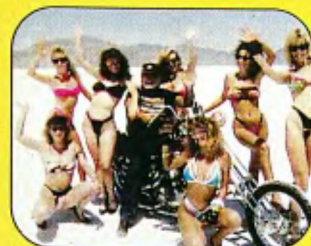
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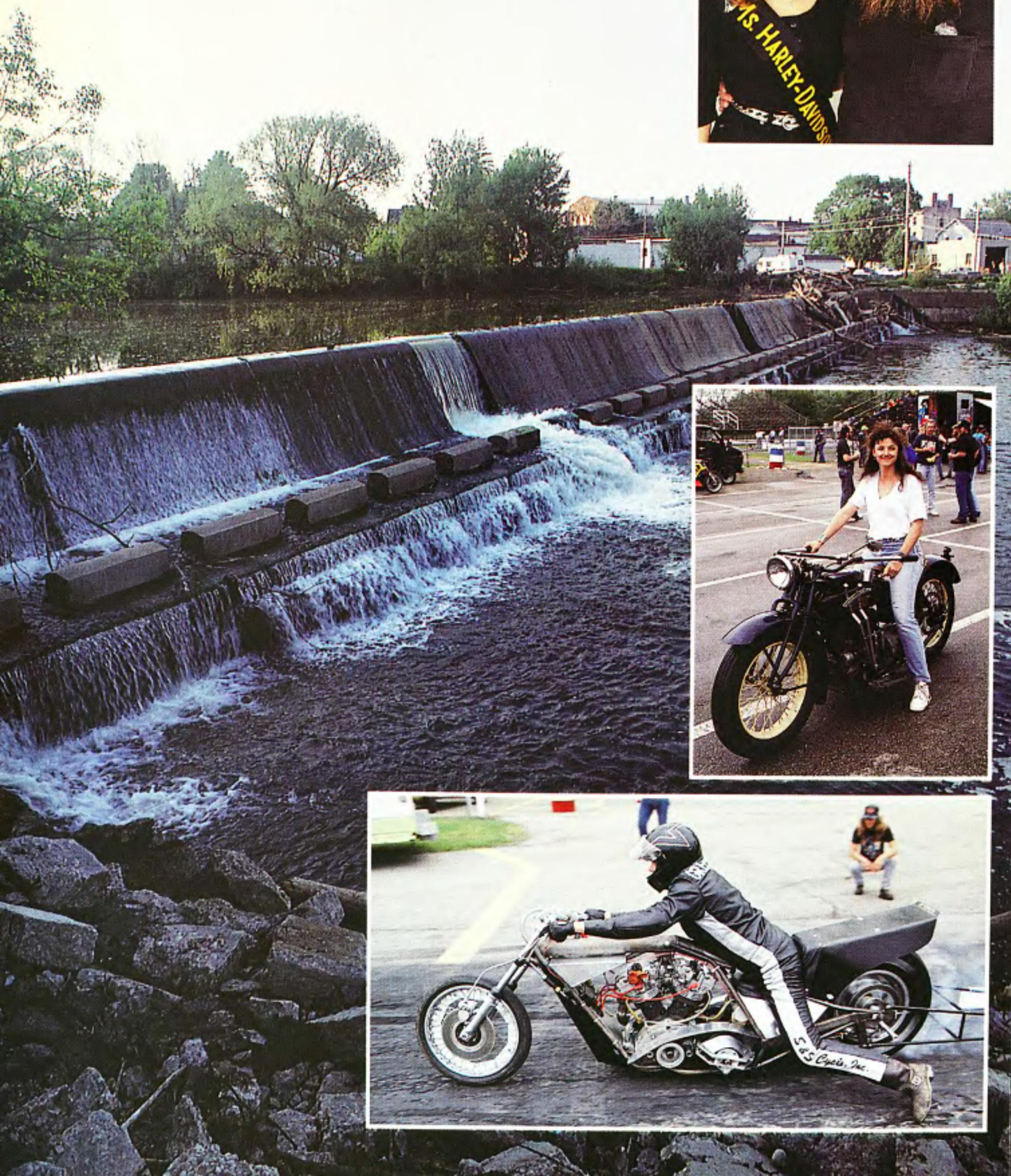
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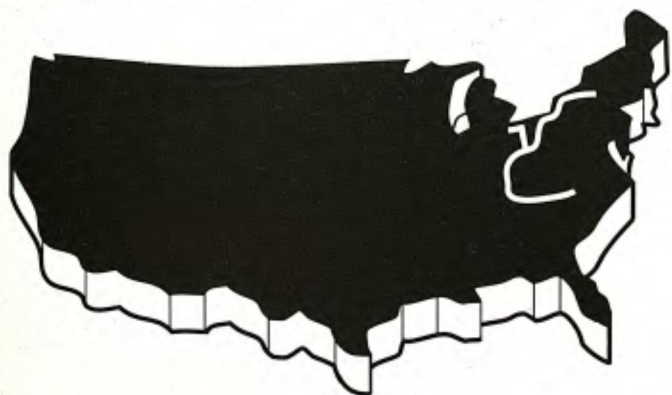








# RIP'S RUN



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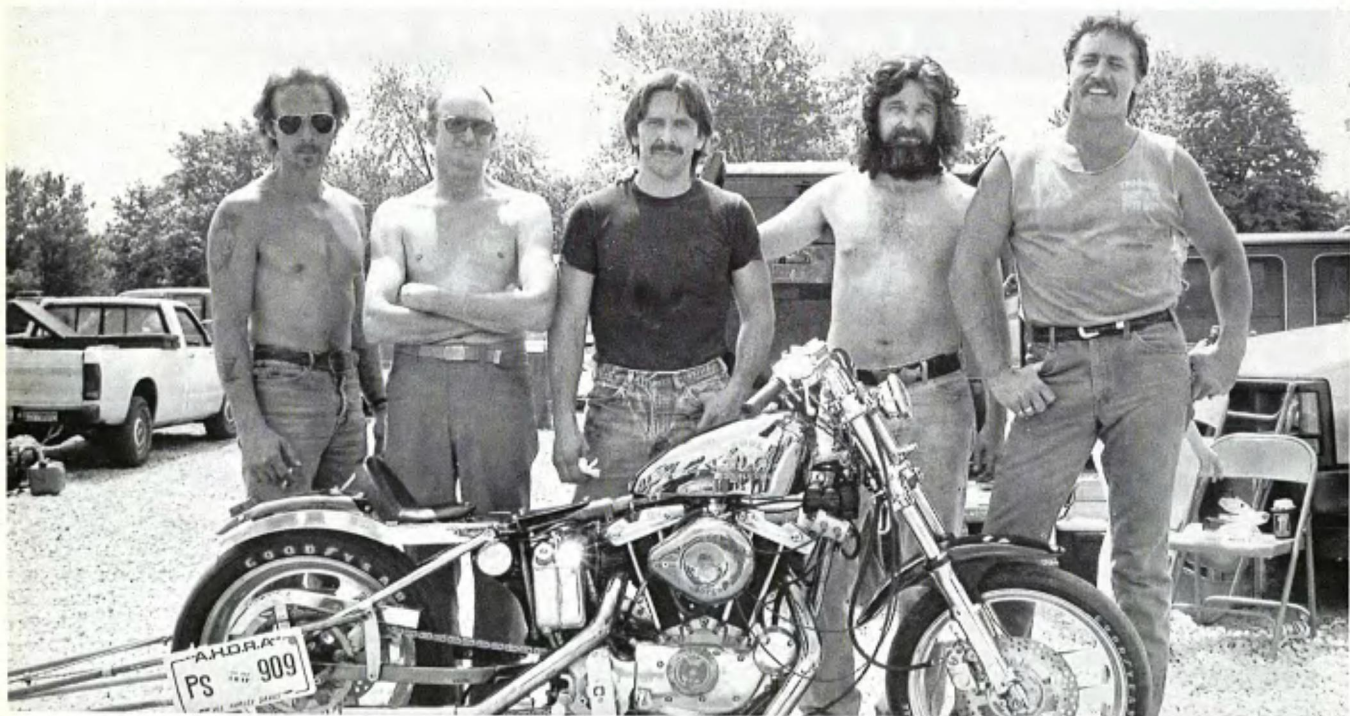


## Strippers By Rip

**A**fter last month's All-Harley Drag Racing Association season opener in North Carolina, you'd think that I would've had enough of that wonderful stuff. But, no, I have this great need for speed. That's what got me to ride up to the 2nd annual Ohio all-Harley drags at Kilkare Dragway in Xenia, Ohio.

Originally, this was to be an AMRA race but J&P Promotions and Richard Wegner, the AMRA honcho, couldn't get together, so they went with the AHDRA folks to sanction the race. It was to have been a non-points race, since they came in after the AHDRA schedule was posted.

Billy West, one of the AHDRA bosses, rode up to Xenia with me. It was a 599-mile ride. Billy putts a 1989 FLHTC, basically the same ride as mine, only a year older. Right here I oughtta tell ya that I've been testing the new S&S shorty carb. Billy and I rode together mile for mile. I got far better ➡



AWOL Cycle Pro Stock winning team, Norwalk, Ohio.





Ace High, winner of the barrel roll, Xenia, Ohio.

mileage than he did. Sugar has more power than Bill's bike does. Who would have thunk it? More power with better gas mileage. I took it up past the century mark one time and I still beat him at the gas pump. These new series carbs are working equally well at the drag strip.

Saturday, the day before the drags at Xenia, J&P Promotions held a rodeo and swap meet not too far from the

drag strip. It was at Gilbert's Party Barn, 2146 Trebein Road. Bill Van Dyke and Gary Freel showed up to lend assistance. They held sled pulls, slow races, a wienie bite, biker games, etc. There was overnight camping. Blind Ambition handled the music that evening. They mixed the old tunes with some current numbers. It was a pretty good party although it was cool all day and threatened to rain. Which it did



B.J., flipping over some mighty tasty steaks.

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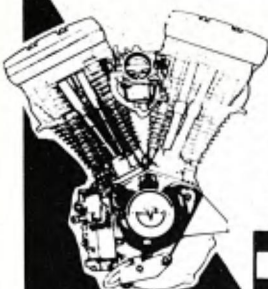
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Lapper in B.J.'s backyard.



Out behind Roeder H-D, Monroeville, Ohio.

several times the next day, canceling the race program. It would have been a good one, too, 'cause many of the top-notch racers showed up to do battle, but that's the way it goes. Was it Will Rogers who said everyone talks about the weather, but it's something that we can't do anything about? They tried to get the show under way three times, but to no avail. J&P finally called it off after drying out the track the third

time. Wouldn't ya know, the rain clouds dried up shortly after everyone packed up to leave, and it didn't rain again till early Monday morning. Just about the time I was getting out of Dodge. The track has lights, so they could have raced after all—but how were we to know?

Midday Monday, I rode up near Wheeling, West-by-God-Stand-Up-And-Salute Virginia, and stayed with Kim

and Joe, some friends I'd met years ago. I stayed there nursing a cold I'd managed to catch somewhere on the road. While visiting them, I got to meet Gary Rogers, a handicapped rider from Morristown, Ohio.

Morristown is a strip mining area. Coal trucks run up and down this hilly country depositing a heavy gray film that clings to anything that rolls down the road behind them. With all the ➔

## Hangovers, but no memories?

### THUNDER IN THE HILLS



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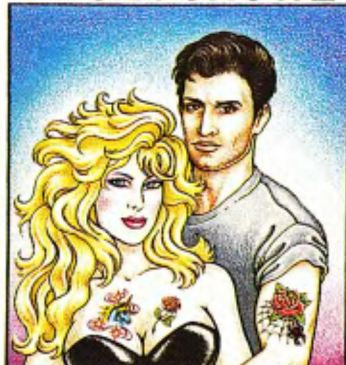
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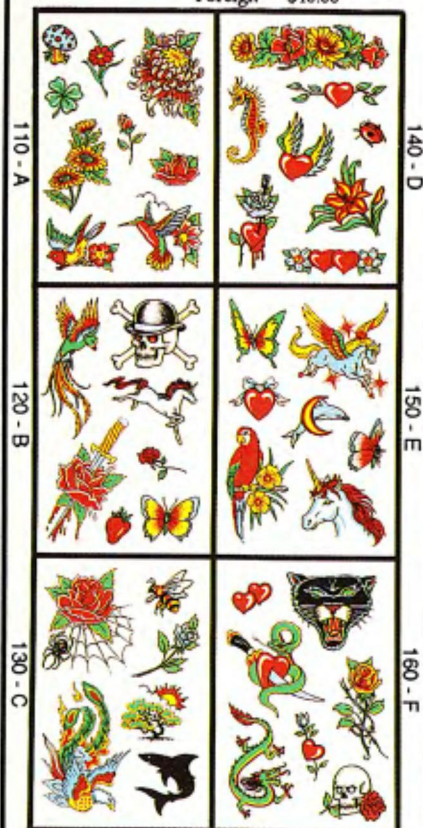
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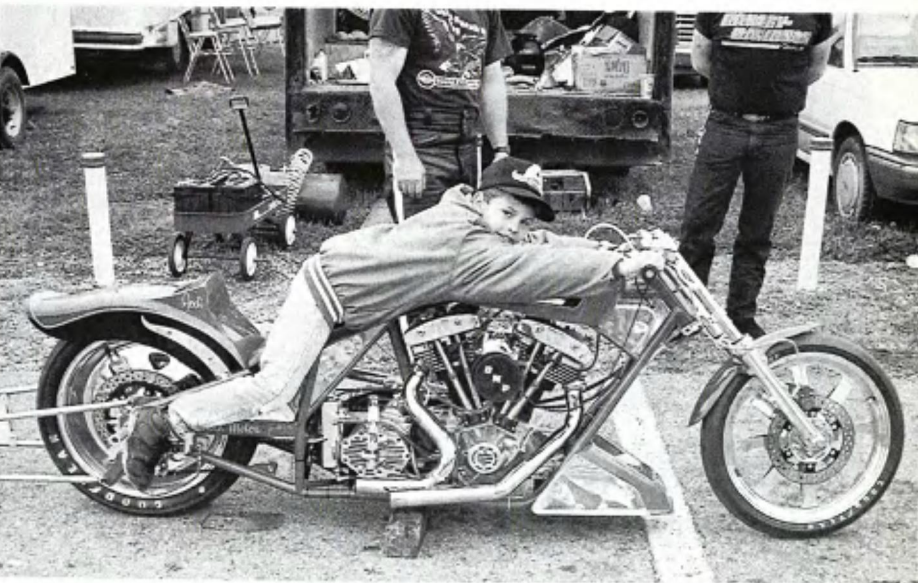
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He's back—Kevin Cleary, Xenia, Ohio.



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Same to ya, Babe.

rain they get I wonder where the run-off goes? It couldn't possibly be going downhill could it? That really fine talcum substance is some nasty shit. It's got to be toxic. They say that strip mining the coal is cleaner-burning than the coal that is found deep in the ground. If an alternative energy system could be developed we wouldn't have to worry about poisoning our rivers and streams. Those atomic energy reactors on the Ohio River look very menacing, and can't be very good to ecological systems thereabouts.

By Thursday, I felt well enough to ride up to visit Lapper, a pal who Billy West had introduced me to.

Lapper works for U.S. Steel in Lorain. He's been on sick leave since a crane operator on the job tried to smash him with a heavy steel beam. His right leg got crushed. I packed Sugar in his garage after giving her a good bath and rode around with him in his van.

We had a great time hitting the bars and several bike shops around the Cleveland area. One of the bars we stopped at was the Trading Post in the town of Grafton. It's on the corner of Route 57 and Route 83. Then, the next day, we went by AWOL Cycle in Amherst, Ohio, located at 49718 State Route, just 1/2-mile west of Baumhart Road. AWOL is owned by B.J. Simonovich. B.J. has a very nice shop with full-service for Harleys. They have factory-trained mechanics. AWOL stands for A Way Of Life. Pretty original, don't ya think? AWOL sponsors a gas drag bike, which won its class that weekend. That's what I would like to see, some of these smaller bike shops getting into drag racing. It wouldn't cost them that much since they could get most of the parts at cost. And they would have mucho ➡



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Gary Rogers, Morristown, Ohio.

fun while doing it. Come on you guys, show some class, let's participate. Get out there and do it.

After closing the shop, B.J. treated us to a barbecue in his backyard. We ate like royalty—big, thick, juicy steaks with all the fixings, including: corn on the cob, potatoes, salad, and cold slaw. B.J. and his wife, Jan, have what I would call a near-perfect family, with a young daughter and baby boy. They live on a small knoll with a creek just below their property. We could hear kids splashing around in the water. B.J.'s got a real nice place but he has two jobs, one at the shop and the other at the steel mill. In other words, he works his ass off just to stay afloat. You couldn't ask to meet finer people.

The next day, from Lapper's place, we went by the open house at Roeder Harley-Davidson—I mile west of Monroeville, Ohio, on Route 20. George Roeder used to race flat track for the factory way back when. His son is taking after his dad. Look for him on the Camel Pro circuit. His number is 66 and he does damn good for an independent rider.

One of Lapper's friends, Yahoo, rode with me to the shop. I met him through Lapper a few days earlier. Yahoo rides on one of those new Dyna Sturgis models. He has had other Harleys before, so he wasn't new to the game. He was a lotta fun. I took his picture trying to mug Krisann Whitley, the current Ms. Harley-Davidson. She is a looker and a keeper and has a pleasant attitude and outlook on life. Her reign will last for two years. Good luck, sister! I took a color picture of Krisann and also got her to write something personal to me so I could show it off to my homeys.





Several hundred people came and went all day. Those that were hungry, had their choice of Feather's famous hobo stew or hot dogs—whichever or both. They also had two of those new Harley-Davidson pinball machines on hand, as well as a fine rock 'n' roll band called Helifino. They played behind the store. The main building looked like it may have been a giant barn originally, or maybe a feed store.

The large service building was doing a booming business while we were there. Roeder's had a 250-cubic-inch Harley Streamliner on the bottom floor of the main building. Upstairs, they had a well-stocked boutique with lots of T-shirts and leathers.

Well, the next day, Sunday, the AHDRA guys got their racing program off at the Norwalk Raceway. Unfortunately, space is limited in this column.

so I am saving the pictures for *Biker* issue #101 (on sale in September).

All told, it was a great weekend. If you have a mind to, drop me a card, letter, fax, or phone call and let me know what's going on in your neck of the woods. Look for me at the different events around the country, 'cause I'll be looking for you. Later.

Write to: Rip's Run, Box 3000,  
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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.

## Frames

☐ I want a '55 to '57 panhead-style rigid. Who makes 'em and how much do they cost? I also want to know if there will be space for an electric start, 'cause I'm buildin' a 110-inch shovelhead stroker with Delkron cases and a late-model, 5-speed transmission.

I also want a 1/2-inch rake, and plan to use a chain drive and an 18-inch rear wheel. I also intend to run a 21 on the front, will I need to run fork extensions to make the bike set level?

Sidney Shell  
Huntsville, Texas

■ You don't ask too much, do you? Paughco makes a number of rigids, from factory specs to slightly stretched for big-inch engines. The rake's incorporated in and will fit various transmissions. For the straight scoop, call (703) 246-5738. Also, Santee makes a limited line of rigids you can purchase through Jammer (818) 502-0495. And yes, you'll need an extension—if you want to go around corners.

## The Missing Belt

☐ I heard Phase Three is out of biz. I've had one on my bike for better than 10 years and always thought it was money well spent. Now I need a new hub, where can I get it.

Dan Sheehan  
Old Mystic, Conn.

■ They're gone. Look at swap meets.

## CV Carb

☐ I have an '87 Big Twin. I want to install a late-model CV carb on it, but the one I have is from a Sportster, will it work?

Larry D. Herren  
Cincinnati, Ohio

■ It will work, it's the same venturi, or size of carb. But you'll need to get a '90-'91 Big Twin

needle, main jet and idle jet.

## Sporty Jugs

☐ I need a set of '65 Sporty jugs.

MS1 Ed Crites  
S-2 Division  
USS Biddle CG 34  
FPO, NY 09565-1157

## Explosive Answer

☐ I couldn't believe the answer you gave in the March issue—"Getting A Hose."

There is a company making an engine air pump kit. It has a fresh air valve which pumps only fresh air (not a gas air mix) into the tire, not an explosive, rubber-corroding mixture. The kit is made by Stop & Go.

Hell, I've got 'em for 20 bucks.

Larry's M/C Parts  
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■ Milton Industries (the same people who make Kwick-Couplers, for shop air systems) also makes one. The part number is 460 and the suggested dealer cost is \$26.68. It's available at auto parts stores or Milton's address is 4500 W. Cortland St., Chicago, IL 60639. Their phone number is (312) 235-9400

—from Ron Sarich, Como, Miss.

## Shortened Fluids

☐ I cut the front end of my '79 FXE down 2 inches. So how much fluid should I run? For stock tubes, the book calls for wet 5 oz., dry 6 oz.

Papa Dick  
Independence, Mo.

■ My sources tell me to run from 1 to 2 ounces less than the book shows. Keep in mind that the dampner rods are now too long (by 2 inches). However, the wrenches at Arlen Ness's have never had a problem.

## Rocker Boxes

☐ I have been searching for a set of 1982 XLS Sportster rocker boxes for a couple of years.

Vincent Holden  
41 W. High St.  
Metamora, MI 48455

## Turbo Charging

☐ I want to turbo charge my FX 1200, quick.

O.D. Sloan  
Punxsutawney, Pa.

■ Call Rogue (407) 723-0026.

## More Sportster Problems

☐ I have a '77 XL 1000 and would like to replace the rear drum brake with a disc brake. I also have a smoking front cylinder. Could it be the heat paint I coated the front exhaust pipe with?

Randy Middlestate  
Black River, N.Y.

■ Performance Machine (213) 634-6532 and JayBrake (see your local Nempco dealer) make outstanding disc brake kits for your bike. Check the catalogs. About the smoking—it's not the heat paint, but it could be the rings. Did you hone the barrels? Are there scratches on the cylinders? Did you check your valve guides?

## Frame Secrets

☐ What's the stock length of Sportster and Big Twin front ends. Where are they measured from? Is there anyone who teaches motorcycle frame making, raking, and stretching?

Bruce  
Savage, Minn.

■ An 883 front end is 30.5 inches long from the axle to the top of the top triple-clamp. An FXRS-SP front end is 2 inches shorter. The education for making frames starts with junior college welding and fabrication classes, a helluva lot of experience, and/or jig building classes. It's best to stick with the experts who are set up to build any frame you desire. I've mentioned a couple above.

## 5-Speed Sporty

☐ My '88 XLH 1200 Sporty has a standard 4-speed tranny, the new models have 5 speeds. Will H-D come out with a kit to upgrade the early models? Also, is there a kicker kit for the same model?

A.C. Schwoyer  
APO, San Francisco

■ Unfortunately, there is no kit.

## 45 Trike

☐ I need info and a manual on my '49 45 trike. Can I have the address for M.F. Egan's Vintage Cycles?

John McFadin  
Oklahoma City, Okla.

■ Oh, okay. It's M.F. Egan's Vintage Cycles, 136 N. Ojai St., Santa Paula, CA, (805) 933-1557.



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It is a sad but true fact of life in America today that people can be reduced to the status of begging in the streets. Anyone living in any medium to large city can attest to the fact that panhandlers are everywhere on the urban landscape. What

is not so well known is how successful some panhandlers are. While most beggars hope to earn \$10 to \$12 per day from their panhandling, others earn as much as \$200 a day, and it is possible to earn significantly more - and mind you, this is tax-free cash. What this book does is provide the reader with the techniques necessary to panhandle one's way into the higher income brackets.

So the choice is yours: you can approach people asking for "spare change" and slowly starve to death, or do what the competent beggar does and live rather well.

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

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

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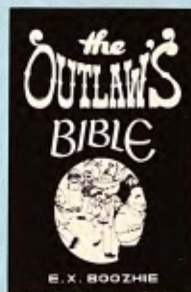
develop the ability to punch with KO power, you must develop all these components. Knockout punches are made, not born. Their ability is acquired through the refinement of timing, techniques, speed, and the physics of power. This book is the key in helping you to improve your punching ability.

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We Are Looking For Strange and Unusual Books.





**M**ike Roach was a fully-authorized Harley-Davidson dealer six years ago when he first created this wicked Harley, dual-engined machine. His self-proclaimed mission was to build something insane from stock Harley parts that were available and recognizable to everyone. Originally, the primary drive was even set up with two primary chains, but with the latest rebuild he converted to two 14mm belts.

For 13 years, Mike's owned his own bike shop in Dartmouth, Nova Scotia, called Toad's Cycle Works, Ltd. He was the local H-D dealer half those years, then he sold the dealership, reducing outside stress and pressures, and now does what he enjoys most—buyin' and sellin' bikes and parts.

Mike started ridin' at the age of 13, on a mini bike he bought with his paper route money. He's never owned a brand-new bike, his finished customs were all built from wrecked bikes or parts.

The inspiration for "Double or Nuthin'" came ➡

# DOUBLE OR

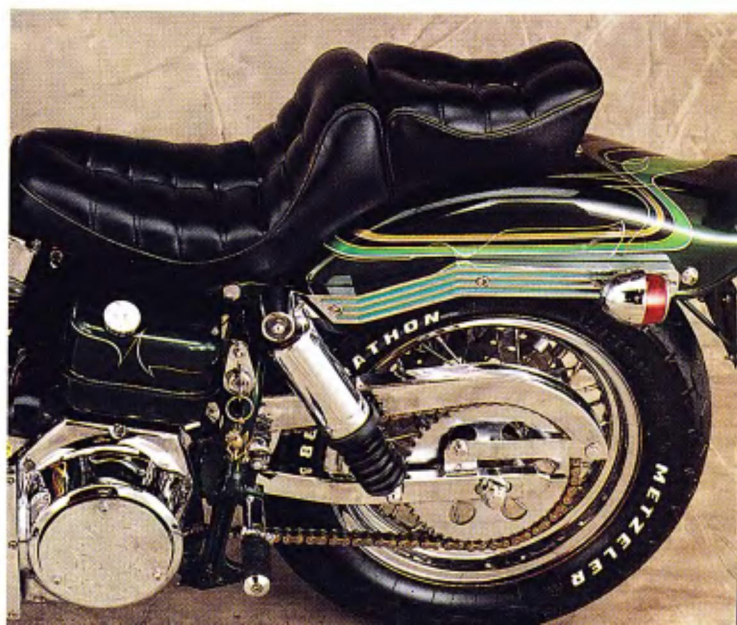




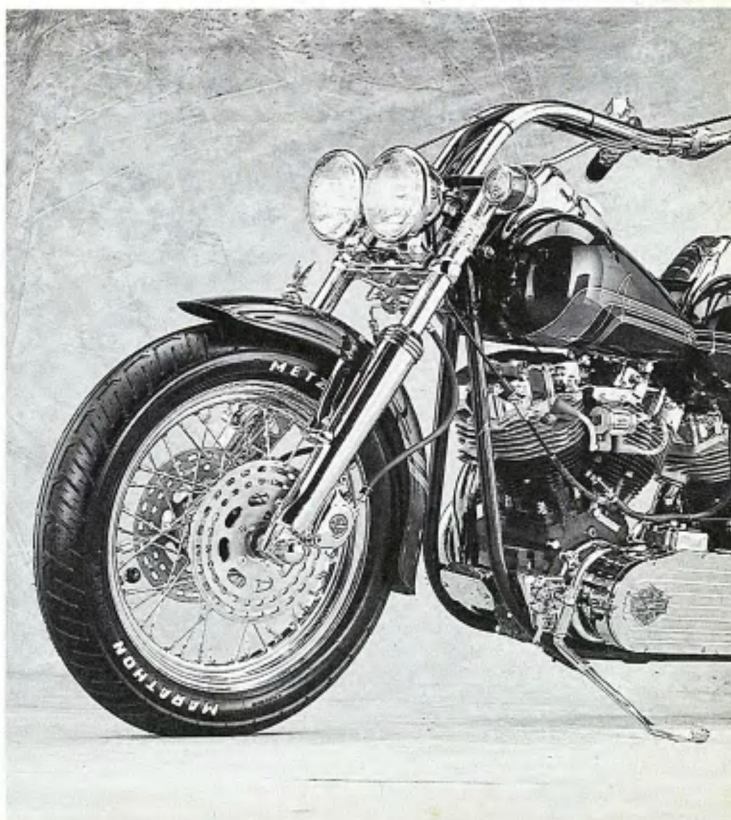
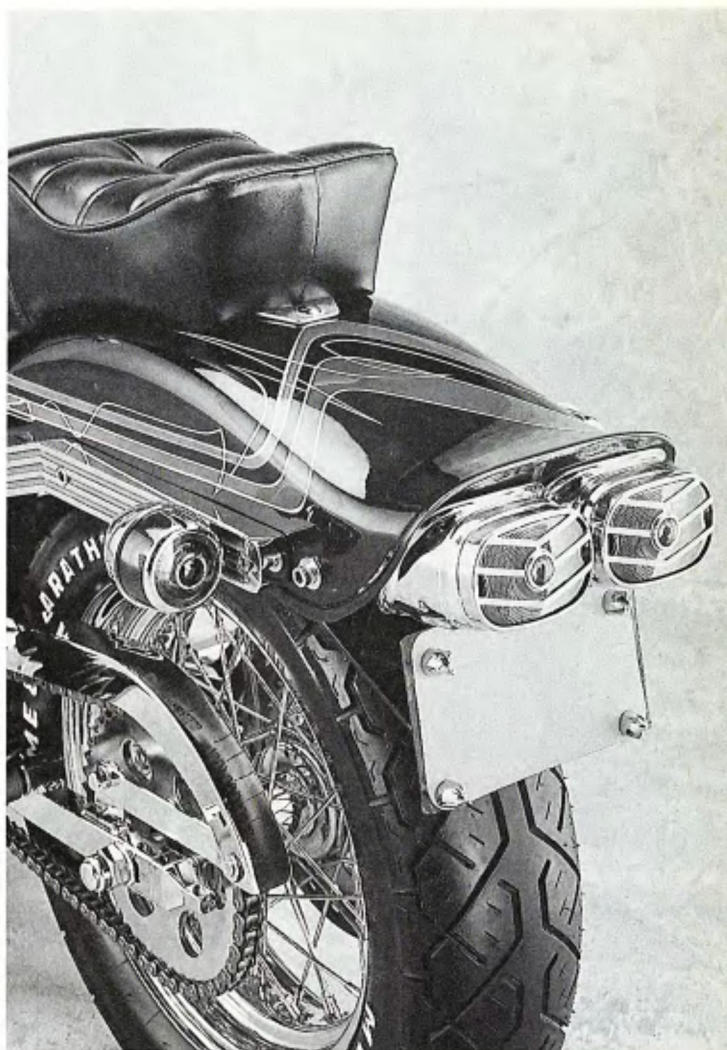
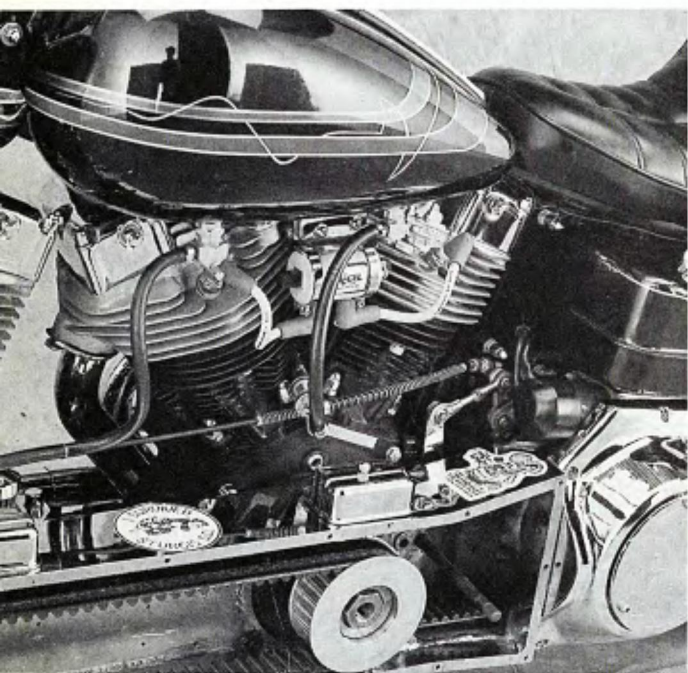
# R NUTHIN'

148 INCHES OF ROMPIN', STOMPIN' HARLEY-DAVIDSON









a few years back in Daytona, from a ride created by a guy called "Coyote." Coyote's red, dual-engined monster was rough, but received maximum attention from all onlookers. Mike was obsessed—he had to build one of these one-of-a-kind-ain't-enough motorcycles.

With help from some very special friends like Marion Owens, Drew Cook, Ray Prince, Vernon Hensby, Paul Densmore, Big City Scall, Garnet Hill, Metro Machine, and Plating Masters, Ltd., his obsession became a reality with the fabrication of "Double or Nuthin'."

Don't think this is just a show bike—he's jammin' it every chance he gets. "It handles great on the road," Mike says. "The extra weight only affects the slow speed maneuvers—you gotta take it a little easy on the turnarounds 'cause it steers a lot like a trike."

The oil tank is two stock tanks pieced together for double capacity. The primary cover is custom and the inner-primary took three stock inners to fabricate. The front of the swingarm ➡





Photos by Michael Lichter



**Owner(s):** Mike Roach **City:** Dartmouth, Nova Scotia

#### General

**Fabrication by:** Toad's Cycle Works Ltd. **Year:** front 1980, rear 1975  
**Year and Make:** 1980 double H-D **Builder:** H-D and owner  
**Model:** Double or Nuthin' **Type:** swingarm  
**Value:** \$19,000 x 2 **Rake:** stock  
**Assembly by:** Toad's Cycle Works Ltd. **Stretch:** some  
**Time:** six months **Other alterations:** yeah  
**Chroming by:** Plating Master Ltd.

#### Accessories

#### Engine

**Bars:** XLX 883  
**Year:** 1975 x 2 **Risers:** Paul Densmore  
**Model:** shovelheads **Fender(s):** CCI front, rear widened 4 inches  
**Rebuilder:** Garnet Hill **Headlight:** Bates x 2  
**Ignition:** Accel **Taillight:** FL x 2  
**Displacement:** 2400cc **Speedo:** what for?  
**Lower end:** stock displacement **Front pegs:** ISO pegs  
**Balancing:** Paul Densmore **Rear pegs:** ISO pegs  
**Pistons:** .020-over **Electrics:** 32-amp alternator, H-D  
**Cases:** stock **Gas tank:** FXR x 2  
**Heads:** factory **Oil tank:** FX x 2  
**Cam:** FLH **Oil system:** pretty much stock  
**Lifters:** stock hydraulic **Primary cover:** H-D and owner  
**Carb(s):** Keihin **Seat:** CCI  
**Air cleaner:** CCI **Sissybar:** no  
**Pipes:** H-D and Drew Cook **Height:** n/a  
**Muffler(s):** Drag Specialties **Material:** n/a

#### Transmission

**Modifications:** stock **Type:** 1980 FLT  
**Year:** 1984 **Extension:** stock  
**Shifting:** stock **Builder:** H-D  
**Engine sprocket:** 26-tooth/14mm belt x 2 **Special features:** FXST trees

**Trans. sprocket:** 25-tooth

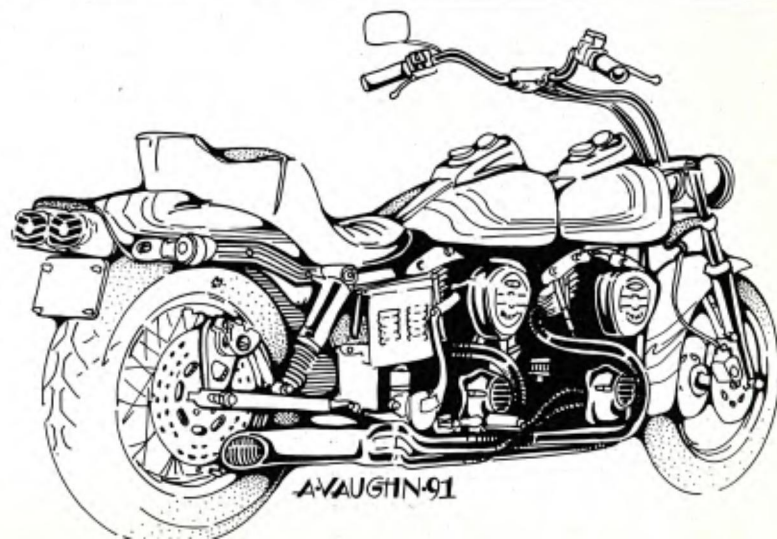
#### Wheels

**Wheel sprocket:** 47-tooth

#### Painting

**Molding:** Vernon Hensby **Hub:** old Sportster **Hub:** Harley-Davidson  
**Painter:** Ray Prince **Rim width:** 2.25-inch **Rim width:** 5-inch  
**Color:** candy green **Tire:** 120-18 Metzeler **Tire:** 160-16 Metzeler  
**Type:** lacquer **Brake:** dual-disc FLT **Brake:** H-D FXR  
**Special paint:** yeah

Other special modifications: fender rails and belt drive by Metro Machining. Special thanks to all my customers and Big City Scall.



frame is 1980 and the rear is 1975. A single-throttle cable junctions to both carbs.

If you think this is something, his next ride is really gonna blow your shorts off. He's doin' a side-by-side, dual-engined setup in an FLH frame. It's gonna have a nose-cone on both sides (one engine will be runnin' backwards), and the drive shafts will be adjoining in the middle.

Mike's one helluva mellow dude. No hype, no attitude. "Bikes are what I do," he says, "that's how I make my living." The thing he wanted to stress most in this article was his gratitude to all his valued customers and friends at Toad's Cycle Works and to the fabulous folks who helped him create this very unique ride.

—Clean Dean



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# Comin' At Ya

## Easyriders ►

Don't miss this one. It's a special issue, devoted to the finest tattoo shots captured at events and *In The Wind* this year. We've even stapled 16 additional, all-color pages into it. Tag on an antique Thor owned by Pat Simmons of the Doobie Brothers (with shots of the band), Arlen Ness' newest creation (this bike will blow your mind), and this issue is hotter than hot. Two events, tech tips, tantalizin' women, a David Mann centerspread that'll make yer heart pound, and a miniature pan round things out. Can't go puttin' without it.

On sale August 27



## IN THE WIND ►

Daytona on yer mind? It's on sale now—so get it while it's hot. You'll see all the bad bikes, wanton women, and hell-raisin', legwettin' events that made the 50th a scooter tramp's dream. A knock-out, 32-page special section commemorates the greatest Bike Week ever. Upcoming in November, you'll be seein' yer brothers and sisters havin' the times of their lives on two-wheels in livin' color—and black and white, too.

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## TATTOO ▲

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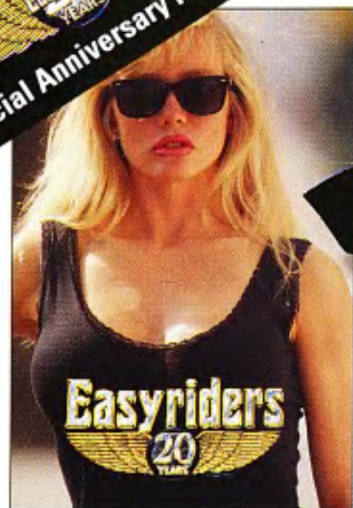
## BIKER

Behind bars at a maximum security prison with the Hells Angels and Outlaws, partying for Vietnam Vets in Washington, D.C., at Run For The Wall IV, wild times at Am-Jam in upstate New York, plus plenty of good times, women, and scoots.

On sale September 12



**Special Anniversary Products**



**Anniversary Babydoll** Sizes M-XL, \$12.95  
MD #804226 LG #804227 XL #804228



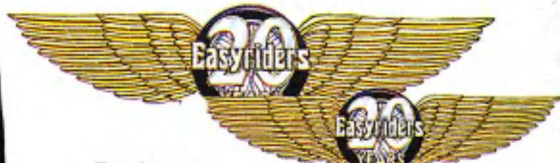
**Pin** Small #310497  
Medium #310498



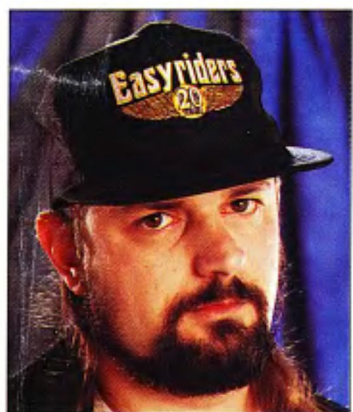
**David Mann T-Shirt** Sizes M-XL, \$15.00, XXL, \$17.00  
MD #208256, LG #208257, XL #208258, XXL #208259



**Poster** #081025 \$6.00



**Patches**  
Med. 4"x2" #180108 \$3.95 Large 7"x5" #180109 \$5.95



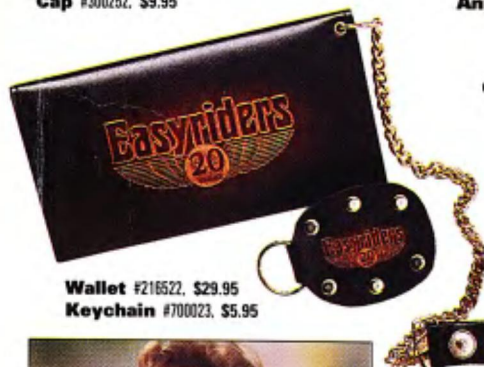
**Cap** #300252, \$9.95



**Anniversary Clock** #290037 \$49.50

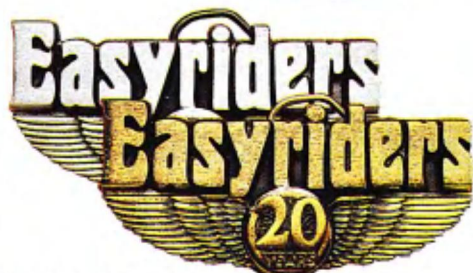
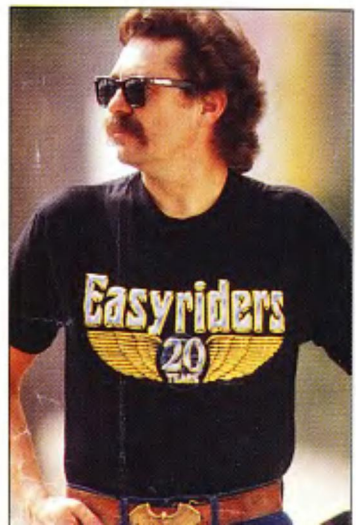
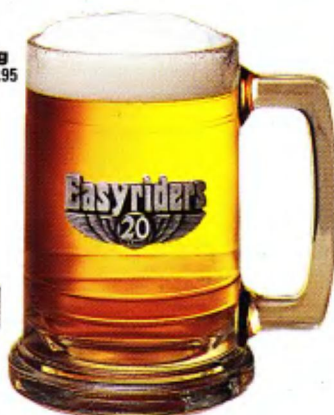


**Cotton Headband**  
One size #801258 \$4.95



**Wallet** #216522, \$29.95  
**Keychain** #700023, \$5.95

**Glass Mug**  
#608206 \$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.

PE219

# Easyriders®

Official Licensed Products

**Call**  
**1-800-247-6246**  
**For The**  
**Location Of**  
**Your Nearest Dealer**

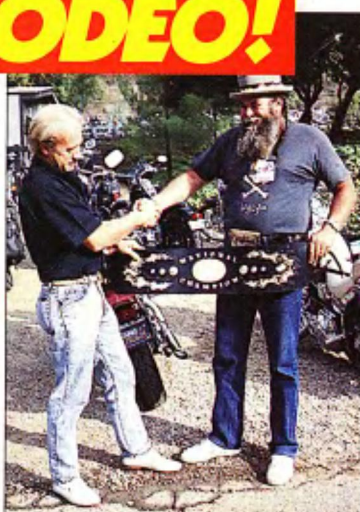


# Easyriders RODEO Tour '91

**MOUNT  
'EM UP!**

**HEAD  
'EM OUT**

**LET'S RODEO!**



## '91 RODEO CALENDAR

**JULY 5, 6, 7  
4TH OF JULY RODEO!  
FIREWORKS DISPLAY!  
LADSON, SO. CAROLINA**  
EXCHANGE PARK  
(TAKE I-26 TO EXIT 203, TO HWY. 78)  
8 miles west of Charleston

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

**SEPTEMBER 6, 7, 8  
MIDDLETOWN,  
NEW YORK**  
ORANGE COUNTY FAIRGROUNDS  
(I-84 TO HWY. 17 WEST TO EXIT 120)  
50 miles northwest of NYC

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

**AUGUST 2, 3, 4  
PROSPECT, PENNSYLVANIA**  
BUTLER FAIRGROUNDS  
(LOCATED ON RTE. 422, 8 MILES WEST  
OF BUTLER) 35 miles north of Pittsburgh

**\$50,000**  
IN CASH AND PRIZES  
UP FOR GRABS  
IN 1991!!!

**AUGUST 16, 17, 18  
DETROIT, MICHIGAN**  
MICHIGAN STATE  
FAIRGROUNDS  
(I-75 TO STATE FAIR EXIT)  
8 miles north of downtown Detroit

**GRAND NATIONALS  
OCTOBER 11, 12, 13  
VALLEJO, CALIFORNIA**  
SOLANO COUNTY  
FAIRGROUNDS  
(LOCATED WHERE HWY. 37 AND  
HWY. 80 MEET)  
35 miles north of San Francisco

### FEATURING:

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

**ALL EVENTS WILL BE FEATURING THE  
"WORLD RECORD EASYRIDERS STREAMLINER!"**

### SELLER SPACES AVAILABLE!

CALL GLORIA LUCERO (818) 889-8740  
FOR MORE INFORMATION CALL (800)-247-6246

**AMA**  
AMERICAN MOTORCYCLIST ASSOCIATION

**ARROW**  
SANCTIONED EVENT

PROMOTED BY TERESI, INC. EASYRIDERS NAME LICENSED TO TERESI, INC.