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# Easyriders MAGAZINE

NUMBER 220 ENTERTAINMENT FOR ADULT BIKERS OCTOBER 1991

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*The next liver-quiverin' issue of this rag goes on sale September 26.*

*Cover photo of Indian Princess on Linda Ferraro's '82 shovel by Silvermoon. Photo of Doobie Brothers by Michael Lichter.*



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A dork was unhappy with the lack of water in California because it ruined his lawn. So, he went out one night and found a place with some sod. He was preparing to roll it up when police officers came up and arrested his ass because the damned dork was digging it up in front of a police station.

He had been on the streets a few months and really missed his old gang in jail, so he phoned the police and said a bank would be robbed at 1 p.m. the next day. Sure as hell, at 1 p.m. he showed up to rob the bank. He gave the teller his threatening note so she gave him all the money, but he left it on the counter and walked out. He really wanted to see his friends again.

His rental car was impounded when he was stopped for drunk driving. A couple of days later he called the police and asked them to give his car back. They told him to pick it up at the rental agency so he went to get the car. But the cops were waiting for him because it seems he had left a couple of kilos of coke in the back seat when he was pulled over.

When ya gotta go, ya gotta go. An Air Force officer was flying an F-16 at 345 mph at an altitude of 28,000 feet, and he really had to piss. So he used the 'piddle pack' that they kept behind their seats. But he took such a good piss that he lost control of the plane which crashed to the ground and was totally demolished. Fortunately, he ejected and made it to the ground uninjured - but at least relieved.

A little-known fact: The female octopus has her vagina in her nose. If the male octopus approaches the female when she isn't ready for mating, the female octopus will bite off his penis (one of eight) and swim away with it. It doesn't go on to say what the bitch does with it or if the male grows another one. (Hell, if the male octopus were a biker, he could have lost all eight quicker than it took to write this.)

This dude clubbed the shit out of his goat for over a year hoping to make it mean enough to be a watchdog. But the goat finally said fuck that shit and rammed him in the gut a couple of times. He crawled up on the porch, but the goat wasn't finished. He went up on the porch after him and rammed him to death. So don't give a goat any shit unless it's your wife.

Some of you may not remember the good old days of radio, but I'm sure you're all familiar with the oddball talk shows on radio, and even some TV shows, where they're basically like the old-time freak

shows in a carnival. Now get this (I read it in the paper so it's gotta be gospel). Listeners to a Canadian Top 40 station recently took part in a contest where they dunked their heads into a tub of manure and rooted around for an apple, which they then ate. Ugh!

This guys balls musta been hung low. After arriving at their honeymoon suite at a hotel, this couple decided to spend a little time in their private hot tub. But the guy turned the wrong way, and his left nut got sucked up in one of the drains. It ruined his honeymoon, and it ruined my evening just hearing about it.

Here's a bright guy. He was arrested because the policeman who had been trying to catch him saw him on a jury in court. They quietly asked him to leave the courtroom, and they promptly arrested him. I can't understand why a guy in trouble with the police would come within 10 miles of the law.

Watch those brides! It seems that kissing the bride can make you sick because you're smooching all those ugly germs left by the smoochers before you. So either make sure you're at the head of the line or wipe the bride's face with Drano before kissing her mug.

A report in a paper said that a woman was critically injured and her friend was arrested on suspicion of felony drunken driving after their motorcycle went out of control and crashed. Would you believe the paper said, 'Neither of them were wearing seat belts'?

Here's some stupidity on the other side. Two gas station attendants recently called the police because they were held up by a bare-ass naked man who said he had a gun in his pocket. He got away with \$100. Can you beat that shit?

## 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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## Filth!

☐ I read your mag and think it is mostly devoted to men which is why there is so much filth in it. Of course you've guessed that I am a woman. Your magazine is filthy, and I used to work for a newspaper, and I know how much the things you print in this magazine hurt women especially, and they shouldn't be making books like this to help men who only hurt women like the men that write in this book because it makes them feel like a man but it really doesn't. I don't think you should even be selling this magazine. I really hate this magazine and the people who make money off of things like this, and there are a bunch of crazy people like this around.

I have been to college and a lot of other places. I have met some real perverts and weirdos since living in Los Angeles, and these kinds of books only help them to do any number of weird things to a lot of people, especially us women. I hope and pray that someday some people who work for magazines like yours will quit and try to work someplace else—except that they think they have to work for you but they don't. And I'm not on dope or anything either.

This magazine is a blasphemy to most women, and it adds to the detriment of most of your women who live out here in California.

Connie Diane Hill  
Somewhere, Calif.

P.S. I wrote this myself personally.

## A Comment

☐ Only a hack would weld something with brand new chrome nearby. (David Mann painting—July '91 issue.)

Sodbuster  
Duluth, Minn.

## Response

☐ In response to Don Hardman in the July issue who wanted to know if Frisco Choppers is still in business, yes it is. It's now:

Frisco Cycle Center  
3235 Third Street  
San Francisco, CA 94124

Woff  
San Francisco, Calif.

## A Criticism

☐ What have you got your feature girls eating (or eyeballing) to get their mouths open? Anyone ever tell them that open mouths attract flies (of the winged variety) and other meaningless creatures?

Maybe you could stuff a banana in the bimbos chops or put a speech balloon next to her face with a colorful euphemism emitting from her beak,

or maybe you could just tell the photog to glue her lips shut until the shoot is over.

It's bad enough that you have to put some innocent babe next to a feature bike, but do you have to make her look like she just got dorked up her ass or is responding to a proposition from some sleazy biker?

This keeps me awake at night. I can't tell whether I should look for cleavage or cavities.

Ripper  
Eugene, Ore.

## More on E.J. Potter

☐ In reply to "Looking for History" in the July '91 issue, E.J. Potter was featured in your sister publication, *American Rodder*, a few issues back. I can't believe you didn't automatically feature E.J. in *Easyriders*. I remember seeing him in Milan, Michigan, at the strip. To this day I have yet to see a dude with more balls! Please run a little something about of E.J.—he was a true crowd pleaser.

John Boy  
Toledo, Ohio

## Welcome Bikers

☐ All the men (76) at the Hammack Hall Honor Dorm in Chillicothe, Ohio, are anxiously waiting to give a sincere "thumbs-up welcome" to all bikers and biker babes who plan to attend this year's big three-day *Easyriders* Rodeo (August 31 to September 2) at the Ross County Fairgrounds. We greatly appreciated the uplifting show you gave us last year and are looking forward to seeing you once again.

Big Sid  
Chillicothe, Ohio

## Suggestions

☐ I think there ought to be a sort of "field guide" to identifying Pete Wilson, California's new governor. I mean, he is a very tiny man, and he doesn't have any chin. None that I can see. Maybe there could be spot announcements or bulletins claiming to have found his chin. This would be good news to Pete, I would think.

Pete also has a head too big for that little neck it's on. Maybe there could be a feature of proposed mechanisms he could attach to his shoulders to hold his head up so it doesn't flop over. I think he would cherish this kind of assistance.

J.J. Solari  
Burbank, Calif.

## H-D Stock

☐ Last year there was a small article that appeared in the Wisconsin State Journal to the effect that an investor group had tried to take over Harley-Davidson, Inc. as well as force a restructuring of the company. The takeover was attempted by having a group of companies that the investor owned, as well as his relatives, buy



Harley stock. The intent was to gain enough control over the company by purchasing the stock to literally take it over using the voting rights acquired by the stock ownership.

The one thing I find disturbing about the attempt to take over Harley-Davidson is that many of these takeovers are directed by foreign investors working through middle men here in the U.S.

There is one way to thwart these attempts or at least make them difficult for these foreign investors. If there is a large amount of stock held by individuals more interested in the integrity of the company than on making a few lousy bucks, it makes the company undesirable because enough of its stockholders can't be bought out easily. This means they can't get enough stock to gain the control they need to take over. If there are enough of us who own Harley stock, the hostile takeover becomes next to impossible. Odd lots of 10 shares are not difficult to buy. It's up to us to keep our American iron American!

Terry Borzewski  
Cottage Grove, Wis.

#### "Night Train"

☐ I named my 1989 Heritage "Night Train" after a friend's "Skeeter" (dune buggy term in the '60s) in high school.

Since 1966 I've heard "Night Train" mentioned in reference to a bike that Harley-Davidson made. Is this a nickname of one of the H-D models? Or did Harley officially tag one of their production bikes "Night Train?"

David Wright  
Jupiter, Fla.

■ It was only ad copy.

#### Back Issues

☐ I noticed a mention of back issues in your magazine. So I looked through my collection of *Easyriders* and found the following extra copies:

May 1976, September 1976, October 1976, February 1977, July 1977, and October 1983.

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D. Miller  
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#### Troop Morale Support

☐ Greetings from Saudi. On behalf of everyone out here who reads your magazine, I would like to thank you, your staff, and everyone who rides for all the support that the troops have received. Your magazine is a real morale support for us.

Also, I would like to thank all the Vietnam veterans who stayed in for their outstanding leadership and guidance. We couldn't have done it without them.

Cpl. Chris Smith  
APO N.Y.

#### Takes Time

☐ I just got done doing 15 days in the hole and found out that it takes going through your rag 15 times before you see everything.

Crazy Joe  
Bismarck, N.D.

#### Made His Day

☐ You guys really made my day by running the pictures of Ron Mapes' 1968 Triumph Bonneville (July '91 issue). It was a treat and brought back some special memories.

Triumphs have always held a place in this tramp's heart. The lines are clean, the power devastating, and they could wax any "Cowazookie" on the road. With the low center of gravity, you could lay into a corner at 110 mph, touch your kneecap, and never miss a heartbeat.

Triumphs are wild, like the men who ride and build them. In Minnesota history, John Becker (wherever you are) was the Triumph master and high priest of speed. I'll never forget flying down a service road on his twin-engine, nitrous-powered Triumph (nor will the county Mounties). It was pure, raging, pulsating Triumph—total insanity, totally Becker.

Try not to wait another 10 years before showcasing more Triumphs.

William Pratley  
Stillwater, Minn.

#### It's Time!

☐ I'm 29 years old, and I've been around bikers ever since I was a kid. I've never had the money to get my own bike—at least I've used that for an excuse all these years.

Well, I've been floating around like a turd in a toilet bowl doing this Desert Storm bit, and I've done some serious thinking. When I get back to the real world, I'm getting myself a fucking bike even if it's a piece of shit and I have to beg, borrow, and steal for it. And I have a fine ol' lady to put on the back of it.

Westmorland  
FPO N.Y.

■ 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 900-933-3358 and leave your message on the Raisin Pie Line. Be sure to specify which letter you're commenting on. The call costs \$1.50 for the first minute. \$1.00 thereafter

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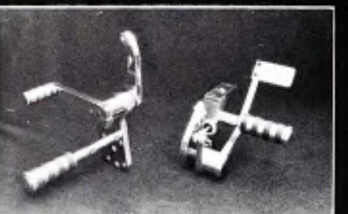
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# THE CLASSICS

## KEEP ON ROLLIN'

Classics don't start out to be classics. It takes time, even years. It's called "payin' your dues." Classics live on forever, getting better as time goes on. But the one thing they all have in common is they stand the test of time carryin' a chunk of the past down the road with them.

Why was Harley-Davidson the lone survivor among the substantial number of American-made motorcycles? Probably because they evolved

and fought the financial woes (of two depressions) sometimes going back to their roots when it came to styling.

Look at the Heritage And Springer models—classic looks to a new motorcycle. They went through tough times—hell, they almost went bankrupt 'til some quick-thinking people in Milwaukee put their heads together and bought the Motor Company back.

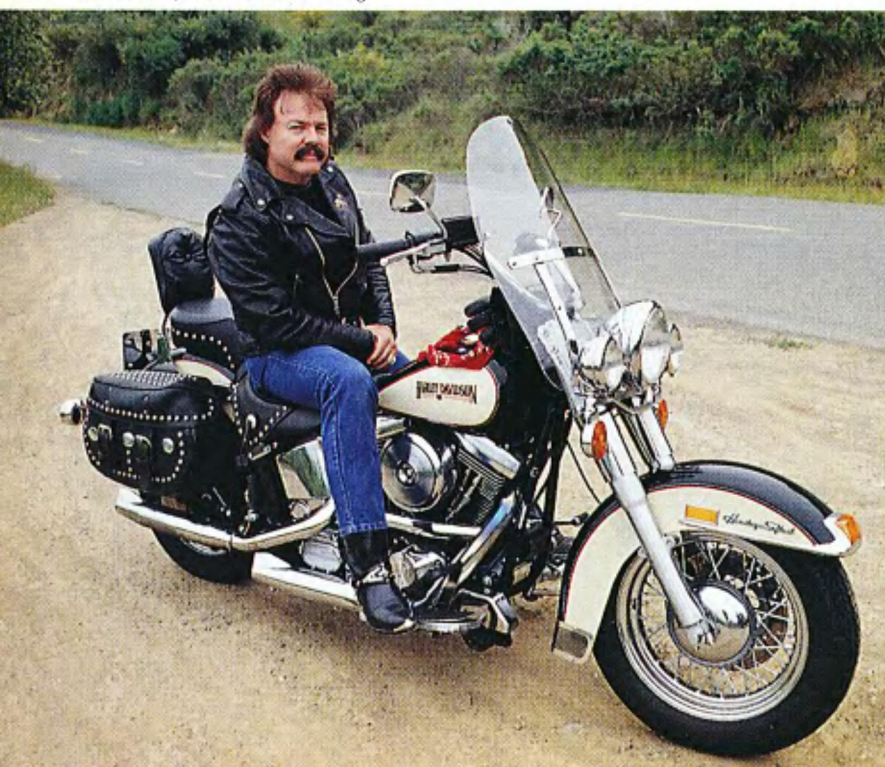


Doobie Brothers from left: Michael Hossack, drummer; Tiran Porter, bass; John Hartman, drums; Pat Simmons, guitar; Tom Johnston, guitar.





Below: Tom Johnston on 1990 Heritage







This same back-to-basics premise holds true for the music of the Doobie Brothers. How many bands can say they're still recording successful albums and still playing to huge audiences 20 years later? (You could probably count the number without taking off your shoes.) The bottom line is that the Doobies are still playin' kick-ass rock 'n' roll.

They've survived several changes in band personnel throughout the years. They even broke up in 1982. But after a successful reunion tour in 1987, the original 1970 version of the band—Tom Johnston, Pat Simmons, Tiran Porter, John Hartman, and Michael Hossack decided to get the show back on the road. In 1989 they launched the band's 13th album, appropriately titled "Cycles."

They're not just playing the old

hits, either. They've evolved, like Harley, with their better-than-ever, infamous Doobie guitar licks. They're perkin'-up ears with their new hit "Dangerous," a ridin' song written by Pat Simmons, off their new Capitol Records release, "Brotherhood."

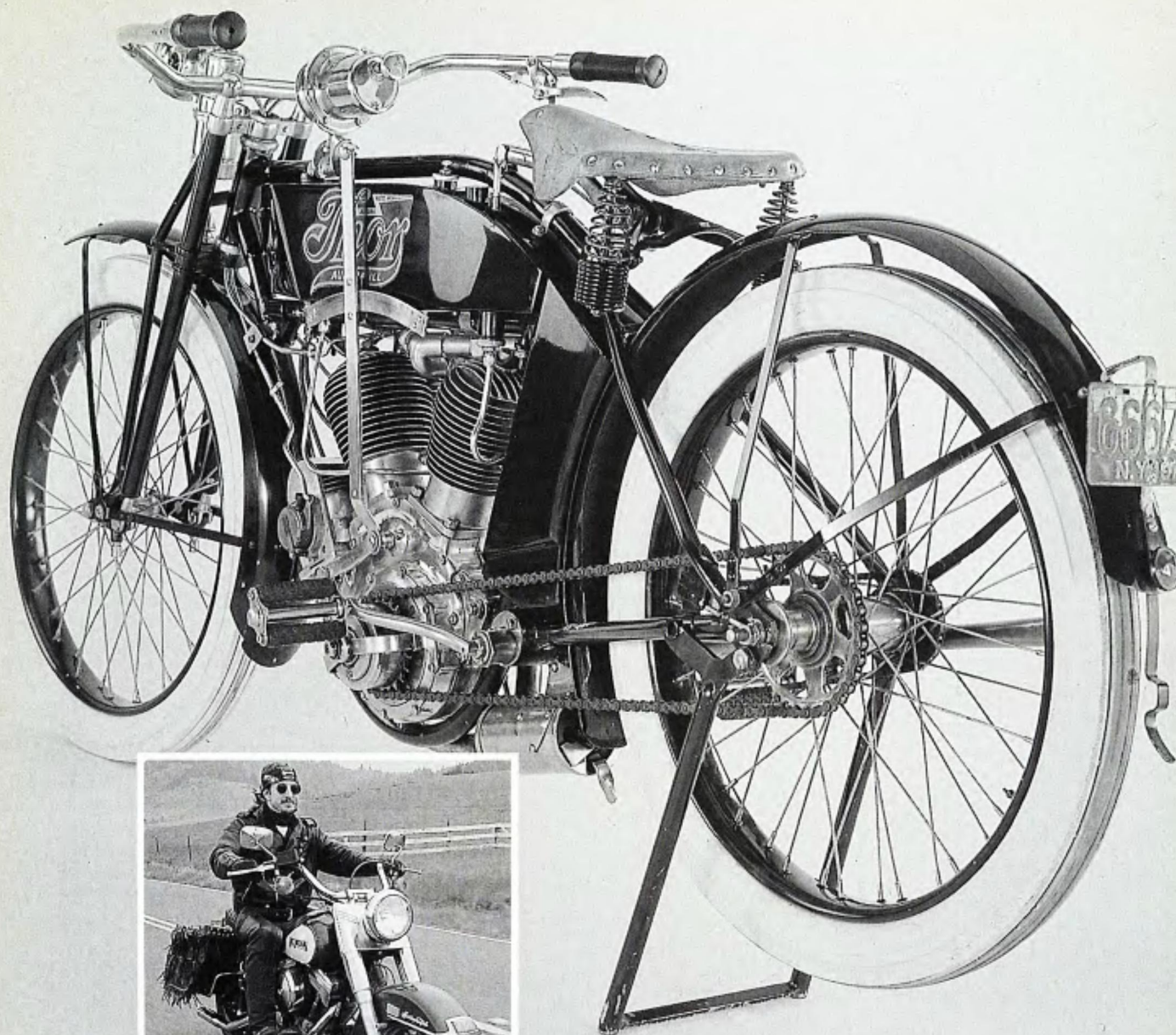
Simmons had a lot of personal feelings and experiences to draw from when writing "Dangerous." The Thor gracing these pages is out of his classic motorcycle collection, which also includes some vintage Harleys, an Ace, and various Indians.

Thor, or "God of Thunder" was the mightiest god of Norse mythology. The name is symbolic of power and endurance, and was fitting for the motorcycle manufactured from 1903 to 1916 by the Aurora Automatic Machinery Co. of Aurora, Illinois. The Thor motorcycle was famous for setting speed and endurance records

year after year. In 1911, a record speed of 80 mph, mind-boggling at the time, was set on a Thor.

Also known as the greatest endurance motorcycle of its time, the 1911 Thor was named the National Road Champion of America and holder of the World's Endurance Contest Record, 15,000 miles, with an absolute perfect score. Interestingly enough, most of these endurance contests and championships were won using stock motorcycles. In the National Endurance contest held in Philadelphia, Pennsylvania, in August 1911, 125 riders started on a 505-mile endurance test. Five Thors started and four finished, securing the only perfect scores in the entire run, and were awarded diamond medals and special certificates from the officials for their extraordinary performance. In an





Pat Simmons on 1988 Heritage

Photos by Mike Lichter

Endurance and Elimination Contest held in Chicago, October 13 to 21 (also in 1911), five Thors were entered. Each one covered 2,500 miles (with a perfect score), and was awarded the *Chicago Examiner* Trophy, after eliminating every other factory bike and team. You can see why the Thor was the greatest endurance motorcycle of its time.

Incidentally, the cost of this 13-U model in 1913 was a whopping \$290.

Combined, Doobie Brothers Tom and Pat have over 50 years of Harley ridin' between them. Drummer Michael Hossack also rides, as does

Doobie manager of 20 years, Bruce Cohn, and tour/road managers, Tim McCormick and Jeff Mills.

Their link to motorcycles and the lifestyle goes back to the early days, playing biker bars in the San Jose, California, area in the early '70s. There has always been that tie. They've been involved in Harley's fundraising efforts for MDA since 1979. Pat Simmons was named National Chairman for Bikers Fight Against MDA in 1983.

Today, they are still living up to that commitment. A 1989 benefit concert in Sturgis raised \$100,000 for

MDA. Pretty good for some guys who like to pick guitars.

To me, Doobie Brothers music has always been synonymous with riding. Classic jammin' songs like *Rockin' Down The Highway*, *Don't Stop To Watch The Wheels*, *Take Me To The Highway* and their new hit, *Dangerous*, immediately come to mind. I've often tooled down the road with one of their tunes rolling through my mind, in rhythm with the 74 between my legs. Their music has what it takes, just like a good motorcycle—they're both timeless . . .

—Redwood Woman



|                                                  |  |                                            |                     |
|--------------------------------------------------|--|--------------------------------------------|---------------------|
| Owner(s): Pat Simmons                            |  | City: Northern California                  |                     |
| General                                          |  | Frame                                      |                     |
| Fabrication by: Thor Power Tool Co.              |  | Year: 1913                                 |                     |
| Year and make: 1913 Thor                         |  | Builder: Thor Power Tool Co., Aurora, Ill. |                     |
| Model: 13-U                                      |  | Type: rigid                                |                     |
| Value: lots                                      |  | Rake: 28 degrees                           |                     |
| Assembly by: previous owner                      |  | Stretch: none                              |                     |
| Time: minute by minute                           |  | Other alterations: bone stock              |                     |
| Chroming by: nickel plating                      |  | Accessories                                |                     |
| Engine                                           |  | Bars: Tourister                            |                     |
| Year: 1913                                       |  | Risers: 2-inch                             |                     |
| Model: 13-U                                      |  | Fender(s): Slim/Thor                       |                     |
| Rebuilder: previous owner                        |  | Headlight: carbide                         |                     |
| Ignition: magneto                                |  | Taillight: none/reflector                  |                     |
| Displacement: 61 cubic inches, 7 hp              |  | Speedo: none                               |                     |
| Lower end: 3.6-inch stroke                       |  | Front pegs: pedals                         |                     |
| Balancing: 52-degree road balance                |  | Rear pegs: none                            |                     |
| Pistons: Thor                                    |  | Electrics: none                            |                     |
| Cases: aluminum                                  |  | Gas tank: 1-1/2 gallon                     |                     |
| Heads: IOE valves                                |  | Oil tank: 3-quart                          |                     |
| Cam: indirect                                    |  | Oil system: constant loss                  |                     |
| Lifters: solid                                   |  | Primary cover: none                        |                     |
| Carb(s): double-throttle type                    |  | Seat: Troxel                               |                     |
| Air cleaner: none                                |  | Sissybar: wrong era                        |                     |
| Pipes: stock                                     |  | Height: n/a                                |                     |
| Muffler(s): stock                                |  | Material: n/a                              |                     |
| Transmission                                     |  | Forks                                      |                     |
| Modifications: none                              |  | Type: leading link                         |                     |
| Year: 1913                                       |  | Extension: none                            |                     |
| Shifting: single speed, engine clutch            |  | Builder: factory                           |                     |
| Engine sprocket: 26-tooth                        |  | Special features: painted                  |                     |
| Trans sprocket: your guess                       |  | Wheels                                     |                     |
| Wheel sprocket: 36-tooth                         |  | Front:                                     | Rear:               |
| Painting                                         |  | Size: 28-inch                              | Size: 28-inch       |
| Molding: none                                    |  | Hub: steel                                 | Hub: steel          |
| Painter: mystery man                             |  | Rim width: 2.5-inch                        | Rim width: 2.5-inch |
| Color: midnight blue                             |  | Tire: Goodyear                             | Tire: Goodyear      |
| Type: enamel                                     |  | Brake: none                                | Brake: coaster      |
| Special paint: line striping                     |  |                                            |                     |
| Other special modifications: center stand, siren |  |                                            |                     |

## DANGEROUS

By PAT SIMMONS

COME ON OVER baby GOT NOTHIN' TO LOSE  
 WELL YOU NEVER GET ENOUGH O' THOSE  
 Highway blues  
 JUST ANOTHER ROAD TO FREEDOM AND YOU  
 KNOW THAT  
 IT AIN'T NO CRIME  
 CAN'T YOU HEAR it baby  
 Like THUNDER I KNOW  
 Like THE MAGIC AND THE PASSION  
 Of ROCK N' ROLL  
 It's like A HARLEY MOTORCYCLE baby RAGING OUT  
 of CONTROL

DANGER up AHEAD of you  
 GOIN' up BEHIND you TOO  
 TURN it TO the LEFT  
 TURN it TO the RIGHT  
 NOW you TWIST the THROTTLE up  
 With ALL your MIGHT

DANGEROUS, THAT'S why you LOVE it

WELL you like TO drive FAST baby  
 Slide UP RIGHT beside ME WATCH THE  
 BROKEN LINES fly  
 'CAUSE THERE'S NO ONE WHO CAN CATCH US  
 JUST LET ANYBODY GIVE it A TRY  
 CAN'T YOU HEAR it baby LIKE THUNDER I KNOW  
 Like THE MAGIC AND THE PASSION OF ROCK 'N' ROLL

YOU'RE A REBEL AND you KNOW it  
 AND YOU'RE NOT AFRAID TO THROW it AWAY

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Here are the dates, as we know them, for the  
 Doobie Brothers 1991 Summer Tour:

|        |    |                    |
|--------|----|--------------------|
| August | 23 | Raleigh, N.C.      |
|        | 24 | Charlotte, N.C.    |
|        | 25 | Atlanta, Ga.       |
|        | 26 | Nashville, Tenn.   |
|        | 27 | Birmingham, Ala.   |
|        | 28 | Memphis, Tenn.     |
|        | 30 | Dallas, Texas      |
|        | 31 | San Antonio, Texas |
|        | 1  | Houston, Texas     |
|        | 6  | Kansas City, Mo.   |

Check your local newspaper for more up-to-date  
 concert information.





# GLORY DAYS

## CAST IN BRONZES



Photos by Michael Lichter

Nowadays, art usually means a picture of a woman with square tits and sculpture means some toilet paper glued to a bunch of bent coathangers. Good to see, then, an honest exercise of the sculptor's art.

Here's "Glory Days," a near life-size representation of racer Jim Davis cornering on a 1919 Indian. The work comes from Steve Posson, of San Luis Obispo, California, who rides a '48 Trump when he's not pouring bronze into a casting mold.

The American Motorcyclists Association (AMA) commissioned "Glory Days" as the centerpiece for the Heritage Museum that opened last year in Westerville, Ohio. The AMA just wanted a man standing beside a bike, but Posson



talked them into the dynamic form you see here. The AMA liked it so much they've made "Glory Days" the official AMA logo.

Posson thought the rider ought to be a real person, too, so he picked Jim Davis from old pictures and put him on the bike. Now, Davis will hustle that Indian around the track for as long as people who love

motorcycles come to Westerville to sense the history.

A satisfied customer always comes back, so Posson now has another commission to immortalize the Daytona races. The sculpture now in progress will represent Carrol Resweber moving up to lap Roger Reiman in the 1961 race, the first run on the Speedway.

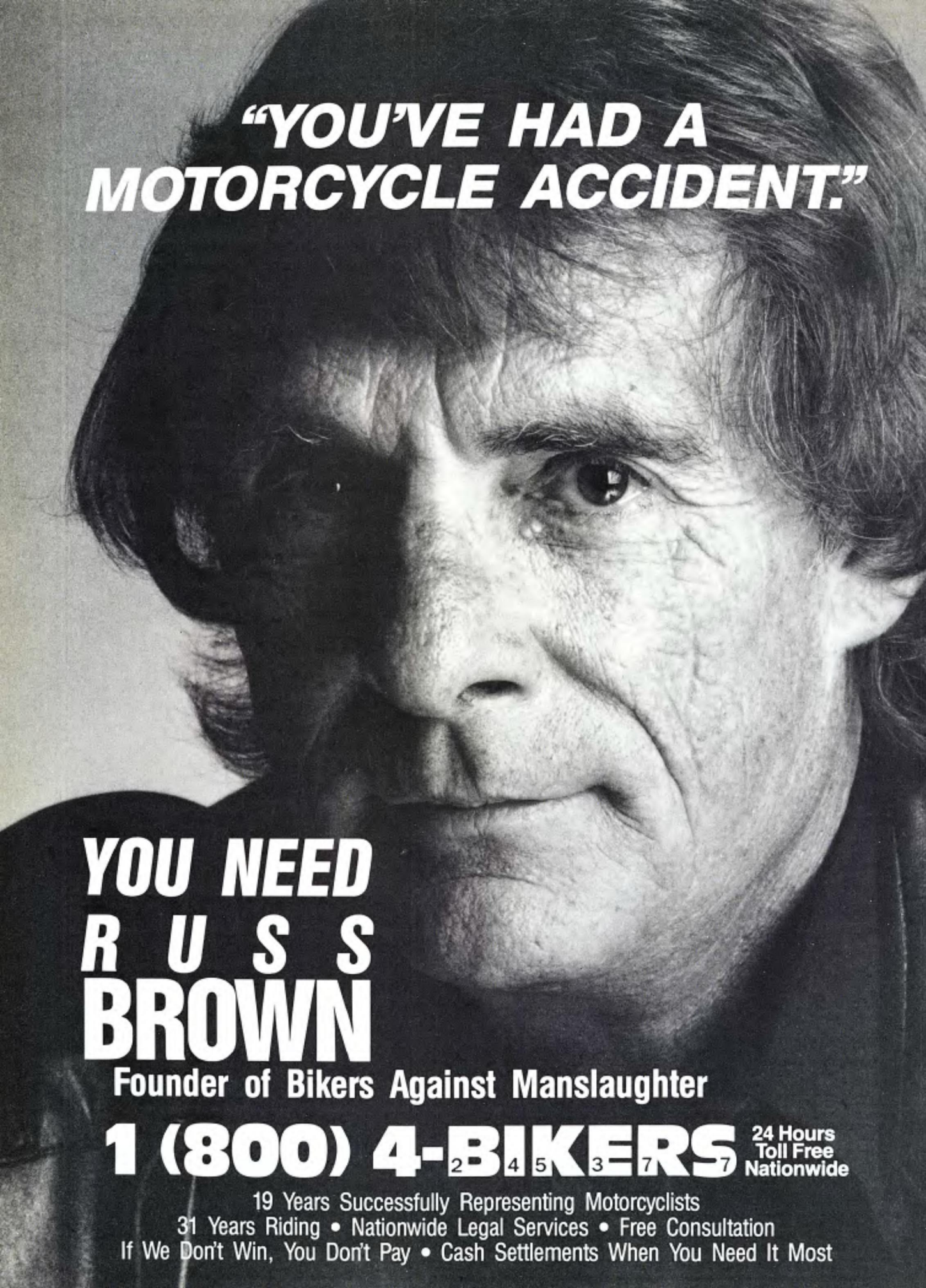
In automobile design, they say the vehicle has to look like it's moving even when it's standing still. "Glory Days" doesn't just move. It grabs you right by the arm and drags you all the way back. You like those Evo engines and aluminum wheels and fireproof racing suits? Take a look, bros, for here's where it came from. Don't you wish you could go back?

—Noose.









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# Get Some Head

## Feuling-Rivera, 4-Valve, Per Cylinder, Heads That Is . . .

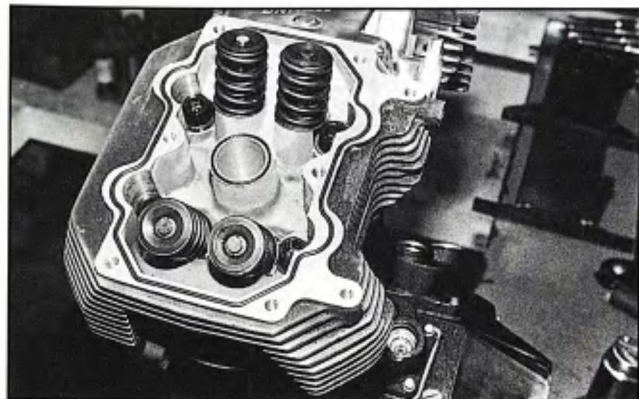


Photo 1

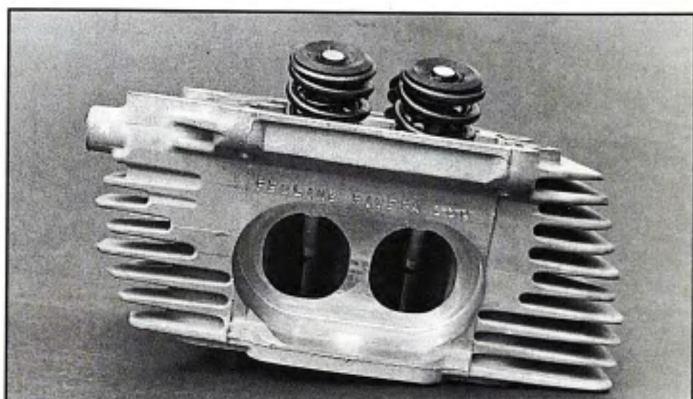


Photo 2

So, you want to go fast. Well, these heads will make it happen. Stock engines with 4-valve heads are outrunning strokers.

It's common knowledge that making a Harley breathe is the first step to making horsepower. In 1986 and 1987, Jim Feuling designed a 4-valve, per cylinder, head for an automotive engine. The car ran 280 mph at Bonneville that year.

Ultimately, Feuling developed a marketing relationship with Rivera Engineering which has grown around this project over the last three years.

Feuling developed his design from aircraft A-356 aluminum to fit the Big-Twin Harley-Davidson Evolution Engine. They're all American. But performance is what we're after. A set of these heads will take a stock, 60-horsepower engine and bump it to 95 horsepower. With optional parts, the dyno pushes the needle higher.

The heads have a more efficient combustion chamber. The spark plug is mounted in the center of the head. This burns the fuel more efficiently and also pushes the piston straight down. The intake ports (photo 2) feature a fairing that streamlines the fuel to the cylinders. By increasing the valve area by 26 percent they have increased the intake flow by 25 percent. Logically, the more fuel the more power.

But exhaust must escape rapidly to complete the formula (exhaust ports (photo 3) are high speed and volume) up to 450 feet per minute at optimum rpm.

The results are: better performance, improved response and efficiency, and reduced heat transfer at the heads.

American-manufactured parts include: stainless valves, nickel-chrome-moly valve

seats, silicon aluminum bronze valve guides, and special rocker arms and pushrods.

The rocker arms (photo 4) use a neat item called a swivel foot adjuster. Basi-

## It's common knowledge that making a Harley breathe is the first step to making horsepower

cally, it looks like a ball bearing with a flat spot on it. When you adjust the valves, the flat spot makes contact with the valve stem. When the rocker arm moves to push the valve down, the flat spot stays in contact with the valve stem throughout its travel. When we received this initial set in our shop, HMW, the crew went nuts inspecting every facet of Feuling's workmanship and design.

The heads were being installed on a new engine, not in the frame. Installing them in the frame should be no problem, though.

Because these heads produce horsepower and increased compression, it is important that the rest of the engine is in good condition.

Prior to ordering a set of these heads you need to give some consideration to several things:

1. They do not come with an exhaust system.

2. Due to the design of the exhaust

port, stock exhaust cannot be used.

3. Depending on year and model, most exhaust systems are available from Rivera. In my case I ordered a set of pipes and flanges—unassembled. I made some minor modifications, welded them, and had 'em chromed. They work fine.

4. The engine performs best with a system called Anti-Reversionary. It should also be noted in some instances the rear exhaust may not want to go in or out without slight modification to flange and one fin. Rivera has said they are modifying the fin on future production heads.

5. A special cam is also offered as an extra cost option.

These heads will work with a stock, 48-state cam and hydraulic lifters, but it is recommended not to run the engine over 5000 rpm.

6. If the engine is revving over 5000 rpm, a set of semi-solid adapters must be installed in the hydraulic lifters.

7. If you plan to exceed 5500 rpm, the stock ignition will need to be replaced. Though there are many good ignition systems available that will remove the rev limitation, I recommend the Dyna S Single Fire—although, special advance weights and timing must be used.

8. Asking questions and making sure you have all the correct parts at the time of your order will make the job go quicker and smoother.

9. Almost any carb will work. I'm running a 45 DCOE Dual Throat Weber and am very happy with it. The other two bikes we've installed the 4-valve heads on are running S&S carbs, including a 92-inch.

10. A dual carb 40mm Dell'Orto single throat system is soon to be available. I



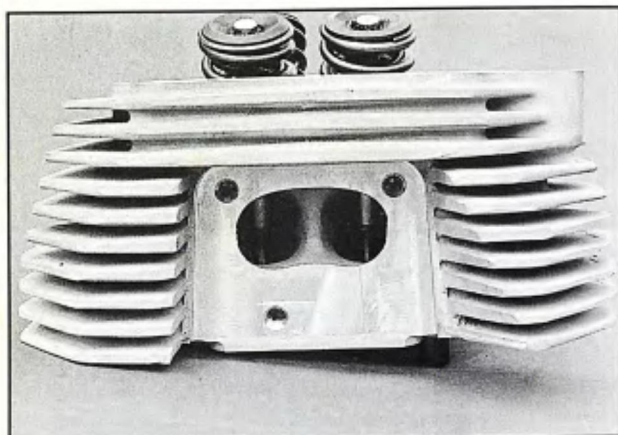


Photo 3

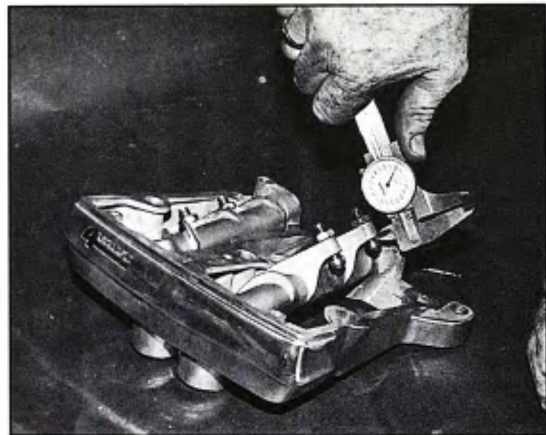


Photo 4



Photo 5

tested this setup and it performed well. There was a minor problem with the carbs returning to idle, but the problem was corrected.

11. Naturally, this is a new innovation and destined to be tested with every cam/carburetor/ignition formula available to Big Twins.

12. If you decide to get a set of these heads, here's some advice: They come with a video and a set of written instructions. Read the instructions, watch the video, watch the video again and use the instruction sheet while assembling.

13. Though assembly is not difficult, a lot will depend on your experience. If you have ever changed a Evo head it is about the same. But it's not just bolting parts together. You may want to have a qualified shop or mechanic do the job. Of course, a clean place and proper tools are a must.

#### Assembly:

1. Following the procedure in the Harley Manual, remove the stock heads, being careful not to disturb the cylinder base gaskets (unless you're going to replace the pistons or rings). Retain cylinders to cases using flat washers and old head bolts.

2. Very carefully, and following instructions, use a dial indicator to find top dead center of the front piston (photo 5). Rotate the engine backwards and carefully stamp new timing marks in the flywheel as instructed (photo 6). Rotate engine forward until rear cylinder is on top dead center on compression stroke. Install timing marks.

3. Important: At this time, you must check to see if the rear exhaust header pipe can be installed with the head firmly in place. If any modifications are needed, now is the time to make them.

4. Note: The head comes with two head bolts and washers installed. When installing the other two head bolts and washers, pay attention. Washers are not

flat and must be installed correctly—flat side down, raised side up. Use never-seize on threads and a few drops of oil between head bolt and washer. These steps are critical to get proper torque

## Though assembly is not difficult, a lot will depend on your experience

5. Use a good torque wrench and tighten head bolts in proper sequence. Go slowly and equally. Do not torque over 35 ft./lbs. Prior to installing rocker boxes, swivel the foot adjusters on right side of the motor. They need to be set to .100 on all rocker shafts (photo 4). Left side adjusters need to be backed off at this time.

6. Install O-ring in rocker box, being sure the ring is seated and not rolled. Use a good O-ring lubricant and coat liberally. Install pushrods and follow instructions for installing rocker boxes. Care must be taken that the flats of adjusters are in contact with top of the valve stems. Double check and torque rocker boxes to 20 ft./lbs. If you're using stock lifters, they should bleed down in a few minutes. Do not turn the engine over until they have and turn freely using two fingers. If you've used the semi-solid adapters they may take longer to bleed down or may not bleed down enough. (On this installation we had to readjust the right side adjusters to .095 before the pushrods would turn freely.) It is not unusual—pay attention.

7. Once pushrod turns freely, adjust left side adjuster as instructed. Go slow—

a good feel for contact is important. Squirt some oil on both adjusters and valve stem and adjust other valves in the same manner. Use same procedure on front cylinder prior to installing rocker covers. It is suggested you wet sand the gasket surface on rocker top cover, using a piece of glass or other known flat surface. All three engines we worked on

showed signs of minor seepage prior to doing this. Cement the gasket to the rocker cover only at this time. Rivera had originally suggested only cementing it to the cover but has since suggested cementing both sides. The reason I suggest this is that you'll be able to remove the cover without destroying the gasket (if you need to go back and make minor adjustments).

8. If no seepage shows after you have some miles on the engine, leave it alone. If it does, it's no big thing to remove the covers and reseal. Once you seal both sides of the gasket, order another set to have handy should you need them in the future.

9. Prior to installing the intake manifold runners, inspect carefully for any defects. Install O-rings and, using a good O-ring lubricant, carefully install into the head making sure they are fully seated.

10. Prior to installing intake plenum, inspect runner surface, lubricate O-rings, and very carefully slide them onto manifold runners. If O-ring starts to come out of the groove or restriction is felt stop and inspect. If O-ring comes out of groove, a very small amount of Super Glue may be used to hold it in place. Care must be taken that the glue does not get on outer surface where it mates to plenum. If plenum goes all the way in, inspect inside and outside surfaces to be sure O-ring is properly in place and did not get cut. An intake leak will cause one or both cylinders to run lean and possibly burn a hole in a piston. If you have a problem, you may have to lap the plenum. We had to do this on two out of three jobs.





Photo 6

11. Remove runners from head and remove O-rings. O-rings on runners to plenum will be destroyed when you do this. Make sure all of the old O-ring is out of the groove. Use standard valve lapping compound and coat surfaces. Work the plenum back and forth until your surfaces mate. It is a good idea to mark mated surfaces. Clean thoroughly, removing all lapping compound. Now is the part of the job we did not think ahead about. We needed another set of O-rings. Regular delivery UPS, from California to Florida, was one week. Overnight delivery costs \$25, plus the price of the O-ring, of course. Though the service from Rivera is great, I wasn't happy with their O-ring and gasket prices.

12. After lapping and installing new O-rings, plenum should slide in smoothly. The plenum is held to runners with retaining rings. Prior to installing on carb side, you either need to install a bottom carb bolt or put a stud in the carb. With your ring in place, you can't get a bolt in the bottom hole.

After double checking everything, we

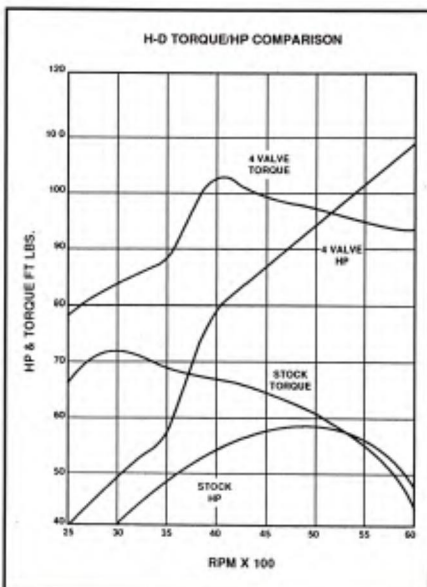
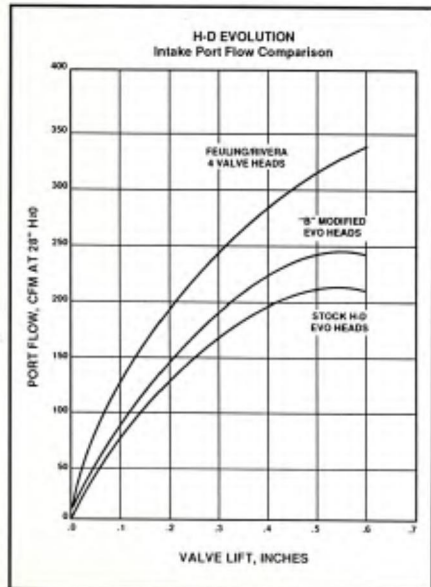
fired the engine. Double check the timing and make your final adjustments to the carb. You may also want to check your brakes at this time—you're going to need them. The engine came on strong and smooth. The biggest problem I had was dealing with the slow break-in miles on the engine before I could really lean on the throttle to see what it would do.

After the novelty of torque and horsepower wore off, I also noticed that the engine ran very smoothly at all rpm and at speed. Looking in clear mirrors at 90 mph is a compliment to this system.

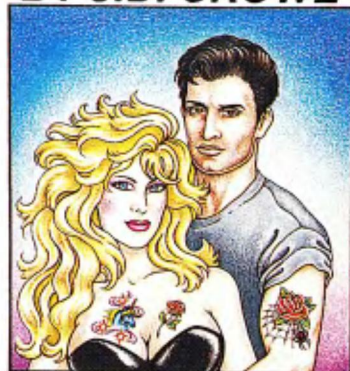
Thanks to Dennis Mitchell—HMW, West Melbourne, Florida, for the use of the shop and help with installation. Also thanks to Jim Feuling and Rivera Engineering for technical assistance.

—Rogue

For further information or assistance you can contact: Rivera Engineering, 6416 S. Western Ave., Whittier, CA 90606, (213) 692-8944, or Rogue, HMW, 2330 W. New Haven Ave., West Melbourne, FL, 32904, (407) 723-0026.



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# Easynews

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

## DISASTER A-BREWING CONGRESS DETERMINED TO PASS A NATIONAL HELMET LAW

In past issues, we've mentioned Section 122, the rider Senator John Chafee (R-Rhode Island) attached to Senate Bill 965, the national highway bill for 1991. Section 122 will require the states to pass helmet laws as a condition of receiving their share of federal fuel taxes. Obviously, motorcycle organizations have been raising hell about it.

To no avail—so far. In mid-June, the Senate passed S-965 with Section 122 intact. Meanwhile, the House is working on Representative Jim Cooper's (D-Tennessee) HR-1782, which likewise makes helmet laws a condition of receiving federal highway funds.

In their original forms, S-965 and HR-1782 offended a lot of lawmakers because of the bald-faced blackmail they presented. As a result, motorcycle groups generated a lot of sympathy for their objections, and S-965 looked like it might be in for a rough road.

But never underestimate the cleverness of long-term politicians, nor the extent they'll go to for Big Brother. Senators Chafee and Daniel Moynihan (D-New York)



rewrote the bill to change the conditions from one of withholding money to one of paying "bonuses" to states with helmet laws. In substance, the bill and the conditions remained the same, but the changes shift the federal role from one of pushing to one of leading, from the stick to the carrot, so to speak.

Politicians love federal carrots, especially if they add up to millions to be spent in their constituents' districts, so the bikers' allies deserted them. Nobody in Washington wants to risk losing the carrots over the matter of helmets. As a result,

S-965 looks like a shoo-in, along with HR-1782 when its turn comes.

But not necessarily: you've still got time to flood your senators and representatives with your objections. If they get enough, they'll back off Section 122.

The House has to get its bill in order, then both houses have to combine the two bills in a proposed Public Law. That's going to take time, time you can spend objecting.

Pappy Haag, of the Motorcycle Rights Foundation (MRF) makes the point that you won't do any good writing to senators and representatives

who aren't from your state. Accordingly, let the bikers' rights organizations handle getting the word to the relevant Senate and House committees. At the grass roots level, write specifically to your own Congressmen.

Beyond that, go to the top: President Bush and the Republican National Committee. Bush isn't too happy with S-965 and might be persuaded to send it back for another rewrite—that would include omitting Section 122, or vetoing it outright.

Although Congress doesn't like to admit it, Bush has enough political capital that he can af-

ford to veto the bill. According to the *Wall Street Journal*, the Democratic Party recently sent their pollsters out to ask The People what they thought about the way Bush was handling the country's problems. To the severe embarrassment of the Democrats, The People thought that Congress was primarily responsible for the problems and that Bush was doing pretty good under the circumstances.

Bush's popularity means he can veto a bad highway bill. It also means he doesn't need bikers—he's got plenty of friends as it is. This doesn't mean he won't listen. Remember, this is the guy who cried at a Desert Storm parade, and the media and the liberals have been sneering at him ever since about it. Bush cried for his own reasons, but he knows who sneered at him for it, and he might enjoy being reminded of how bikers supported Desert Storm, at home and as soldiers.

Put Bush on the list and appeal to his sense of decency and respect for others. Spread enough words around, and Section 122 will go down a senatorial commode.



# WE'RE NOT ALONE WE'VE GOT EACH OTHER



**Y**ou know about the National Coalition of Motorcyclists (NCOM). It's an organization, of course, but you shouldn't think of it that way. Rather, think of it as an effort to get all the motorcycle rights organizations to pull together, in the same direction and at the same time.

NCOM holds two conventions each year, one in the spring and the other in the fall. They're held in different places so that riders from all over may attend. The most recent, the sixth, took place in Omaha, Nebraska, May 8-12.

Everybody, as in "Everybody rides a Harley," was there: Peter Fonda signed autographs, spoke in favor of freedom of choice on helmets, and welcomed the veterans of Desert Storm home.

A dark cloud hanging over the convention, though, was the imminent passage of California's helmet law (eventually passed and signed) and the equally imminent passage of federal S-965 with its man-

datory helmet rider, Section 122. Taking energy from adversity, the convention proceeded to seriously look at how motorcycle rights organizations can best secure "the blessings of liberty to us/ourselves and our posterity."

Sherman Packard of New Hampshire and Rick Meira of New Mexico, both of them bikin' members of their state legislatures, talked about how bikers can best work with legislators to protect their freedom. Allan Sarkin, a lawyer, spoke about the current federal Motorcycle Gang Control Act that is threading its way through Congress.

Martin Fox, the sly lawyer from Washington discussed his most recent helmet case (*Easynews*, September 1991). Joe Eggleston, a lawyer from San Diego, warned of The Man's latest ploy, the Organized Special Investigation Team (OSIT) and offered strategies whereby biker organizations could respond to OSIT harassment. From

these and others, NCOM members and bikers in attendance got a fair notion of the battlelines and some good strategic advice on how to proceed.

The high point of the event, though, was the address by Nebraska Governor Ben Nelson. In welcoming NCOM, Governor Nelson declared his constant opposition to helmet laws. The Mayor of Omaha, P. J. Morgan, joined in the welcome and recalled how he once rode a Hummer—until a left-turning cager forcibly dissuaded him.

Okay, so what? What's one more convention?

Two things: after years of suffering as separate voices in the political wilderness, motorcycle rights people are finding a way to speak with one voice, a voice necessarily the louder.

Second, every NCOM convention gets more positive media attention and, the positive participation of such people as Governor Nelson and Mayor Morgan. This is a movement to get behind.

—Sharp

# DOWN ON THE BAYOU

**F**rom "Pops" Stroman, editor of *Bayou Bikin' News*, the newsletter of ABATE of Louisiana, we got the word that Governor Buddy Roemer went along with the national movement and proclaimed the month of May as "Louisiana Motorcycle Safety Month."

Although Governor Roemer maintains a dogmatic faith in helmets, Pops reckons the proclamation might have done some good by calling people's attention to the fact that motorcyclists use the roads, too, and deserve their share of consideration.

Only problem was, according to Pops, nobody in the State government made any effort to publicize May as the official "Motorcycle Safety Month," and the media largely ignored the proclamation. The media even ignored the fact after ABATE of Louisiana went to considerable effort to bring it to their attention.

So, same-old, same-old. But wait: we've got some left-handed good news, even if it's wrapped in an unhappy package.

A high-school football player in New Orleans sustained a neck injury while making a tackle. His parents have sued the helmet manufacturer, Riddell, Inc., of California, arguing the helmet was defective in the respect that it failed to provide adequate protection.

We take no pleasure in anyone's injured neck, and agree that the country may be litigation-happy these days—but if that's the only way to get rid of helmets, then we have to use it. Sue 'em because helmets don't provide the protection the helmet advocates claim, and eventually no one will dare sell a helmet at all.

This is a poor way to a good result, but when they gang up on you and your back's against the wall, you need to use any method that works.

# SCOPING OUT THE MAN

**R**ADAR, the anti-radar gun group whose drum we've thumped before, has just published its *Safe Motorist's Guide To Speedtraps*, a state-by-state listing of the locations where the police most often set up their electronic artillery.

The book tells you the types of automobiles

used, the types of speed-measuring device, local laws pertaining to radar detectors, and a lot more besides. At \$19.95 per copy, if the *Guide* helps you to avoid one ticket, it's a helluva bargain.

Check it out at: RADAR, 4949 So. 25-A, Tipp City, OH 45371. Or call 1 (800)-448-5170.



# RODEONEWS

If the Georgia sun had shone as brightly as the Southern hospitality, we would have had a season opener to remember for years to come. Unfortunately, the weather wasn't as cooperative as all the great people of Unadilla, Georgia.

Rain throughout the state put a damper on spectator turnout—despite the fact that the Rodeo took place in an indoor arena. But the competitors gave it their all, turnin' dirt, eatin' dust, and burnin' rubber in order to get a jump on those ARROW points.

Following is a list of winners. Congratulations to all the participants and good luck in your race toward the Grand Nationals.

*Easyriders Rodeo, Unadilla, Georgia  
May 25, 26, 27 1991*

## WIENIE BITE:

|                                     |       |
|-------------------------------------|-------|
| 1st: Ray Tewksbury, Tampa, Fla.     | \$100 |
| 2nd: Gary Freel, Ames, Iowa         | \$75  |
| 3rd: Frank Olenick, Effort, Pa.     | \$50  |
| 4th: Jim Morrison, Week Wachi, Fla. | \$25  |

## KEG DERBY:

|                                 |       |
|---------------------------------|-------|
| 1st: Ray Tewksbury, Tampa, Fla. | \$100 |
| 2nd: Frank Olenick, Effort, Pa. | \$75  |
| 3rd: Gary Freel, Ames, Iowa     | \$50  |
| 4th: Bob Hanna, Glendora, N.J.  | \$25  |

## BARREL RACE:

|                                 |       |
|---------------------------------|-------|
| 1st: Bob Hanna, Glendora, N.J.  | \$100 |
| 2nd: Gary Freel, Ames, Iowa     | \$75  |
| 3rd: Frank Olenick, Effort, Pa. | \$50  |

## SLOW RACE:

|                                    |       |
|------------------------------------|-------|
| 1st: Ray Tewksbury, Tampa, Fla.    | \$100 |
| 2nd: Tim Allen, Atlanta, Ga.       | \$75  |
| 3rd: Gary Freel, Ames, Iowa        | \$50  |
| 4th: Rico Padilla, Stamford, Conn. | \$25  |

## POTATO HAYSTACK:

|                                          |       |
|------------------------------------------|-------|
| 1st: Terry & Jeanne Owens, Marietta, Ga. | \$100 |
| 2nd: Ray Tewksbury, Tampa, Fla.          | \$75  |
| 3rd: W&L Weaver, Old Hickory, Tenn.      | \$50  |
| 4th: Rico Padilla, Stamford, Conn.       | \$25  |

## 1000 LB. (NOVICE):

|                                       |       |
|---------------------------------------|-------|
| 1st: Bob Hanna, Glendora, N.J.        | \$250 |
| 2nd: Bashful, Alpharetta, Ga.         | \$150 |
| 3rd: Pemmatt-T-Potter, Sylvester, Ga. | \$100 |

## 1000 LB. (EXPERT):

|                                 |       |
|---------------------------------|-------|
| 1st: Gary Freel, Ames, Iowa     | \$350 |
| 2nd: Frank Olenick, Effort, Pa. | \$200 |
| 3rd: Bill Van Dyke, Tampa, Fla. | \$150 |

## TIRE RIDE:

|                                    |       |
|------------------------------------|-------|
| 1st: Frank Olenick, Effort, Pa.    | \$150 |
| 2nd: Ray Tewksbury, Tampa, Fla.    | \$100 |
| 3rd: Rico Padilla, Stamford, Conn. | \$50  |

## TRIKE GAS CLASS:

|                                    |       |
|------------------------------------|-------|
| 1st: Ray Tewksbury, Tampa, Fla.    | \$350 |
| 2nd: Rico Padilla, Stamford, Conn. | \$200 |
| 3rd: Gary Freel, Ames, Iowa        | \$150 |

## TRIKE FUEL CLASS:

|                                    |       |
|------------------------------------|-------|
| 1st: Ray Tewksbury, Tampa, Fla.    | \$500 |
| 2nd: Frank Olenick, Effort, Pa.    | \$300 |
| 3rd: Rico Padilla, Stamford, Conn. | \$200 |

## BIKE SHOW WINNERS:

|                                      |
|--------------------------------------|
| 1st: Joe Bowlin, China Grove, N.C.   |
| 2nd: Billy Osborne, Barnesville, Ga. |
| 3rd: Skip Brown, Jacksonville, Fla.  |



Photo by Rogue

## WHY US?

So, say you're a newspaper cartoonist in Arkansas and you want to make a point about Secretary of State Bill McCuen having a good time for himself on public money.

You want to create an image that suggests selfishness, opportunism, falsehood, sleaze—the works. What would you pick?

Well, here's the answer—but don't get

offended. You see, that's not a biker. It's just a rice-ridin' wannabe. You can tell by the exhaust pipe.

—Toejam



Reprinted courtesy of Arkansas Democrat and Jeffrey Huddleston





Richard Schoeninger on his Heritage, with Tom Prince, one-time mayor of Little Rock, and another Harley rider.

Photo by Sandra Roberts

## COME BACK, SCHOENINGER

—WE NEED PEOPLE LIKE YOU

Remember the "Hall O' Fame" article we did on Richard Schoeninger, the bikin' Mayor of Eureka Springs, Arkansas (#190, April 1989)?

Well, the bad news is that Schoeninger is leaving politics. The mayor's job doesn't pay enough and he's used up most of the inheri-

tance he was living on. Besides, he got involved with a lady in Iowa and went thataway.

We can't say that Schoeninger changed the world, but everybody agrees he changed Eureka Springs—for the better. And along the way, he showed the world the true face of a Harley bro.

## DRAGNEWS

### BRIAN GREENAWALT GOES DOWN AT NORWALK, OHIO

Brian Greenawalt, 1/8-mile and 1/4-mile Pro Dragster record holder from Newton, Pennsylvania, came off his machine at the AHDRA Mother's Day drag race in Norwalk, Ohio, May 12, 1991.

The assumption was that the front end of Brian's bike was in the air when he crossed the finish line at this 1/4-mile drag strip. The forks were crossed up when the front tire came down on the pavement, making for the crash. Both of the sliders broke, releasing the wheel and axle and causing the bike to roll uncontrollably, trashin' the scooter until inertia came into play.

Pro Dragster bikes can do over 160 mph on this track. While airborne, Brian's ankle got

tangled up with the wheelie bar. He broke bones and tore ligaments—it wasn't a pretty sight. The race was halted momentarily till the ambulance came back from the hospital. This all came about during qualifications. Kevin Cleary was the alternate. Brian's bike will be repaired and Scott Branthovver will ride it till Brian is ready to make a comeback. AHDRA rules read that the bike carries the points, right now this rocket leads all competitors by 70 points.

If that isn't enough bad news, I've got more. . . The Angus Chemical company in Louisiana burnt to the ground. Ya may be saying, "Who cares?" Well, the fuel pilots care

'cause that's where a lot of these guys were getting their fuel. Many of these men are on the phone looking to see who is holding fuel.

The W.R. Grace Company also makes fuel, but the nation's farmers get top priority at it since nitro methane goes into fertilizer.

The price of nitro used to be about \$1,100 for a 55-gallon drum or about \$25 a gallon. Over night, it has doubled to about \$2,500 a drum. Yeah, and you thought you paid a lot of money for gasoline at the pump, try \$50 a gallon. These rocket pilots may be forced to use Chinese commie nitro—which is good, but it has to be strained carefully because of impurities that may clog up the in-

jector systems.

Happy Ring is closing in on Marion Owens' 182 mph record. He did 180 at Norwalk and the air wasn't what you could call great. Happy is only 10 points behind Jim McClure in the AHDRA's points standings chase.

At Norwalk, Happy snapped McClure's five-in-a-row winning streak. Happy got something new on his bike this year that's making him run faster than he's ever done before. It's top secret, and it looks like Happy's been doing his homework. Jim McClure may have to go back to the drawing board if he's not careful.

By the way, if any of you shop owners, dealers, etc. want to have Jim McClure show up with his machine for a display you

can get in touch with his agent, Perry Reynolds and Associates, by calling (804) 564-3703.

Also, some of you readers may be wondering why some top riders have three-digit number plates. Well, many of these racers have favorite numbers and choose them over how they finished last year's racing season. In other words, they get a particular number plate at the end of the season but it goes up on the garage wall and their old favorite number goes on the bike.

Well that's it for now. Incidentally, if you want to drop a get well card to Brian Greenawalt, his mailing address is: 801 Mt. Pleasant Rd. West Newton, PA 15089.

—Rip

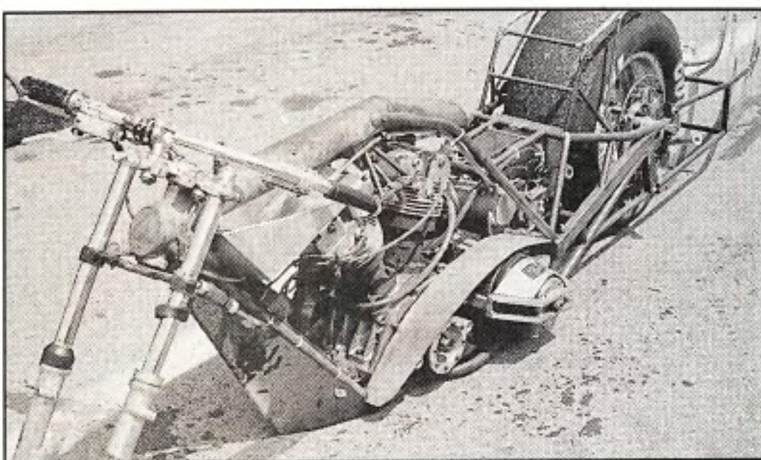


Photo by Rip



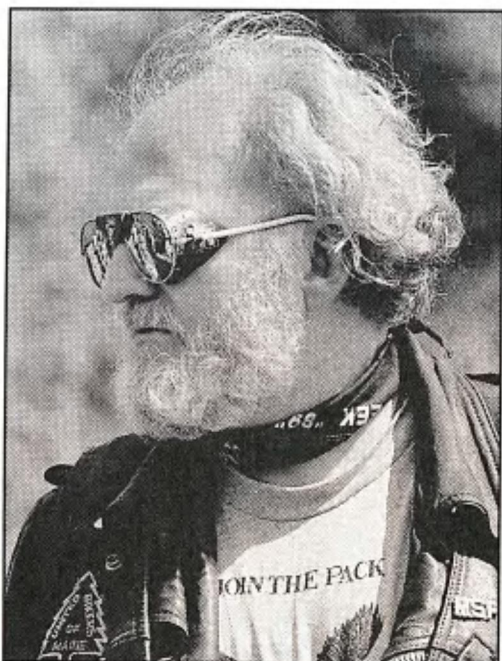
# HOW HELMET LAWS START—AND STOP

The following is a letter we received from Paul Vestal, a member of both the United Bikers of Maine (UBM) and the Motorcycle Riders Foundation:

The day after April Fool's 1991, some foolishness was going on in the Maine legislature, so Greig Perkins, Jim Perkins, and I went up to Augusta to straighten it all out.

Seems a senator had offered up a bill to prohibit anyone under the age of 10 from riding as a passenger on a scooter. The whole thing got started when some macho biker decided his kid needed a ride—whether the kid wanted it or not.

The kid hollered and his mother, the biker's ex-ol' lady, heard. When she couldn't talk the biker



Paul Vestal—Our man in Moose Country.

out of forcing the kid to ride, she called her State senator and asked him to get a law passed outlawing kids as passengers on bikes.

The bros from UBM showed up before the Transportation Committee and began to state the case against the bill: No kids were reported injured or killed riding as passengers—How could a kid learn motorcycle safety without some exposure to bikes?—How many kids carry ID cards showing their age?—etc.

We were just getting warmed up when the Chairman of the Committee interrupted the proceedings to deliver a five-minute speech about how UBM has worked for years to promote motor-

cycle safety. Soon as he finished, a representative on the Committee stood up to say he knew UBM was a great organization because his son belonged to it. Only thing he couldn't figure, the rep said, was why all the UBM members had so much hair.

So, we were in friendly territory—partly because we had been there before and they knew us.

The proceedings ended with the bill "deader than a mackerel" and UBM adjourned to the Triple R Bar.

A good day's work, but still worrisome: Whoever controls our children controls the future of motorcycling. Bros, you can't let your guard down for one minute.

—Paul Vestal

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|                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>20% NOW AVAILABLE ON NEW S &amp; S CARB</b></p> <p><b>S &amp; S SUPER E &amp; G CARBS</b><br/>Super E 1 1/2" &amp; G 2 1/16" carbs<br/>\$263.96 to \$279.96<br/>Complete kits include air cleaner, manifold &amp; instructions etc.<br/>183-B M/fold conv. kit...\$47.96</p>                                          | <p><b>AMERICAN MADE</b></p> <p><b>\$169.95</b><br/><b>SPECIAL SALE ON FORWARD CONTROLS</b></p> <p><b>BOLT-ON FWD. CONT. KIT B/TWIN</b><br/>2705 ..... 73-85 FX \$169.95<br/>2706 W/O m/c ..... 52-86 FL \$169.95<br/>2706-M With m/c ..... 52-86 FL \$219.95</p> <p><b>BOLT-ON FWD. CONT. KIT SPT.</b><br/>2703 ..... 57-74, 75 XL \$169.95<br/>2704 ..... 77-78 XL \$169.95</p> | <p><b>20% APPLIED</b></p> <p><b>REAR RIMS</b><br/>Chrome 08-007 16" \$39.96<br/>08-006 15" \$39.96</p> <p><b>WHEEL ASSEMBLIES</b><br/>40968-73 16" chr, 3.50 rim... 73-83 FL f/r, 73-81 FX rear only ..... \$180.00<br/>40969-73 16" chr, 4.00 rim... 73-83 FL f/r, 73-81 FX rear only ..... \$192.00<br/>40968-19 19" chr... 73-83 f/r, 73-81 FX rear \$196.00<br/>40968-21 21" chr... 73-83 FL f/r, 73-81 FX rear \$196.00<br/>08-007 Rear rim, chr, 40 hole ..... 39.96</p> | <p><b>20% APPLIED</b></p> <p><b>CHROME AXLE CAPS FOR SOFTAILS</b><br/>43875-84, 84" \$31.96</p>                                                                                                                                                                                                                                                                    | <p><b>20% APPLIED</b></p> <p><b>DASH KITS FOR HARLEYS</b><br/>All kits come complete with chrome dash cover, mounting kit, ignition switch and choice of speedometer.<br/>NOTE: Specify 2:1 or 1:1 ratio on speedometer.<br/>310125 Cats-eye dash kit ..... \$129.95<br/>310135 Three light dash kit ..... \$129.95<br/>310185 Two light dash kit ..... \$129.95</p>                                                                                                                                                                                                                                                    |
| <p><b>PERFECT FIT</b></p> <p><b>MADE IN U.S.A.</b></p> <p><b>20% APPLIED</b></p> <p><b>DRESSER STYLE DUAL EXHAUST FOR SOFTAILS</b><br/>800-00 Dual exhaust, mufflers opt... 84" FXST \$360.00<br/>800-10 Dual exhaust, 30" drag w/bolt-on f/tail... \$380.00<br/>800-15 Head pipes w/o crossover... 84" S/tail \$106.36</p> | <p><b>20% OFF</b></p> <p><b>TOOL BOX</b><br/>64205-40 Tool box, oval, chr... \$36.76<br/>5012 Mtg. brkt... 55-57 FL \$11.96<br/>47386-41 Mtg. brkt... 40-55 FL \$15.96<br/>64201-85 Kil. rt... 84" S/T \$52.76<br/>64202-85 Kil. lt... 84" S/T \$52.76</p>                                                                                                                       | <p><b>20% APPLIED</b></p> <p><b>STAINLESS STEEL SPOKES \$45.00</b><br/>2015 16" ..... FL Hub<br/>8015 19" ..... FL Hub<br/>8025 19" ..... FX Hub<br/>9015 21" ..... FL Hub<br/>9025 21" ..... FX Hub</p>                                                                                                                                                                                                                                                                       | <p><b>20% APPLIED</b></p> <p><b>CHROME SPOKES</b><br/>08-019 Spokes 16" FL hub ..... \$26.36</p>                                                                                                                                                                                                                                                                   | <p><b>20% APPLIED</b></p> <p><b>CUSTOM BULLET MARKER LIGHTS</b><br/>28-000 Red, dual filament ..... \$8.73<br/>28-005 Amber, dual filament ..... \$8.73</p> <p><b>BULLET LIGHT MOUNTING KIT</b><br/>27-995 Mounting kit ..... \$23.96</p>                                                                                                                                                                                                                                                                                                                                                                               |
| <p><b>20% APPLIED</b></p> <p><b>JAGG OIL COOLER KITS</b><br/>05-160 ..... 83" FLT \$127.96<br/>05-161 65-61 FL, 71-80 FX, 85" FXWG, 84" S/tail ..... \$127.96<br/>05-162 82" FXR, 79" XL \$127.96<br/>05-163 ..... 57-78 XL \$127.96</p>                                                                                    | <p><b>20% APPLIED</b></p> <p><b>ROUND AIR-CLEANER</b><br/>29002-35D plain \$35.96</p>                                                                                                                                                                                                                                                                                            | <p><b>20% APPLIED</b></p> <p><b>CANDLEPOWER HALOGEN H/LAMPS</b><br/>8475 12V, 55-60W ..... \$31.96<br/>8943 12V, 55-60W ..... \$31.96<br/>8943 12V, 55-60W ..... \$31.96<br/>6342 Bulb 6V (H-4) 55-60W ..... \$16.80<br/>12342-99 Bulb 12V (H-4) 55-60W ..... \$11.96<br/>12593 Bulb 12V (H-4) 55-100W ..... \$11.96</p>                                                                                                                                                       | <p><b>NO FURTHER DISCOUNT</b></p> <p><b>LOWERED EXTENDED FOOTPEG SUPPORTS FOR SOFTAIL &amp; FX</b><br/>49127-89 Polished (2) \$44.95</p> <p><b>DUAL ACTION REAR BRAKE KITS</b><br/>44171-83-P 10" disc/arm ..... \$169.95<br/>44172-83-P 11" disc/arm ..... \$169.95<br/>44173-83-P 10" disc rigid ..... \$169.95<br/>44174-83-P 11" disc rigid ..... \$169.95</p> | <p><b>WITH POLISHED CALIPERS</b><br/>44171-83-P 10" disc/arm ..... \$169.95<br/>44172-83-P 11" disc/arm ..... \$169.95<br/>44173-83-P 10" disc rigid ..... \$169.95<br/>44174-83-P 11" disc rigid ..... \$169.95</p> <p>To join our Discount Club simply send us \$9.95 for a one year membership. To obtain the 20% discount you must either be a member of our Discount Club or mail in or Fax in your order. We ship U.P.S./C.O.D.</p> <p><b>DISTRIBUTORSHIPS AVAILABLE</b><br/>Distributor Package \$9.95<br/>U.P.S. C.O.D. Call for details.</p> <p><b>CATALOG #12</b><br/>288 Pages \$4.95<br/>Foreign \$9.95</p> |



## U.S./Canadian Motorcycle Laws

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

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



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**W**e got a break. Our old 900 number had some area restrictions and other problems. Our new carrier is AT&T. This line is the hot setup and accessible from the entire country.

Call (900) 933-3358 for the monthly Fox Hunt contest (listen to their sexy voice recordings and vote for your favorite Fox), the Raisin Pie Line (for leaving jokes, comments, and any message you have), and all those special contests promoted by this crew (like the yearly Bike Show/Fox of the Year and

Flames contests).

The What's Happenin' hot line, listing biker events in all the states, has been discontinued on the 900 number. But, all that valuable, up-to-date event info is still published every month in the rag.

The new cost per call is \$1.50 for the first minute, and \$1.00 for each minute thereafter.

That's 1 (900) 933-FEKT. Or, how about 933-FEK-U? Nah, just remember 933-3358 ... have a nice dial!

—Rancid Meat

## WHERE IT'S AT

**F**irst, Sharon Hunley's ol' man went to an Easyriders Rodeo. Then, he went out and bought himself a Harley. And after that, the two of them went ridin'.

In the June 1991 issue of the Columbus (Ohio) Monthly, Sharon had this to say about the whole experience:

... HOG members are well thought of. They have a reputation for being polite, patient, generous, and

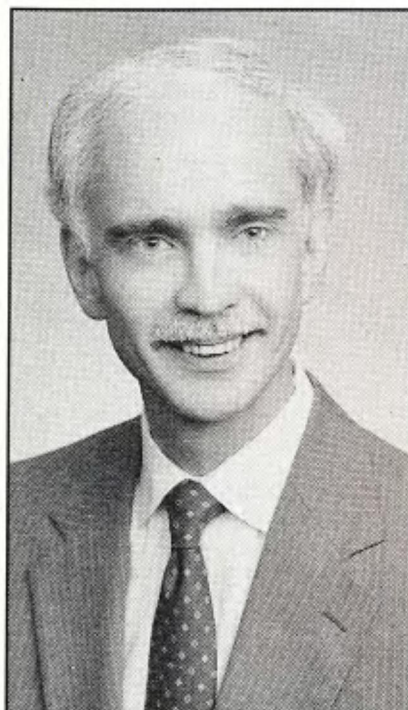
understanding... the only fearsome thing about the HOG bikers is their looks.

Biker fashion is simple. If it's black, wear it. If it's tight and/or leather, even better. If you have facial hair, grow it (not necessarily men only). If you are tattooed, flaunt it. If you don't have a perfect figure, that's okay, because it's your character that counts.

Beautiful words, Lady Hunley—say 'em again.



# ROSE IN A DUNGHEAP



Allen Brandstater

As could have been predicted, after Governor Pete Wilson signed California's new mandatory helmet law, most of the state's newspapers went into a literal orgy of celebration, an orgy that included a lot of sneers and swipes at the motorcycle fraternity in general (and *Easyriders* in particular).

But not all of them: the *Glendale News-Press* ran some remarks by political consultant Allen Brandstater that bear repeating. Here's a sample:

*Bikers are an easy political target because a lot of them look different than we do, talk, act, and behave differently... the few "bikers" I know are, in the main, a patriotic, flag-waving, freedom-loving bunch... Yes, some of them do break laws... so do savings-and-loan executives.*

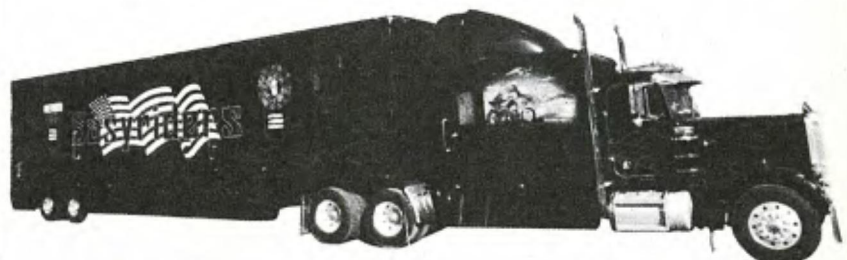
*A mandatory helmet law is just one more insidious and sneaky way of taking away individual freedom...*

*If Jabba-the-Hut Floyd and the rest of his colleagues in Sacramento want to wear helmets, that's up to them. And why not? They've been wearing blinders for years.*

Thanks for that, Bro Brandstater, and thanks to the *News-Press* for bringing his words of wisdom to the public.

# LOOK

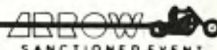
it's that *Easyriders* Truck again!



The *Easyriders* Full-Line Product Truck will be at the following locations August through October:

**August 31–September 1, 2, 1991**  
**EASYRIDERS RODEO—LABOR DAY WEEKEND**  
Chillicothe, Ohio—Ross County Fairgrounds  
(Hwy. 35 to Route 104 North)

Rodeo, ride-in bike show, trade show, food and beer on sale, camping, live music, trophy girl contest and also featuring display of *Easyriders* world record Streamliner.  
**THE EASYRIDERS TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRTS!**



**September 6, 7, 8, 1991**  
**EASYRIDERS RODEO**

Middletown, New York—Orange County Fairgrounds  
(I-84 to Hwy. 17 West, to Exit 120)

Rodeo, trade show, ride-in bike show, live music, food and beer on sale, camping, trophy girl contest, and also featuring display of *Easyriders* world record Streamliner.  
**THE EASYRIDERS TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRTS!**



**September 20, 21, 22, 1991**  
**EASYRIDERS RODEO**

Pecatonica, Illinois—Winnebago Fairgrounds  
(Between Rockford and Freeport off U.S. Hwy. 20)

Trade show, rodeo, ride-in bike show, live music, food and beer on sale, camping, trophy girl contest and also featuring display of *Easyriders* world record Streamliner.  
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**October 11, 12, 13, 1991**  
**EASYRIDERS RODEO—GRAND NATIONALS**

Vallejo, California—Solano County Fairgrounds  
(Located where Hwy. 37 and Hwy. 80 meet)

Rodeo, trade show, ride-in bike show, live music, food and beer on sale, camping, trophy girl contest and also featuring display of *Easyriders* world record Streamliner.  
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No Recovery — No Fee**

## SHORT STROKES



**The Chained Eagle Brotherhood (CEB)** is an organization created by Jeff Schleicher to assist downed bikers with job placement, housing, and counseling. Their new address is: Box 23, Leon, KS 67074....**Good news, a lady rider** strolled into Dale's Modern Cycles in San Bernardino, California, recently, leaving her kids in the car and her purse stashed under the seat. As she entered the store, she noticed some lowlife getting into her car. She started to scream. Well, there happened to be a couple of bros, one a Hells Angel, in the store. They ran the asshole down and came back with the purse—way to go....**A literacy test was given** to 2,000 residents in Salem, Oregon. The panel based its gauging of literacy skills on ordinary items: ads, menus, checkbooks, pay stubs, and newspaper articles. Only 18 percent passed. No wonder they voted for the helmet law and against the seat belt law....**The Motorcycle Action Group (MAG)** in England had a run to collect pet food for the Liz Bloomfield Animal Sanctuary. Over 50 bikes showed and they were followed by a couple of German tourists....**Also in the British Empire**, the Department of Transportation is asking pedestrians, cyclists, horse riders, and motorcyclists to wear conspicuity aids day and night to avoid the, "Sorry, mate, I didn't see you" excuse....**A man was recently arrested** on a drunk-driving charge while pushing his bike in Helena, Montana. His clutch was out, and he was forced to push the bike home....**A Pennsylvania Superior Court** has ruled that sheriffs and their deputies do not have the authority to arrest drivers for motor vehicle violations. They only have the power to serve court papers and execute court orders directed to them....**Battery recycling is the law** in 30 states. Few people realize that lead batteries are readily recyclable, and recycled. The technology and markets

exist today to ensure that these products are and continue to be recycled. Return used batteries to battery retailers and service stations....**Bill Torres, in a letter to the Chico Enterprise-Record**, in Chico, California, said of the energy crisis: "Cannabis sativa hemp can provide enough fuel to meet all our energy needs, and enough food and fiber materials to minimize or stop the deforestation of the planet. In three to four months, Indian hemp easily produces as much as 10 tons/acre of biomass, with a heating value of 10 to 16 million BTU/ton. The Business Alliance for Commerce in Hemp estimates that hemp cultivation of 6 percent of the Continental U.S. farmland would make America independent of fossil fuels and oil....**According to the Random House College Dictionary**: The definition of "Easy Rider" is: A man supported by a prostitute. Thanks Glassman, now I know why I like that word....**Dale Walksler of Harley-Davidson of Mt. Vernon, Illinois**, recently opened a museum. Over 80 years of motoring history is on display, including: Steve McQueen's 1949 Cadillac and a bike previously owned by Evel Knievel. The 1982 "Energy Express Train" from the Knoxville, Tennessee World's Fair is also on display. Stop by....**Loch David Crane, a biker in San Diego, California**, was the first one to file for the race for Mayor of San Diego. But the press ain't payin' much attention. Go get 'em David....**Dig this, Carolyn Morris was the winner** of the Boss Hog, Inc., 1991, Corvette-powered, two wheeled bike given away by the Children with Aids Foundation. These bikes are unbelievable. There's currently only a handful of them on the road.

Well, it's Friday afternoon, time for me to ride out to the local cantina and get a jump on the weekend. May your roads be clear, your beer cold, and your troubles few.

—Bandit



# WHAT'S HAPPENIN'

Here's your guide to what's happenin' in your area in September, October, and November. 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.

## Arizona

**4TH ANNUAL VINTAGE MOTORCYCLE SHOW, PARTS EXCHANGE, AND FIELD EVENTS—October 20** at the Wildcat House, 1801 N. Stone Ave., Tucson, from 8 a.m. to 4 p.m. Lots to see, eat, and drink. For more info call: Kas at (602) 624-9505 or Jim at (602) 883-3817.

**HALLOWEEN PARTY—October 26** in Glendale. Sponsored by the Limey Riders Motorcycle Club (AMA club). For more information write to: Box 780, Glendale, AZ 85311.

## 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, children 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, 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.

**MOTORCYCLE PARTS EXTRAVAGANZA & RIDE-IN BIKE SHOW—October 21** held at Fairplex, L.A. County Fair & Exposition Center. For more info call: Bill at (319) 462-4605.

**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 info call: (800) 247-6246.

**SOUTHWEST HDRA—November 16-17** at Sears Point Raceway in Sonoma.

**ALL HARLEY DRAG RACE AND PARTS EXTRAVAGANZA—November 24-25** in Palmdale at the L.A. County Raceway. For more info call: Bill at (319) 462-4605.

## Canada

**PORT ALBERNI 7TH ANNUAL TOY RUN—September 21** at the Fall Fair Grounds. Special guest "Powder Blues Band." Limited advance tickets. For more info call: (604) 723-2104 or 724-4228.

## Colorado

**2ND ANNUAL MOUNTAIN MOTORCYCLE RENDEZVOUS—September 27-29** in Durango. Indoor/outdoor swap meet, all kinds of spare parts. Lots to see, buy, eat, and drink. Admission: \$6 per person, \$10 per couple. 11 a.m. to 5:30 p.m. For more info call Willie Hall at (713) 448-4294.

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

## Indiana

**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 and B.H.D.S. For info call: (317) 689-8248.

## Kentucky

**3RD ANNUAL HARLEY-DAVIDSON KENTUCKY & RALLY RACES—September 29** at River-side Downs. Swap meet, bike show, field meet, H.O.G. parade, trophies, prizes and AMA Pro half mile flat track races. 9 a.m. - 2 p.m. For more info call: Bob at (502) 444-7593.

**6TH ANNUAL NORTH AMERICAN ALL-HARLEY DRAG FINALS—October 5-6** in Beechmont at Beech Bend raceway Park. For more info call: (708) 250-0838.

## Maine

**10TH ANNUAL UBM TOY RUN—September 8** at Harleys-R-Us on Main St. in Lewiston. Breakfast sponsored by Mid-Maine Chapter of H.O.G. For info call: Paul at (207) 786-2822.

## Maryland

**2ND ANNUAL CHOSEN SONS MC FIELD MEET—September 29** located at Old Joppa Rd. and Route 7. Continuous events, trophies, food, beverages, and much more. For more info call: Jim Looper at (301) 679-7005.

## 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.

## 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.

**SOUTHWEST HDRA—November 2-3** at the Las Vegas Raceway.

## New Jersey

**AMERICAN IRON ANNIVERSARY PARTY—September 8** at the Hamburg Firemans Pavilion on Route 23 from noon till 6 p.m. 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.

## New Mexico

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

## New York

**4TH ANNUAL MUSTACHE RUN—September 14** at McChesney's Agway in Galway. Festivities after run. For more info call: (518) 882-1241 or 882-9863.

**3RD ANNUAL ARM WRESTLING AND BLOCK PARTY—September 14** at Ultimate Performance in Long Island City. Great food, drinks, fun, and raffle of a 1991 FXRS. For more info call: (718) 482-9600.

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

## North Carolina

**8TH ANNUAL CHEROKEE RALLY—September 13, 14, 15** at the Ceremonial Grounds in Cherokee. Featuring: Live concert with Molly Hatchet, bike show, bike games, food, drink, vendors. Fri. & Sat.: 10 a.m. to 10 p.m.; Sun.: 10 a.m. to 5 p.m. Sponsored by Bob's Precision Cycle. Call (803) 845-5722 for more information.

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

**HDRA'S 8TH ANNUAL NORTH CAROLINA HARLEY-DAVIDSON DEALERS ASSOC. FARMINGTON FINALS—October 19-20** in Farmington at the Farmington Dragway.

## Ohio

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

## Oregon

**SHRINER'S TOY RUN—September 28** in Portland. Sponsored by Portland ABATE. For more info call Edd at (503) 771-0188.

**SHRINER'S TOY RUN BENEFIT HALLOWEEN PARTY—October 26** in Portland. Sponsored by Portland ABATE. For more info call: Edd at (503) 771-0188.

## Pennsylvania

**MOTORCYCLE HILLCLIMB—September 29** in Jefferson, starts at 1 p.m. Thrills and spills not to be missed, rain or shine. Sponsored by White Rose MC. For more info call: (717) 229-2621.

## Texas

**MOTORCYCLE SWAP MEET—November 24** at the VFW Hall in San Marcos, from 11 a.m. to 5:30 p.m. Lots to look at, buy, and do. Admission is \$6 per person, \$10 per couple. For more info call Willie at (713) 448-4294.

## Washington

**4TH ANNUAL ROAD KILL BBQ—September 6-8** outside of Seattle at the Green River Gorge Resort. Clean and sober campout & BBQ. For more info call: Panhead at (206) 878-4906.

**SOUTHWEST HDRA—September 14-15** at Renegade Raceway in Yakima.

**THE GREAT HARLEY-DAVIDSON DIAGONAL RACE—October 1.** All-Harley, cross-country race from Washington state to Florida. Race is limited to 100 riders. Entry fee is \$1000. Winner gets \$50,000 cash. For more information, write: Quest, Box 1849, Chico, CA 95927.

## Wisconsin

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

**GREAT LAKES DRAGWAY APPRECIATION DAY—October 13** for fans and racers in Union Grove. Free pig and turkey roast, beer, soda, and wine coolers. For info call: (414) 878-3783.



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

**S**loppy Sophie comes with a flip-top box: ya flip her skirt... and there's her box.

—James Wheway  
Milford, Conn.

**A**nother name for an Eskimo girl's twat: a chatterbox.

—Moray Eel  
Graybar Hotel

**T**here was a young bro from the U.S. of A.

Who went over and blew the  
Iraqis away  
And when he got back  
He jumped in the sack  
And got laid until Veterans Day

—Ann B.  
Billerica, Mass.



"So then after they passed a bunch of helmet laws, I left the planet Glyxubb and came to Earth..."

**T**wo tribesmen, depressed over recent laws forbidding the practice of cannibalism, were strolling through the jungle when they came upon an abandoned archaeological dig. One of the tribesmen noticed a stack of porno mags left behind by the departed scientists and immediately began tearing out pages and stuffing them into his mouth.

"Jeez, what the hell ya doin'?" asked his astonished friend.

"Try it," urged the other, handing over the centerfold. "This dehydrated stuff is pretty good."

—Joey  
Crescent City, Calif.

**V**ice President Dan Quayle excitedly told his wife, "Can you believe it, honey? I finished this jigsaw puzzle in only three months."

"Is that a record, dear?" Marilyn asked.

"It must be," said the veep. "It says '3 to 5 years' on the box."

—Harry Wagner  
TDC

**W**hen do ya know you've been with the same ol' lady too long? When what was once ideal is now ordeal.

—Risky  
Around

**H**ow is a woman like a cop car? They both make lots of noise to let you know they're coming.

—V.A.  
Florence, Ariz.

**O**verheard at a lesbian bar: "Whaddaya say we tie one on?"

—Dave Chance  
Crescent City, Calif.

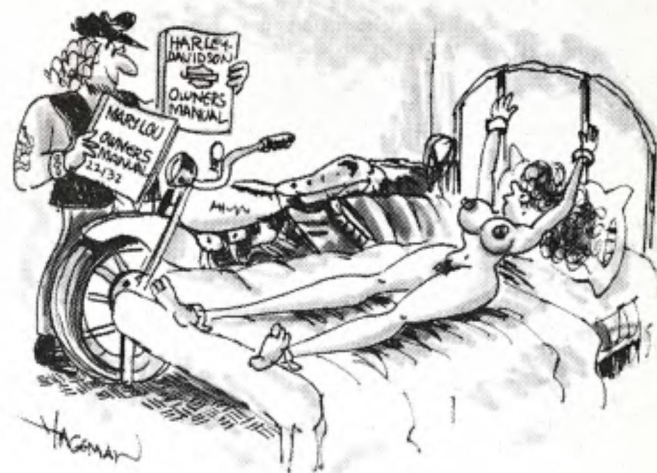


**W**hy aren't chicks' farts nearly as loud as men's? Because they don't stop talking long enough to build up any back-pressure.

—Kubits  
Shoreview, Minn.

**D**idja hear about the 500,000 state highway construction workers who were just laid off? Someone finally invented a shovel that stands up on its own.

—Wind  
Grovetown, Ga.





**W**hile knocking down a few brews one afternoon, Dave told his best bro, Tom, "My girlfriend is learnin' genital muscle control."

"No shit?" asked Tom. "How's that grab ya?"

—Victor  
West Coast

**A**n old codger was sitting on a park bench when he complained to his crony, "No shit, Horace, those women have all the luck when it comes to getting old."

"Whaddaya mean?" asked Horace.

"Well," said the graybeard, "I can barely remember the last time I was able to get it up in bed. But my wife, she's healthier than ever."

"Yeah? How's that?"

"Years ago, she used to have these terrible headaches damn near every night at bedtime—and now, she hasn't had a headache in years."

—Buzz  
The Pit



—John Lotz  
Chaparral, N.M.

#### Chain Letter for Bros Only

**T**his letter was started by a biker like yourself, in the hope of bringing relief to other tired and discontented bros.

Unlike most chain letters, this one does not cost anything—just send a copy of this letter to five of your riding buddies who are equally frustrated, then bundle up your ol' lady and send her to the bro whose name appears at the top of this list. Add your name to the bottom of the list.

When your name comes to the top of the list, you will receive 16,977 chicks; one of them is bound to be a helluva lot better than the one you got now.

Do not break the chain—one tramp broke the chain and got his own bitch back. At this writing, one biker already received 184 women. They buried him yesterday, but it took three undertakers 36 hours to get the smile off his face and two days for his crank to go down enough to close the casket lid.

Hurry up and send this letter along so my name can move up fast.



"Do ya hafta do that after every time I ride?"

**F**ast Fred and his black weightlifting coach, Jim, were in the showers after a long workout at the gym. Fast Fred happened to notice how big Jim's tool was and asked, "Shit, man, how the hell didja get that damn thing so big?"

Jim shrugged and said, "I dunno, but when I was young I used to tie a rock to it with a string—maybe that's what did it." It sounded logical, so Fast Fred decided to give it a try.

The next week, during the workout at the gym, Jim asked Fast Fred, "Hey, how's the string-and-rock trick working?"

"Pretty good," Fast Fred said. "I'm halfway there—it's already turnin' black."

—Whiplash  
Sherman Station, Maine

**H**ow do you stop a fat chick from attackin' you?

Pretend you're a salad.

—Lee  
Rolling Rock, Pa.

**B**umpersticker spotted on a dresser: It may not be the Mayflower, but your daughter came across on it.

—Bill Van Kirk  
Irwin, Pa.

**W**hat's the difference between a married man and a single guy?

The married man has a better half, and the single guy gets a lotta pieces.

—Sandman  
TDC

**C**rusher wanted to buy a brand-new Softail, but he was turned down by the loan company. Bummed, he walked home and told his house mouse the bad news.

"But baby," said his ol' lady, "why didn't you tell me sooner? I have about \$5,000 in a secret account at the bank."

"Five grand!" Crusher exclaimed. "Where the hell didja get that kind of money, bitch?"

"It may sound kinda silly," she said, "but I've put away a dollar every time we've made love."

"Whatafuck," Crusher muttered. "If I'd known ya were doin' that, I'd have given ya all of my business!"

—Halfbreed  
Eugene, Ore.

**D**efinition of clitoris: a chick's hood ornament.

—Wayne Willhoite  
Vacaville, Calif.

**W**hat's the smelliest thing in the world?

An anchovy's pussy.

—Terry  
Down South

**H**ow can ya tell when yer ol' lady is tired?

She can hardly keep her mouth open.

—Deli  
Countin'

—Kippy  
In There



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# BIKER HALL O' FAME

BROTHERS AND SISTERS WHO STAND OUT IN THE CROWD

## Shack O' Shame

### Reader's Digest

May 1991 issue

Last May, the esteemed *Reader's Digest* published an article about the importance of helmets on our heads, called "Who Needs a Helmet?" which absurdly suggested that motor- and bicyclists were on top of anyone's list.

Well, after reading it, I began to wonder. Who really does need a helmet? I then looked around, only to see a multitude of injurious circumstances most folks blindly run into just living their normal, everyday lives.

Why, just the other day, Clean Dean was sitting in his office here at the rag, when all of a sudden his ceiling light came crashing down and damn near flattened his melon. What saved his live, I dare say, was the fact that Clean Dean is a law-abiding citizen and wears his helmet at all times (see life-like illustration), especially when he's working. In fact, the only time he takes it off is when he gets on top of his shovelhead, Ol' Blue, and heads for the wild blue yonder.



As my (by now helmeted) mind began to wander carefully, I envisioned further catastrophic events in which people were apt to experience brain damage.

More people, I was certain, needed to protect their heads when falling out of their beds in deep sleep, for instance.

By the time my mind returned to me, it had gone through a myriad of helmet possibilities, such as while having sex (where all participating heads should be helmeted), in your parents'

house (if Dad still smacks you around), playing racquetball (just in case you hit yourself in the head), on the shitter (when you're constipated, it could prevent your head from exploding), or when camping (more people die from earwigs than had previously been anticipated).

Those are just a few of the millions of possibilities where a helmet can save your life. Just ask Clean Dean.

—Helmut Fokker

David Czoske  
Poway, California



Photo by D. Czoske

What did you do after you graduated from high school? (If you graduated high school, that is). Don't remember? David Czoske will definitely remember what he did. After all, it took him all of 31 days and 8,630 miles to do it.

He gave himself the best graduation present an all-American boy like David could have: he crossed the country, alone, on his Harley-Davidson.

David, who graduated from Mt. Carmel High School down San Diego ways, is no new-

comer to this mode of traveling. His dad, David Sr., had made many a similar trip when he was young. So it was no surprise that David Sr. encouraged his off-spring when the idea came up.

Said Dad, "It's an American thing to do. There's nothing like driving across the country on Harley."

That ain't even close to what my ol' man used to tell me. Wait a minute! Maybe David Sr. should be on this page too...

—Red Baron



# Merrimack Valley H.O.G.

## Merrimack Valley, New Hampshire

If cleanliness is next to godliness, then the members of the Merrimack Valley H.O.G. chapter are either on the way to sainthood, or they live right next door to Mt. Olympus and ol' Zeus.

Either way, because of their tireless efforts and unrelenting urge to scrub, paint, restore, and move heaven and earth (particularly the latter), the parks and forests of southern New Hampshire have taken on a new shine and unprecedented luster (at least in recent memory).

Under the direction of a local assistant ranger for the White Mountain National Forest, some 50 to 60



Photo by Rob Burbank

H.O.G. members invaded the national park, where they performed such tasks as: painting outhouses rebuilding pathways, clearing brush, and picking up

litter strewn along the Kancamagus Highway.

The previous year other parks and forests in the New Hampshire area were treated to similar face lifts by this

hardworking H.O.G. chapter, which also includes members from northern Massachusetts.

And on their days off, when they're not busy scrubbing and dubbing

nature, these guys like to collect money for the kids at the MDA.

That oughta keep ol' Zeus smiling.

—Red Baron

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# FXRS Hop-Up

By Wrench

## Theories And Philosophies On Performance From Carl Morrow

This is the last—except for some detail work—major stage of the development of this 1990 FXRS. The goal: street performance without risking reliability. Riding habits include a tremendous amount of time on freeways. However, it doesn't mean constant top-end running. Due to growing congestion in this area, the average freeway speed is less than 50 mph. The performance was then designed to smack the pavement at mid-range (30

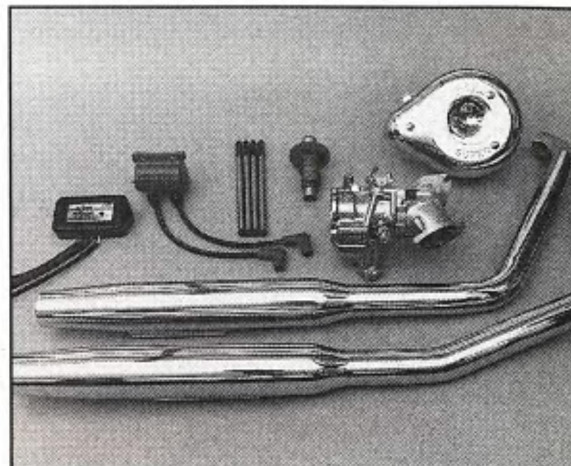
we'll get to some specifics regarding the installation of this particular system. Adding the right elements to your motor, without taking the heads off, can increase performance by as much as 33 percent and take an FXR through the quarter at 12.50—doing over 106 mph—with only the baffles removed (which is part of the benefit of this exhaust system). The baffles can be adjusted or completely removed easily.

Let's start with the 1 7/8-inch, S&S Series E carb. This carb was developed over the last five years through S&S, Smith Brothers research—they've done a fine job. The choke mechanism is very efficient and easy to adjust while going down the road. In addition, the accelerator pump is highly adjustable and works well. This unit is much more efficient and compact than many carbs. But several carbs will enhance the performance of a stock bike, these include: SU, Dell 'Orto, or Screamin'

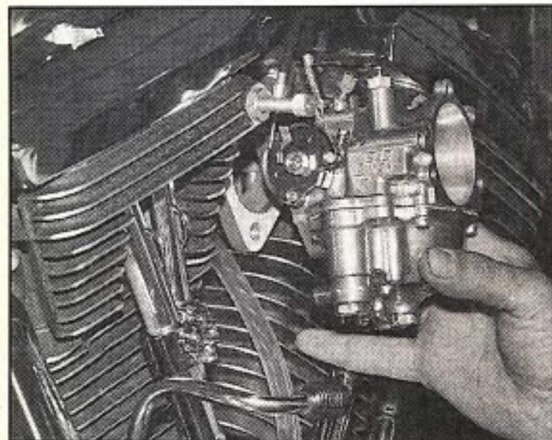
Eagle, you name it. But each one has its idiosyncrasies or performance variations. This carb was installed with a 29.5 intermediate jet and a 68 main jet.

The exhaust system was designed by Carl to be equal in length, and afford the engine enough back pressure to enhance horsepower (by assisting with the fuel velocity), while moving the exhaust out of the engine quickly, at the right time. "Drag pipes are out," says Carl Morrow, the owner and master machinist. "They don't function well except on drag bikes. They make engines hard to tune and don't give riders any mid-range. Like a light switch, they're either off or on."

The ignition came from Accel. This MegaFire module is adjustable in several aspects: amount of advance, rpm level for advance to take place and rev limiting capabilities. It seems technical, but it's not. The advance rolls on before 2000 rpms and the rev limiter is an engine saver, unless you're only after top-end on a 1/4-mile strip of asphalt. The stock rev limiter shuts the engine down at 5250.



This photo displays the components that make up Carl's Get-Kit for Evos.



The new S&S shorty, E-series carb, with 1-7/8-inch venturi.

mph), and pull strong to 80 mph. Yet the bike needed to handle low speeds, splitting lanes, and dodging cars in parking lots without stalling.

The hop-up location was Carl's Speed Shop in Santa Fe Springs. Carl's shop is organized and pristine. He's been 17 years in the same town. Carl's also an avid, successful drag racer (his 20-year-old son, Doug, regularly punches an 89-inch Sportster through the quarter-mile in the 10s). Carl also holds a couple of Bonneville (Salt Flats) records and is building a bike for The Salt this season.

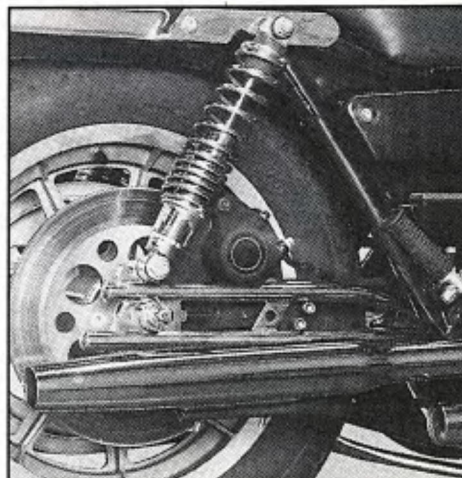
The \$850, quick street kit includes: S&S adjustable pushrods, S&S Shorty Carb (E-Series, 1 7/8 inches), Accel MegaFire ignition, Andrews EV-3 cam, Andrews High Output coil and wires, and Carl's adjustable-baffled exhaust system. Installed, the operation costs \$1350.

This is a proven system, one of many on the market today. I hope to explain the reasoning behind every modification, so this system can be applied to any bike—all the way back to pans. Then,

Open it up, and the engine will spin to 7000 plus, but it's dangerous to the engine's internals. An Evo can easily rev to 6200, and that's where I had it set (after removing the limiter altogether for a short while, which is possible with this module). One of the problems with removing the limiter is over-revving during a missed shift, which can cause the valve collars to smack the seals and cause the bike to smoke. Secondly, I was running my revs way too high (going too fast). Anything in the area of 6800 is beginning to wear the engine disproportionately. Some modification is fine. With this adjustable module, altering the curve for the drags is just a flip or two of a switch.

Generally, adjustable pushrods simplify one function—replacing the cam. By pinching off the stock solid rods with massive dykes and replacing them with the adjustables the rocker boxes do not have to be removed.

The cam is up to you. Last issue, we described the process of selecting the proper cam, based on riding habits, engine size, and performance expectations. We installed the EV-3 because it comes



Carl's custom-designed exhaust system with removable, adjustable baffles.



on like an animal from 2500 to 6500 without headwork. If I had modified the heads, then I could have pushed more in the cam area. A larger cam would be wasted on this engine and performance would have started to slip.

The high-output coil only reinforces the ignition module and enhances the spark for a cleaner more efficient burn over the piston.

### Installation

The installation aspects of this tech tip are straightforward. No modifications or special tools are needed. The carburetor comes with very complete assembly and adjustment directions.

We also installed the S&S intake manifold to remove the compliance fitting problem with the improved O-ring design.

The ignition module basically replaces the stock module. Timing is critical, though. A timing light is a must.

The cam installation requires the elimination of the stock pushrods, removal of the cam cover and tappet blocks. Don't forget to buy new gaskets. If you have verniers, check the difference in lengths of the cam. But since end-play is not critical in these models, it shouldn't be a problem (although there should be

at least .015 end-play). And when you replace the pushrods, the rule of thumb is four turns down after the end-play is taken up. Be careful with this maneuver. It's all in the touch.



The FXR project complete: lowered, springer front end, and hopped-up.

Finally, the exhaust pipes need only to be installed like the stock ones were. Replace the gaskets with new ones, let the pipes center in the ports for the best fit, and then rock 'n' roll. Carl will custom modify each set of baffles for the owner and his engine before he ships them out.

Carl feels strongly that there will be a surge in Harley-Davidson performance this year and next with the release of Rivera's 4-valve heads, Accel's fuel injection system, the new S&S carb, and new developments to heads.

But, as riders, we need to keep in mind our own rides and riding styles. Combinations of stroker kits, cams, headwork, and ignitions must be matched for maximum performance, just as the needles in a carb. To over-cam a stock motor won't accomplish anything, just like running a stock cam in a 98-incher. Take your time and talk to people who are building successful speedsters before pumping a lot of time, effort, and money into your project bike. Guys like Carl should produce monthly newsletters, explaining new breakthroughs in performance and where they best apply. Bath-tubbing heads and filling in the chambers to heighten compression is hot for some motors. Research tells the performance-minded that this operation fans the flame by causing turbulence in the heads. Pol-

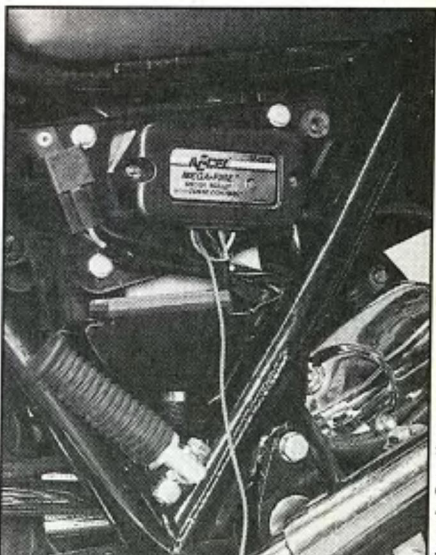
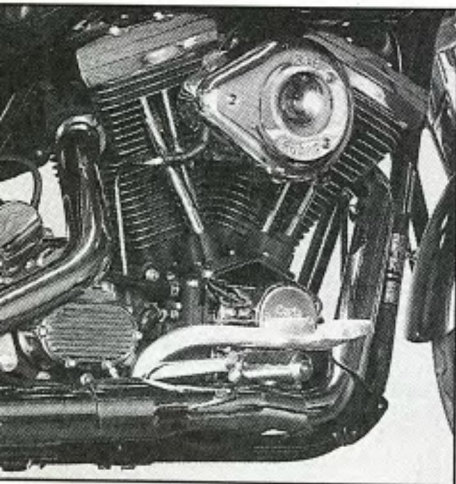
ishing intakes is gone—to be replaced with fins in intake ports to streamline fuel direction. Bumps in exhaust ports create exhaust velocity by preventing turbulence at the manifold, because of the turn the exhaust makes.

Carl is a firm believer that stroke is the answer for Harleys, due to the torque design of the engine. Bore is more effective for engines that spin faster. Since V-twins have an inherent rpm life/loss factor, it doesn't make much sense to push the revs for performance, when you know the damage it is doing to the engine.

These are just a couple of interesting performance developments the riders on the cutting edge of the industry are messing with. Carl works closely with S&S on many of their prototype components. His race sponsors include: S&S, Kosman, Feuling, Mike Corbin, and Fullerton Harley-Davidson.

Carl's shop number is (213) 941-9385. The shop is located at 9339 Santa Fe Springs Rd., Santa Fe Springs, CA 90670.

Now I've got a stock FXRS that will keep up with strokers through 4th gear. I can't bitch. ☺



The adjustable, Accel ignition, Mega Fire module installed in the same location as the stock unit.

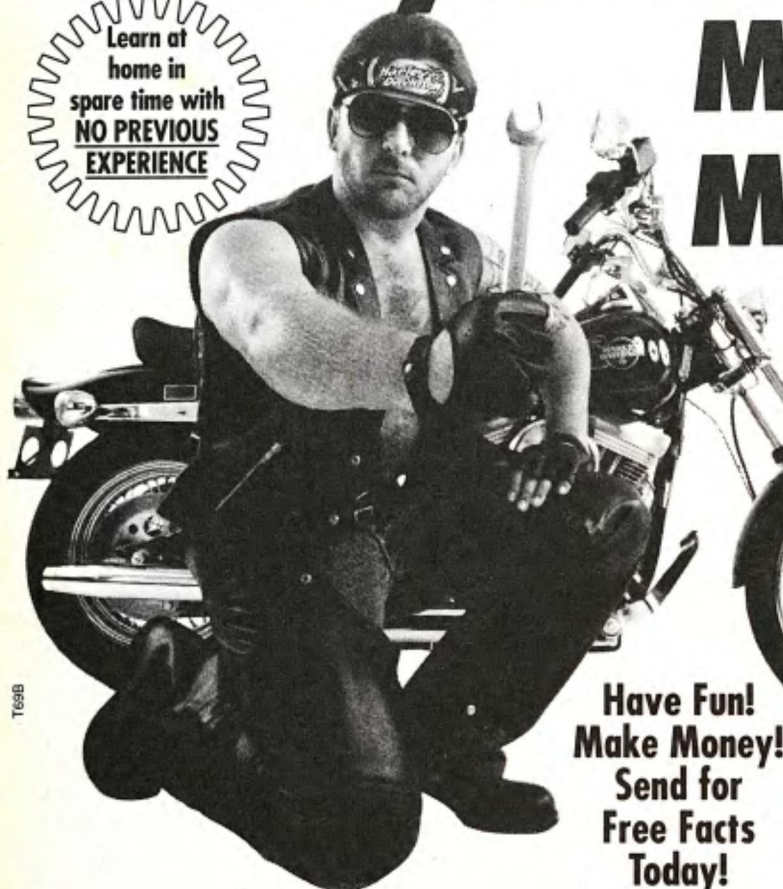
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## **Motorcycle sales mean profits for repairmen**

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

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

## **Motorcycle shops employ qualified mechanics**

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

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



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

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

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

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

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

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

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

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# SCOOTER HAVEN

If you like people—and by people, I mean real righteous, down-to-earth Harley folk who believe in the brotherhood of the wind (to say nothing of family, America, and mom's apple pie)—you need to stop by Marilyn and Prather's Scooter Haven the next time you're puttin' down the west coast of Florida.

No shit, bros, their place is a biker's paradise. Just picture 45 wooded acres, a 60-foot x 32-foot rec room (complete with a pool table, color television, stereo, etc.) and enough tools and Harley parts to get you

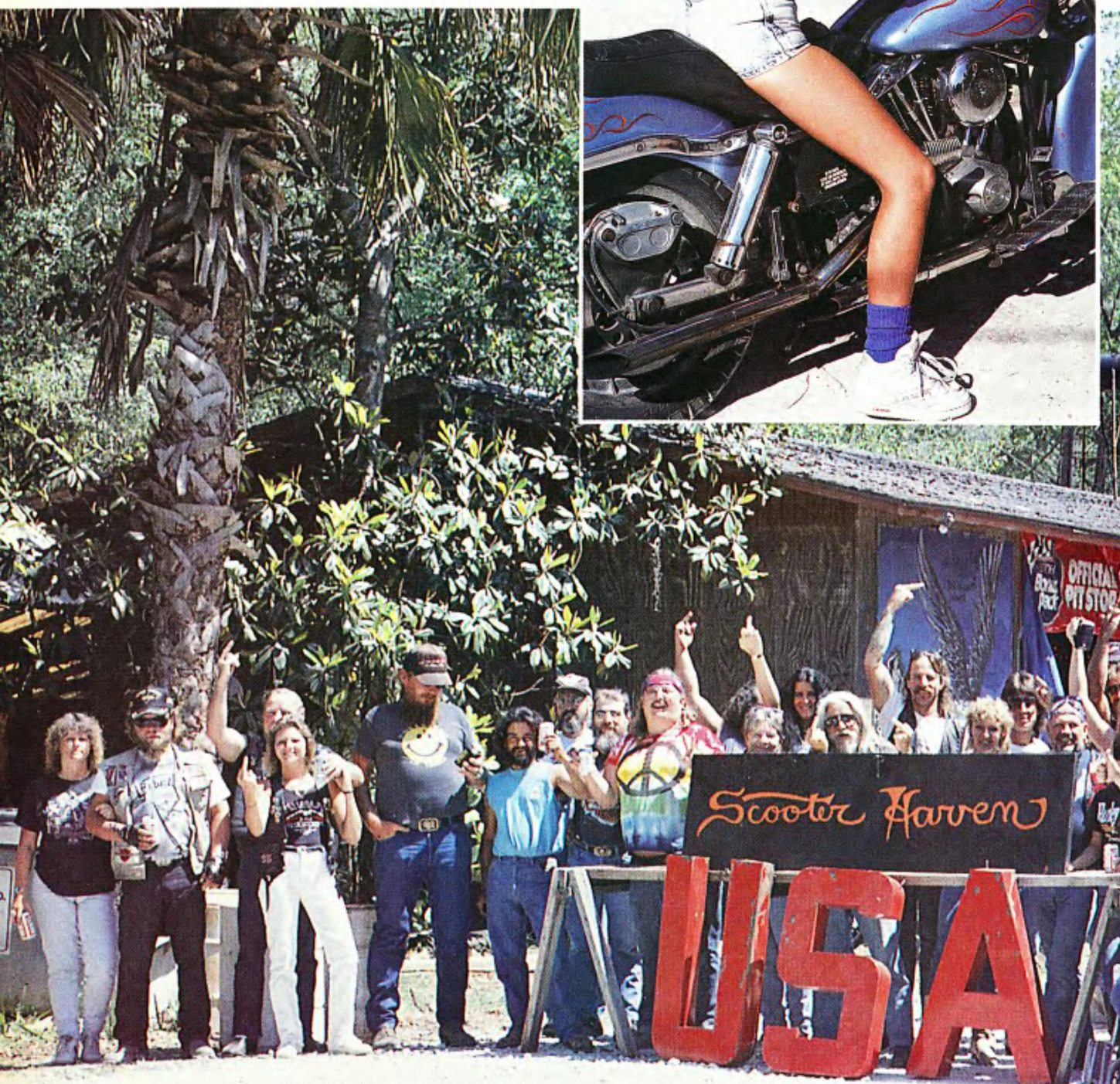
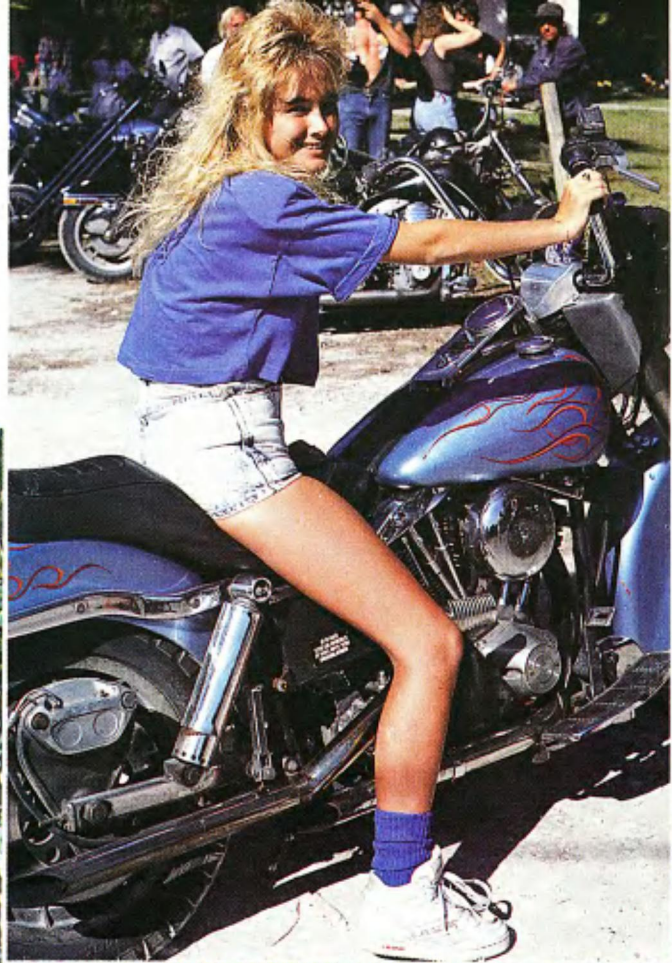


## A Biker's Paradise In Florida

goin' if your bike is down. And while you have that image in your noggin', top it off with the fact that it's free (or the first night is at least—Marilyn has a rep for puttin' people to work if they stick around) and it's for bike people only. But that's not all. Hell, that's not even half of it. If you happen to be cruisin' by around Easter, Thanksgiving, or Christmas, you could drop in on one of the Haven's scheduled parties. They have an Easter weekend swap meet and party, including the arrival of the Easter bunny on Sunday morning.



**This is as righteous a place as  
you can find to stop in for a  
night or a weekend**





Then there's the annual Hay Ride the weekend before Thanksgiving. Prather has a tractor and large flat trailer that he takes through the woods with a keg of free beer for the riders, and they say the best ride of the evening is the one around midnight, since Prather usually has a load on by then and the front wheels on the tractor rarely touch the ground. And, of course, there's the annual Scooter Haven Toy Run which takes place the weekend before Christmas. To say nothing of the many weddings, funerals, and lets-just-get-together-'n'-tip-a-few parties that spring up most weekends.

Bottom line, bros—this is as righteous a place as you can find to stop in for a night . . . or a weekend . . . or a month. Neutral ground. No hassles. Scooter Haven is isolated by trees, distance, and neighbors who figure it's your land, do what you want with it.

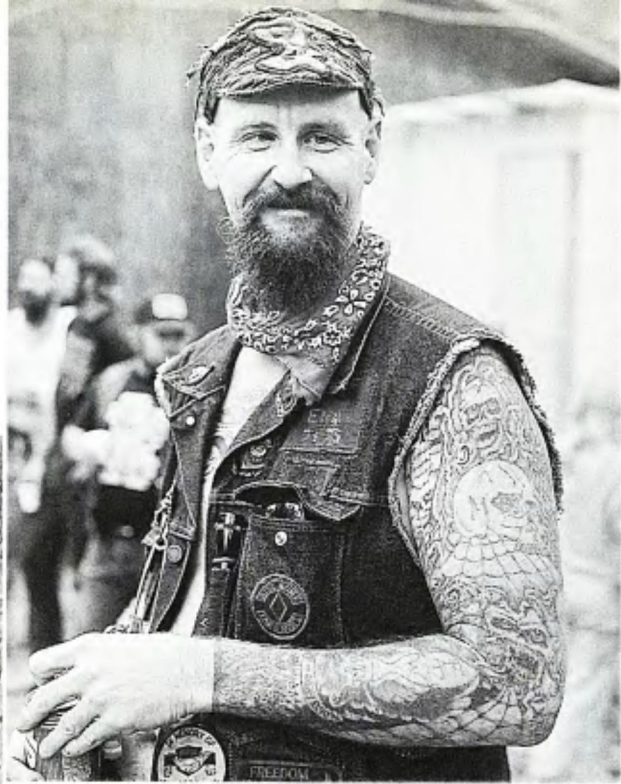
So how did Scooter Haven come to be? Well, Marilyn had a dream. Or maybe someone else did and Marilyn just borrowed it. I forgot to ask. Seems Marilyn, Debbo, Rubby, and Mark originally started Scooter Haven on a 278-acre section in Hernando County, Florida, back in 1984. But Marilyn was the only one who held onto the



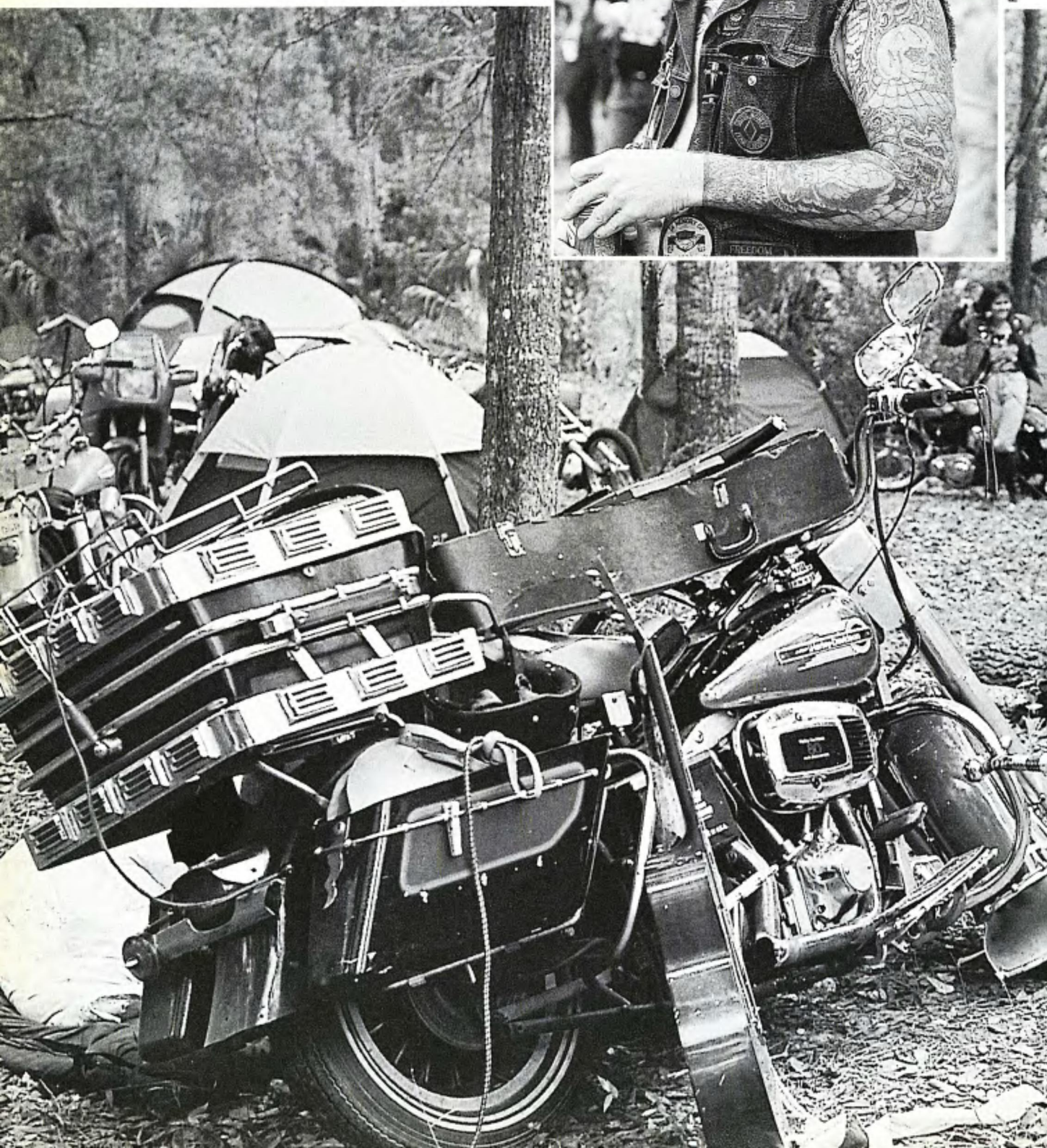


dream of providing a place for bikers who, for one reason or another, needed a place to stay without citizen judgment. In 1986, she met Prather. He shared her dream and in 1989 they moved Scooter Haven to a 45-acre hunting camp in Levy County.

Hell, you just gotta stop by and see it to believe it. I haven't told you the half of it—there's the "Ship of Memories," a 32-foot, steel hulled, retired Coast Guard vessel given to the Haven by a town resident (Prather and Marilyn are in the process of welding the names of lost brothers and sisters on its hull); there's a rock-lined fire



Photos by Pat Randle





## It's neutral ground and Prather and Marilyn plan on continuing to provide a haven for bikers

pit big enough to park 10 Harleys in—'course nothin' but riceburners are allowed in the pit to meet their fate; and the list goes on and on.

Unfortunately, they only gave me so much space to write, so you'll have to go and see the rest for yourselves.

Just remember, it's neutral ground and Prather and Marilyn plan on continuing to provide a haven for bikers and depend on your donations to maintain and add on to the facilities. So, if you have a little extra cash, leave it for the next bro coming down the road.

—Silent





# PARTS BOX

*Tell 'em Snake sent ya*



## Alley Aluminum Grips

Woulda never thought aluminum grips could be the rage, but I'm spyin' 'em more and more. These are a new style from Drag Specialties. The caps screw off the ends to allow the owner to stash his registration or insurance papers. The throttle side comes complete with a dual cable throttle sleeve which will work on either. They fit '73 - '91 models (without the air valve in the handlebars). For specifics send a postcard to Drag Specialties, Dept ER, Box 9336, Minneapolis, MN 55440.



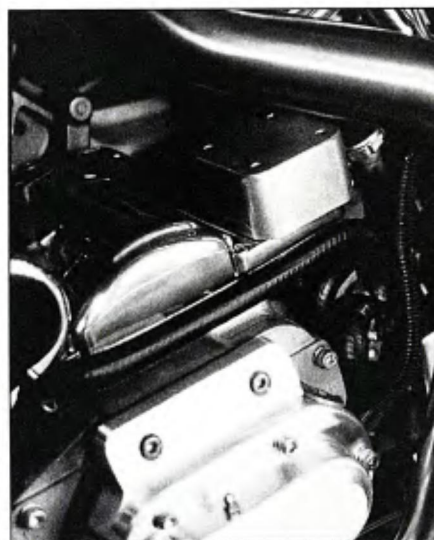
## Keith's Seats

No, not the editor's. He can only build ashtrays out of old pistons. But this Keith, from Oakland Park, Florida, is a seriously talented seat-maker. Every one of his seats is handmade and he isn't limited to hard leathers. He creates seats made from soft leathers, exotic skins (snakes and lizards), or rabbit. He's up for anything. Contact him for the real skinny at Keith's, Dept ER, 3565 Northwest 10th Ave., Oakland Park, FL 33309 or call (305) 563-2966.



## Chopper Chicks In Zombieland

This is the celluloid strip to see, if you can find a rundown theater showing it. Lesbian cycle gang invades small desert town to get laid and discovers killer zombies. Hot stuff. Watch for it in sleazy theaters and drive-ins near you.



## Billet Breather Box

A new company in Santa Barbara, California, is designing and manufacturing machined H-D accessories. For instance, this all-billet aluminum crankcase breather box is designed to fit perfectly next to the corner of the shift drum on the transmission, so a minimum of oil line is needed to allow the crankcase to breathe. The stock breather cartridge fits perfectly. For more info on this tasty doodad, write Farmer at Pirate Iron, Dept ER, 519 Guittierrez, Santa Barbara, CA 93101, or drop a dime to (805) 564-1696.



## Ugly Seatbacks

So what? They're more comfortable than recliner chairs for the long haul. American-made, laser-cut backing plates, and one size fits any Softail. Bar is designed for factory pads to fit (pad not included). Direct information is available by writing: BSD Enterprises, Inc., Dept ER, 16701 Main St., Suite 266, Hesperia, CA 92345, or call (619) 948-3939.



## The Master's Pulleys

Phil Ross has designed a line of diverse rear belt pulleys for stock belt drive replacements or for use with his own line of Super Max belt drives. Not only are they available in various styles and colors, but they are also available in 68-, 66-, and 61-tooth sprockets for riders with big motors, or guys who think the 55-mph limit should be doubled. He also has 28-, 32-, 33-, 34- and 35-tooth belt sprockets for transmissions. To rap with the master himself, send a note written on a grocery sack to Phil at Super Max Products, Dept ER, 200 S. "D" St., Porterville, CA 93237, or call (209) 782-8200.



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## THE BEGGAR'S HANDBOOK A GUIDE TO SUCCESSFUL PANHANDLING

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

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

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

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

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## HOW TO GET LOST AND START ALL OVER AGAIN

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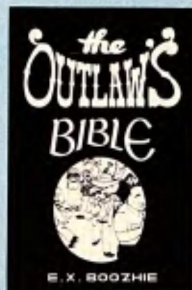
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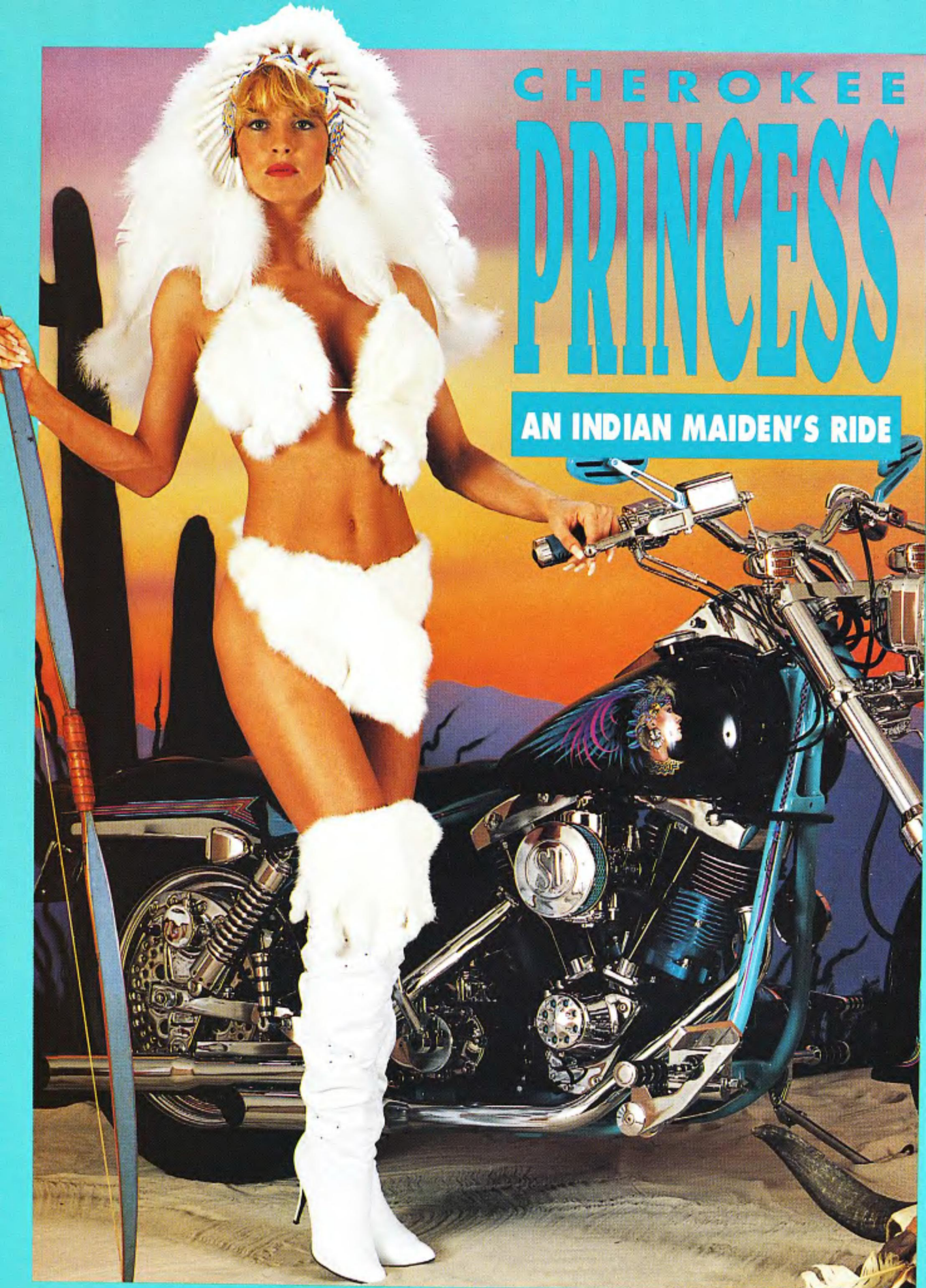
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# CHEROKEE PRINCESS

AN INDIAN MAIDEN'S RIDE





**C**herokee Princess. That's a helluva name to hang on a righteous piece of Milwaukee iron. At least that was my first reaction. But after kickin' back, smokin' a few brain cells thinkin' on it, and then eyeballin' the flicks again, I had to change my mind.

No, it wasn't the classic Indian artwork, or the fact that the lady who owns and designed this ride is part Cherokee that changed my mind.

It was something that had nothin' to do with either. I just simply realized the name really fit.

The Cherokee were a proud and classic people who, at one time, dominated the Carolinas and northern Georgia. They were warriors. When Daniel Boone discovered the Wilderness Trail and descended into the Tennessee Valley, he walked into Cherokee hunting ground, and bought himself a pack

of trouble. For besides being proud, they were also an intelligent people who quickly picked up the white man's ways once they realized they couldn't drive them from their land.

As any of you who are fans of Clint Eastwood know, the Cherokees were one of the five civilized tribes. They were also the only Native Americans to develop their own alphabet (speak- ing an Iroquoian









dialect) and to form a government modeled after our own. So who better to name one of Willie G's Milwaukee machines after?

Oh, I doubt Linda, the owner and rider of this bitchin' hunka Hog, thought of all this when she named the bike. She probably just wanted to let the world know she was proud of the Cherokee blood flowin' through her veins. After eyeballin' these flicks, I doubt anyone will have any trouble seeing that she's designed a motorcycle which does that and more.

The color scheme came from Linda's



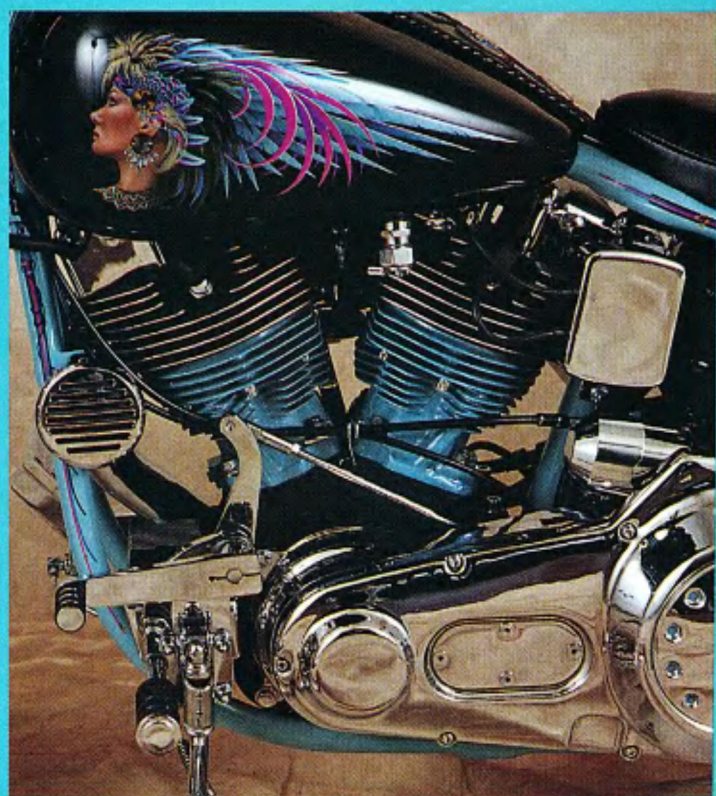




background in interior decorating. Everyone thought she was crazy when she told them she wanted the bike done in hot pink, turquoise, and black. But Linda knew better. She'd always loved those colors together and knew, if handled with taste, they'd make one classy ride. And who can argue with her after seein' the finished product. I sure can't.

I guess the judges at the Rat's Hole show in Daytona couldn't either. Cherokee Princess took second there on her first outing.

But it takes more than just the right colors to make a classic ride and Linda knew that. Thanks to the handiwork of a talented artist named Dawne Holmes, she was able to

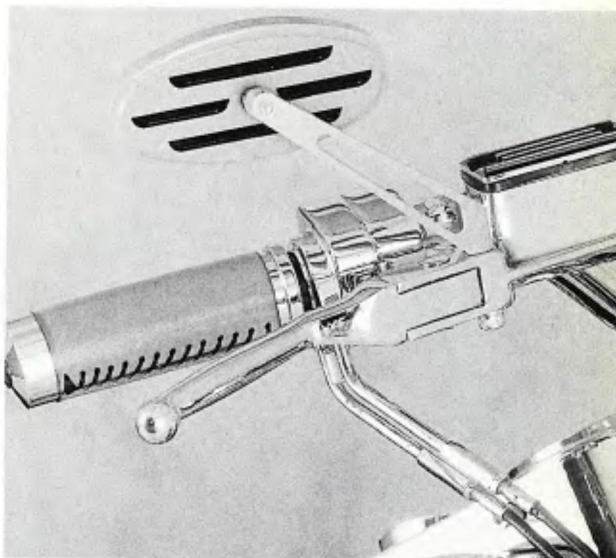




|                                                            |  |                                        |                   |
|------------------------------------------------------------|--|----------------------------------------|-------------------|
| <b>Owner(s):</b> Linda Ferraro                             |  | <b>City:</b> Pompano Beach, Florida    |                   |
| <b>General</b>                                             |  | <b>Frame</b>                           |                   |
| Fabrication by: Bros III of Pompano                        |  | Year: 1982                             |                   |
| Year and make: 1982 H-D                                    |  | Builder: H-D                           |                   |
| Model: FXWG                                                |  | Type: swingarm                         |                   |
| Value: \$25,000                                            |  | Rake: stock                            |                   |
| Assembly by: Jerry Turner                                  |  | Stretch: none                          |                   |
| Time: 12 weeks                                             |  | Other alterations: adjustable swingarm |                   |
| Chroming by: Elite                                         |  | <b>Accessories</b>                     |                   |
| <b>Engine</b>                                              |  | Bars: drag bars                        |                   |
| Year: 1982                                                 |  | Risers: 4-inch                         |                   |
| Model: FX shovelhead                                       |  | Fender (s): custom by Bros III         |                   |
| Rebuilder: Bros III of Pompano                             |  | Headlight: V-Twin                      |                   |
| Ignition: points                                           |  | Taillight: CCI                         |                   |
| Displacement: 80 cubic inches                              |  | Speedo: custom artwork by Dawne        |                   |
| Lower end: factory                                         |  | Front pegs: JayBrake                   |                   |
| Balancing: stock                                           |  | Rear pegs: JayBrake                    |                   |
| Pistons: S&S                                               |  | Electrics: Accel                       |                   |
| Cases: H-D                                                 |  | Gas tank: stock, 5-gallon              |                   |
| Heads: Branch                                              |  | Oil tank: stock                        |                   |
| Cam: Crane                                                 |  | Oil system: S&S                        |                   |
| Lifters: solids                                            |  | Primary cover: stock                   |                   |
| Carb (s): SU                                               |  | Seat: Dirty Bill                       |                   |
| Air cleaner: SU                                            |  | Sissybar: none                         |                   |
| Pipes: Python                                              |  | Height: n/a                            |                   |
| Muffler(s): yeah, right.                                   |  | Material: n/a                          |                   |
| <b>Transmission</b>                                        |  | <b>Forks</b>                           |                   |
| Modifications: rebuilt                                     |  | Type: wide glide                       |                   |
| Year: 1982                                                 |  | Extension: none                        |                   |
| Shifting: JayBrake                                         |  | Builder: H-D                           |                   |
| Engine sprocket: stock                                     |  | Special features: chromed              |                   |
| Trans sprocket: 23-tooth                                   |  | <b>Wheels</b>                          |                   |
| Wheel sprocket: 51-tooth                                   |  | <b>Front</b>                           | <b>Rear</b>       |
| <b>Painting</b>                                            |  | Size: 21-inch                          | Size: 16-inch     |
| Molding: Spike of Orlando                                  |  | Hub: H-D                               | Hub: H-D          |
| Painter: Spike/Greg Kasler                                 |  | Rim width: 2.15-inch                   | Rim width: 4-inch |
| Color: black & aqua                                        |  | Tire: Continental                      | Tire: Metzeler    |
| Type: lacquer/urethane top coat                            |  | Brake: JayBrake                        | Brake: JayBrake   |
| Special paint: Dawne Holmes at Aircraft                    |  |                                        |                   |
| Other special modifications: Hand grips light up at night. |  |                                        |                   |



Photos by Silvermoon



add some special touches: the mural on the tank (which is Linda wearin' an Indian bonnet), the coin-inlaid instrument panel, the special paint and engraving inside the speedo, and the Indian designs etched into the neck and fenders. Those are some of the things which make Cherokee Princess unique.

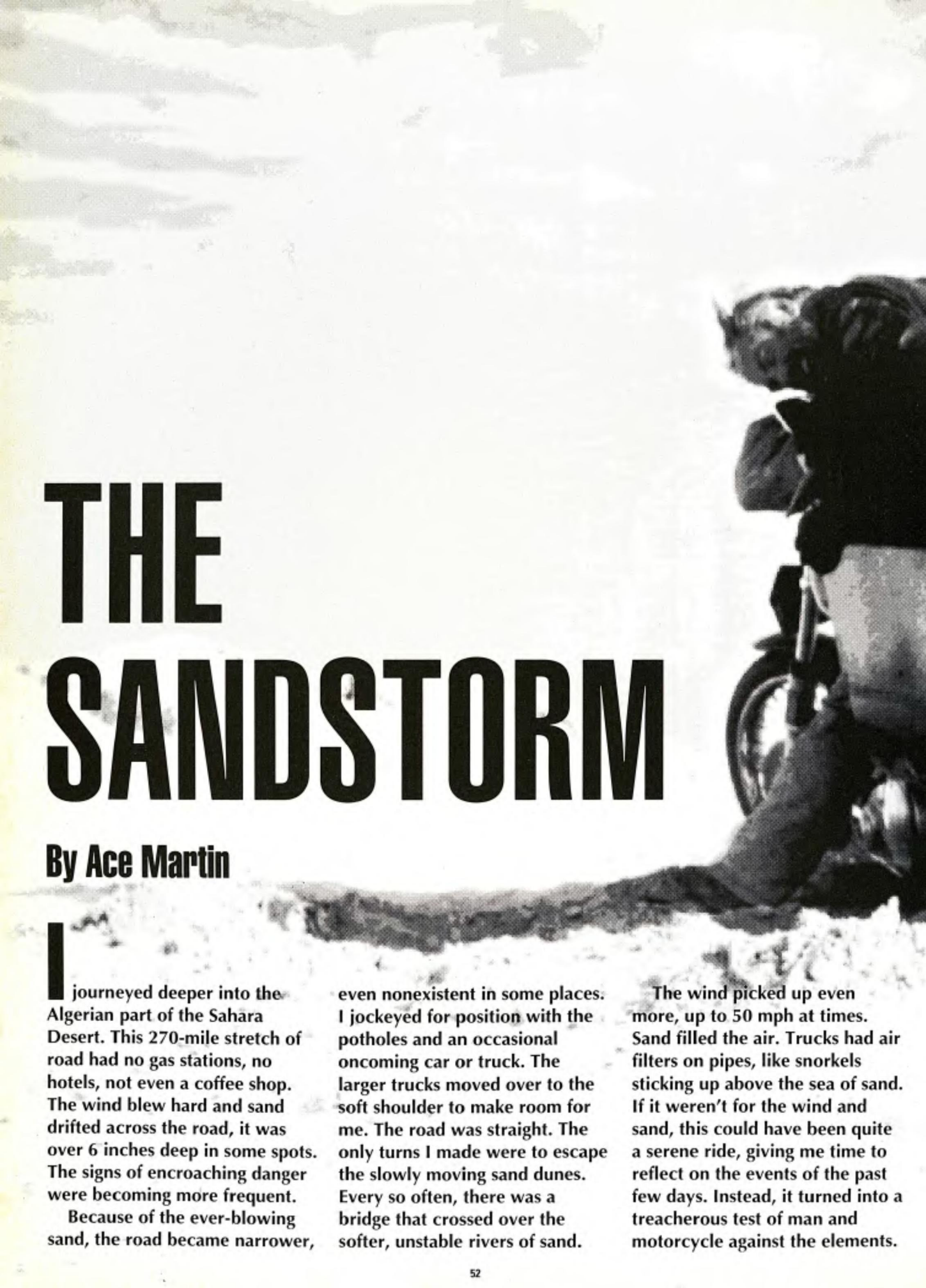
The labor and love that went into designing and building her shows me that the pride still flows in the Cherokee, as it did 200 years ago when they trudged along the Trail of Tears. Betrayed by the white men they had befriended—their land stolen and forced to live on reservations—they still died with pride. And those who survived lived on with pride.

Ride free, little Indian Maiden, and ride with pride for you have reason.

—Silent



# THE SANDSTORM



By Ace Martin

I journeyed deeper into the Algerian part of the Sahara Desert. This 270-mile stretch of road had no gas stations, no hotels, not even a coffee shop. The wind blew hard and sand drifted across the road, it was over 6 inches deep in some spots. The signs of encroaching danger were becoming more frequent.

Because of the ever-blowing sand, the road became narrower,

even nonexistent in some places. I jockeyed for position with the potholes and an occasional oncoming car or truck. The larger trucks moved over to the soft shoulder to make room for me. The road was straight. The only turns I made were to escape the slowly moving sand dunes. Every so often, there was a bridge that crossed over the softer, unstable rivers of sand.

The wind picked up even more, up to 50 mph at times. Sand filled the air. Trucks had air filters on pipes, like snorkels sticking up above the sea of sand. If it weren't for the wind and sand, this could have been quite a serene ride, giving me time to reflect on the events of the past few days. Instead, it turned into a treacherous test of man and motorcycle against the elements.





After three hours, the wind and sand mixed their strengths and became an all-out sandstorm. I maneuvered my bike the best I could for another hour, desperately seeking some semblance of shelter. My goggles were full of sand and I could barely see. My face hurt from the blasting sand and my eyes were tearing, making the ride even more difficult. I was starting to panic.

The road was covered by a thin layer of moving sand, which peaked and then crashed to the ground like waves in the ocean. Soon everything looked the same—a tan-out. It was like riding on a ribbon of decaying asphalt or crossing a sea during a hurricane.

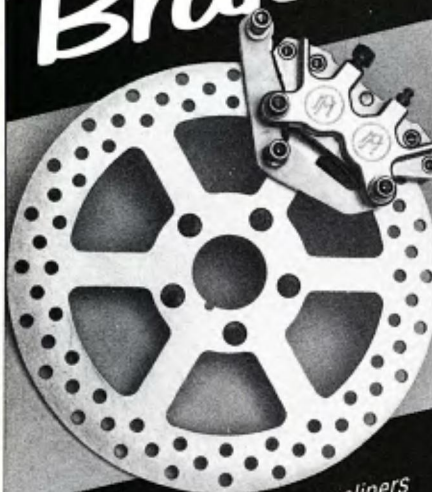
I knew I had to stop and put some gas in the tank. (Luckily, I'd filled the extra tank I carry before beginning my trip.) The problem

was that I couldn't find any shelter. Getting off the motorcycle without being in, or behind, something to at least slow down the blasting sand was practically a death sentence. Getting desperate, I got behind a mound of sand.

Bad idea. The sand just whipped over the top of the mound and swirled around me. This made it hard to walk and virtually impossible for me to remove my



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## THE SANDSTORM (Continued)

goggles to clean out my contact lenses. Not daring to attempt to fill the tank, I wrapped my scarf around my face and set out again.

Occasionally, an oncoming bus or truck would pass and we would somehow manage to dodge each other. Sometimes the approaching vehicles were practically on top of me before I could see them. I had a number of close calls. I didn't get off the hard surface, for fear of sinking into a pit of soft sand. I'd never get my big Harley back on the road by myself.

Damn this is getting bad, dangerous, and scary, I thought. It finally sank into my head—I was far into the Sahara Desert and alone. I was in some deep shit.

I couldn't put it off any longer. Death wish or not, I had to stop and put gasoline into the tank. Equal amounts of sand and gas were poured in.

I was really concerned at this point—to put it mildly. Strapping the gas can back onto the sissybar, I considered putting my tent up and waiting out the storm. But I couldn't pitch the tent, there was no possible way.

Talking to myself and feeling very alone, I looked for alternatives. There was nothing I could do. I reluctantly rode off into the howling storm again. Sometimes, one eye would clear so I could see ahead of me a bit, and I'd ride as long as I could. I needed to stop often, to rest and clear my aching eyes. I fought my way on for another five hours.

Finally, like the oases you always hear about in the desert, I came upon a town. The storm had destroyed everything that wasn't nailed down. Boxes, signs, and cans littered the vacant, sand-coated streets. Even the heavy carts, used for selling everything from carpets to candy, had blown over, their contents scattered everywhere.

A five-star hotel loomed out of

nowhere. Its wide entrance led to covered parking stalls lined along a block wall—my much-needed break from the wind. I ducked into one, dismounted, and leaned against the wall, feeling a sense of relief and trembling with fatigue.

From my place of rest, I could see the name of the hotel printed in gold on two of the large glass doors. Pillars, arches, and ornate sculptures made a grand entrance. I felt as if I'd stepped out of a time warp and into Southern California.

I pulled open the glass door and stumbled into the huge lobby. For the first time in 10 hours, the incessant wind stopped. I unwrapped my scarf, revealing a red, sandblasted nose caked with blood and sand. I finally removed my goggles but my eyes were so full of sand I could barely see. Dirty tears streamed down my face. Stumbling and feeling my way along like a blind man, I crossed over the

deep soft carpet to a gilt-framed mirror hanging on the richly-papered, red velvet wall.

I pulled off my aviator's cap and cleaned my eyes the best I could. Sand fell off me and made little piles on the ornate rug. The reflection in the mirror revealed four crystal chandeliers hanging from the high ceiling and one dazed biker.

The plushness of the place was a bit much for me. I turned around to face the room. Two guests, their mouths wide open, were frozen with astonishment as they looked me over. I guess they were stunned. The clerk behind the polished marble desk had a nervous smile plastered on his face. I glanced back into the mirror. I was a horrid sight. I looked like I'd been beaten, robbed, and left for dead in the desert for about a week.

No one said a word. Feeling a bit

**I needed  
to stop often,  
to rest and  
clear my  
aching eyes**



out of place, I asked directions to the washroom. The clerk, looking a bit more relaxed, pointed out the way.

After about 15 minutes I reappeared and the clerk asked politely, "Would you like a room?"

"How much?" I asked.

The clerk smiled, sharing his little joke, and answered, "Twenty-five, U.S."

"No, just looking," I replied.

They looked relieved. After a few more minutes of putting my gear back on, I left.

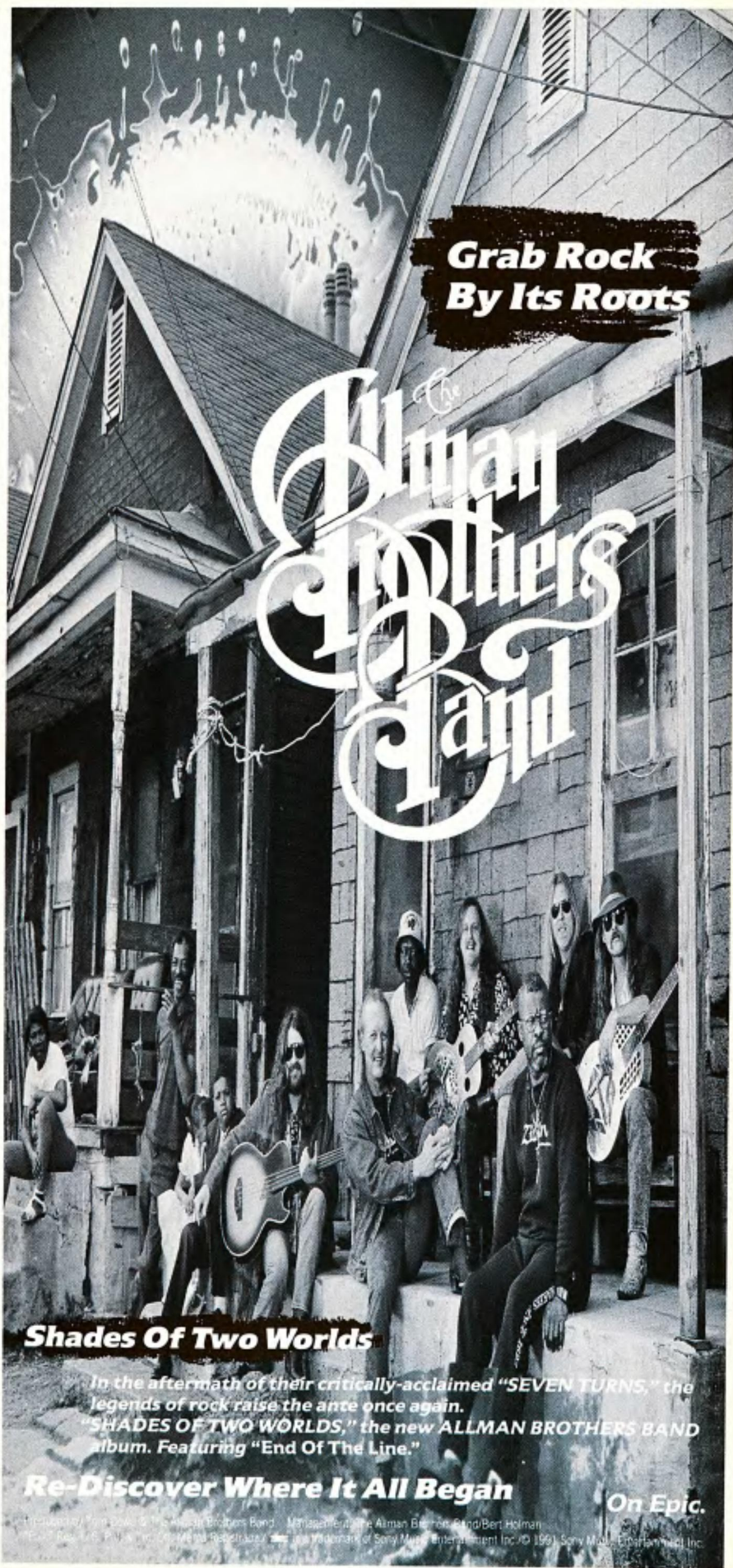
Just down the road (still dodging debris and eating sand), I found what I had been looking for—a no-star hotel. Leaving the bike running, I jumped off and hurried through the door. About 4 feet inside the doorway, a rickety serving counter barely stood on its own. The soup kitchen was built in the space underneath the stairs. The 20-foot-high ceilings were painted green some years ago and plaster flaked off the concrete block walls. The floor was black-and-white tile—a fine place in its time.

A coffee shop with 10 tables (four chairs each) took up the rest of the first-floor area. A television hung off the far wall and blared away. Some 20 men playing cards paid little attention to me. I asked if they had a room. A simple, "yes" was my reply. I was told I could put my bike over in the main entrance hall. That sounded good to me.

I went back outside and got on the bike. They opened up the two back doors for me. I jumped the curb, not certain whether or not I could get my huge bike, with its 36-inch-wide, steel saddlebags past the bar. I hesitated and more people came to see what I was doing. They all frantically gestured for me to come in, wanting the door closed. What the hell, I thought. I'll do it the Arab way. I jumped the remaining two small steps and roared inside, scraping the bar only slightly.

The patrons looked up from their games and laughed, then went back to what they were doing as if nothing had happened. It was a good feeling. I really liked the acceptance of these people. I parked my motorcycle, removed my gear, and joined in with the men for coffee.

I paid \$1.80 for the room. Dinner, which consisted of two bowls of thick soup, went for 25¢. Bread was an extra dime. Not bad shelter for me and the bike. Good food, clean room (even a cold shower), and great people. It was a fitting end to a hard day.



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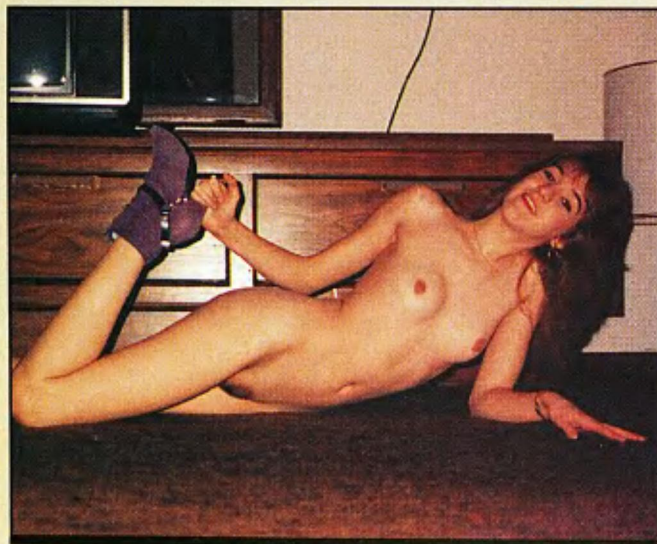
# APRIL *Fox Hunt*



**T**his isn't the Fox Hunt winner. The winner was supposed to have been Tiffany from Texas. She was in her motel room, anxiously awaiting her next day shoot, when she got word of a tragedy back home. Her boyfriend had been in a cage crackup. She rushed home, he got well, but she missed her opportunity. That's the breaks, folks.

Luckily, we had beautiful Carla to fill in. Run, don't walk, to page 101 for her spread, and check out her personal reasons for being so stoked to get in this biker rag.

—Clean Dean



I love the feel of the wind in my hair and the distinct thunder of a Harley between my legs.

Dana, Ohio — 900-933-3358 — Ext. #401



I'd love to be the Fox you're looking for. The hunt's over, here I am.

Sandi, California — 900-933-3358 — Ext. #402





Even when it's very cold in Europe, the vibrations of a Harley make me so hot, I will warm every biker.

**Johanna, The Netherlands — 900-933-3358 — Ext. #403**



To ride, you must become intertwined with the bike, the road, and the air. With this, a person feels control and peace.

**Marta, New Mexico — 900-933-3358 — Ext. #404**



There are no words to describe the feeling my body gets when I'm on a Harley-Davidson.

**Kemberly Ann, Tennessee — 900-933-3358 — Ext. #405**



I love to ride and party. So, if I'm chosen, we'll all have one helluva celebration blowout!

**Christy, Maryland — 900-933-3358 — Ext. #406**





# Easyriders

# Fox Hunt

**Make \$500 by being selected as the winner and modeling for an *Easyriders* feature!**  
**Help pick the winner by calling 1-900-933-3358. 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 the Den Mother 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 #220 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

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

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



Here she is, bros, the 5th monthly winner in our 13th Annual Fox Hunt, Angela, #402, from Honolulu, Hawaii. 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.

## 220

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 \_\_\_\_\_

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

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

## Notary Seal

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

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□ RUBBER LUST  
□ CUM BY MALE  
□ OLD STUFF  
□ PEEP FREAKS  
□ SELF LOVE  
□ HOOKED UP  
□ DEEP DISH PIE  
□ PUBIC DISPLAY  
□ SEX PICNIC  
□ CUM CRAZY  
□ DIRTY WAYS  
□ CONDOM CAPER  
□ RED HOT 250ME  
□ BALD BEAVER  
□ AGED MEAT  
□ REEL MEN  
□ CUNT CAMP  
□ TIGHT PUSSY  
□ DARK DELIGHTS  
□ ORAL ECSTASY  
□ TIT TO CLIT  
□ BARE ASS  
□ LOVE FEST  
□ CUM CLEAN  
□ COCKSHAKE  
□ HEAT STROKE  
□ UP ALL NIGHT  
□ ONE NIGHT STUDS  
□ PORKY FUN  
□ JOINT EFFORTS  
□ IN TRAINING  
□ SLUT SLAVES  
□ VIBRATING VIXENS  
□ DOWN ON ME  
□ SATIN DOLL  
□ LOVE MUSCLE  
□ JIGGLING JUGS  
□ BIG LOADS  
□ TWIN BEAVER  
□ SILICONE VALLEY  
□ SWEET TABOO  
□ OIL CHECK  
□ PUD PULLS  
□ SLOW SCREW

□ VERONICA VALDEZ  
□ STACEY LORDS  
□ ALI KRAMER  
□ GOLDIE FOX  
□ SPARKLE PLENTY  
□ LISA WILSON  
□ TIRI  
□ TRIXY TYLER  
□ BARBIE LEE  
□ MELANIE LEE  
□ EBONY AYES  
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□ GASH GUIDE  
□ OVERHEATED  
□ TEMPTY TEASER  
□ LET'S MEAT  
□ STICKY FINGERS  
□ SASSY ASSY  
□ OFTEN AS YOU WANT  
□ ALL OUT SEX  
□ SIDE QUICKIE  
□ BOSS BUFF  
□ GETTIN TO BLOW YOU  
□ SOLO SEX  
□ PUSSY POSE  
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□ SLICK SLITS  
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□ DONG DUET  
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□ SCREWED TITS  
□ BOUND TO PLEASE  
□ THROAT PLUNGE  
□ ROCK HARD  
□ DOMINATRIX  
□ GAG ON THIS  
□ TOO MUCH  
□ SINGLEHANDED  
□ LEATHER & LACE  
□ DEEP DEPOSIT  
□ TOYS 4 TWATS  
□ BIG BULGE  
□ BREAST FRIENDS  
□ TWAT TICKLE  
□ PUNISHED  
□ LEZ LICKS  
□ CUNT HUNT  
□ SOUL HOLE  
□ HONEY POT  
□ HOT N' PINK  
□ EAT MY ASS  
□ UP SERVICE  
□ CREAMED TITS  
□ PETER PUSH  
□ LONG DONG

□ SHARON KANE  
□ CAROL CUMMINGS  
□ KATHLEEN GENTRY  
□ CHAMPAGNE  
□ ASHLEY DUNN  
□ NINA HARTLEY  
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□ CASSIE NOVA  
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□ CANDI EVANS  
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□ TISH AMBROSE  
□ LORI SMITH  
□ NIKKI KNIGHTS  
□ PURPLE PASSION  
□ DANIELLE  
□ TISA  
□ ELISE  
□ TRACY ADAMS  
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□ JOSEPHINE CARRINGTON  
□ BLONDI BEE  
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□ APRIL RAYNE  
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□ BARBARA DARE  
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□ BRANDY ALEXANDRE  
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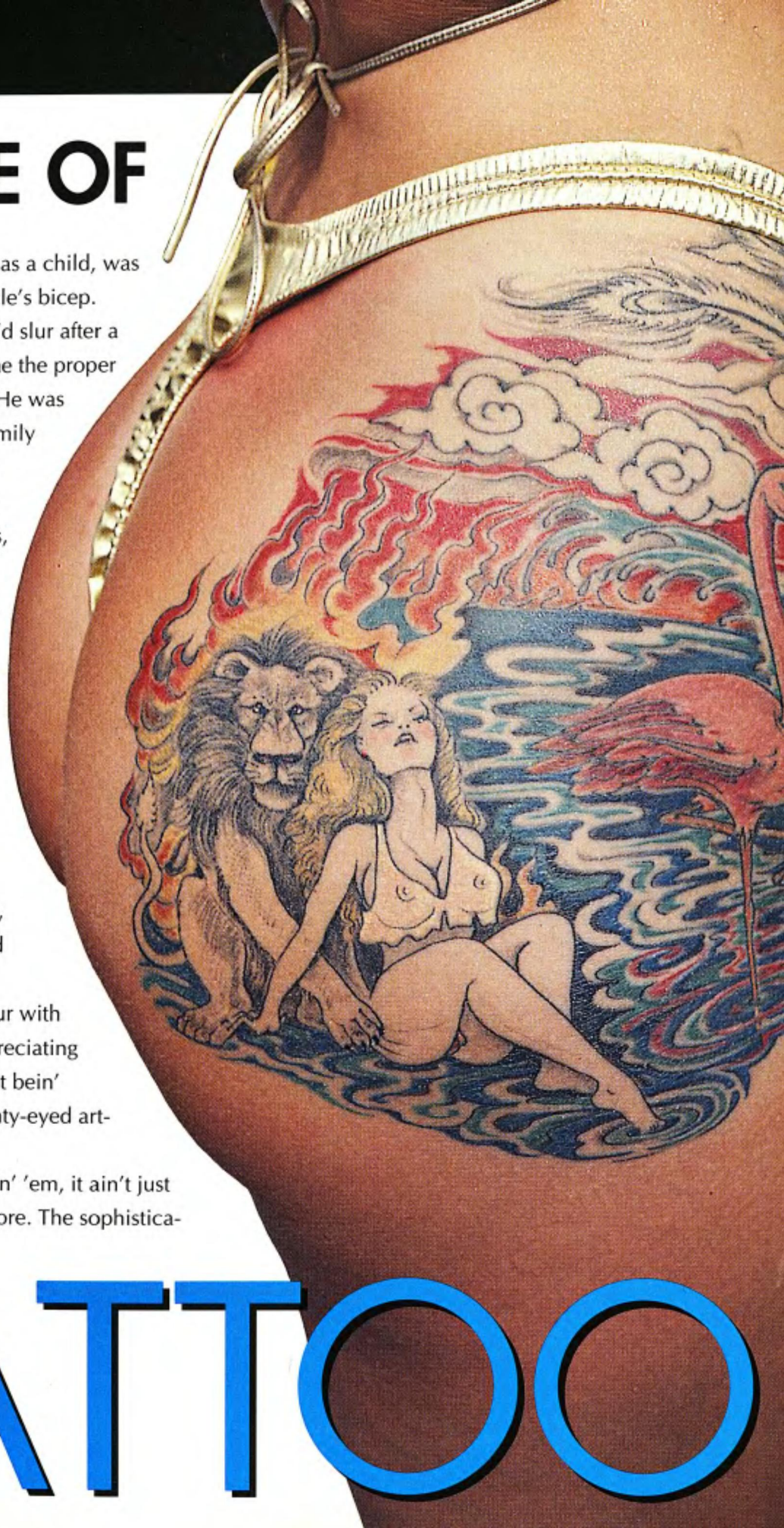
# A TASTE OF

A TATTOO, as I remember as a child, was a faded hula girl on my uncle's bicep. "Wanna see 'er dance?" he'd slur after a few brews, then he'd assume the proper stance and flex her ass off. He was kind of the outlaw in the family (that's why I liked 'im), so I didn't dare laugh at how ridiculous he looked. Besides, was infatuated by the mystique of that little hula girl, latchin' on to my uncle in some faraway land and always bein' there as proof of his adventures and memories.

The next stage didn't impress me much. You know, the do-it-yourself job—a bottle of India ink, a needle, and then carving "love" and "hate" into your knuckles.

It wasn't until I was on tour with Uncle Sam that I got to appreciating fine needle work—most of it bein' done by those talented, slanty-eyed artists in the Far East.

Today, everybody's wearin' 'em, it ain't just the sailors and bikers anymore. The sophistica-



# TATTOO



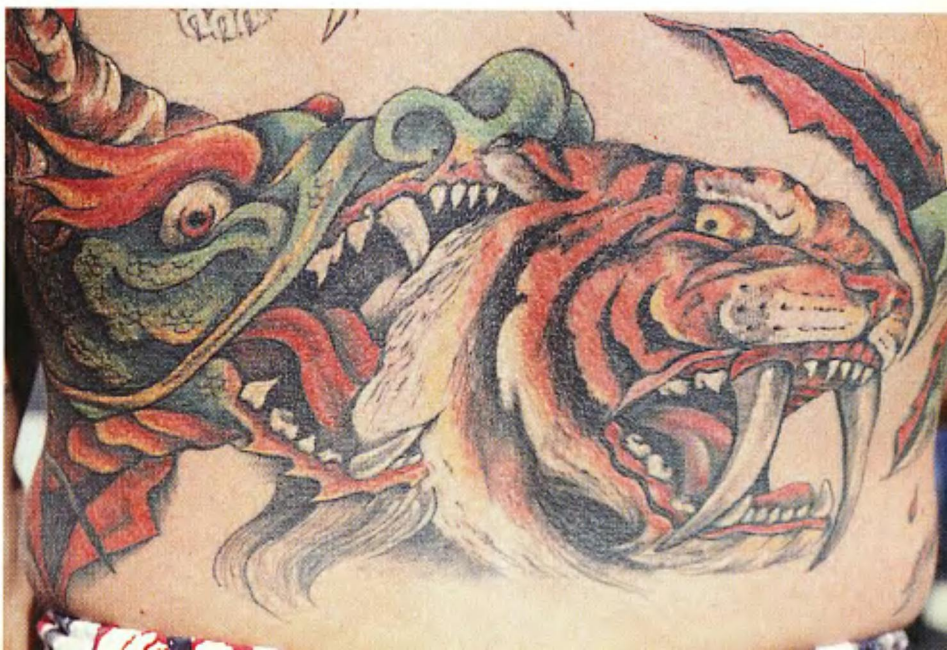
tion of tattooing has soared with its popularity. The tattooists of today seem to be mapping out their own wide-open frontiers with new styles, designs, and inks available in a myriad of eye-poppin' colors.

One of our house mags, *Tattoo*, is the fastest growing member of the Paisano Publications family. It's gotten so damn popular that the whipcrackers are cuttin' into our ridin' time by makin' us put out nine legwettn' issues a year.

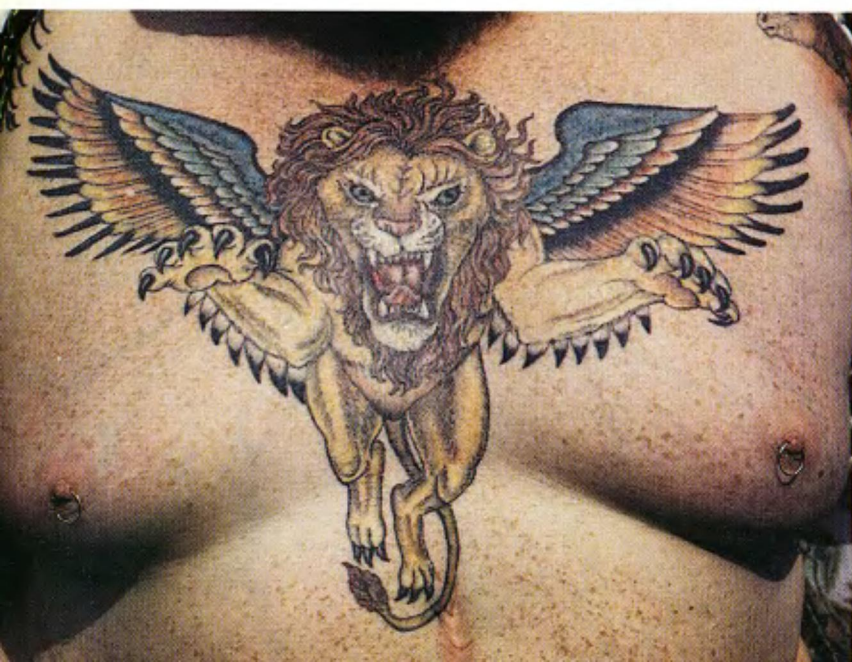
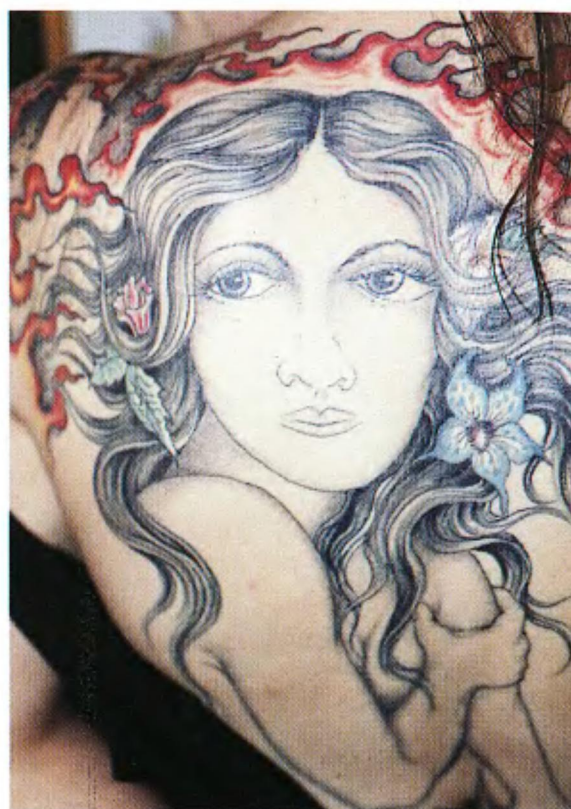
Snake condemned me to the dungeon again this month (I was just startin' to get used to natural light). Freedom wasn't mine until I'd scrounged through the archives, collecting the finest tat photos for this special section. Most of these fine body art flicks came from the Sturgis and Daytona barrels, with a few other classics I found under the workbench.

Enjoy the show. I gotta go. Damn, I don't remember the sun being this bright. Where are my shades? I gotta have my shades . . .

—Dungeon Dean



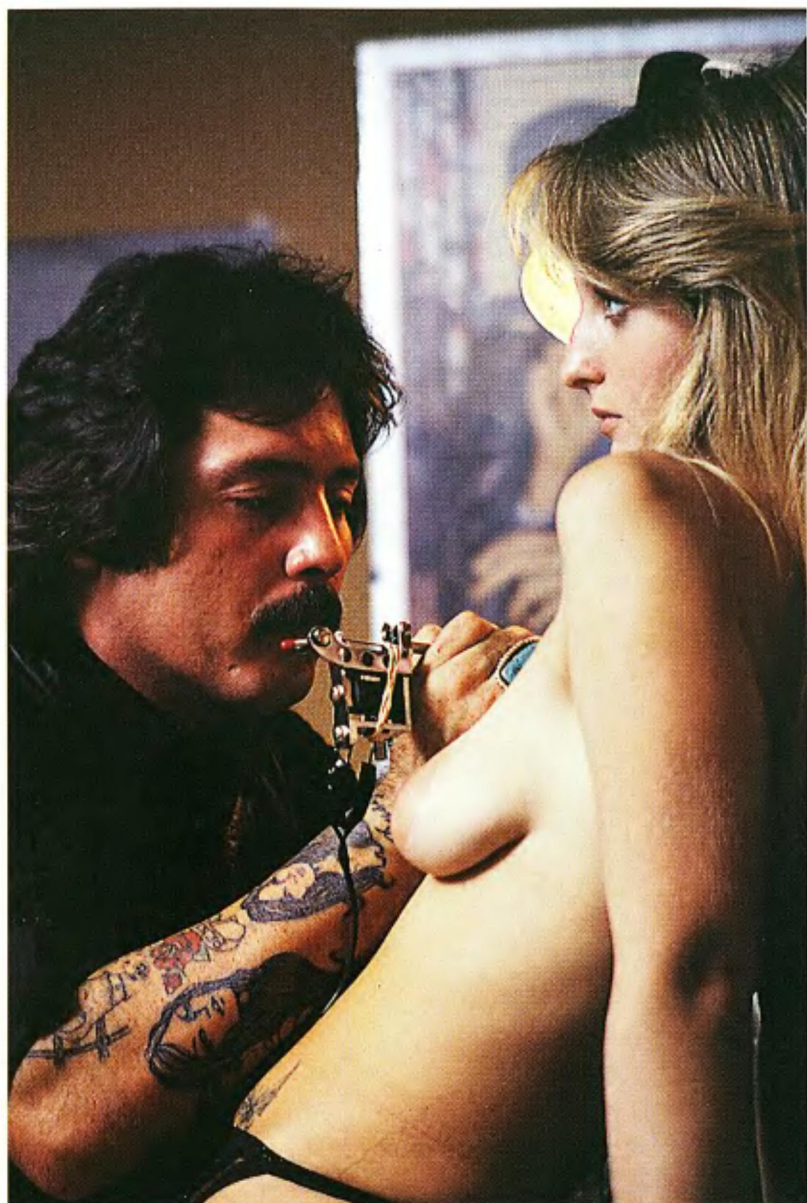




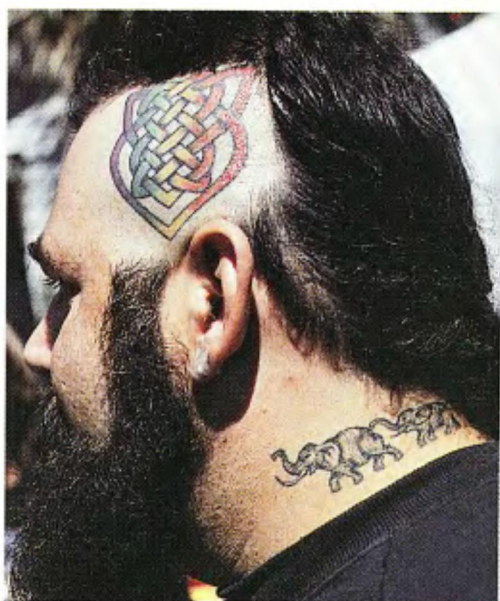




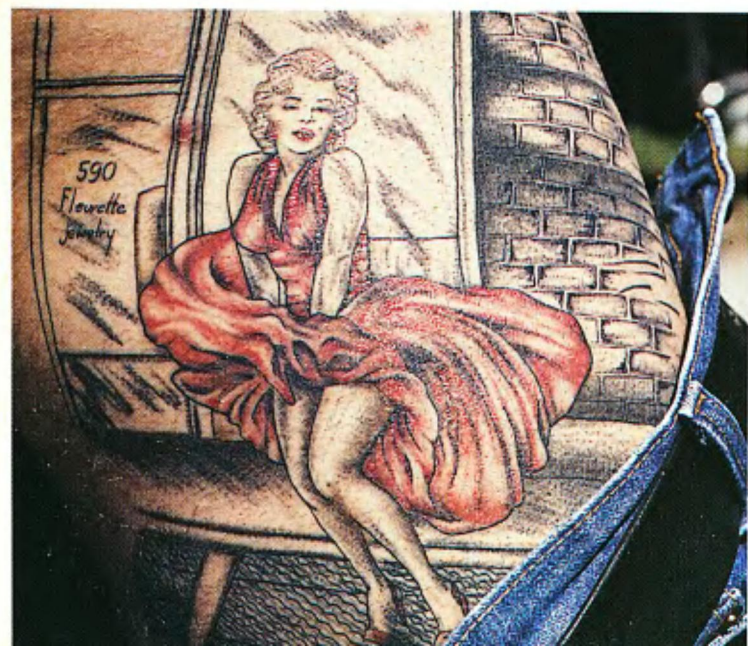




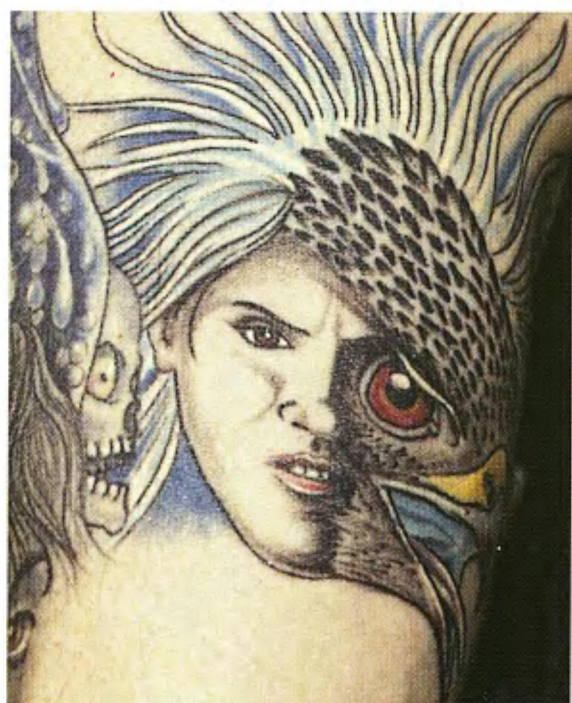




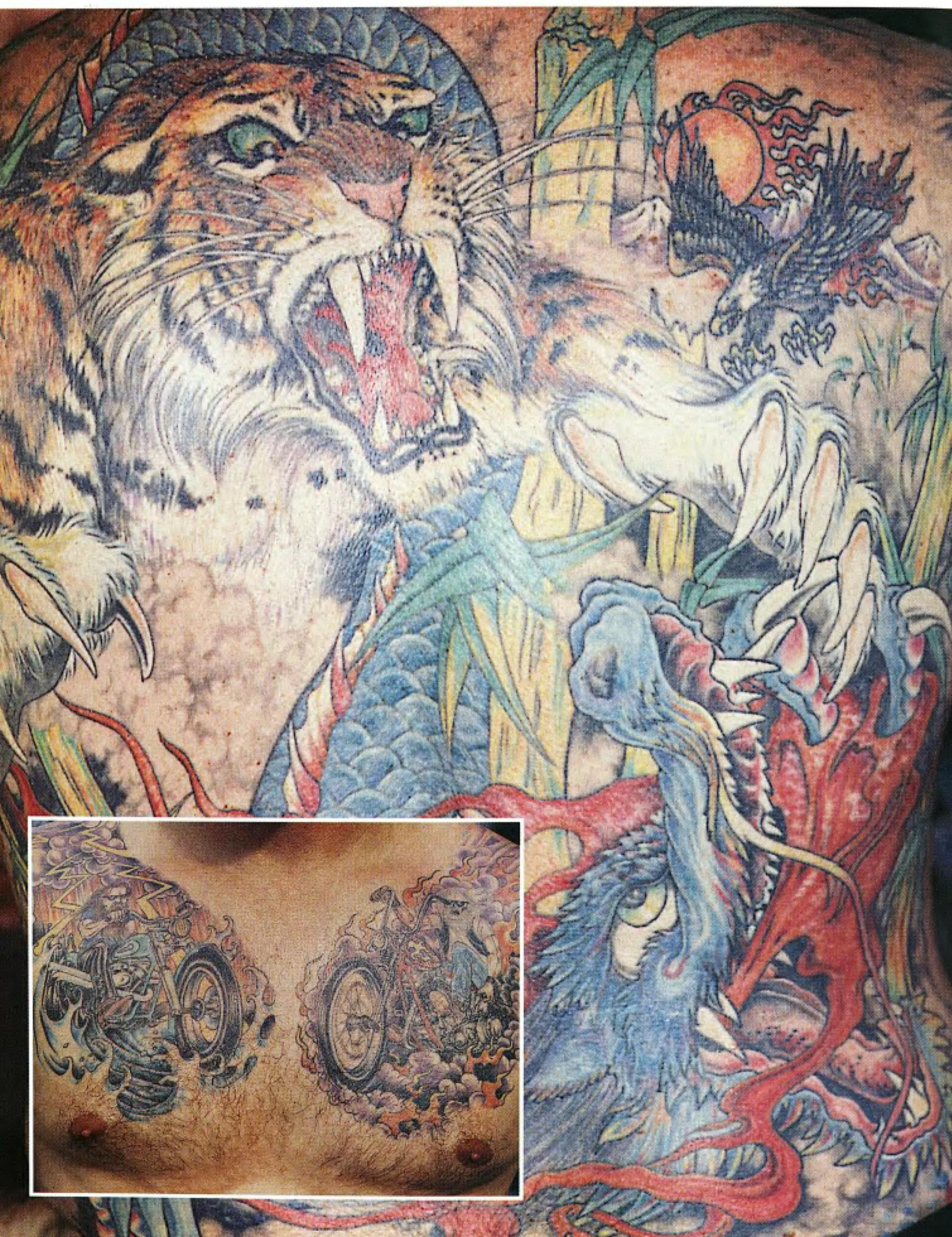




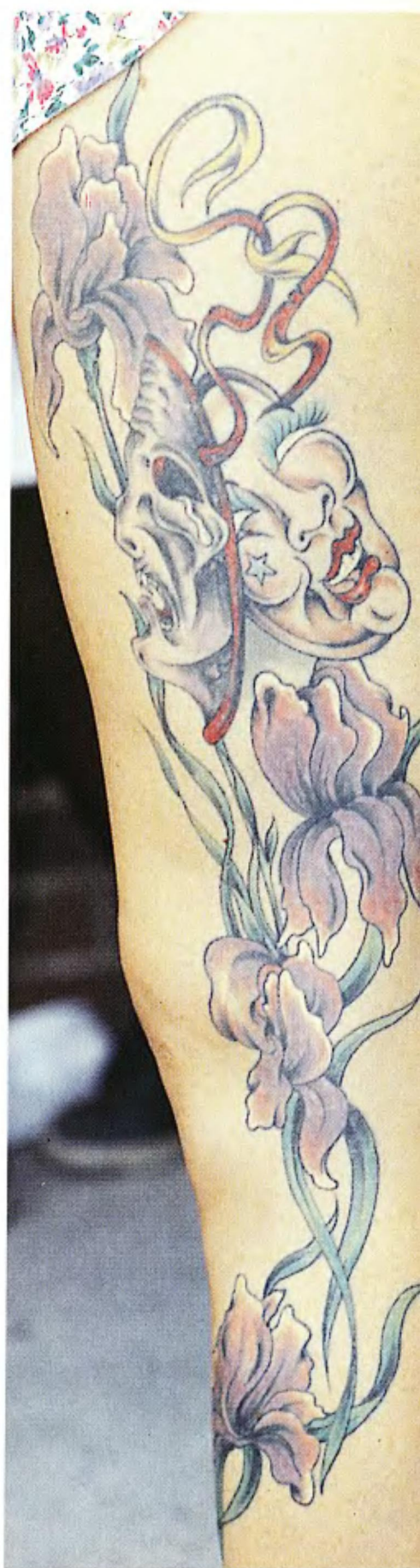














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Photos by Pat Randle, Mike Lichter, Billy Timney, and Kim Peterson

## A STREAMLINER FLASH CONTEST "...BECAUSE I WANT A NEW TATTOO"

**T**here's a good dozen crew members and several thousand sponsors that could use one, too. What I'm babbling about is an *Easyriders*, and The American Bikers, Streamliner tattoo.

The American-powered Streamliner went 322.150 mph last year, beating out Kawasaki's record and setting a new World Land Speed Record for motorcycles. We're all damn proud of it.

I, for one, have this clean right arm just waiting for the right design and artist.

The main tattoo subjects are: the *Easyriders* Streamliner, the *Easyriders* flag logo, the Bonneville Salt Flats (keep in mind the mountain horizon and awesome sunsets) and the facts: "322.150 mph — July 14, 1990 — World's Fastest Motorcycle."

There are no rules — you ink slingers can submit your Streamliner flash to

Streamliner Tattoo, Box 3000, Agoura Hills, CA 91301, and if your artwork is published in *Easyriders* you'll receive a year's subscription to *Easyriders*, a certificate of

publication suitable for framing, an *Easyriders* Streamliner video, and probably some other nifty ER geegaws.

And if this crew member comes to you for the tat, you'll be featured on these fine (?) pages. Be creative, if your design is chosen, arrangements will be made to photograph the inking and drilling in progress.

So, there ya have it. And for tattoo inspira-

techniques, and events, better run out and pick up an issue of *Tattoo*... better yet subscribe so you don't miss out on any of the colorful action from the amazing world of tattooed dermis.

—Clean Dean





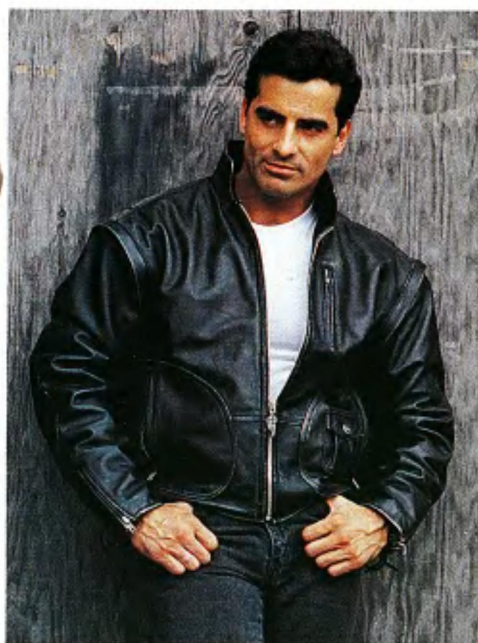


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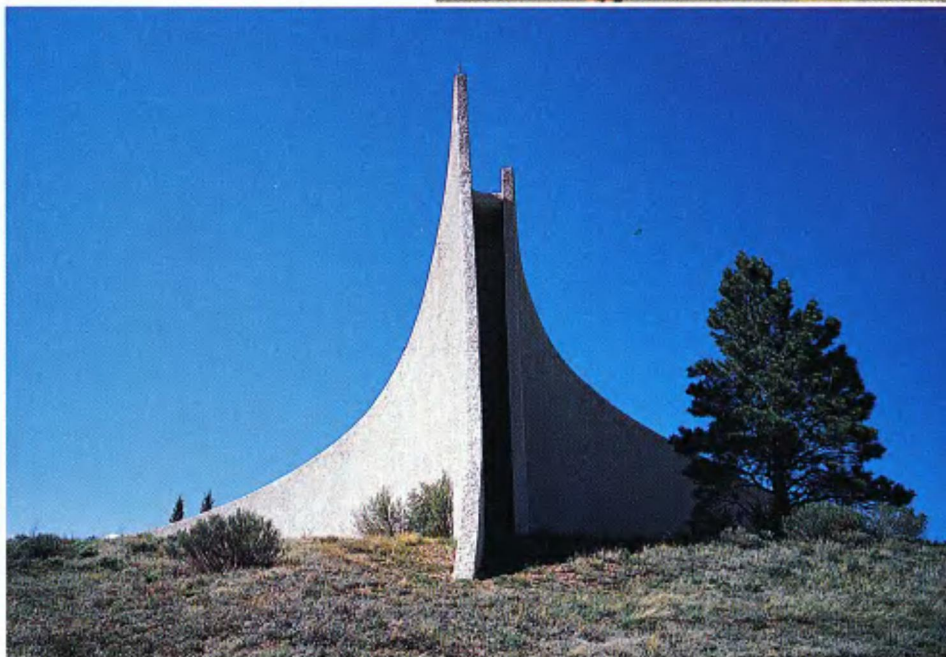
# ANGEL FIRE

**A Place Where Memorial Day Reflection  
Can't Be Avoided**

**D**ave Westphall, like so many other young men, gave his life for his country in Vietnam. His gift did not go unthanked, though. Dave's family initiated the erection of a Memorial Chapel for their son and all the men who died in Vietnam.

The DAV (Disabled American Veterans) Vietnam Veterans National Memorial is located in Angel Fire, New Mexico, just a short ride from the festivities of the ninth annual Red River Run. Before covering the weekend run, though, I wanna tell ya a little more about this Chapel.

In an article on the history of the Memorial, Dr. Victor Westphall wrote: "When sons die in battle, parents are confronted with the choice of what they will do to honor the courage and sacrifice of that son. Following the death of our son, Victor David









Westphall III, on May 22, 1968, in Vietnam, we decided to build an enduring symbol of the tragedy and futility of war. Using David's insurance money as the nucleus for our effort, in the late summer of 1968, my wife, Jeanne, our younger son, Douglas, and I started construction of the Vietnam Veterans Peace and Brotherhood Chapel. We hoped that it would serve as a national symbol of the sacrifices of Vietnam veterans and a source of inspiration for the pursuit of a peaceful world."

Now that took some guts. This was at a troubled time when such a project was not popular. Even so, they persevered and led the nation in memorializing all Vietnam veterans. The article chronicled two decades of struggling for funds to keep the monument alive. It survived and grew, and now has a major visitor's center at the location displaying pictures, emblems, and touching messages of the Vietnam experience.

The Memorial is supported exclusively by contributions. Currently, extensive renovation is necessary to restore and preserve the Chapel. Further information or tax deductible contributions can be sent to: DAV Memorial Restoration, P.O. Box 608, Angel Fire, NM 87710.

Veteran and nonveteran bikers ride into the Red River region from many surrounding states. The run has been quietly building informally for years, but no one started counting until nine years ago. It was estimated that 10,000 bikers descended on the Sangre de Cristo mountain town of Red River this Memorial Weekend of 1991.

The locals love the biker invasion. Charlie Stanton, owner of the Bull 'O The Woods bar, in the heart of Red River, said, "I've had less trouble with these bikers than with spring-break college kids every year."

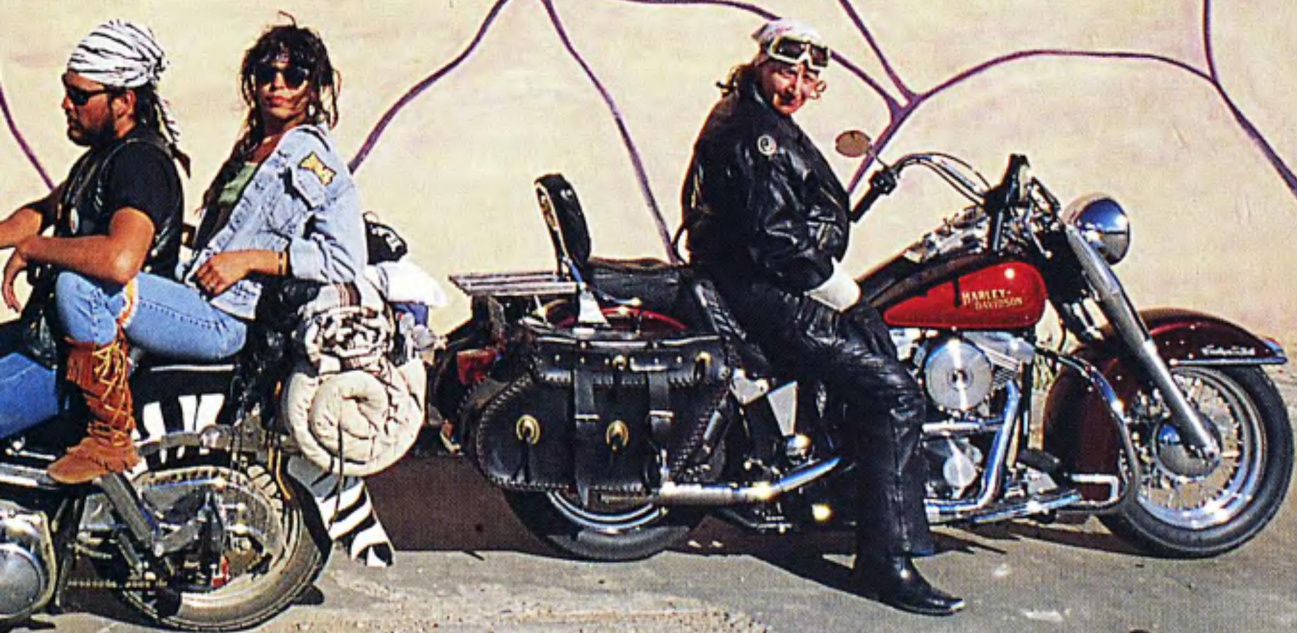
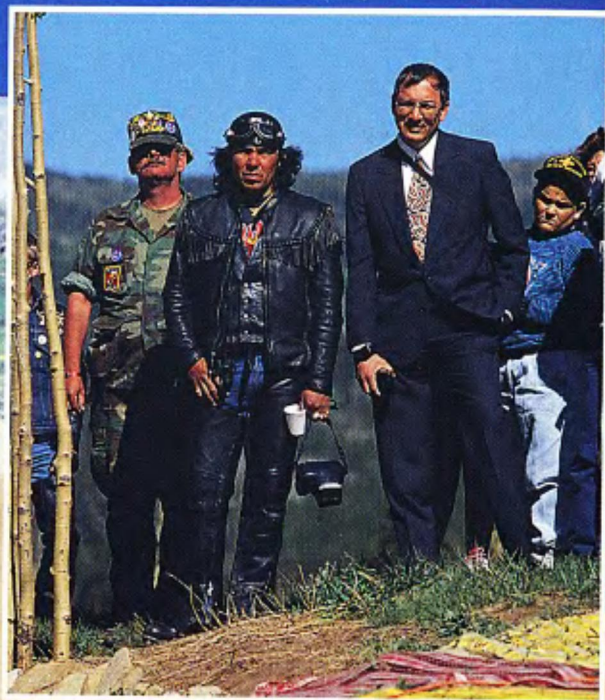
Another store owner said, "It's been good. We've never had a problem with the bikers. The bikes are loud, but we get along with it. You treat them right, they treat you right."

The police were polite and cordial. I was even told an officer jokingly said, "Hey, you can't walk down Main Street without a beer in your hand!"

The Memorial Day Ride takes brothers and sisters on an enormous









circle of breathtaking New Mexico scenery. The loop includes Taos, Questa, Red River, and Angel Fire. This "Enchanted Circle" has been described in tourist brochures with the motto: "If a picture is worth a thousand words, we quit counting a long time ago." It is one of the most beautiful places on earth.

The camaraderie, the party, the swap meets, the Harley

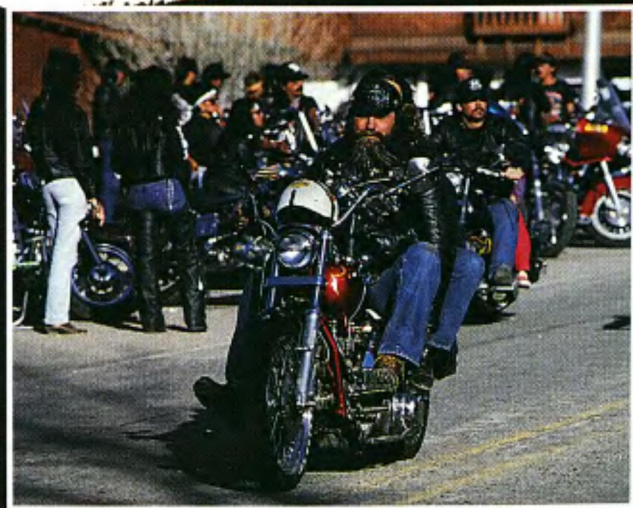


Photos by Michael Lichter

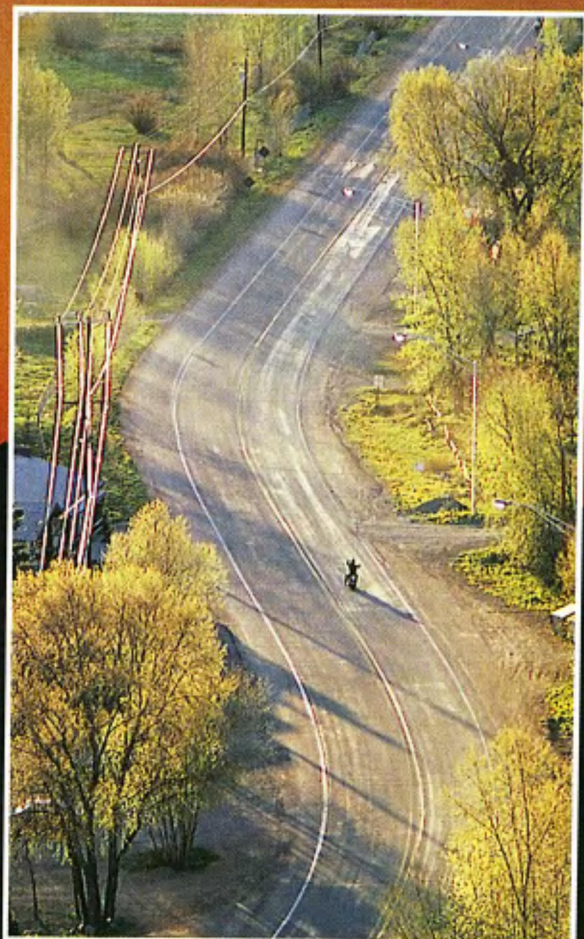
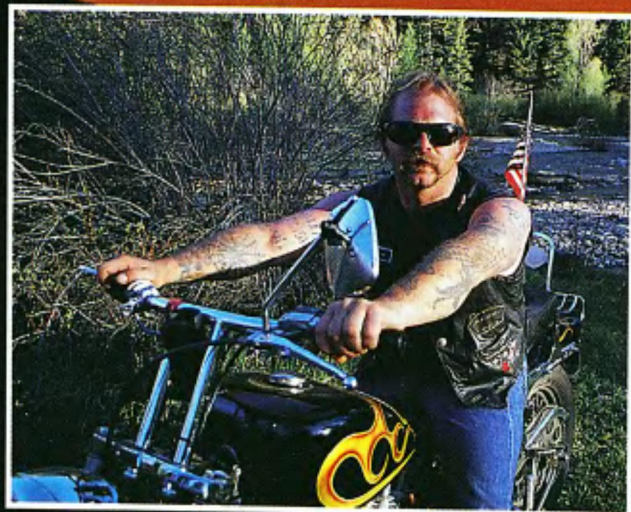
motorcycle museum, the merchants fair, the family entertainment, the Memorial Day Run, and the Memorial Day services at the DAV Vietnam Veterans National Memorial, all make for one great Red River Run.

It's a different run from the Badlands of Sturgis or the beaches of Daytona. The sands of New Mexico offer peace, spiritual depth, and solitude to the passing traveler. Just ask the Indians who found homes in the mesas there or the stars that seem to hang barely above your head at night.

—Clean Dean









# THE ART OF RIDING



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America"  
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Far left:  
"Knight-  
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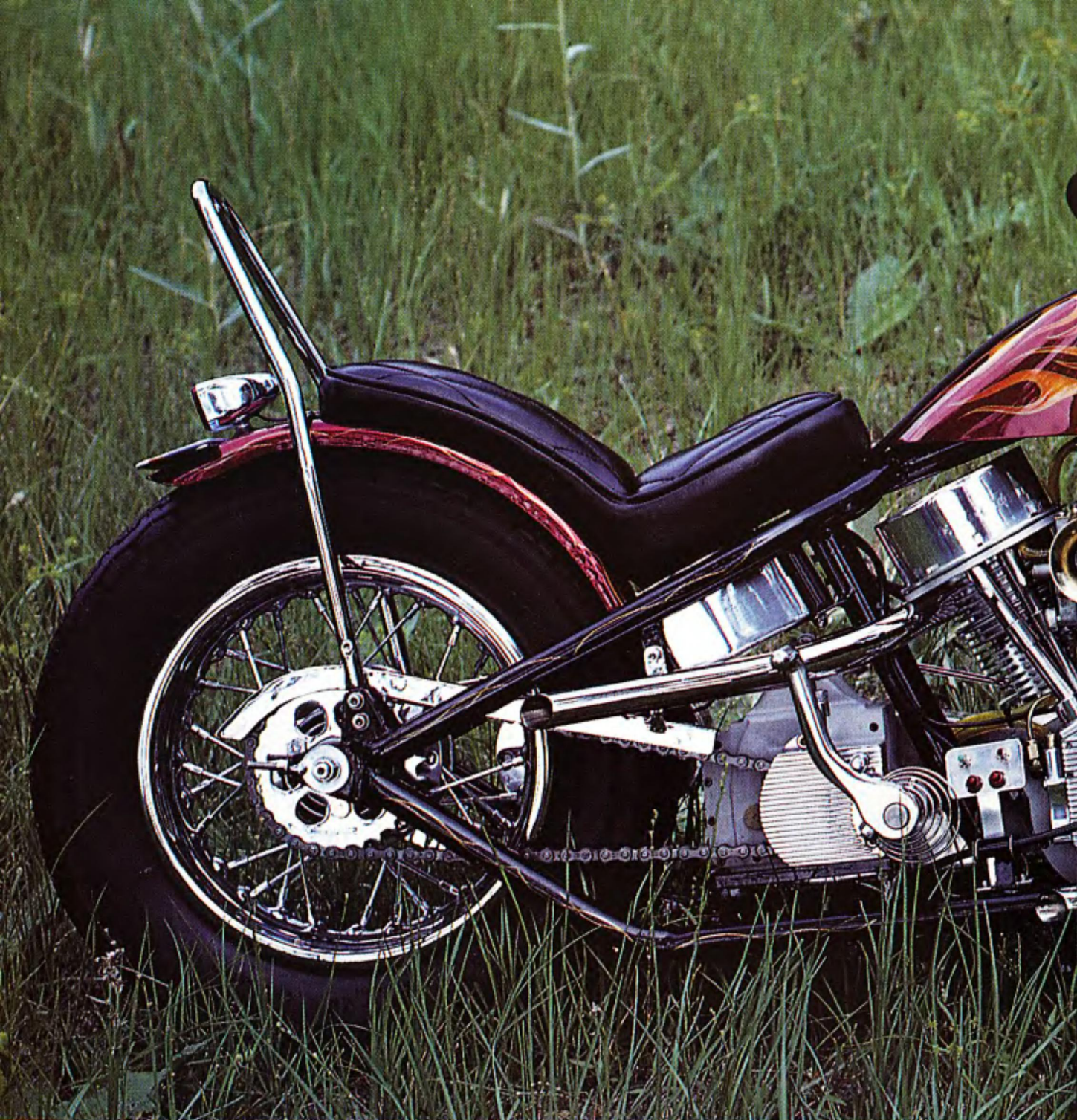
Send international money order in U.S. funds only. California residents add 7% tax.



# PINT-SIZED PANHEAD...







## AND HANDMADE TO

I grew up in my father's machine shop. Harley oil was in my blood. I got to know all the pieces of a V-twin, learned the basics of machining, and began working on friends' bikes in my free time. I soon got known around Lakeland (Florida) as a guy who could put an engine together and fabricate special parts.

The "hobby" started taking up so much time, I didn't have time to work

on my own Harley. Eventually, I cut everyone off. I wanted to build an engine from scratch—to go from raw metal to a finished, running engine.

To ensure the job would be demanding enough, I established another specification: I'd build a half-sized engine. Since we had no casting facilities at the shop, everything would have to be machined. I started with a

1 3/4-inch bore and a 2-inch stroke (which works out to 150cc), and made the crankshaft of 1045 steel and the connecting rods of S7 tool steel, with ball bearings throughout.

The cases, cylinders, and heads came out of 7075 aluminum and the cylinders got cast-iron liners. I let a wet sump take care of the oiling, and ran lines up to the rockers. As the pistons come

By Terry Lesnett





## BOOT

down, crankcase pressure builds up and sends oil to the rockers through a check valve. Unlike a regular-sized pan, my mini-pan gets too much oil up there.

After 20 months of nights and weekends, I had my baby pan on its own little stand, had the stand clamped to the workbench with a pair of vise grips, and was ready for a test.

It ran like a—well, like a Harley (once

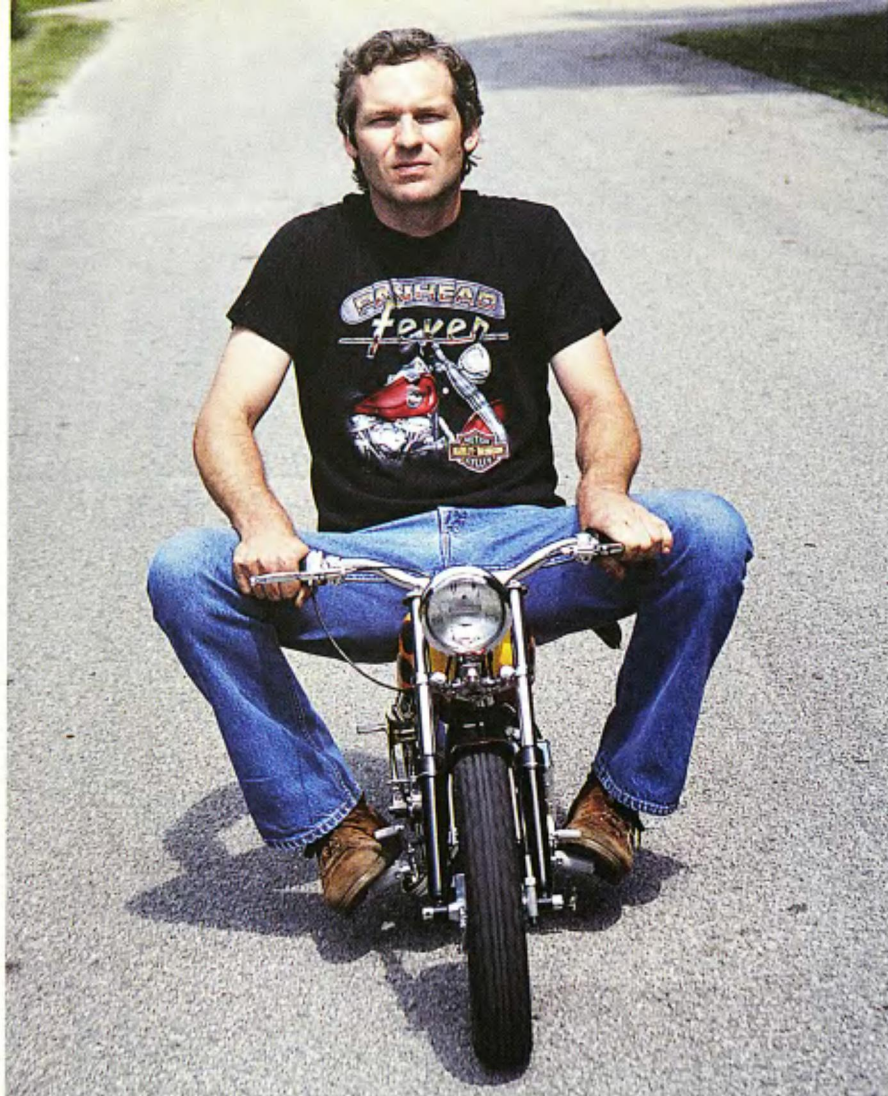


I got the carb jetted properly and the timing set right). It idles at 1,000 rpm, jumps to 5,000 as soon as you open the throttle, and sounds like a 77-cubic-inch Sporty. That's frosting on the cake: a genuine, true Harley sound.

After building the engine, I thought I'd relax a bit by doing a transmission. Relax, huh! It had to be a 3-speed, because the case wasn't big enough to hold all the gears you need for a 4-speed. When it was done, I hooked it up to the engine with a dry clutch, but only got first and third. So, it was back to the lathes and the mills until I got three, smooth-shifting gears.

Having gone that far, I had to go all the way. Galvanized pipe, a conduit bender, and some welding and grinding got me a frame. And what goes better than panheads and hardtails? The forks are ying-yang stuff, the wheels are from a scooter, and the speedo's from a bicycle. The fatbob tanks gave me another challenge, and no help from the machines: all free-hand shaping, gas welding, and grinding on thin sheet metal.

All told, I put six obsessive years into Peter Pan—that's what my wife and I named it. And so it is—a half-sized panhead that looks and runs like the original. Panheads forever.



Photos by Pat Randle

**Owner(s):** Terry Lesnett, Lakeland, Florida

#### General

**Fabrication by:** owner  
**Model:** panhead  
**Value:** a lot  
**Assembly:** owner  
**Time:** six years  
**Weight:** 100 pounds  
**Chroming by:** Metal to Metal

#### Engine

**Year:** 1987  
**Model:** panhead  
**Ignition:** distributor, points  
**Displacement:** 150cc/9 cubic inches  
**Lower end:** full ball bearing  
**Crankshaft:** 1045 steel

**Connecting rods:** S7 tool steel  
**Balancing:** static  
**Pistons:** 1 3/4-inch  
**Stroke:** 2 inches  
**Cases:** 7075 aluminum  
**Cylinders:** 7075 aluminum, cast iron liners  
**Heads:** 7075 aluminum, radical ports  
**Cam:** TL high lift  
**Lifters:** lightened  
**Carb:** Keihin  
**Air cleaner:** brass velocity stack  
**Pipes:** electrical conduit  
**Muffler(s):** whoops, forgot 'em

#### Transmission

**Year:** 1988, 3-speed  
**Cases:** 7075 aluminum

**Shifting:** stick  
**Sprockets:** not available  
**Clutch:** dry

#### Painting

**Painter:** Tim and Jean Custom Painting  
**Color:** candy red, mustard, gold striping

#### Frame

**Year:** 1989  
**Material:** galvanized water pipe  
**Type:** straight leg  
**Height:** 24 inches (top of bars)  
**Length:** 56 inches (entire bike)

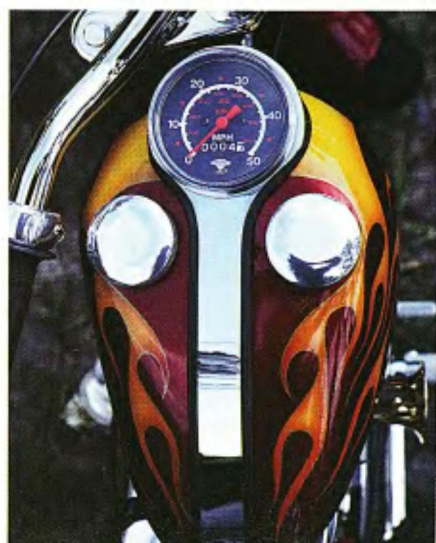
#### Accessories

**Front end:** ying-yang  
**Fenders:** handmade  
**Headlight:** 4-inch, eyeshade

**Tailight:** Cycle Accessories  
**Speedometer:** bicycle  
**Pegs:** knurled aluminum  
**Electrics:** 6-volt, Radio Shack  
**Gas tanks:** welded fatbobs (handshaped)  
**Oil system:** self-contained  
**Seat:** upholstery by Jimmy Johnson  
**Sissybar:** cold-rolled steel

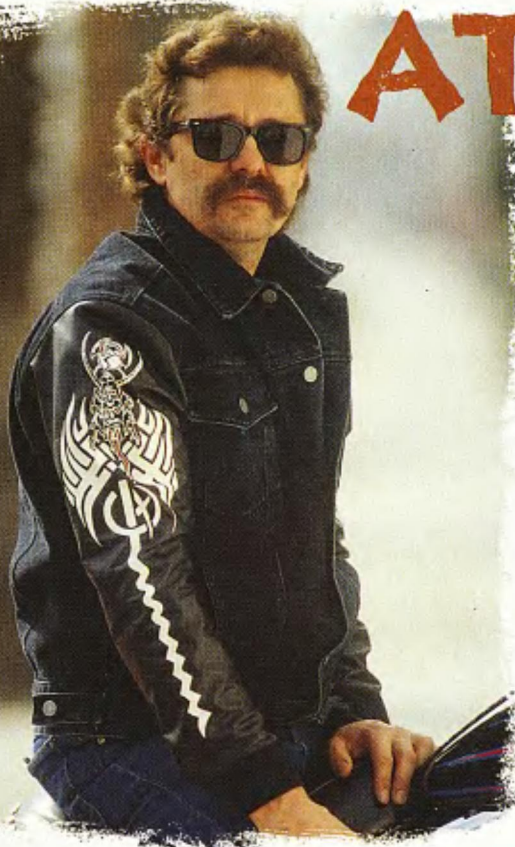
#### Wheels

| Front                         | Rear                          |
|-------------------------------|-------------------------------|
| <b>Size:</b> 10-inch          | <b>Size:</b> 10-inch          |
| <b>Hub:</b> machined aluminum | <b>Hub:</b> machined aluminum |
| <b>Rim width:</b> 2-inch      | <b>Rim width:</b> 3-inch      |
| <b>Tire:</b> 2.75 X 10        | <b>Tire:</b> 3.5 X 10         |
| <b>Brake:</b> drum            | <b>Brake:</b> drum            |





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# IN THE WIND



—Dirty Ernie, Neb.

**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

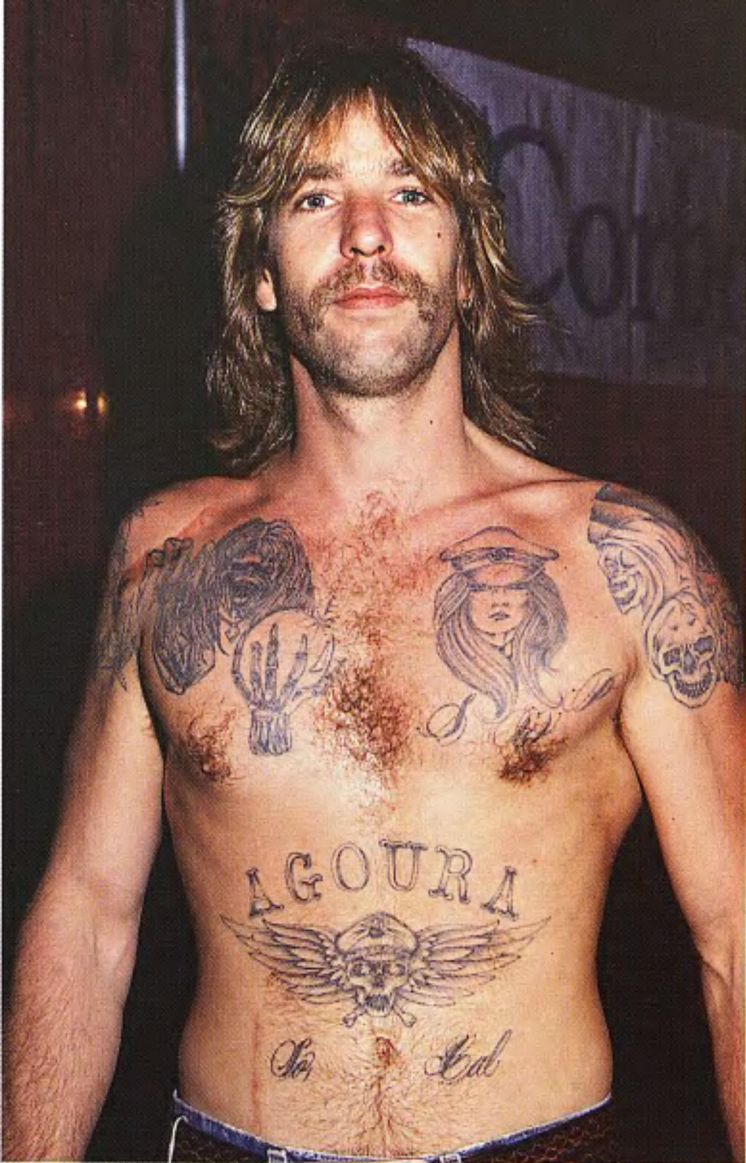
—Glen Bowen, Brock, Neb.

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.

—Casey Grasso, Seaside, Fla., 1957

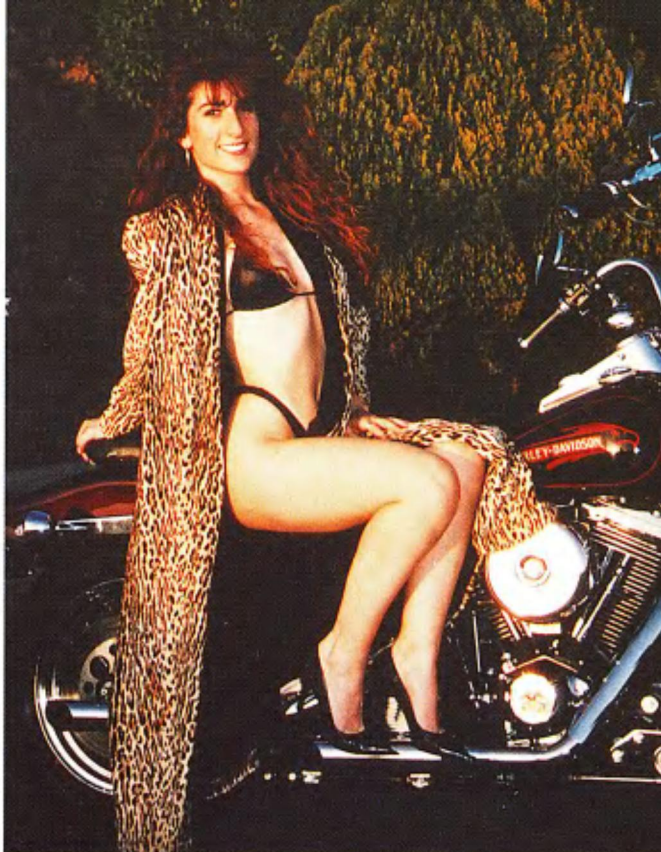
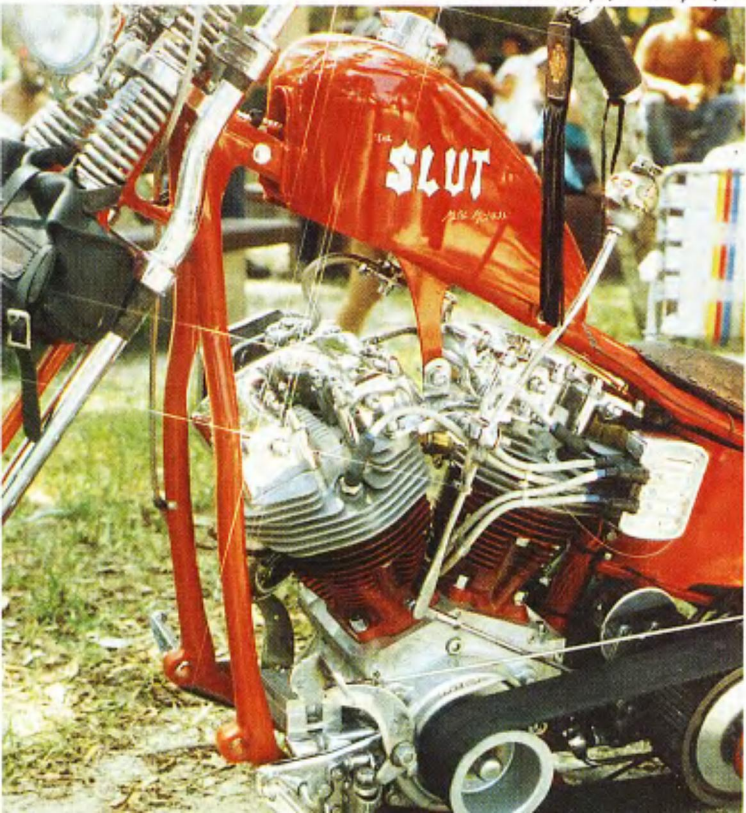






—Kristiana, Vallejo, Calif.

—Loudmouth Ralph, N. Ft. Myers, Fla.



—Redd Rose, Torrance, Calif.

—The Breeze, Charleston, S.C.



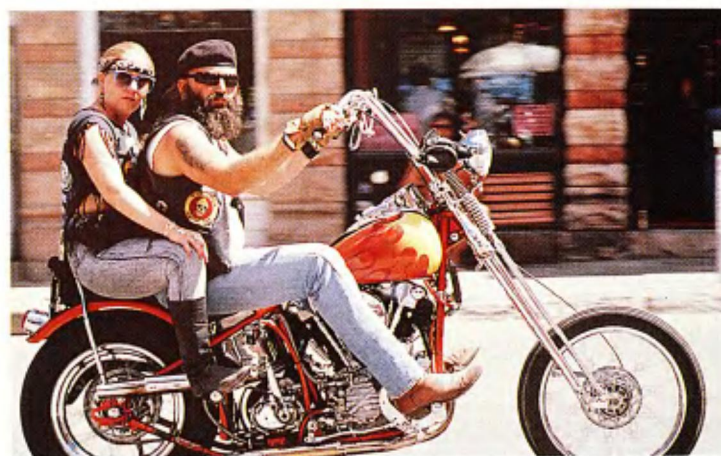




—Tim Risdon, N. Hollywood, Calif.



—Linda Barbour, Hanford, Calif.

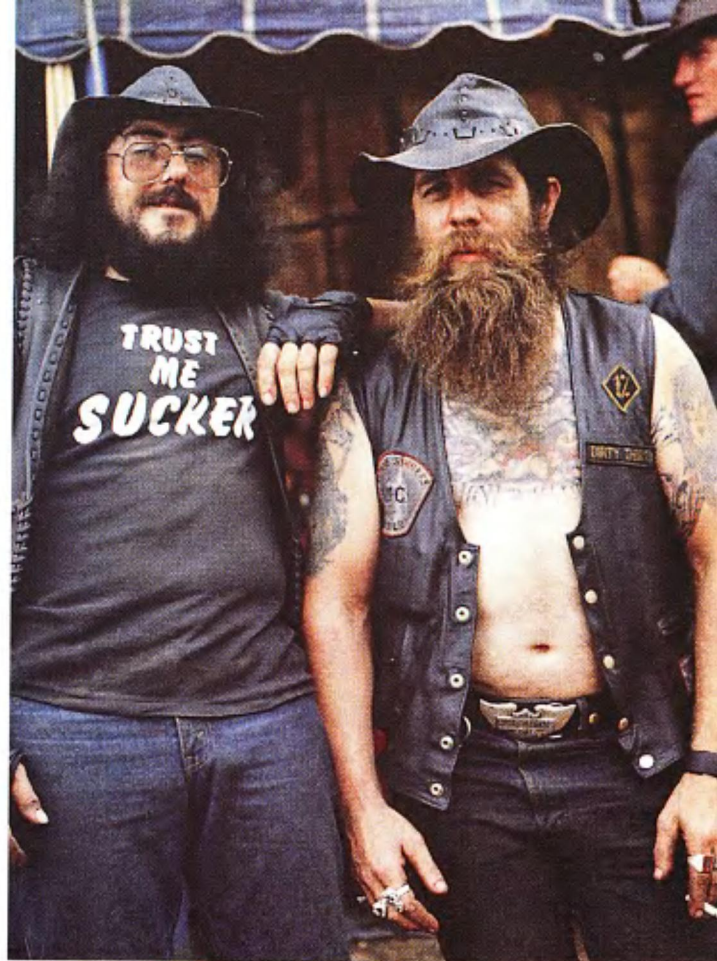
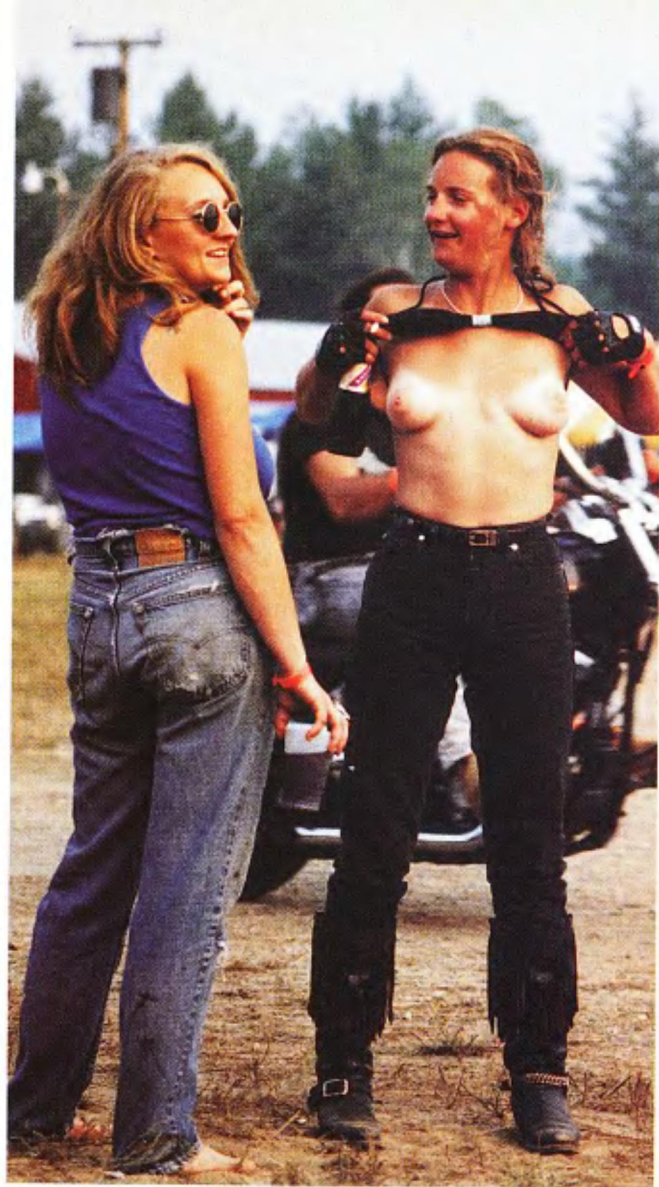


—Cliff Hampel, Boise, Idaho



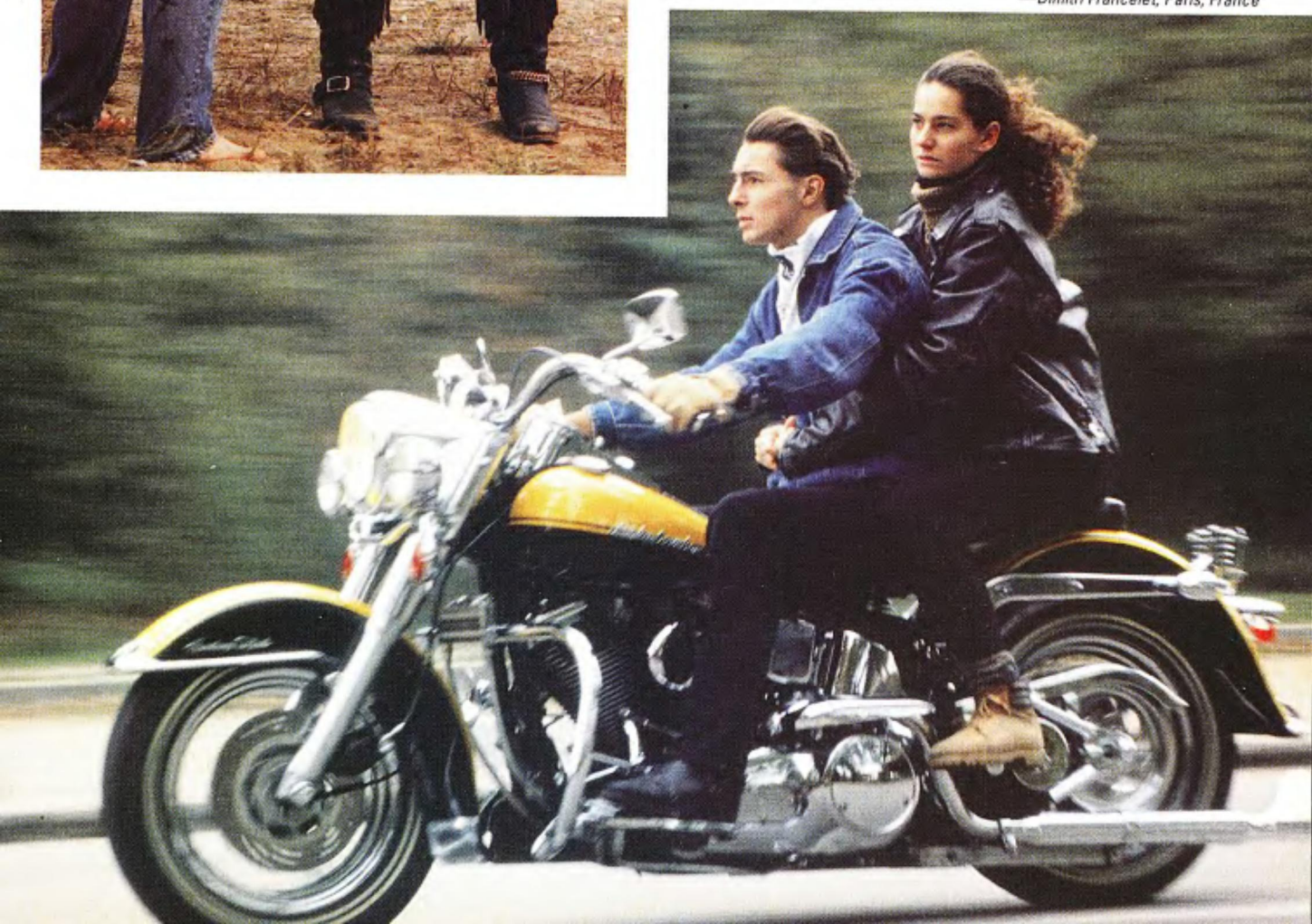
—Dan Huling, Warwick, R.I.





—Richard Maloney, Victoria, Australia

—Dimitri Francelet, Paris, France



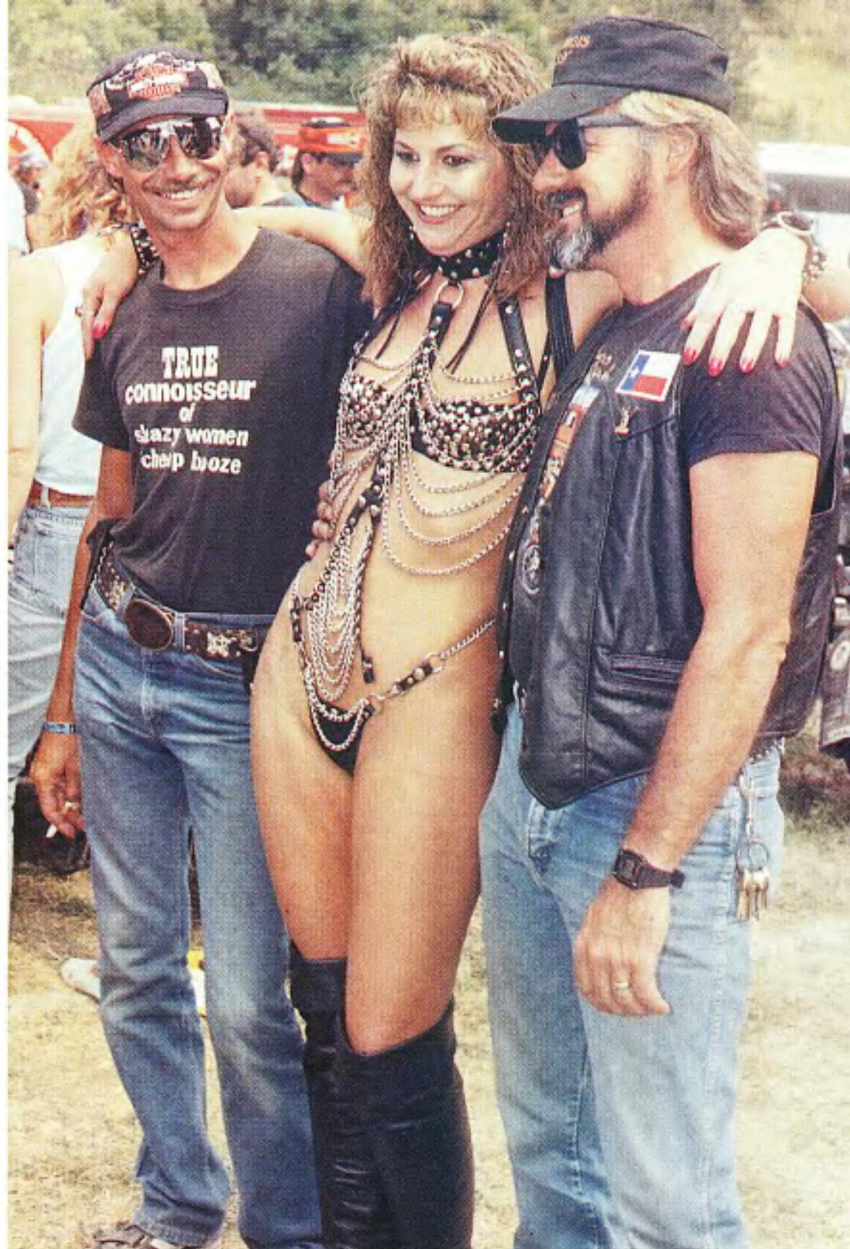




—H.D. and Sunny, Lansing, Mich.

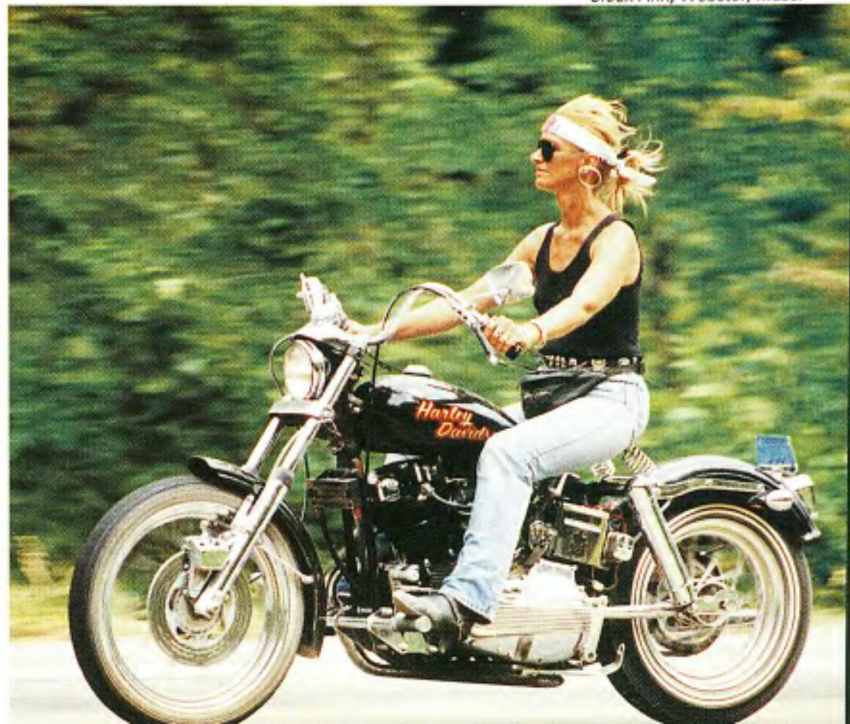


—Henning Kristensen, Aabybro, Denmark



—Robin Morris, Kaufman, Texas

—Sioux Ann, Webster, Mass.







—The Breeze, Charleston, S.C.

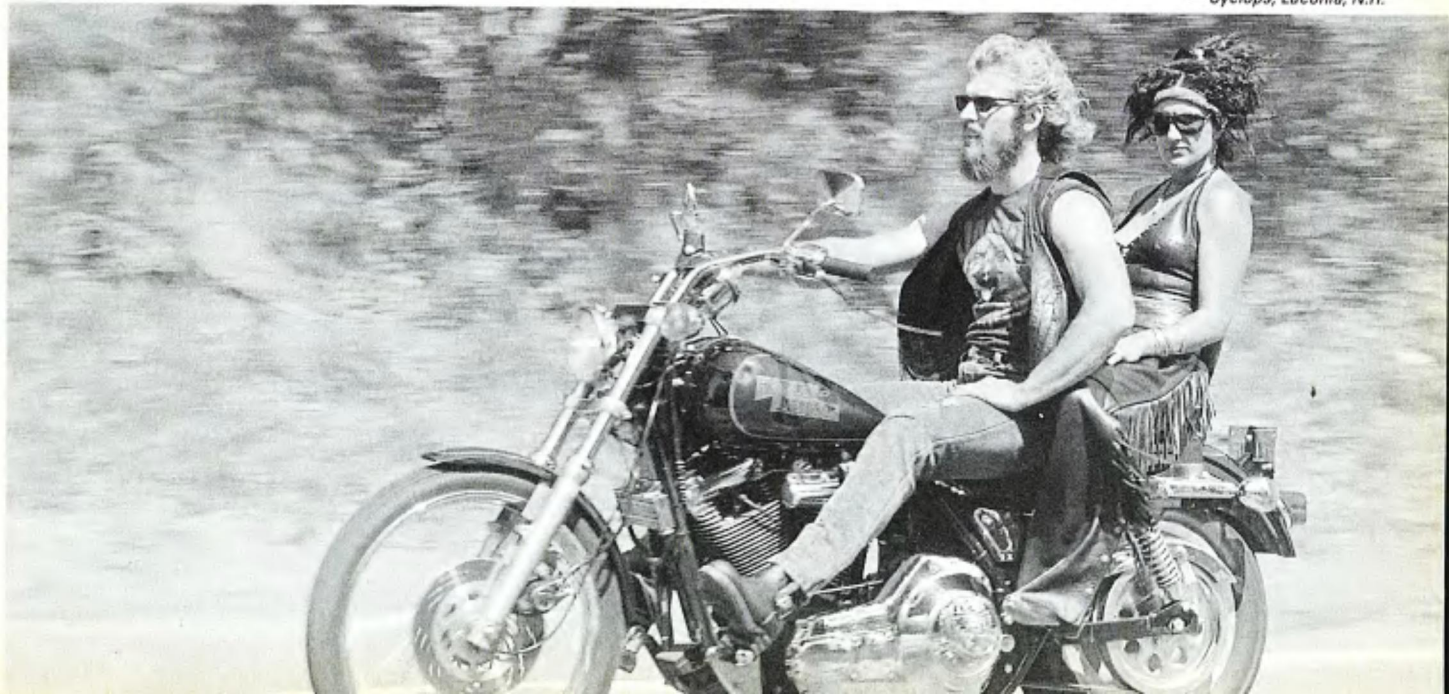


—Byron G. Howard Sr., Stuttgart, Germany



—Thom, West Barrington, R.I.

—Cyclops, Laconia, N.H.





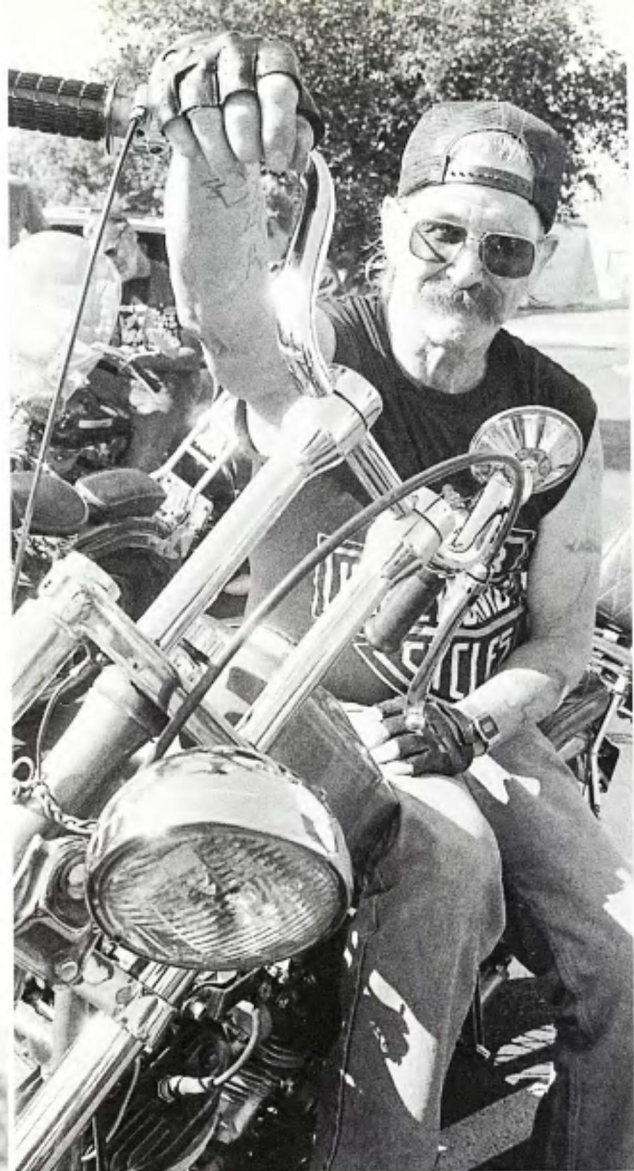


—Jimmy Olson, Ventura, Calif.

—John Lewis, Flint, Mich.



—Dawn Marie, Agoura Hills, Calif.



—The Beast, Medford, Ore.









# FOXY RIDER



Photos by Mike Lichter

## Devon Pearson, Safety Harbor, Florida 1200 Sportster

**W**hat's up, doc? Well, if you were to ask Devon Pearson, she'd tell you it was her lowered Sporty.

The bike was a gift from her boyfriend, John Clapper, who owns C&L Hog Shop North in Connecticut. He built her this flamed beauty. By now, you've probably noticed the custom paint job on her tanks. Devon has a thing for the wascally wabbit, and even sports a tattoo to match.

Maybe that explains her major—animal science. Dev's a senior at the University of Florida. Originally, she planned on getting a Harley after graduation in the fall. With John's help, her dream came true a little earlier. She took a rider training course in January and was rolling down the Gator streets in no time.

This 883-turned-1200, has won runner-up at the "Ladies of Harley Ride-In Show" and "Best Evo Sportster" at the Am-Jam Show in N.Y. Not only has it impressed the judges, but her granny thinks it's pretty cool, too. Granny's so excited about Devon's riding that she sends her clippings about scooter events.

Devon says being a female Harley rider often brings on negative attention from those around her. Because of this, she'd like to change the stigma surrounding bikers. She feels this can be accomplished by participating in as many charity runs and fundraisers as possible. Ride on.

That's all folks!

—Rag Weed

**YEAR:** 1986

**MODEL:** 883 Sportster

**ENGINE:** 883 converted to 1200, rebuilt by C&L Hog Shop

**TOP END:** S&S carb, heads by Mackie Engineering

**LOWER END:** Sifton cam, stock cases, high lifters

**TRANSMISSION:** 1986, 4-speed

**FORKS:** 2-inches under, cut shocks 2 inches

**WHEELS:** mag wheels, front:19-inch, rear:16-inch

**FRAME:** 1986 Sportster Evo, 4 inches lowered

**FINISH:** Black lacquer, House of Kolor, custom paint job by Billy Streeter

**ACCESSORIES:** 3-inch Ness risers, custom seat by Big Nick

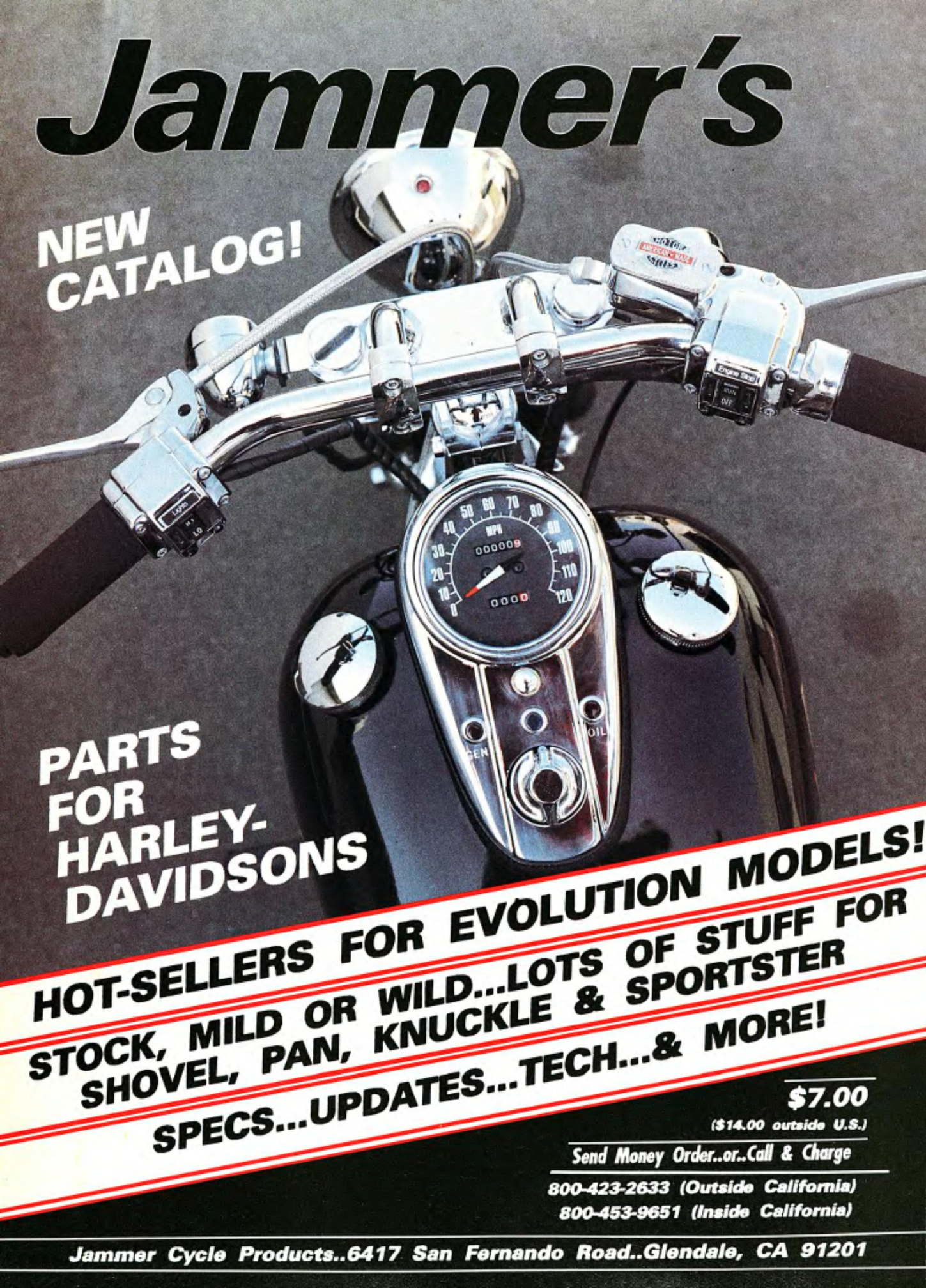
**CREDITS:** A very special thanks to John Clapper, Jay and Jim, Billy Streeter, and my granny.







# Jammer's

A detailed close-up photograph of a motorcycle's handlebar and instrument cluster. The handlebars are chrome with black grips. On the left grip is a 'Lapso' brand master cylinder. On the right grip is a 'VICTOR' brand clutch master cylinder. The instrument cluster is chrome and features a large speedometer with a black face and white markings, ranging from 0 to 120 MPH. Below the speedometer are two smaller gauges: a tachometer on the left and an oil pressure gauge on the right. The background is dark and out of focus.

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# MINIMUM FLASH









**"W**hat's that plain-Jane-lookin' scoot doin' with those show bikes?" That's what Dick Clark overheard and had to endure more than once from a few less-than-knowledgeable observers at the Third Annual *Easyriders* Invitational Bike Show in Columbus, Ohio, last February.

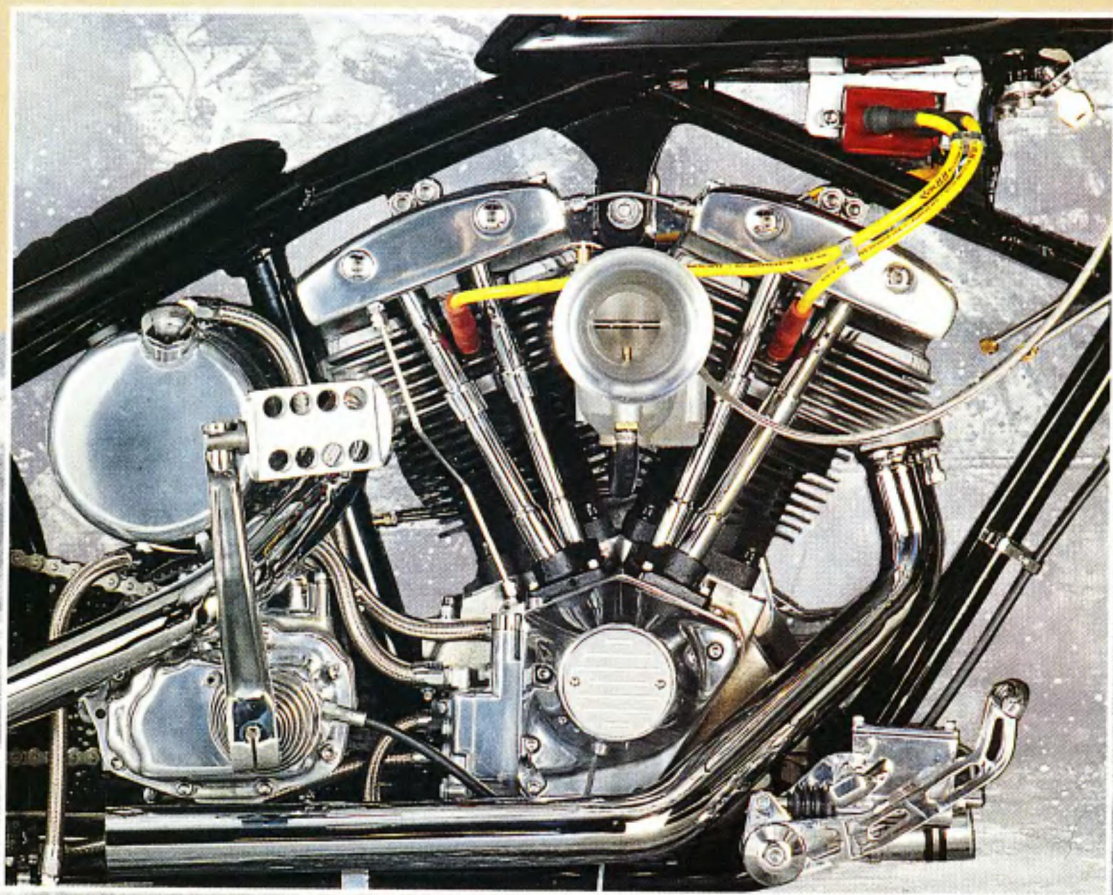
"That's how she got her name," Dick chuckled. "It seems some people think 'Show Bike' means hangin' a lot of shiny extras on it and applying a razzle-dazzle paint job."

Dick's bike is lean and clean and high tech to boot. He completed it just before the Bike Show last winter. "It's harder to make things simple than gaudy," Dick said about building his 1969 FLH.

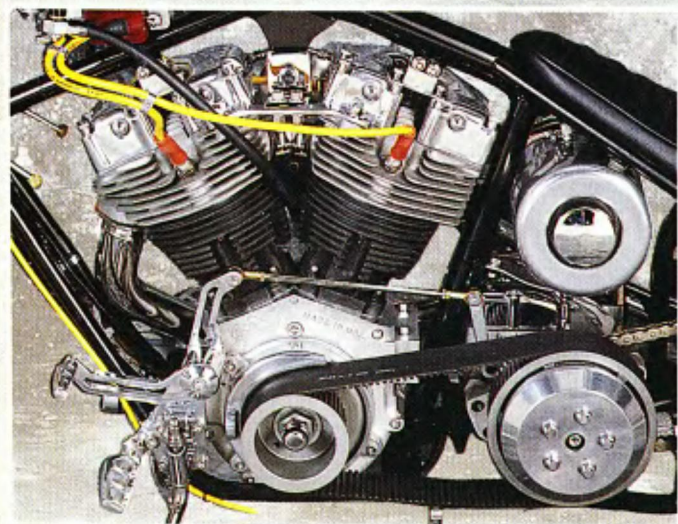
Before ya start screamin' about it being a 1969 nosecone engine, I'll tell ya what the owner told me. When he built this ride, he used late-model Delkron cases and mostly aftermarket parts—so he just "picked a year" for registration purposes. The heads, stamped as '69, seemed appropriate enough. Another secret ➡



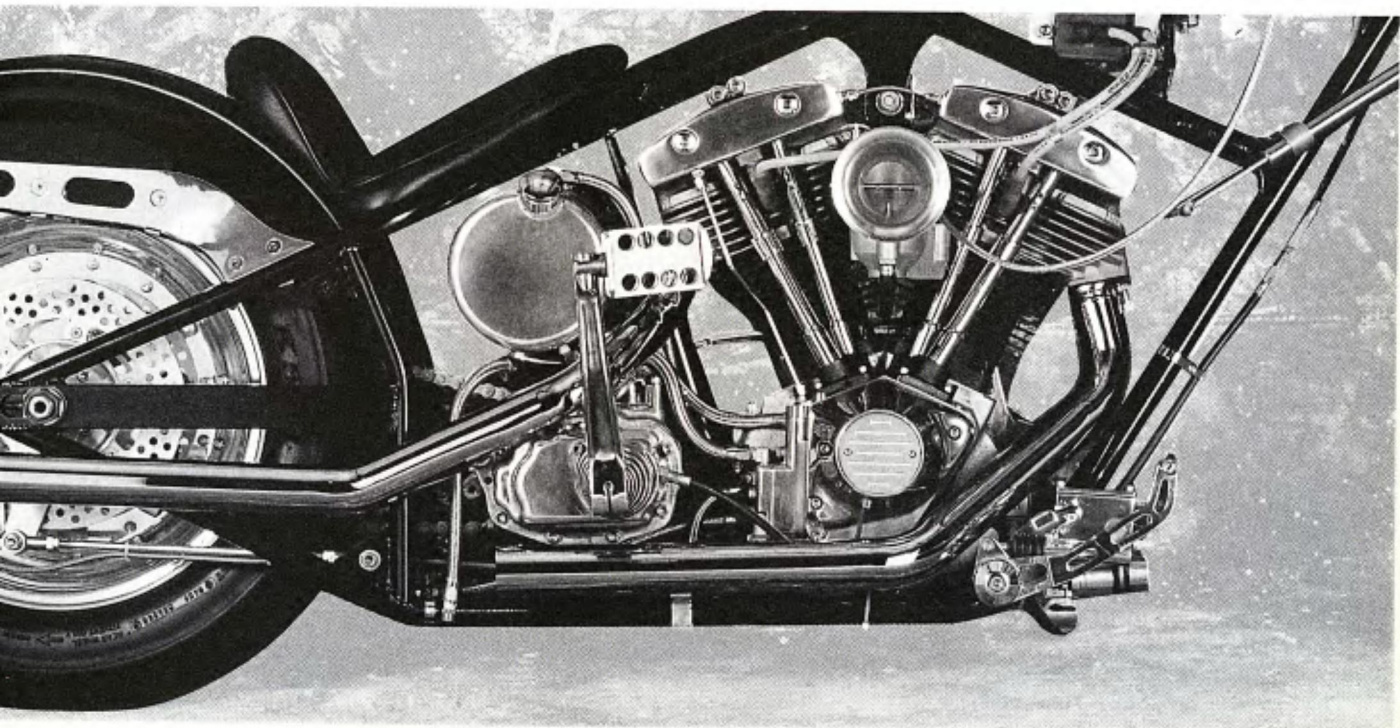
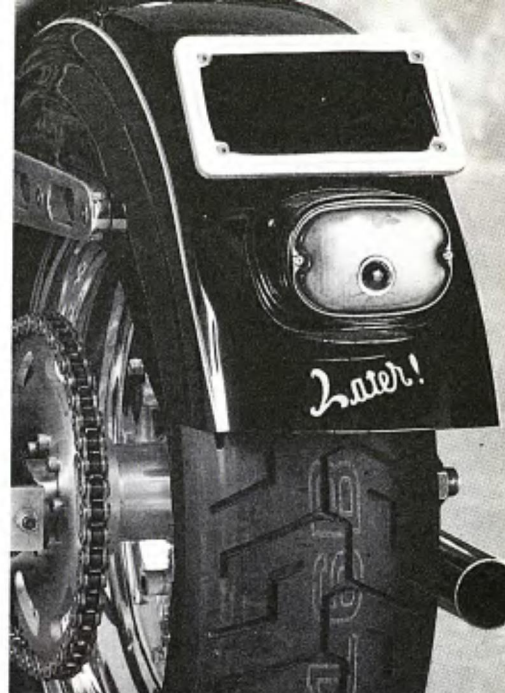
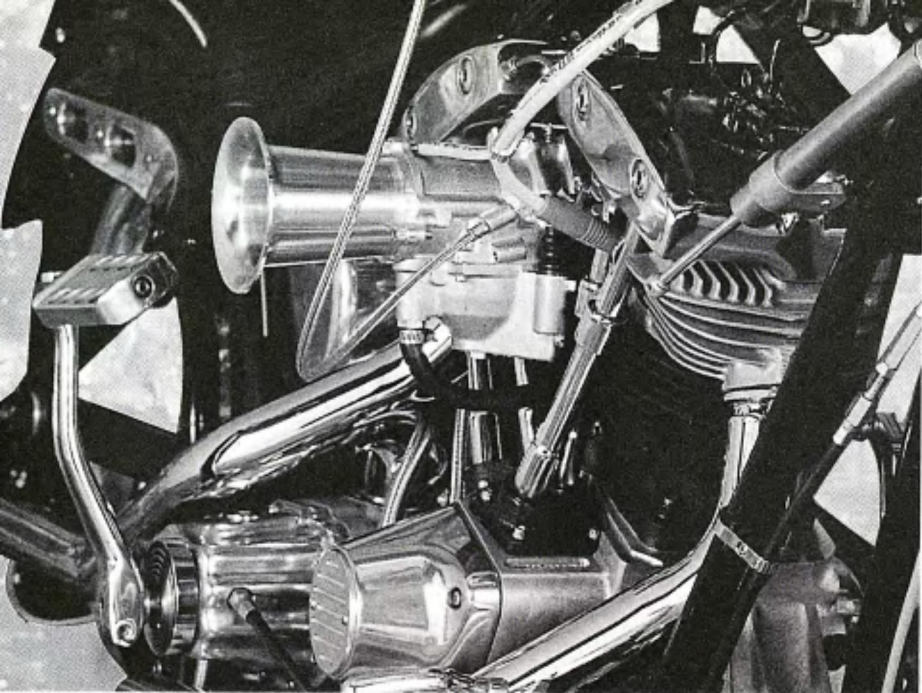












he confided to me was that although the lettering he applied to the tanks reads "Genuine Harley-Davidson," the truth of the matter is that the heads, lower legs, and a few gears are the only genuine Harley parts on Dick's ol' Plain Jane.

So you're sayin', "Who cares?" Well, that's precisely my point—it may be plain, but it's pretty, has good solid lines, contains the best performance parts available, and is one kick-ass, 108-inch road bike.

Dick owns Chatfield Cycle in Chatfield, Ohio. They pump out custom paint work and supply a demanding public with aftermarket

parts. He's into the lifestyle so deep, that when he goes to bike shows he hauls Plain Jane behind his full-dresser on his special, self-built trailer. The trailer's low-slung, lightweight, and sits about 4 inches off the ground. You can bet this Harley-duo gets maximum attention cruisin' down the road.

\* \* \*

The Fox that was scheduled to appear in this issue ran into a bushel of bad luck. Seems shortly after arriving in Chicago for the shoot, she received a desperate call that her boyfriend had been in a traffic

accident. Needless to say, she had to rush back home. He came out all right, but Tiffany couldn't get re-scheduled . . . she was bummed.

The good news is that Carla, the lovely lady you see here, was stoked about the opportunity to take Tiff's place posing with Dick's bike.

Thirteen years ago, Carla was also in an auto crash. She suffered 17 broken bones and was tightly wrapped in a body cast for six months. She endured extensive surgery, had a child in '79, and has overcome one health problem after another ever since. Carla's got a strong constitution though . . . and ➔





Photos by Silvermoon

|                                                                                                                                              |  |                                    |                     |
|----------------------------------------------------------------------------------------------------------------------------------------------|--|------------------------------------|---------------------|
| <b>Owner(s):</b> Dick Clark                                                                                                                  |  | <b>City:</b> Chatfield, Ohio       |                     |
| <b>General</b>                                                                                                                               |  | <b>Frame</b>                       |                     |
| Fabrication by: owner                                                                                                                        |  | Year: 1990                         |                     |
| Year and Make: 1969 Harley-Davidson                                                                                                          |  | Builder: The Fab Shop—John Harmon  |                     |
| Model: FLH                                                                                                                                   |  | Type: rigid                        |                     |
| Value: \$25,000                                                                                                                              |  | Rake: stock                        |                     |
| Assembly by: owner                                                                                                                           |  | Stretch: 10 inches                 |                     |
| Time: 18 months                                                                                                                              |  | Other alterations:                 |                     |
| Chroming by: none                                                                                                                            |  | <b>Accessories</b>                 |                     |
| <b>Engine</b>                                                                                                                                |  | Bars: K&N Superbars                |                     |
| Year: 1969                                                                                                                                   |  | Risers: Low Rider                  |                     |
| Model: shovelhead                                                                                                                            |  | Fender(s): D C Engineering         |                     |
| Rebuilder: Buzz Foulke, Hogs-R-Us                                                                                                            |  | Headlight: CCI                     |                     |
| Ignition: Dyna Single Fire                                                                                                                   |  | Taillight: Harley-Davidson         |                     |
| Displacement: 108.5 cubic inches                                                                                                             |  | Speedo: Harley tachometer          |                     |
| Lower end: S&S                                                                                                                               |  | Front pegs: Performance Machine    |                     |
| Balancing: Buzz                                                                                                                              |  | Rear pegs: none                    |                     |
| Pistons: Axtel 10-1 comp.                                                                                                                    |  | Electrics: Accel                   |                     |
| Cases: Delkron                                                                                                                               |  | Gas tank: Stortz, aluminum         |                     |
| Heads: ported and polished H-D                                                                                                               |  | Oil tank: CCI                      |                     |
| Cam: Andrews 580 lift                                                                                                                        |  | Oil system: S&S pump               |                     |
| Lifters: Velva Touch                                                                                                                         |  | Primary cover: none                |                     |
| Carb(s): S&S Super D with pump                                                                                                               |  | Seat: The Fab Shop                 |                     |
| Air cleaner: S&S                                                                                                                             |  | Sissybar: none                     |                     |
| Pipes: Cycle Shack                                                                                                                           |  | Height: n/a                        |                     |
| Mufflers(s): none                                                                                                                            |  | Material: n/a                      |                     |
| <b>Transmission</b>                                                                                                                          |  | <b>Forks</b>                       |                     |
| Modifications: converted to 4-speed frame                                                                                                    |  | Type: Harley-Davidson              |                     |
| Year: 1988 5-speed                                                                                                                           |  | Extension: stock                   |                     |
| Shifting: electric                                                                                                                           |  | Builder: owner                     |                     |
| Engine sprocket: Primo 3-inch belt                                                                                                           |  | Special features: Arlen Ness trees |                     |
| Trans. sprocket: 24-tooth                                                                                                                    |  | <b>Wheels</b>                      |                     |
| Wheel sprocket: 48-tooth                                                                                                                     |  | <b>Front</b>                       | <b>Rear</b>         |
| <b>Painting</b>                                                                                                                              |  | Size: 18-inch                      | Size: 15-inch       |
| Molding: none                                                                                                                                |  | Hub: Avenger                       | Hub: Perf. Mach.    |
| Painter: owner                                                                                                                               |  | Rim width: 2 inches                | Rim width: 5 inches |
| Color: black                                                                                                                                 |  | Tire: Dunlop                       | Tire: Dunlop        |
| Type: lacquer with urethane clear                                                                                                            |  | Brake: Perf. Mach.                 | Brake: Perf. Mach.  |
| Special paint: lettering by owner                                                                                                            |  |                                    |                     |
| Other special modifications: Stortz steering damper, Performance Machine forward controls, dry sump, titanium collars, triple valve springs. |  |                                    |                     |

is now in the healthiest shape she's ever been in.

Speakin' of her photo session in Columbus she remarked, "I had a great time. It was a thrill modeling with the bike and getting to be in *Easyriders* makes me feel like a real woman."

No problem there, Carla, we can tell you're all woman . . . and a very fine-looking lady, too, I might add. Thanks for sharing your body and your bliss with us on these pages.

Carla and her fiancé, Boe (that's why there's a bow tattooed on her hip), are both active members in ABATE of Ohio, Region #9. They do a lot of ridin' on Boe's '80 FLH, and Carla's working on getting her own ride. They're planning an August wedding. Good luck to ya both.

—Clean Dean







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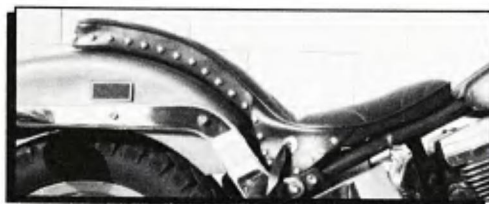
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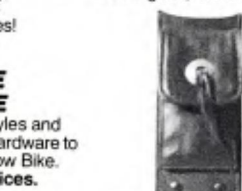
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# READER'S RIDE



## Tony Stewart, Malibu, California 1937 Harley-Davidson EL knucklehead

**T**ony rolled south from Quebec about 20 years ago. He was always talking about a bike he had back home. When the bag of bones finally arrived, it was a rusty mess, packed up on a flat bed truck like a crate of used furniture. Not long after, Tony discovered the pitfalls of beach livin', including the ever-present rip-off factor. His knuck got nabbed. That threw him for a loop. But it was nothin' like the spin he did when his wife passed away from a rare spider bite.

Then his luck changed. An honored debt of 10 grand was paid off by a guy who'd just been released from seven years of lock-down. It took R.C. six months to locate Tony, but he came through like a bro.

Soon after, Tony walked into The Shop in Ventura, California, and told the owner, Huggy Beahr, to get off the bike he was sittin' on, he was gonna buy it. At the time it was a 61-inch EL.

The restoration was handed over to Andy Mendez from Top Dead Center, Oxnard, Calif. Andy's a hotshit wrench, specializin' in knucks. He's always winnin' antique shows, and has had his own 1940 knuckle featured in the rag (ER #177, March 1988).

Over the years, Tony's demonstrated his true grit and tough mettle, shouldering the battles of life. Tony now raises his daughter Candice. Or does she raise him? Either way, they're a handful.

—Pan Man

**YEAR:** 1937

**MODEL:** EL

**ENGINE:** 74 cubic inches

**TOP END:** FL, rebuilt by Andy Mendez, Top Dead Center, Oxnard

**LOWER END:** rebuilt by Andy, late-model knucklehead oil passage to crank pin

**TRANSMISSION:** stock, reconditioned to original

**FRAME:** stock 1937 straightleg

**SPECIAL MODIFICATIONS:** heated and bent shifter, modified and molded fenders, and 2-inch drag pipes customized by Andy, stash spot located in seat post

**CREDITS:** "Thank you Andy Mendez for all your help."

**FINISH:** black gold, acrylic paint done by Andy Mendez, chrome by Van Nuys Plating, Van Nuys, Calif.

**FORKS:** original springer

**WHEELS:** front: 16-inch; rear: 16-inch, both white walls, now running wide white Coker tires from Lucas Tire, Long Beach, Calif.

**ACCESSORIES:** saddlebags by Tijuana, tool box chromed, seat and p-pad are custom swap meet specials, low buckhorn bars from Andy





Photos by Kim Peterson







David M. M.



# FOREVER

---

By Tom Johnson

THE LAUGHTER AND MUSIC HAD FINALLY ENDED. ED BESIDE HIM. "WHY FOX, YOU SLIP-STREAMIN' A BED OF GLOWING COALS WAS ALL THAT REMAINED SHEEPFUCKER, WHERE THE HELL HAVE YOU BEEN? OF THE CRACKLING ORANGE BONFIRE. TIRED, BUT I CAN'T REMEMBER THE LAST TIME I SAW YOU."

NOT READY TO CRAWL INTO  
HIS TATTERED SLEEPING BAG,  
GRIZZLY TOOK ANOTHER SWAL-  
LOW FROM HIS BOTTLE AND  
STARED AT THE FADING EMBERS.

"BUNCHA FUCKIN' LIGHT-  
WEIGHTS," RASPED A GRAVELLY  
VOICE AT HIS SIDE, "THEY'RE ALL

BAGGED OUT AND IT'S NOT EVEN DAWN."

GRIZZLY TURNED AND INSTANTLY SHOT HIS RIGHT  
HAND OUT TO THE BEARDED FIGURE WHO'D APPEAR-

**He took a strong  
pull from it and  
swished the  
liquor around in  
his mouth for a  
few seconds**

GRINNING, THE OTHER BIKER  
SHOOK HIS HAND AND REACHED  
OUT FOR THE NEARLY EMPTY  
TEQUILA BOTTLE. HE TOOK A  
STRONG PULL FROM IT AND  
SWISHED THE LIQUOR AROUND  
IN HIS MOUTH FOR A FEW SEC-  
ONDS BEFORE SWALLOWING IT.

"HERE AND THERE, GRIZZ . . .," HE EVENTUALLY  
REPLIED. "I SEE YOU STILL HAVEN'T TRIMMED  
THAT RAG OF A BEARD."

---

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## FOREVER YOURS

After continuing the exchange of insults for a few moments, Grizzly noticed a somber tone in his friend's voice and was surprised at the quickness with which his smile disappeared. He shook two Marlboros from a crumpled pack, offered one to Fox, and lit both. They smoked in silence for a few moments before he asked, "What's got you so down, man, a woman or your motorcycle?"

Fox gave a snort that might have been a laugh and then began his narrative with words spoken so softly that Grizzly had to step closer to hear.

"A few months back I was standing by a fire at a party about like this one, waiting for the sun to come up. I'd watched this one particular chick all night, trying to see who she was with—she looked waaay too good to be there alone. Anyhow, I caught her putting the eye on me so I walked over. The next thing I knew, we were in my sleeping bag and that's where we spent most of the weekend. When the party was over I took her home with me. Jeez, what an idiot I was. I shoulda known something was wrong when nobody came looking for her.

I liked having her around at first. She hung on me though, clung like a fucking vine. My cabin's kinda cramped, as you may recall."

Grizzly smiled, remembering the weekend he and Fox had shared three women in the tiny desert hideaway.

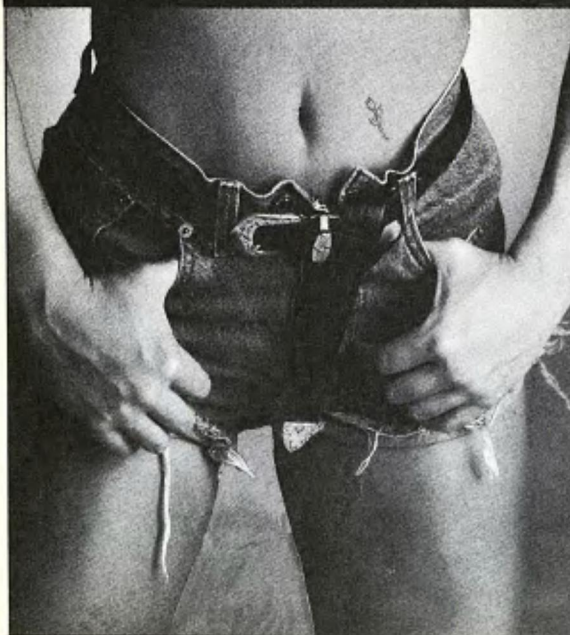
"She got to be a pain in the ass. I mean, I couldn't turn around without tripping over her. One afternoon she started talking about getting hitched. Here I've known this bitch for a month and she already wants me to marry her? I thought it over for a good five seconds and then told her it was time to move on.

"She had her back to me and was quiet for a minute or two. I touched her on the shoulder and damned if she didn't spin around and punch me in the snoot, quick as a wink.

"She lit out for the bathroom and locked herself in before I even knew she'd hit me. I knocked on the door and promised I wouldn't hurt her if she'd just come out. I meant her no harm, man, I just wanted her gone. After a few minutes she did come out . . . swinging that ivory-handled straight razor my grampa gave me."

Fox turned his palms up and Grizzly grunted when he saw that dark, deep scars crisscrossed both. Fox glanced down at his hands and then rubbed

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them together before continuing.

"I've never hit a woman, but I shoulda knocked her right through the fuckin' wall. Didn't though—I just banded my hands and drug her out to the highway. I walked back to the cabin, and damned if the bitch didn't follow me. We went through that routine maybe 10 times before I hauled her ass away in my pickup. I put her out at the Conoco truck stop by Payette, maybe 75 miles from my place."

He looked over at Grizzly, who nodded his understanding.

"A few days passed, then a week, and I thought I was rid of her. It was nine nights after I left her at the truck stop that something woke me. I sat up in bed and there she was, standing there in a trance, looking like a zombie queen from *Night of the Living Dead*.

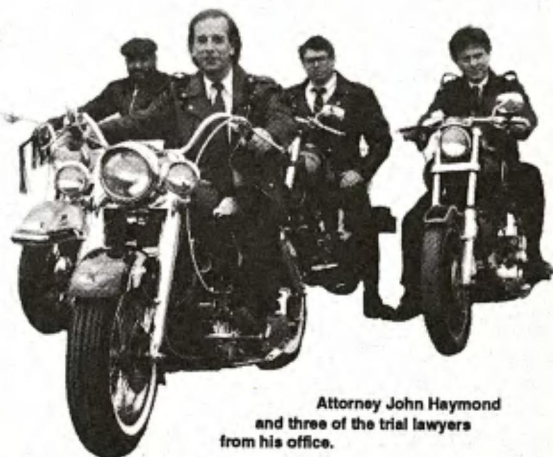
**She'd walked  
across 75 miles  
of the meanest  
terrain you're  
gonna find this  
side of the moon**

"She didn't say anything because she was out on her feet. She'd walked across 75 miles of the meanest terrain you're gonna find this side of the moon—nothing out there but hardpan desert and rattlesnakes. I couldn't have done that and survived, nobody else I know could have done that and survived. Goddamn, it gives me the willies just thinking about her stalking across that wilderness.

"I should have left her alone and let her die right there but I didn't. I gave her first aid the best I could and managed to get some Gatorade into her. As she healed and recovered her strength, I softened up and almost forgot that psycho scene she'd put on. I was leaning against the doorway watching her bathe one evening and, real softlike, she said, 'You'll let me stay now?'

"I looked down at the gashes on my hands and came to my senses right then and there. She was crazy, man, ➡

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# FOREVER YOURS

and I had to be just as crazy to be sleeping under the same roof with her. So I told her that once she got all her strength back she was outta there and that I'd drive her all the way to the North Fucking Pole if that's what it'd take to be rid of her. She didn't cry or make any kind of scene at all. Just looked at me with her black eyes and said, 'You will never be rid of me. I'm yours forever.' And then she smiled, like she had finally managed to explain something really simple to a thick-headed kid.

"I was starting to see red by then so I left, rode over to Flagstaff, and got stinkin' drunk. It was late the next night

**From the  
highway he could  
see his bro's im-  
maculate Super  
Glide and rusty  
old pickup**

before I made my way back home.

"When I rode in, the cabin was dark, but there was a full moon, so I cut my lights and coasted to the front door. Don't quite know why I did that. I had a 'what's wrong with this picture' feeling, you know? I opened the door and crept in. I could see by the moonlight that the front room was empty, but I knew something was wrong, like one of my senses was telling me something that I couldn't quite make out.

"I walked back to the kitchen and bedroom but they were empty, too, and I thought maybe she'd gone. I checked the bathroom, the only room left, and that's where I found her, still sitting in the bathtub.

"I called her name but she didn't answer. There was moonlight, but the room was mostly in shadow and, of all things, it looked like she was sitting there soaking in a tub full of motor oil. Then the stench hit me . . . the room



had the same rotten smell as a slaughterhouse. Then I saw the straight razor dangling from her hand and finally realized she was lying in a tub of blood, her blood. She'd cut her own fuckin' throat, man."

"Jesus Christ," blurted Grizzly.

"Uh-huh. But the bitch was still breathing. I took her to the emergency room in Monkton and then spent the next two days trying to convince the cops that I wasn't the one who cut her. I don't think they would ever have believed me if the hospital shrink hadn't talked to them. I hope they keep her locked up in the bug-house for good, or I will dump her off at the North Pole."

When Grizzly awoke the next morning he couldn't find Fox, or anyone who'd seen him leave.

The following Wednesday he bought a big bottle of Cuervo and rode out to Fox's desert ranch. From the highway he could see his bro's immaculate Super Glide and rusty old pickup, the latter hunkered down on a flat tire. He raced his engine a few times and sprinted to the cabin, stopping with a broadside that threw red desert sand all over the Super Glide.

"Yo, Fox," he called, "you in there?"

No reply.

"Hey, Fox! I got a bottle of Gold out here that's gonna get empty without your help if you don't get on out here!"

Hearing no response, he got off his bike and stepped onto the front porch.

There was silence, complete but for a faint buzz within the tiny cabin. Stepping quickly to the bathroom, Grizzly found his friend. After shooing the flies away, he saw that Fox's throat had been cleanly cut. He wasn't surprised that no suicide weapon lay nearby.

\* \* \*

The woman watched as the revelers drifted away from the fire and the party slowly died down. She'd missed bikers during her hospitalization, and it was good to be back among them in spite of her tight-assed shrink's recommendations to the contrary.

As the pre-dawn chill set in, she stepped closer to the dwindling flames and looked encouragingly at the handsome young biker who'd been watching her for the last few hours. She felt a rush of excitement as he finally started toward her, but saw him balk and then yield to the older man who intercepted him.

"Excuse me, bro," the bearded giant said to him, amicably. "She's with me."

The woman had never seen Grizzly before, but she smiled at him and nodded hopefully.

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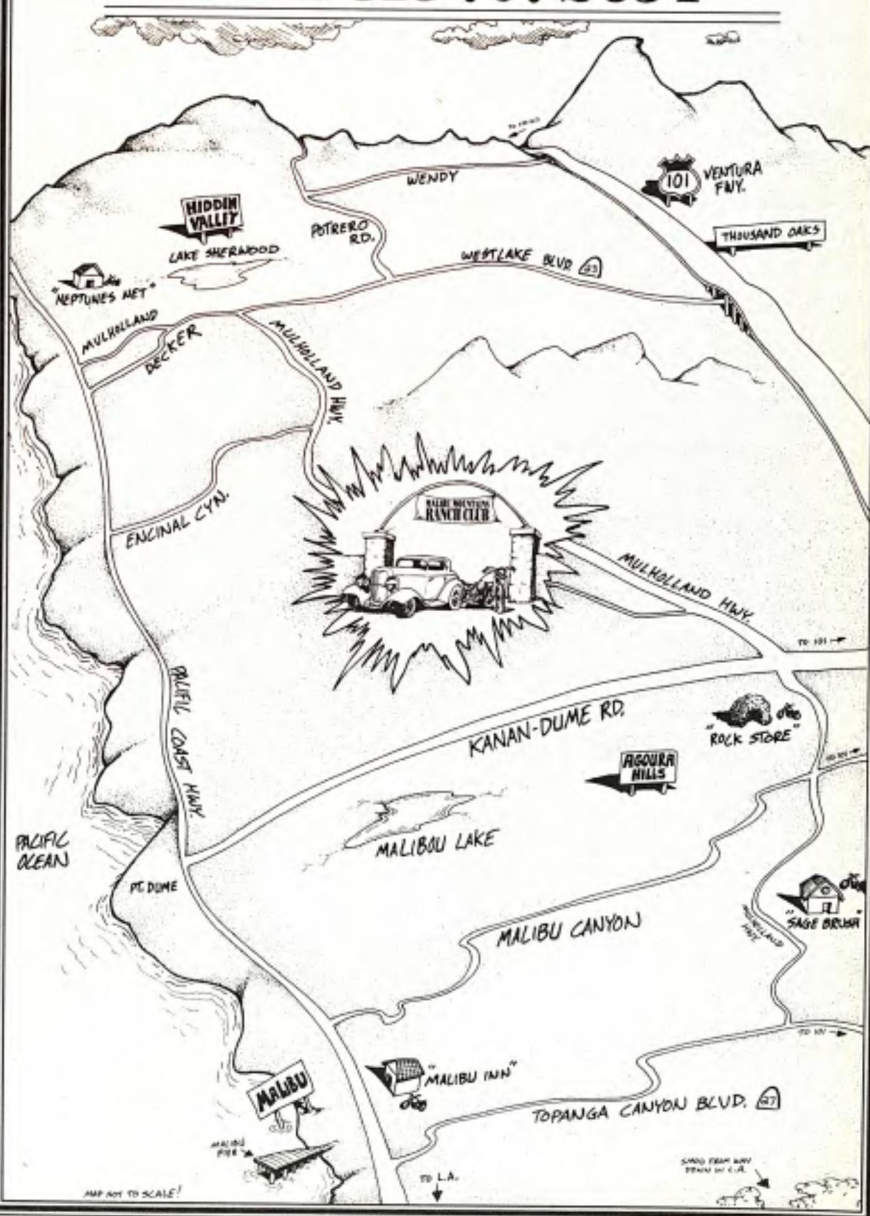
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## German Harley

□ Last January a friend of mine bought his first house. The dudes who sold it to him left a couple of boxes of H-D parts behind. To our surprise, in a large bush beside the old garage was an H-D frame. The bush had concealed this gem for some years, and it was later confirmed to be a '67 hardtail. Rumor has it that it was a flat tracker. The boxes had every part to put the mess back together—even the straight pipes which were quite a weird design.

What boggles me is this thing has a German motor! Ugliest thing I ever saw. And it doesn't run.

Confused  
Welland, Ontario

■ It may have been a German Sportster or Nova. They were never distributed to the public. A Nova was a 60-degree, V-4, 250cc per cylinder built in 1980. They only made two of them, so it's unlikely you have a Nova. But it was the only German manufactured Harley.

## Please Help

□ I ride a 1980 FLH 80-incher with a stock frame. I need info on a trailer hitch. I want to be as safe as possible in the way I build and mount one. Please help. All info received will be greatly appreciated.

Steve Onstad  
28801 #47 Pujol  
Temecula, CA 92390

■ Try J.C.'s Unique Designs: (919)772-6487.

## Dirt Bike Info Needed

□ I'm looking for any info on a dirt bike manufactured by Harley. The I.D. tag says SG 350.  
Jennifer Brown  
Lebanon, Mo.

■ Here's the scoop: In 1970 and 1971 Harley built the SS350, a street version of a dirt bike with low pipes and fenders; the SXX350, an-

other streetable dirt bike with knobby tires, high pipes, and fenders; and the ERS350, the race version Sprint Scrambler with high pipes, fenders, and no lights. For a manual on this line of bikes search out old Harley dealers.

## A Reply

□ This is regarding a letter to Wordmonger in the September 1990 issue concerning the Sachs motor. The Sachs Kugellagerwerke factory is still in operation. Here's the address:

Fichtel & Sachs  
Postfach 1140  
8720 Schweinfurt  
West Germany

William J. Howell  
Bad Kissingen, Germany

## No Info

□ In Tech Tips #2 there's a picture of a bored and modified Keihin carb on page 35 but no info on what to do. Since Keihins are a dime a dozen at swap meets, I'd like to try it. Is the info in a back issue or what? Otherwise, both Tech Tips books are great.

Road Dog  
Forest Park, Ga.

■ Boring your Keihin improves flow without the need for rejetting. You can bore it to 40mm, or simply remove the choke plate which begins to bring the flow up to what the new CV carb will flow. According to one of our tech wizards, the stock Keihin will flow 138 feet of air, with the choke plate removed it flows 146, bored 148, and the new CV flows 150.

## Movie Bike

□ In the 1988 movie "Salsa" a sporty-looking, street-wise, red Harley was featured. Do you know the year, model, etc.?

Chameleon Dan Toth  
Paradise, Calif.

■ I didn't see the movie.

## Hummer Parts

□ Is there any place out there where I can buy parts for my Hummer? The ol' lady wants me to get it going so we can take it to some old-timer shows while we're here in Germany.

If anyone can help, drop me a line.

Don Chamberlain  
HHC 9th Eng. Bn.  
Box 81  
APO NY 09162

■ Hummer parts are available through Motto Italia, 13960 Hwy 9, Boulder Creek, CA 95006.

## Savior Frame

□ Can anyone give me any information on a "Savior" frame? Who built them? How many were made? When? Was there a certain motor that was to go on them? Any information would be helpful.

Glenda  
Yuma, Ariz.

■ AMEN built them in the 1970s. As far as we know they're no longer around.

## German Paint

□ I'm stuck in Germany and need a custom painter for my FLHTC Ultra 90. I need someone to whom I can ship my parts. I want a professional who loves to paint Harley-Davidsons for show.

SFC Ronnie D. Edwards  
HHC 2/1 FA, Box 8076  
APO NY 09070

■ You can ship your sheet metal to Cycle Fab, 909 N. Main, Brockton, MA 02401—Dave Perewitz is an expert at shipping paint jobs or you can contact W&W Cycles in Germany (09 31/2 20 24) for a recommendation.

## Sturgis Model Slip

□ Your answer to Bonz from Morgantown, West Virginia, in the July 1991 issue (#217) about years of production for the Sturgis model shows you just don't know it all.

In addition to 1980 and 1981, they were built in 1982. I know because I bought one new that year.

Now that you've been shown the error of your ways, tell us how many were built in 1982.

You can qualify for extra pie if you can name how many of these were painted in the unusual brown and black two-tone paint.

OMC Bob  
Wilmington, Del.

■ One mo' time, here's the word: 1980 FXB Sturgis had two-into-one collector exhausts. They built 1470 of them; In 1981 the FXB Sturgis had shorty duals, they built 3543 of them; In 1982 the FXB Sturgis had shorty duals, brown and black paint, and they built over 3000; And 1983 saw the FXBS Low Rider—no mo' Sturgis models until 1990. ☺



# GENERAL STORE

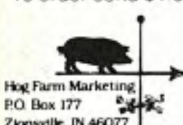
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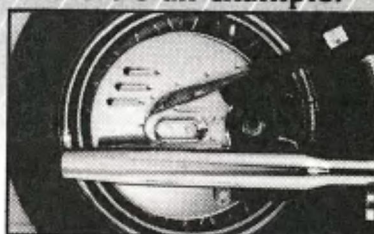
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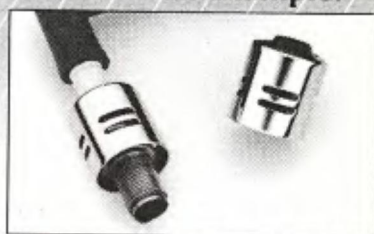
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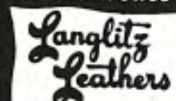
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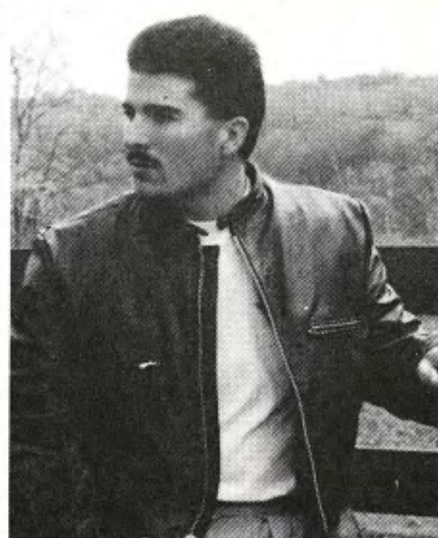
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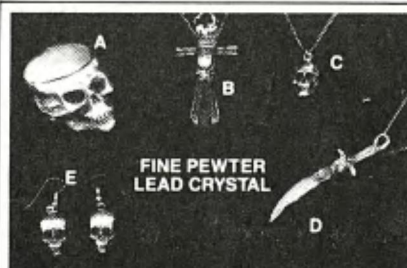


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Performance H-D, 3383 N. Richey Blvd., Tucson  
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## California

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  
R.A.M. Enterprises, Same Owner Bros., 1524 Camden Ave., Campbell  
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Mad Dog M/C, 5224 Pacheco Blvd., Pacheco

## Colorado

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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. 68/50, Grand Junction

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D & S Cycle Supply, Box 245, North Windham

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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

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

## Illinois

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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

## Maryland

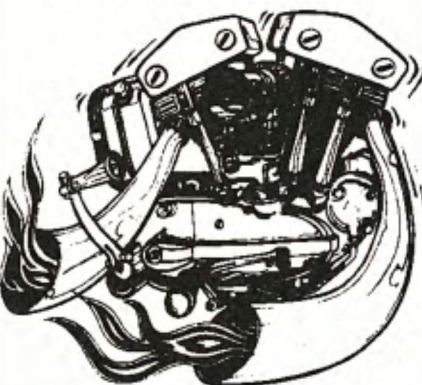
Crazy Carl's Custom Cycle, 8258 Rt. 3 Northbound Lane, Millersville  
H-D of Washington, Inc., 9407 Livingston Rd. S.E., Ft. Washington  
H-D of Baltimore, 2834 Loch Raven Rd., Baltimore

## 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

## 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  
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## North Carolina

Durham Harley-Davidson, 819 N. Main Blvd., Durham  
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Deal Harley-Davidson, 3618 Sycamore Dairy Rd., Fayetteville  
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Iron Horse Motorcycles, 1905 Roosevelt Blvd., Monroe  
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Schoch's Inc., RD 2/Rt. 33, Stroudsburg  
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Country's H-D Inc., 1093 Albright Rd., Rock Hill  
Southern Scooter II, Rt. 1, Box 200, Beaufort

## Texas

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

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

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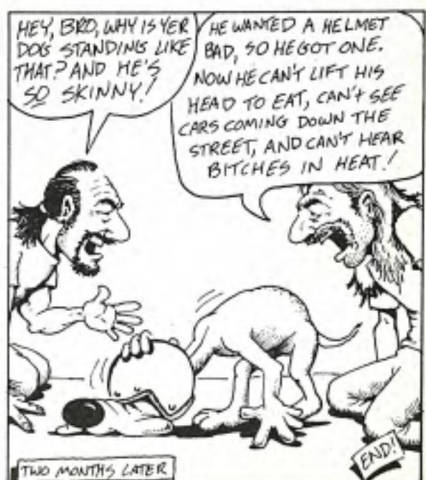
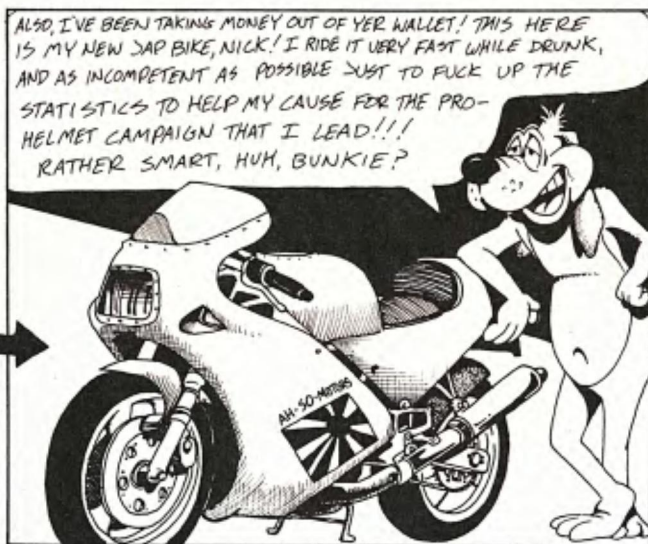
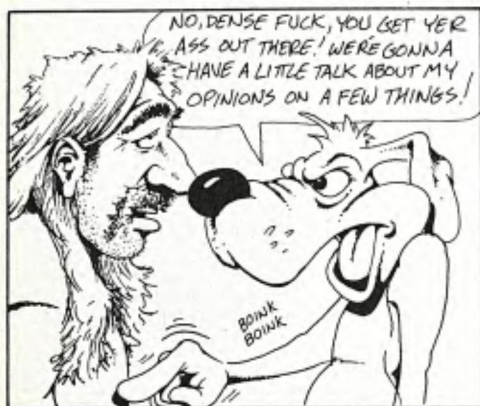
Mischler's Cycle Shop, Hwy. 33 N., Rt. 1, Beaver Dam  
St. Croix Cycle Sales, Rt. 3, Box 127 B, New Richmond  
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**THE GREAT DIAGONAL RACE, the greatest race for Harley-Davidson motorcycles ever!** Race from Washington state to Florida. The first to arrive at the finish line wins \$50,000 cash. Limit 100 bikers. For complete information packet write Quest, Box 1849, Chico, CA 95926, enclose \$3 for postage and handling.

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Margie: I'm sorry things didn't work out. But you gave me one year that I'll always cherish. Spiderman.

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To my father, a true brother from Canada who rode Indians and Harleys before roads were even paved. May you now ride forever free! Magnus Seymour, 7/21/12 to 5/13/91. We love you!

**BOB'S BOURBON CHILI:** Guaranteed the liveliest you've ever eaten! For recipe send \$5 to Bob Sharp, 1123 Wimbeldon Blvd., Columbus, OH 43228.

**FEATURE BIKE FOR SALE.** The Afterburner, featured in *Easyriders*, May 1987 (#167). About 4,000 miles only. Will send photos on request. Write: Greg Anderson, RR 3, Box 632, Lily, SD 57274.

English biker, heading for Cleveland, Ohio, in September for three months. Going to see what the Lincoln School of Welding can offer! Would appreciate any mail from Harley Folk your side of the pond with news of bars, parties, accommodation, etc. Write to Chris, Bolderdykstraat 43, 2513 CM The Hague, Holland, Europe.

Honda George is free again. Divorced 6/3/91. She said be out by May. I said okay Been ridin' every day. How's my bro in Erie, Pa.? Livin' in the woods with my dog in Hudson, Fla.

John MacClean: Loners need friends, you passed one up. Start over, Don. Laughlins, 7/21 - 7/25, Grand Canyon, 7/26 - 7/29. Another German.

Happy 33rd birthday Irish Mallothead. Love always, Gloria and Lauren.

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**ATTENTION WORLD TOUR, FALL '91:** Looking for straight people interested in traveling around the world on motorcycles. Serious inquiries only, send name and phone number to World Tour, c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301.





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# RIP'S RUN



**RIP PARTIES EAST  
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## Am-Jammers By Rip

**A**fter checking out the spills and chills at the drag races in Norwalk, Ohio, I thought I'd ride over to New York state to see what all the fuss was about at the Am-Jam. I'd left some of my gear in Morristown, Ohio, so I rode there to retrieve it before heading north

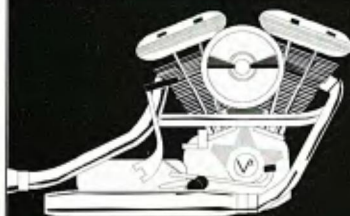
again. It had been getting warm all along the northeast coast, making the putt south very pleasurable—so was the \$50 I won in the state lottery. My route from Morristown was east on I-70, to I-79 north, to I-90, which becomes part of the New York thruway (a toll road).

In Schenectady, I had Sugar serviced at Spitzie's Motorcycle Center. This store is operated by John and Joyce Splittgerber. John was born in 1903, the same year that the Harley and Davidson boys got together to build that single-cylinder forerunner of what we ride ➤



Spitzie's Motorcycle Center crew.





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Balancing act.

today. John was born in Germany and has been an H-D dealer for 51 years. The store is very modern, with an ample show room and a separate service building out back. These are nice folks and they serviced Sugar properly, right down to lubing the throttle cables—which I've noticed some dealerships don't bother doing. Too much trouble, I guess. Anyway, go by there when you're in need of somethin'—Harley-wise. From Spitzie's it was less than 100 miles southeast to Cobleskill, New York, the site of the American Motorcycle Jamboree.

I'd first heard of the Am-Jam, way back when they first started doing it, from Jean Aldous, at ABATE's 10th Anniversary Seminar and Party in St. Louis, Mo. I'd been elected to pick up a plaque for my old boss, Lou Kimzey, aka Spider, acknowledging him as the founding father of ABATE. It was after the dinner, we were sitting poolside listening to one of the brothers strumming a guitar and singing, when Jean told me about the function in

Nice '58 pan, first of the swingarm 74s.



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Another horny bro.

upstate New York. I've never forgotten that meeting, but it took me this long to get around to actually checking it out.

This was the lucky seventh, and it was a lotta fun. The event was well-operated. They had beaucoup staff, enough people to handle about any emergency that might've cropped up. The weatherman cooperated with only a few light sprinkles all weekend. It rained long enough to wet things down just about right and it didn't really interfere with any of the biker events or the music programs during the evening hours. It didn't become a mud hole or anything that even resembled one. Like I said, just about enough to settle the dust stirred up by the scoots coming and going, giving your bike that spotted Appaloosa look.

When riders first came to the entrance gate they were handed a 32-page program telling them what was what and where everything was gonna happen. I liked that a lot. People weren't going around with dumb looks on their faces, asking questions about what

Second time around.



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What's in the sock, bub?

was going on. All you had to do was read the program. Of course, there were ads in the program but somebody's got to pay for it. *Easyriders* had the back page, announcing one of our upcoming rodeos.

Am-Jam is run by a board of directors and their spouses. At the top of the list, as president and in charge of swap vendors, is Frank Deluca. He takes care of his people. It was a pleasure dealing with him. Although there were thousands of people in attendance, the events went off on time or near enough where people didn't get uptight waiting for something to happen. They had a bike show with 25 different classes, enough to cover just about every type of putt around. A tattoo contest was held for males and females, and also a

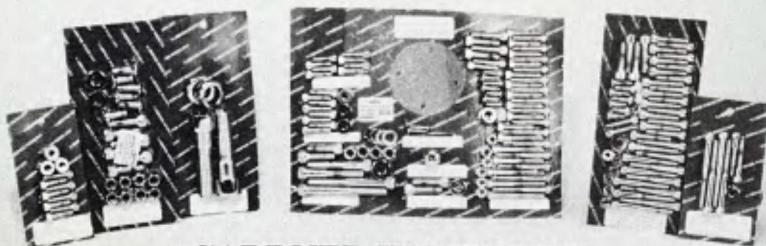
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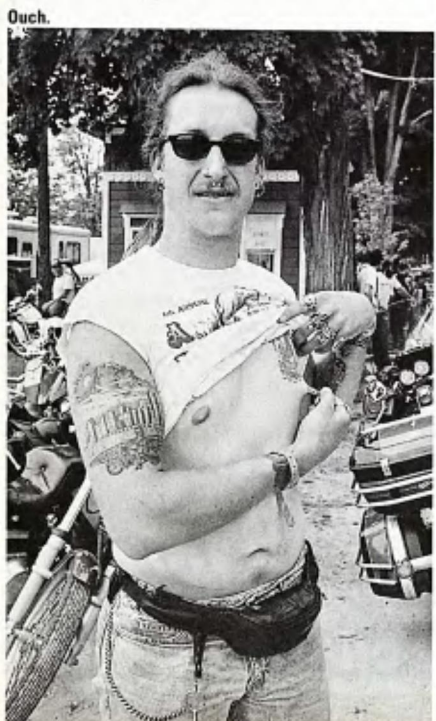






Canadian brother, Brian Henderson, Ontario.

bonaroo wet T-shirt contest. I mean, they didn't make the girls dance with a donkey or anything like that. It was handled nicely—with class. Since this was Memorial Day Weekend, there was also a fireworks display, in honor of the brothers and sisters lost in the Persian Gulf War and to celebrate our victory over that oppressor Saddam and his so-called elite guard (which didn't turn out to be shit after our troops kicked their butts soundly). Hopefully, the war sent out a message to all dictators that Americans aren't to be fucked with or taken lightly. I did meet some of the men and women who were over there holding up our end and our way of life. In fact, one of the girls in the tattoo contest was one of the soldiers doing battle for the red, ➔



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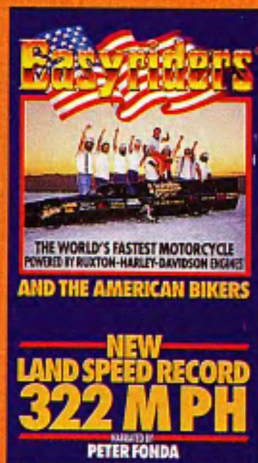
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# CUSTOM

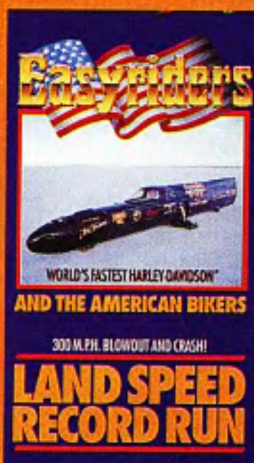


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Frank DeLuca and Jean having a meeting.



Picking hen fruit.

white, and blue. I also met one of the guys who rode in an armored company. He told me that his company captured and shipped back some Russkie tanks to study and play war games with. I can't thank you people enough for helping pull the country together. Now, if these same citizens keep the spirit alive and support the country by buying only products made here, instead of sending our dollars overseas, maybe we can pull ourselves out of this economical dilemma we face as a nation. I mean, think of your jobs and your brothers' and sisters' welfare

in the long range scheme of things. You may be saving a few dollars here and there, but what's gonna happen to the American workers if this trend continues? We all can see what has happened and how this has affected each and every one of our lives.

Anyway, it's just that it's Memorial Day Weekend and some people lose sight of all the blood that has been spilled in order for us to continue our free way of life. Okay, okay, I'll get on with it.

The stage area where the bands played, and most of the contests were

held, was in front of the grandstand. A semi's flatbed trailer was backed up to it before the wet T-shirt and tattoo contests got under way. This runway brought the contestants closer to the spectators. Friday evening three bands played: The Bro Mike Mittenberg Band kicked things off, followed by Fire-n-Ice, with the Paul Luke Band closing. On Saturday afternoon, The Paul Luke Band opened up with two sets interrupted by the ever-popular wet T-shirt contest. That was a hard act to follow. Anyway, an old favorite, Mitch Ryder, headlined the bill that evening. For his

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age, Mitch looked and sounded mighty fine, playing some new tunes as well as old-time rock 'n' roll favorites. Burnt River Band closed that night, playing way into the evening, like they usually do. Ya have to practically force them off the stage once they get going. They all sounded great—thanks, guys.

During the day, Friday and Saturday, games were conducted in front of the grandstand, with the runway removed. This allowed for more room for the bikes to get around. They started with a plank ride then continued with a tire toss and a beer can pick up. Saturday, they did a beer keg push. Roll out the barrel, we'll have a barrel of fun. Then they had a wienie bite and slow races, followed by an egg pick up. This was great fun. Women hanging off rear fenders picked up eggs off the top of short and tall, staggered orange cones. The winner was the one who collected the most eggs without breaking them. Some of the girls used hats or whatever was handy. Some put them between their breasts. These were very brave and fun-loving gals. At the end of the ride, some had a bit of a surprise, when one or more eggs cracked open. The potato in the haystack, which followed, paled in comparison.

There was an antique show held in one of the buildings across from the infield race track. Some great-looking older rides were on display. I especially liked the knuckles with sidehacks.

There was also an ample variety of food available on site to please just about everyone. Then, if ya wanted to get away from the craziness, the town was only a couple of blocks away.

For an event of this size, there weren't any problems with The Man—as far as I could see. I mean, they policed the traffic coming and going and didn't create hardship for the folks by being overly protective. Sure, there were minor differences. But with a crowd that large, ya gotta expect a little bit of something going on. It was kept to a minimum though—the way it should be. They let the staff handle any problems inside the fairgrounds.

It was great fun and I would recommend it to anyone. I wouldn't mind going back next year, if it weren't for the fact that I like to give you readers as much diversity as I'm able to provide. In other words, different places, events, and faces. I don't want you to get bored.

Have fun and live it up. With that, I'm gonna get out of here. Lord willing, I'll see you next month. Don't let your meat loaf. If ya get a chance, and if ya want, drop me a line and let me know of any doings in your area.

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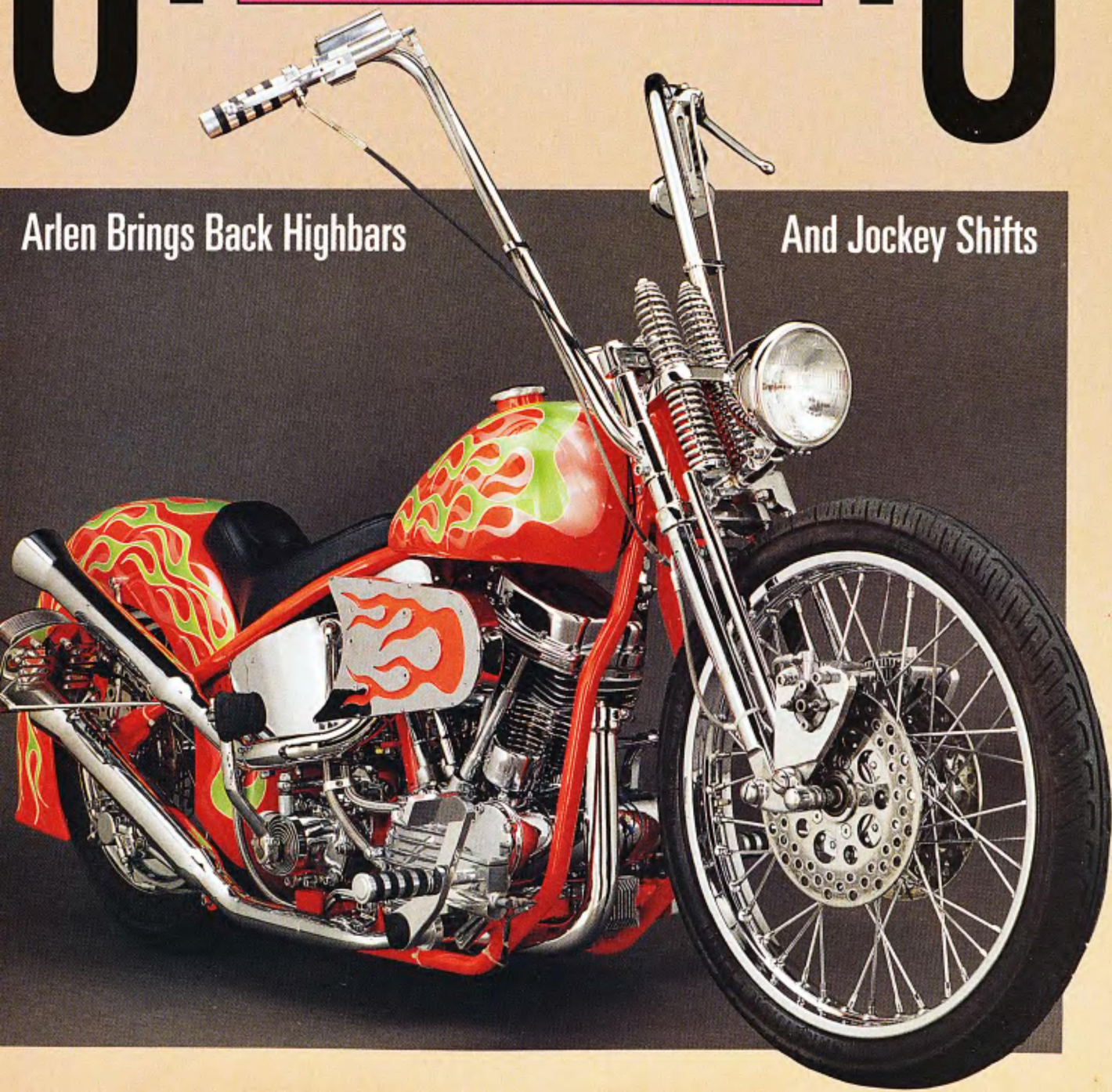


# CHOPPERS

## RULE

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And Jockey Shifts





Nobody wants to do an Arlen Ness feature. So when the kite fell on my desk, I climbed on a chair and did a face-to-face with the Bandit.

"Look, Chief," I said, "You know it's no use scratchin' paper on any of Arlen's scoots, 'specially this one. Eyeballs all get glued on the pics. Besides which, ink don't stand up to drool."

Being the sweet-dispositioned guy he is, Bandit politely suggested I get the @#\$% off his chair, quit my @#\$% whining and write the @#\$% story, or suffer the @#\$% consequences.

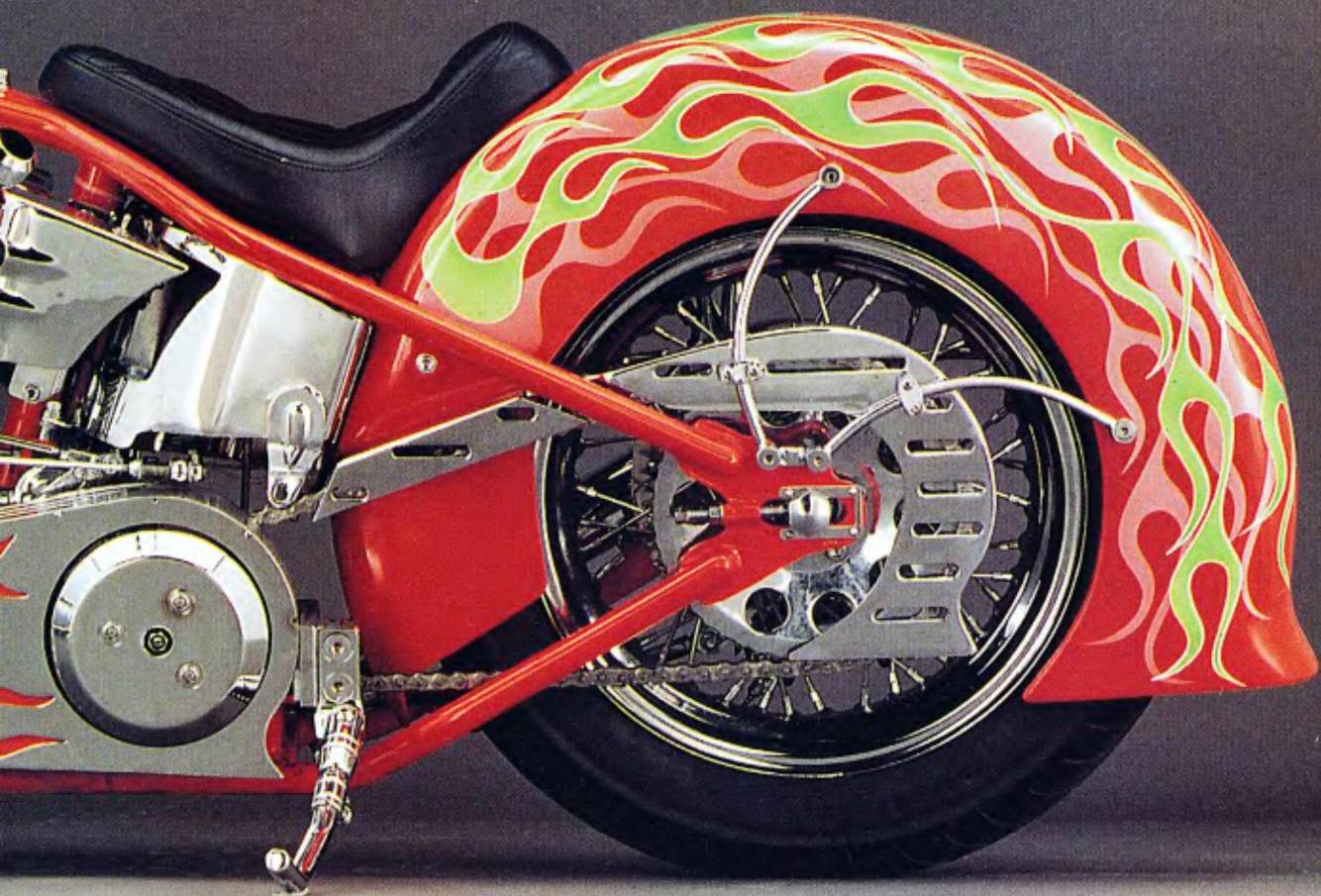
Who could argue with such logic? Naturally, I agreed. So, if and when you get through with your gawkin', here's what the legendary master wrench had to say about his killer panhead.

"I just built it for fun. It was therapy, no stress, hunting and scrounging parts . . . just like when I built my first bike, back in the '60s. It looked like this a lot, too, but it was a knucklehead. I wanted to bring it all back, the 1950s and '60s. This bike is in their honor."

He told me about tapering the gas tanks and cutting down the springer and ➔









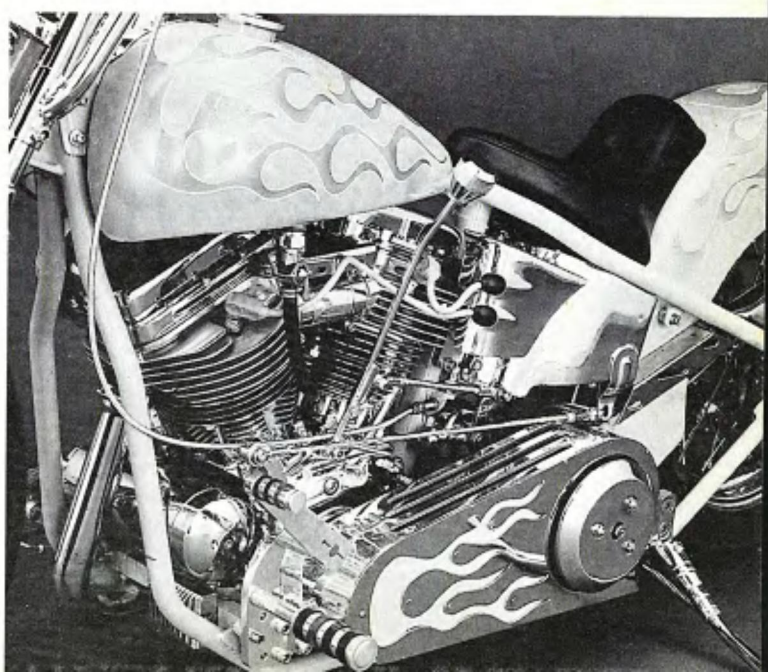
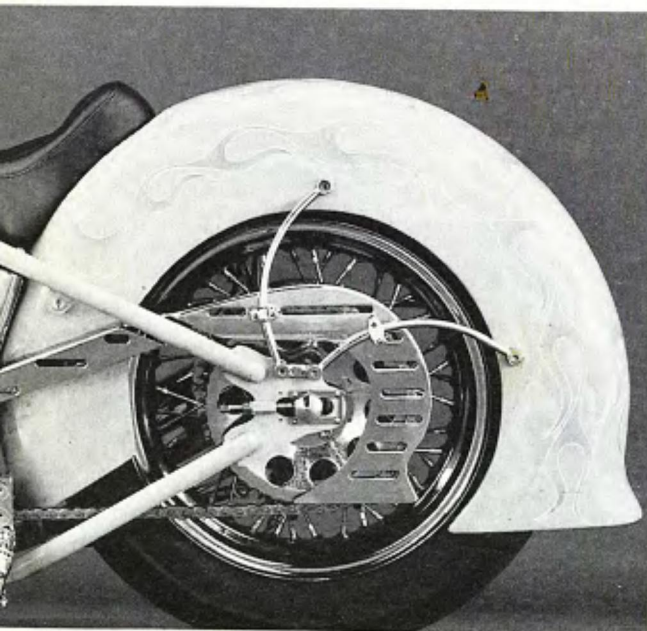


mounting the handlebars to the rear rails. He and his crew nicknamed the rear fender "taildragger," for obvious reasons. They spent six months fabricating and designing. Check out the primary cover, pipes, and chain guard. Spiffy handgrips, too. And the tires? Why, they're Metzeler, of course. Arlen says he endorses them because they are, hands down, the finest. 'Course everything the man does, or uses, seems to be cutting edge, both in quality and looks. And that's the problem—his bikes look too good.

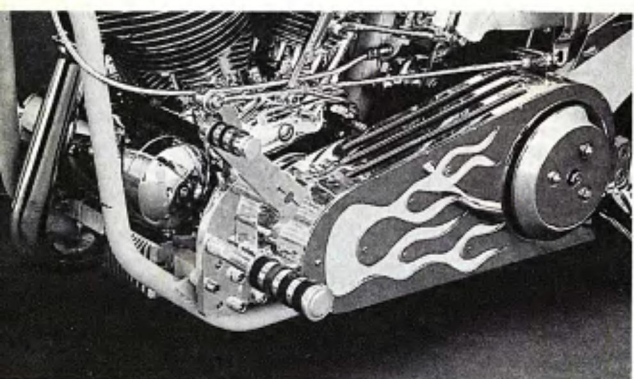
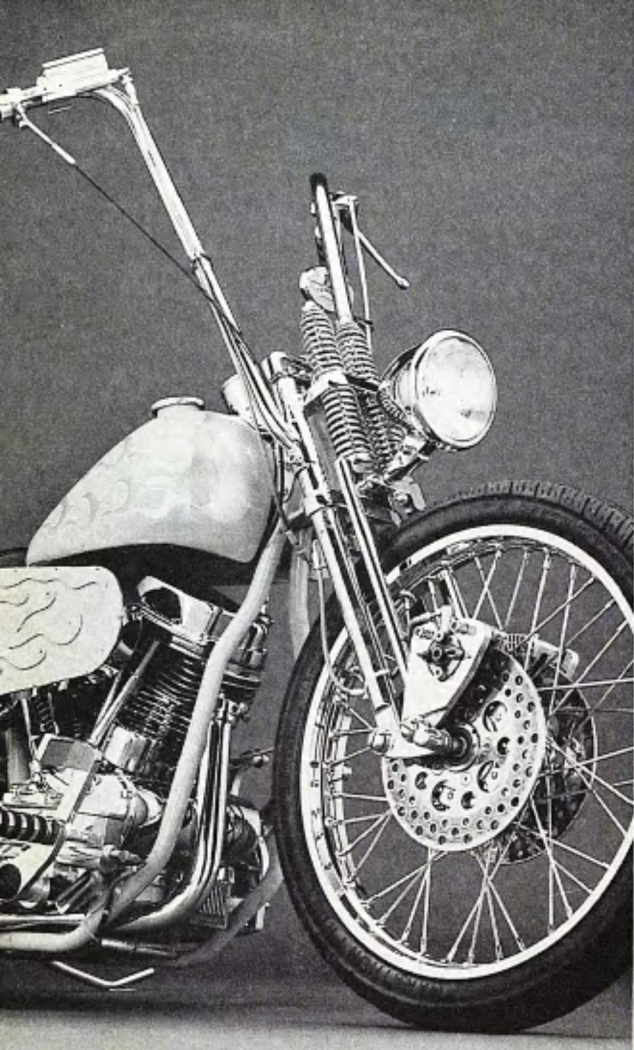
Arlen had it in the Oakland (California) Roadster Show this year, again, "just for fun." He doesn't compete. Between that, taking it on the MDA Love Ride (last November) in Southern California, and to Sturgis for the 50th, this bike has seen a few hearty highbar miles.

You see, what Arlen did with this bike was bring back a bit of our past. We were raised on choppers, flatties, knucks, and pans. We're talking way before shovelheads, for the more vintage of us, though they ➤









|                                        |  |                                                                                                                           |                     |
|----------------------------------------|--|---------------------------------------------------------------------------------------------------------------------------|---------------------|
| <b>Owner(s):</b> Arlen Ness            |  | <b>City:</b> San Leandro, California                                                                                      |                     |
| <b>General</b>                         |  | <b>Frame</b>                                                                                                              |                     |
| Fabrication by: Arlen Ness             |  | Year: 1990                                                                                                                |                     |
| Year and make: 1990 H-D                |  | Builder: custom                                                                                                           |                     |
| Model: panhead                         |  | Type: rigid                                                                                                               |                     |
| Value: \$20,000                        |  | Rake: none                                                                                                                |                     |
| Assembly by: Arlen                     |  | Stretch: nope                                                                                                             |                     |
| Time: six months                       |  | Other alterations: molded welds                                                                                           |                     |
| Chroming by: High Lustre, Hayward      |  | <b>Accessories</b>                                                                                                        |                     |
| <b>Engine</b>                          |  | Bars: Ness "one off"                                                                                                      |                     |
| Year: who knows?                       |  | Risers: zilch                                                                                                             |                     |
| Model: custom                          |  | Fender(s): Ness                                                                                                           |                     |
| Rebuilder: Jeff Border                 |  | Headlight: Ness                                                                                                           |                     |
| Ignition: factory                      |  | Taillight: Arlen                                                                                                          |                     |
| Displacement: 74 cubic inches          |  | Speedo: Gary Bang                                                                                                         |                     |
| Lower end: Jeff Border                 |  | Front pegs: JayBrake                                                                                                      |                     |
| Balancing: Jeff Border                 |  | Rear pegs: JayBrake                                                                                                       |                     |
| Pistons: Gary Bang                     |  | Electrics: H-D/Accel                                                                                                      |                     |
| Cases: H-D                             |  | Gas tank: narrowed fatbobs                                                                                                |                     |
| Heads: factory                         |  | Oil tank: H-D                                                                                                             |                     |
| Cam: Crane                             |  | Oil system: factory                                                                                                       |                     |
| Lifters: Crane                         |  | Primary cover: L. Slave                                                                                                   |                     |
| Carb(s): Keihin                        |  | Seat: D.G. Enterprises                                                                                                    |                     |
| Air cleaner: handmade by L. Slave      |  | Sissybar: not this time                                                                                                   |                     |
| Pipes: handmade by Mun                 |  | Height: n/a                                                                                                               |                     |
| Muffler(s): Ness                       |  | Material: n/a                                                                                                             |                     |
| <b>Transmission</b>                    |  | <b>Forks</b>                                                                                                              |                     |
| Modifications: chrome jockey shift     |  | Type: springer                                                                                                            |                     |
| Year: anybody's guess                  |  | Extension: 3 inches under                                                                                                 |                     |
| Shifting: 4-speed                      |  | Builder: Paughco                                                                                                          |                     |
| Engine sprocket: 22-tooth              |  | Special features: side-mount bars                                                                                         |                     |
| Trans sprocket: 23-tooth               |  | <b>Wheels</b>                                                                                                             |                     |
| Wheel sprocket: 49-tooth               |  | <b>Front</b>                                                                                                              | <b>Rear</b>         |
| <b>Painting</b>                        |  | Size: 21-inch                                                                                                             | Size: 16-inch       |
| Molding: per Arlen                     |  | Hub: H-D                                                                                                                  | Hub: H-D            |
| Painter: Arlen                         |  | Rim width: narrow                                                                                                         | Rim width: 4.5-inch |
| Color: orange                          |  | Tire: Metzeler                                                                                                            | Tire: Metzeler      |
| Type: House of Kolor                   |  | Brake: disc                                                                                                               | Brake: disc         |
| Special paint: striping by Ron Morelli |  | Other special modifications: "Taildragger" rear fender, "safety" hand clutch (for rookies), special thanks to Jeff Border |                     |

made great chops, too. But from 1948 to 1965, the panhead was boss, and it was righteous. The top-end clatter of a panhead was a familiar, and now beloved, sound. And hardtails? The looks of a rigid and a V-twin started it all. The only suspension was the 10-pound tire pressure, but the style was low and lean.

Those were some rowdy times. We were brand new—a new lifestyle, new vehicles, new innovations, and new dreams. Arlen was at the forefront then, as he continues to be today.

Hey Bandit, thanks for lettin' me do this, and straight up thanks to you, Arlen, for this blast from the past. Choppers rule.

—Glider









# Comin' At Ya

## Easyriders ►

One helluvan issue is comin' up. Every bike is special, in one form or another, like the first one—Mack Thrasher's fuel drag bike. The rain-soaked Loudon 883 races are featured, along with the *Easyriders* Texas Rodeo, and a special section dedicated to the responses we received from the troops during the Persian Gulf War. We've even compiled a complete guide to all the carburetors available for the bikes we ride. Check it out.

*On sale September 26*



## IN THE WIND ►

*In The Wind* is a blast. It's designed to be a photographic bible of the biking world—and it does just that. This particular issue has shots from all over the globe. Not to mention photos of girls, bikes, parties—hell, you never know when you might show up pictured in the rag, hittin' 4th gear on a country road.

Don't miss an issue. If you're not in it, someone you know is.

*On sale now*



## TATTOO ▲

Killer ink from Am-Jam's tattoo contest, dual desert shops from Tucson, Arizona—David Dwyer's Ancient Art Tattoos—Hollywood nights at Jill Jordan's Red Devil Studio, and more tattoo photos than any other magazine in the world.

*On sale September 5*



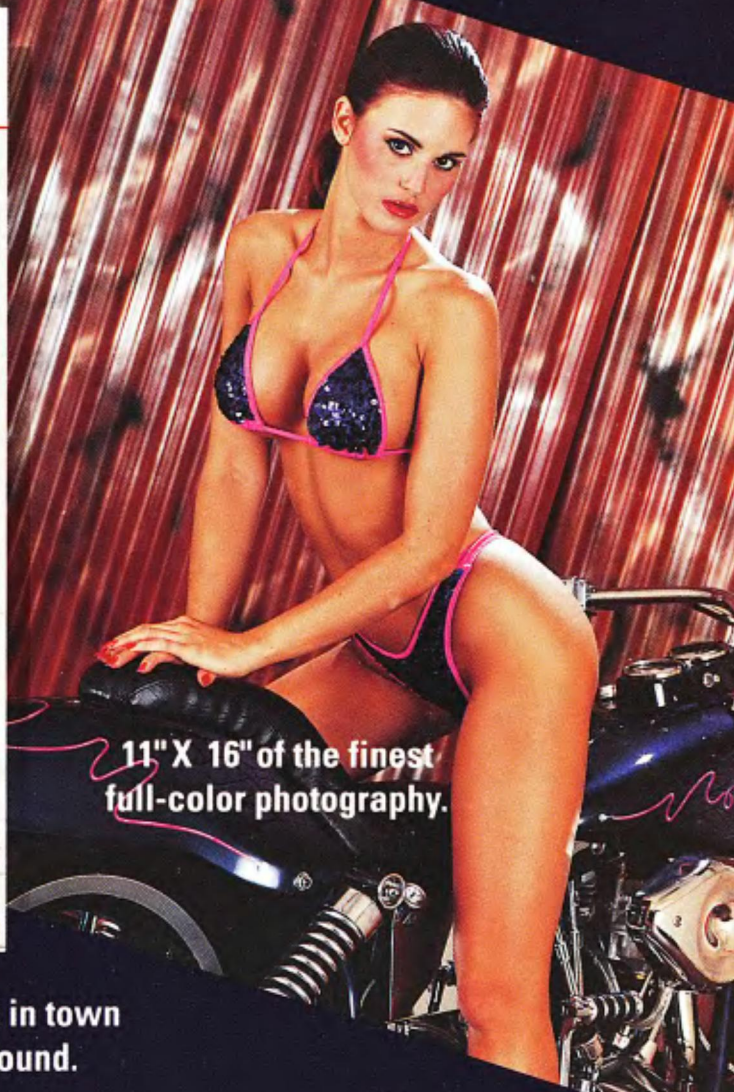
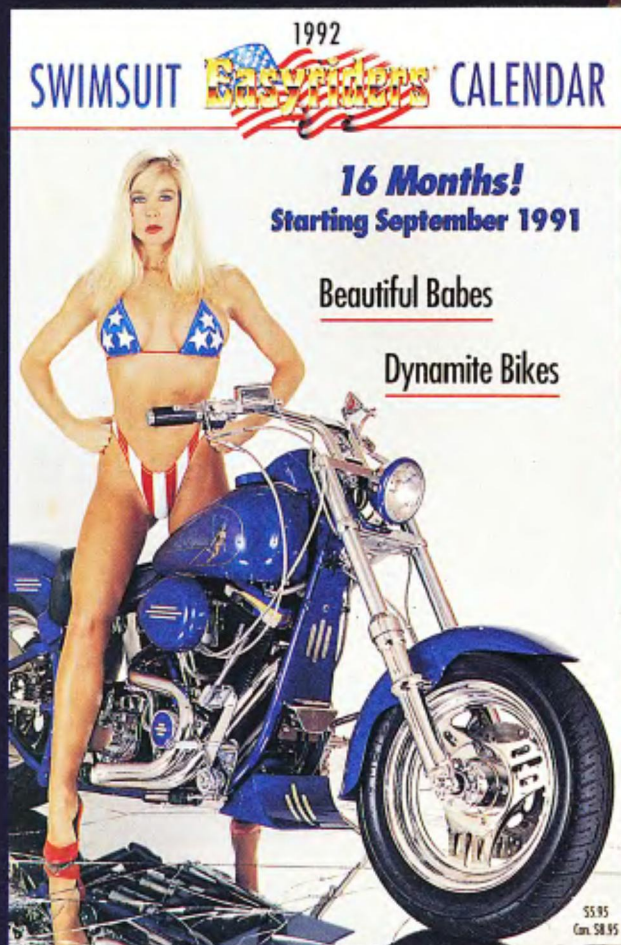
## ◀BIKER

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*



# Don't Miss a Date With 18 of Our Hottest Models



We hand-picked the sexiest girls in town  
to pose on the hottest bikes around.

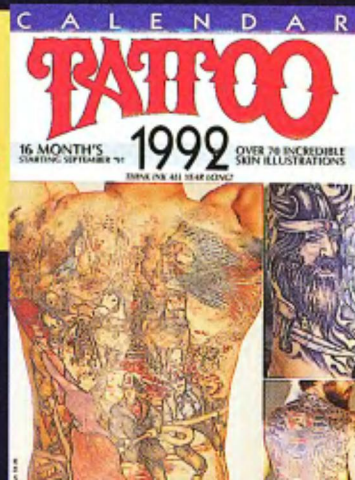
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Also order our *Tattoo* 16 month Calendar!

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PE220

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

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

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

**NEW RODEO!**  
**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

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

**GRAND NATIONALS**  
**OCTOBER 11, 12, 13**  
**VALLEJO, CALIFORNIA**  
SOLANO COUNTY  
FAIRGROUNDS  
(LOCATED WHERE HWY. 37 AND  
HWY. 80 MEET)  
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)

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