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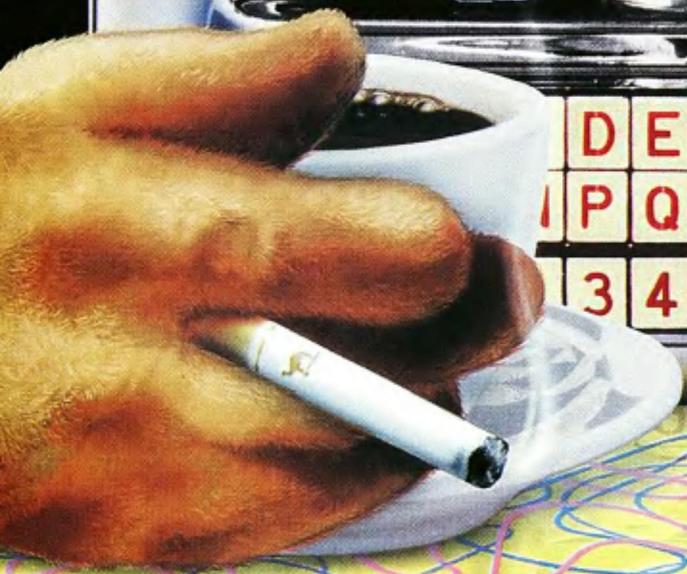
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Easyriders

MAGAZINE

NUMBER 221 ENTERTAINMENT FOR ADULT BIKERS NOVEMBER 1991

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The next liver-quiverin' issue of this rag goes on sale October 24.

Cover photo of Christa on Tony Maniscalchi's 1987 FXSTC was shot by Raiko Hartman



The
Audit
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She had a dog who needed a cyst removed removed from its lip so she called the vet to make an appointment. When she took the dog in for the operation, the vet must have been thinking about her ol' man or something because instead of removing the cyst, she neutered the dog. (The dog was a show dog!) I can't imagine someone cutting into the wrong end of a dog - or anything else for that matter.

Now I've featured dumb crooks many times, but this has to be the dumbest one of all. He had his name (which was Ray) tattooed on his face in bright colors, and in time he must have forgotten about it because he held up a car salesman. He wasn't hard to catch!

I always knew this, but I'm reporting something I saw in the newspaper. The few intelligent women there are get their intelligence from a male-sized brain. Top geneticist Anne Moir says in her recent book, 'Many women who do best in a man's world seem to have a man's brain.' As I said, I just report the news.

In London they've found that passengers invariably leave something on the train when they get off. They've forgotten 17,000 umbrellas, 19,000 books, 9,000 keys, 400 lighters, 6,000 pairs of eyeglasses, 4,000 pairs of gloves, 5,500 items of jewelry, and several hundred sets of false teeth! I don't know how anyone can forget their teeth - aren't they supposed to be in your mouth?

When you get out of bed in the morning and your ol' lady's chewing on the carpet and gnawing on the kitchen table, you know her 'period' is here. Now a new government study appears to refute the prevailing view that depression, irritability, and other symptoms of premenstrual syndrome (PMS) are triggered by changing hormone levels during the second half of a woman's menstrual cycle. The findings suggest that PMS may be a separate mood disorder that somehow becomes synchronized with a woman's menstrual cycle but that is not caused by it. Hell, they didn't have to hire a research lab - any biker knows all that shit.

My mother used to say this to me all the time, and a research institute in England recently said the same thing. It seems that people who go wandering through life wearing dark glasses often suffer from severe mental problems - everything from depression to a psychotic urge to kill!

California built a \$217 million prison which was allegedly escapeproof (a la Alcatraz), but they made the mistake of putting a couple of bikers in the same cell who immediately found a way to get out - they could manipulate the locks. So now California is spending \$6.4 million for bikerproof locks.

I always thought chimps were smarter than this, but if they have a choice between having a go at a lady chimp or drinking a cup of coffee, they'll take the coffee every time. Thinking it over, the chimps may be smarter than I thought they were because a cup of coffee may give you a caffeine rush, but dorking a broad brings you all kinds of grief.

She let this guy hose her, and when they were done, she suggested taking a warm bath together. When he was in the tub, she reached down to stimulate him, and while getting him all turned on again, she reached down with her other hand which was holding a knife and tried to cut off his dick. (She was pissed because he wouldn't leave his wife.) He flew out of the tub with what remained of his joint in a towel and went to the doctor.

Frustrated by delays and jail overcrowding in New York City, a district judge ruled that jailed criminal suspects who are not provided with beds within 24 hours must be paid \$150 immediately plus \$100 for every 12 hours until a bed is found. You and I know how criminal-infested New York is, along with their financial woes, so I'll wait to see how long this continues.

Problems! Problems! A jail recently had to frost their windows because the prisoners were flashing judges and visitors. The officials got sick of the peep shows.

TAKING IT EASY

By Spider



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

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

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T-Shirt Recall

☐ We at Coast to Coast Harley-Davidson have become aware that a recent order of T-shirts purchased by Coast to Coast was defective. Unfortunately, a number of people (mostly members of our armed forces) purchased the shirts and returned to the U.S. with them. The owner and the staff of Coast to Coast pursue an aggressive policy of customer satisfaction, and this situation is unacceptable to us.

Anyone who purchased one of these T-shirts from Coast To Coast Harley-Davidson of Panama and found them to be defective, please return them "postage paid" to Coast to Coast H-D c/o William H. Davis, PSC Box 1559, APO Miami, FL 34003. "Crash" Marohl, owner of Coast To Coast, will replace your shirt.

William H. David
APO Miami

A No-No

☐ In reference to the David Mann centerspread in the July 1991 issue: If I ever caught someone putting the ground clamp on my chrome handlebars and then welding on the frame, they would never do it again. Among other obvious reasons, it's also a good way to fry the neck bearings.

So for anyone who doesn't already know, ground as close as possible to your work and try not to feed current through bearings.

Dan
Sheridan, Ore.

■ Look closer, it's on the stress bar.

Gripe

☐ I've been reading your mag for two years now and not once have I seen an article on correctional officers who are bikers. I know there are a lot of bros behind bars, but there are also those who work there of their own free will.

I am a C.O., and many of my coworkers ride. How 'bout doing something for the left out bros.

A C.O.
Pendleton, Ind.

More on E.J. Potter

☐ E. J. Potter is alive and well and lives in Ithaca, Michigan. I got his phone number and gave him a call. As a kid I watched him run on the drag strips and I got a little history about him when we talked.

E. J. tells me his first cycle was a 74 Harley-Davidson frame with a 283 Chevy, V-8 engine mounted sideways in the frame. He used a car tire on the rear. Depending on the type of drag strip (blacktop or cement), he could get three runs with a tire at a speed of 178.4 mph and an E.T. of 8.68 seconds. That was hauling

ass on two wheels back in the good old days. His Harley frame had a springer front end. His first drag bike was known as "Bloody Mary." E.J. sold it and went on to make his own frames with a Chevy 327, V-8 engine, and the name "Widowmaker" was used.

The NHRA banned him from competition saying it was unsafe, but paid him to run exhibition-only show runs. He sure put on one hell of a show with two wheels back in those days. He says the cycles he made back then are still around in moth balls. He sold them but he still has his 74 Harley in his barn.

Your staff should give E.J. a call and do a good story on him.

Rex B. Thacher
Bronson, Mich.

Nitpicker

☐ Is it my imagination or are those two blondes, Carolyn in "Fox Hunt" (pg. 45, July '91 issue) and the one from Simi Valley, California, in the In the Wind section (pg. 89, same issue) both posing on the same bike?

Do ya know where it's located? It does seem to attract foxes.

Dennis Rogers
Riverside, Calif.

■ What an eye.

Complaint

☐ I got the 20th Anniversary June issue and it was great. Then I sat and waited for the July issue. It didn't come, so I thought maybe you were taking a well-deserved vacation.

Well, just a few minutes ago the C.O. slid the mag under my door, and I eagerly pounced on it. But it turns out to be the August issue!

Why don't you take whatever you're smokin' or eatin' and find a way to put it in the print somehow. That way, I could eat the rag after I'm done readin' it and not even care if next month's issue comes or not.

James McMillen
Mercer, Pa.

Saved My Life

☐ This letter is to thank you for saving my life. On June 28 of this year, I was involved in a head-on collision between my scooter and a Chevy Chevette. The cage pulled out in front of me, from a side street, as I was going down the highway at a speed of about 40 mph.

I was only 20 feet from the side street when the car bolted into my path, leaving me with no option but to crash into it. Seconds before the impact, I began to jump up off my bike. I flew up over the car and landed on the road on the other side of the car.

My motorcycle was destroyed and I got a

broken wrist, a lot of bruises, and a bad case of road rash from the deal. But I'm alive, thanks to an article I read in the May 1991 issue (#215) of *Easyriders* which covered the technique of jumping up before an impact. I'm convinced that your article and the grace of God saved my life.

Down But Not Out
Willingboro, N.J.

Screw-Up!

□ What's up, guys? I was glancing through the August rag when I came to the "Flame-Off" article. What's the deal? Who won? Is it #3 or #5. Didja screw up the numbers or the names? I'm curious. Come on, get it together.

Jerry
Canoga Park, Calif.

■ Winners were from the January 1991 issue.

Looking for Indians

□ I'm presently studying sociology, specifically the biker subculture. I need to hear from a member of an American Indian (cultural) motorcycle club or an individual American Indian biker. It's vitally important to my sociology studies. Thank you in advance.

Elizabeth Rowley
19, Cross St.
Scarborough
North Yorkshire
YO11 1HP
England

Needs Advice

□ I went looking for my first ride yesterday (I'm in the service stationed in Japan). A dude over here has an 883 Hugger and an FXSTC Softail Custom. I put my ass in the seat of the custom, and it fit like a glove. The dude told me it was entirely too much for a first bike. The 883 was okay—but shit, that Softy felt like my ol' lady's ass. So what do ya think? Should I go for the fit or start small?

SSGT Ron Adams
APO San Francisco

■ Go for the fit.

Misconceptions

□ I would like to clear up some misconceptions presented in Don Sharp's article "Social Burden Theory" (August 1991 issue, #218).

1. You're right. An EMT is not qualified to practice medicine. An EMT is licensed to deliver basic life support until the patient can be turned over to a higher medical authority.

2. Washington state's EMTs are trained in the removal of motorcycle helmets and can do so while maintaining spinal integrity to the highest degree possible.

3. There is no way Washington state could have exempted its EMTs from liability of their actions in providing patient care. If an EMT, like any other licensed professional, fails to provide patient care within the parameters of his training, that person is liable.

I am a paid professional firefighter/EMT, a Harley-Davidson owner, and pro-choice on the helmet issue. It pisses me off when someone writes something like this so that a misinformed, downed biker has to worry about his welfare when I show up to help.

Sure, you bet you can end up with an "incompetent" EMT, as you call us. There are "incompetents" in all walks of life. But the fact is that a well-trained EMT can provide the highest degree of patient care possible to you short of the outside chance a trauma doctor shows up with his operating room and staff.

Dale M. Laginess
Enumclaw, Wash.

■ Your bitch is with the author of the brief, Attorney Martin D. Fox, not us.

Ageless

□ I don't get it! My ol' man is looking older, our vintage Harleys are looking older, and even our collection of *Easyriders* is aging! But every month, Spider looks the same and has for the past 20 years. How about a new look?

George & Penny Van Beek
Portland, Ore.

How About It?

□ Harley has the Sturgis and Daytona models. How about an *Easyriders* model?

Coy
Houston, Texas

■ 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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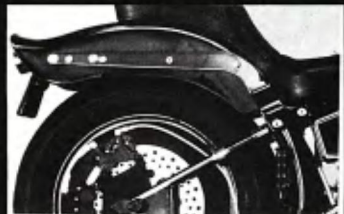
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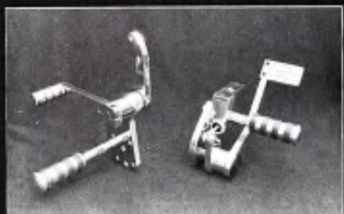
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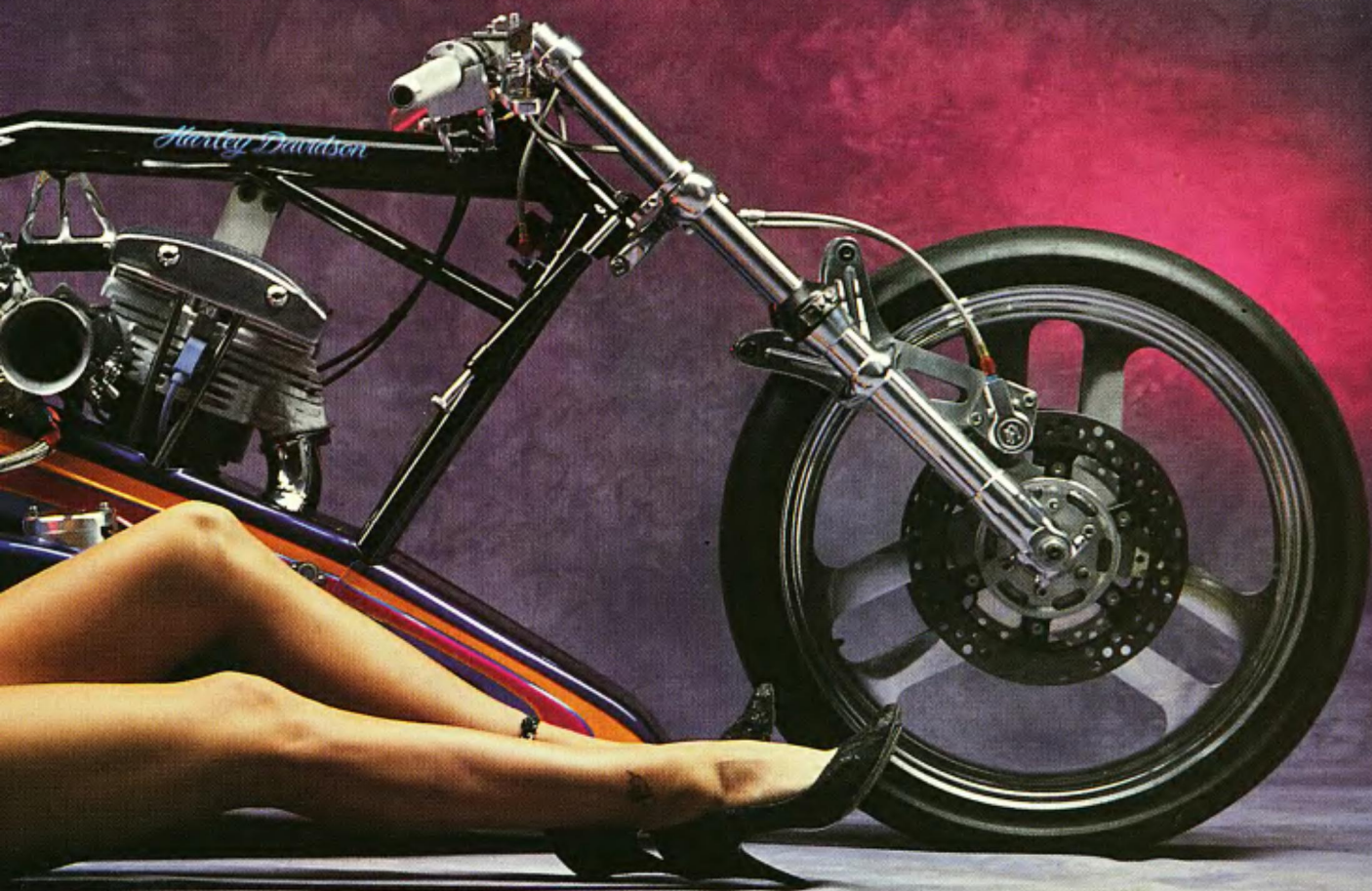
SPACE

BLASTING OFF ON A TWO-WHEELED RO

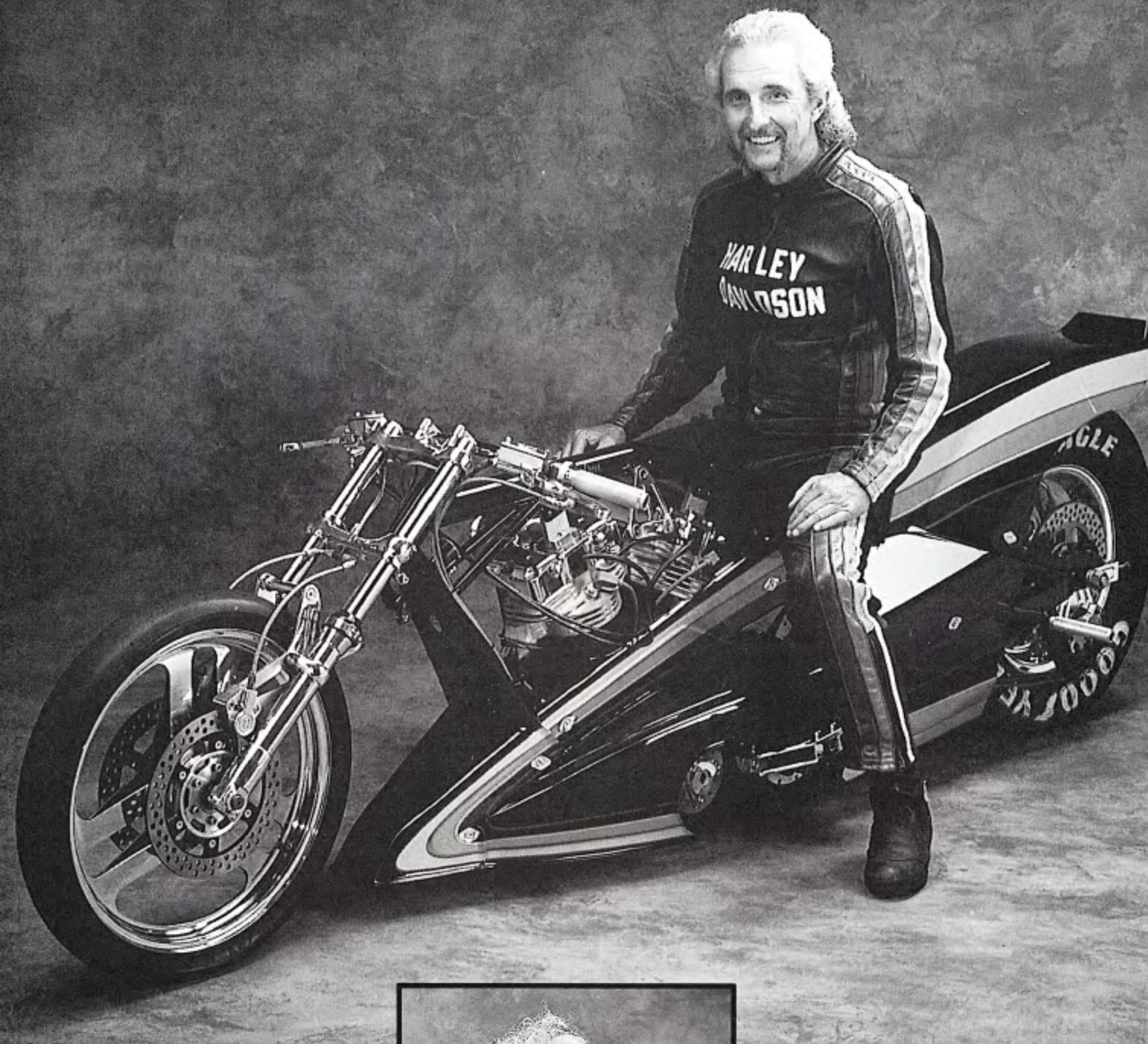


ED OUT

ET







By the sleek, sporty, Spage-Age looks of this volatile vehicle, you've gotta figure it flies down the drag strip.

Without moving an inch, its aerodynamic configuration gives it that racy feeling. Maybe it's the wind-cheating front spoiler, or the aluminum panels bolted to the frame, that give this beauty the appearance that it's capable of hauling ass down the asphalt—and that it does.

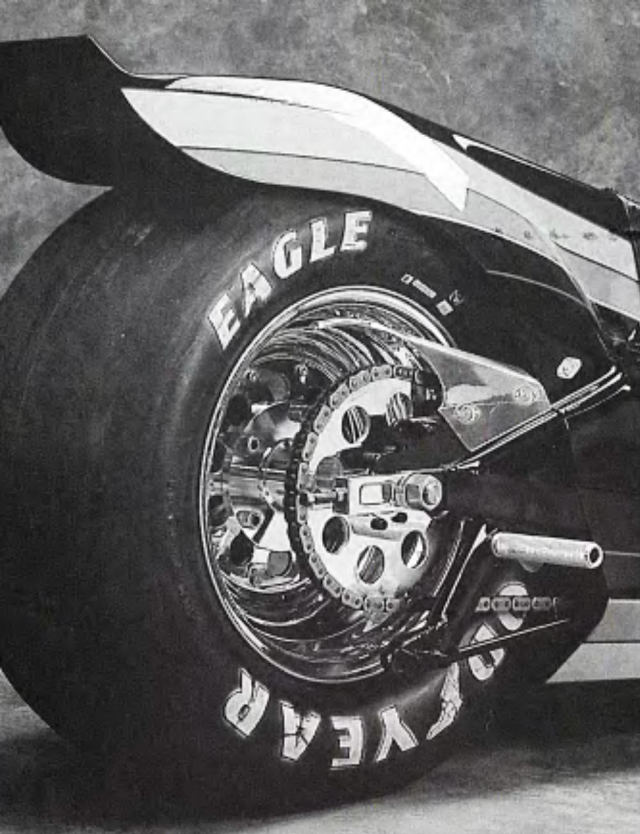
Whatever the reason, the result is very pleasing to the eyeballs. Ya might say it's a feast of colors.



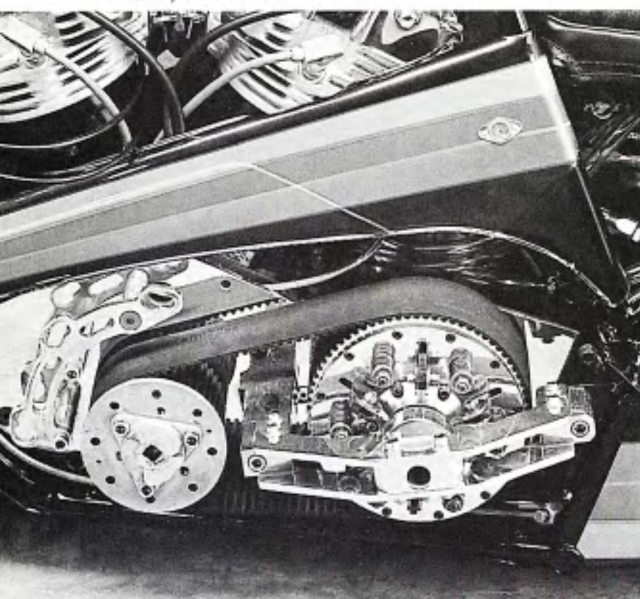
Mac Thrasher, the owner/rider of this sharp-looking Top Fuel racer finished last year's (1990) racing season with the Number 3 plate for the Harley Drag Racing Association (HDRA).

Mac is single, 49 years old, and holding. When he isn't racing or changing something on his two-wheeled rocket, he works as a highway engineer for the great state of Maryland. He's held that job for the past 26 years.

He's been chasing after speed records for almost as long. In 1987, he was the HDRA Pro Gas champ. He broke and rewrote the



Photos by Steve Coonan



Pro Gas records seven times.

Since then, he's been doing fuel for the last five years. His quickest ride was a 4.82, set at the HDRA 1989 finals in Farmington, North Carolina. That was accomplished with a shovelhead top end.

This year's machine will be powered by a pair of Evolution heads. This motorcycle gets done over each year—that includes a new body. Currently, the bike is getting a frame modification, plus

some gloss black powdercoating. The new body panels will be painted black, and then wild graphics will be applied.

During the 1991 HDRA season, Mac has been out on drag strips all over the country, trying his best to beat the best and literally trash the record books.

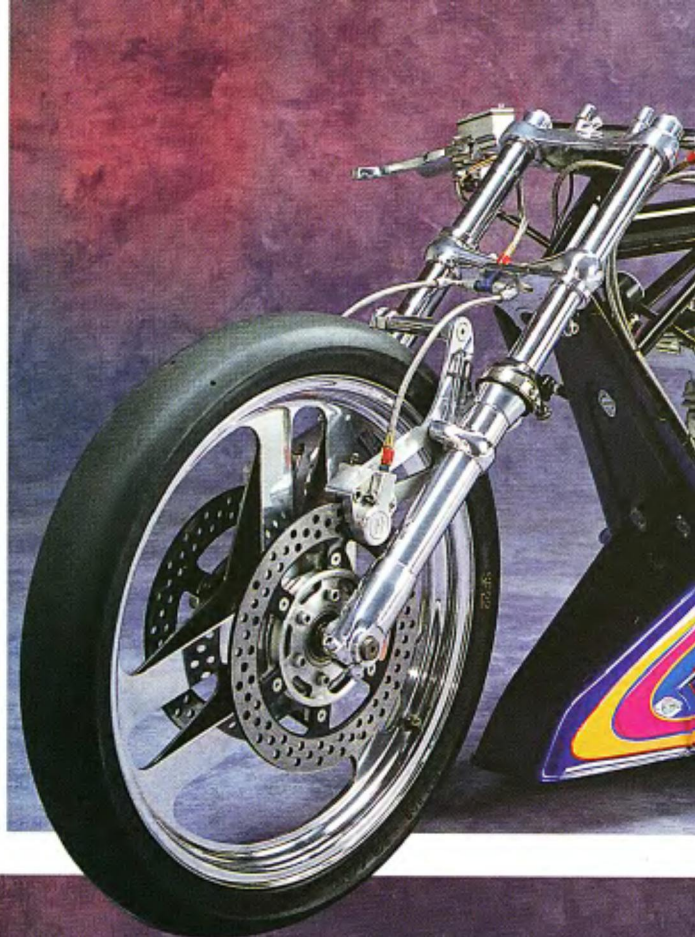
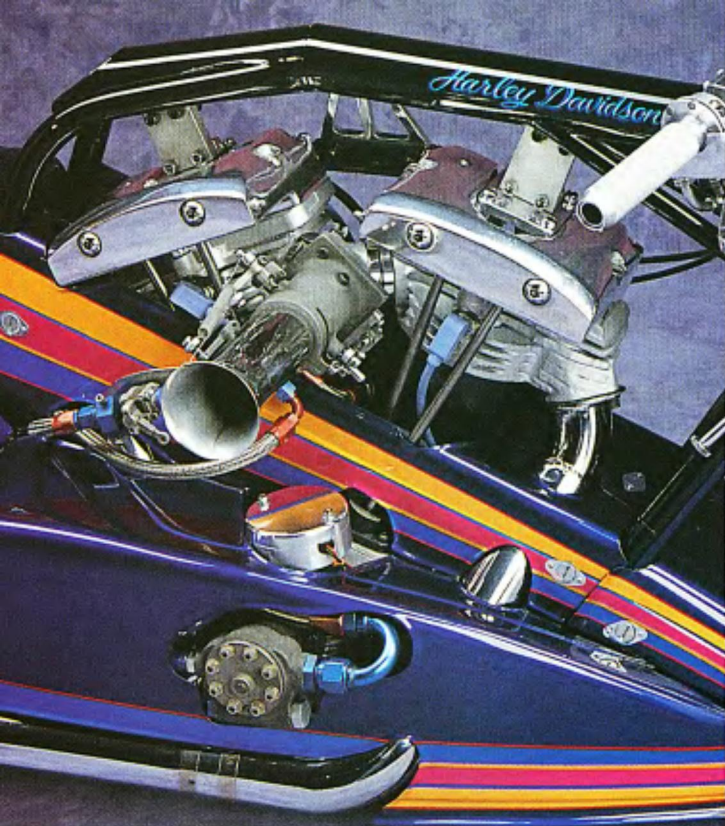
Mac would like to give his sponsors a massive thanks for sticking with him. These companies include: Master Performance, Williamsburg, Virginia; Zipper

Performance Products, Jessup, Maryland; Race Visions, Buffalo, New York, Axtell, Des Moines, Iowa, U.S. Tsubaki, City of Industry, California, and Barnett Tool and Supply Co., Santa Fe Springs, California

And to race fans everywhere, this Southern gent with the silver hair, making him a true silver bullet when draggin', would like to say, "Y'all come out to the all-Harley drags and have a ball."

—Rip

Owner(s): Mac Thrasher		City: Baltimore, Maryland	
General		Frame	
Fabrication by: Race Visions		Year: 1990	
Year and make: 1990 drag bike		Builder: Race Visions	
Model: Top Fuel drag bike		Type: drag	
Value: \$40,000		Rake: 45-degree	
Assembly by: Mac Thrasher		Stretch: 82-inch wheelbase	
Time: six months		Other alterations: everything	
Chroming by: Ed's Polishing		Accessories	
Engine		Bars: drag	
Year: lots		Risers: none	
Model: shovelhead		Fender(s): Race Visions	
Rebuilder: owner		Headlight: none	
Ignition: Dyna Electronics		Taillight: none	
Displacement: 114 cubic inches		Speedo: none	
Lower end: S&S		Front pegs: none	
Balancing: owner		Rear pegs: knurled aluminum	
Pistons: Ross		Electrics: 12-volt	
Cases: House of Horsepower		Gas tank: 2-gallon nitro fuel	
Heads: Baisley High Performance		Oil tank: 1 quart	
Cam: Zipper's Red Shift		Oil system: stock	
Lifters: solid		Primary cover: 3-inch wide Primo belt	
Carb(s): fuel injected		Seat: bareback	
Air cleaner: none		Sissybar: none	
Pipes: 2-inch		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: Ray Price, 2-speed		Type: Cerriani	
Year: 1990		Extension: minus 2 inches	
Shifting: button, 300-lbs. pressure		Builder: Cerriani	
Engine sprocket: varies		Special features: stiffened	
Trans sprocket: varies		Wheels	
Wheel sprocket: varies		Front	Rear
Painting		Size: 18-inch	Size: 28-inch X 10-inch
Molding: none		Hub: Perf. Mach.	Hub: Perf. Mach.
Painter: Sweitzer Custom Paint		Rim width: 3-inch	Rim width: 9-inch
Color: multi		Tire: Michelin	Tire: Goodyear
Type: polyurethane		Brake: Perf. Mach.	Brake: Perf. Mach.
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Other special modifications: Thanks to my friend Jim McClure, of Master Performance, and Puppert, at Race Visions, for their help.			



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SO LONG,

1940

We met Ron Roloff during the early 1970s just after we had formed a motorcycle association called ABATE. We'd heard of him because of his success in keeping the helmet law out of California, and we needed some ideas.

As you know, ABATE was made up of bikers from all the states. Keith Ball solicited state representatives, and we all devoted our attention to fighting the helmet bill nationally.

We went to Sacramento to see Ron and found him in a two-room office within eyesight of the state capitol. A very attractive receptionist announced us to Ron, and when we entered his office, one look around told us he was a stone Harley man. He was a big guy and we hit it off right away. After talking to him for only a short while, we had the feeling he was a real standup guy. He told us he had just formed a new motorcycle association called the Modified Motorcycle Association (MMA).

Ron and the rest of us rapped all afternoon. We immediately liked him and felt we were in good company. When it was time to leave, he gave us a business card that blew my mind. It had a fluorescent orange background with a picture of his receptionist on the front. She was either nude or in a skimpy bikini, standing beside a Harley-Davidson. (He must have known

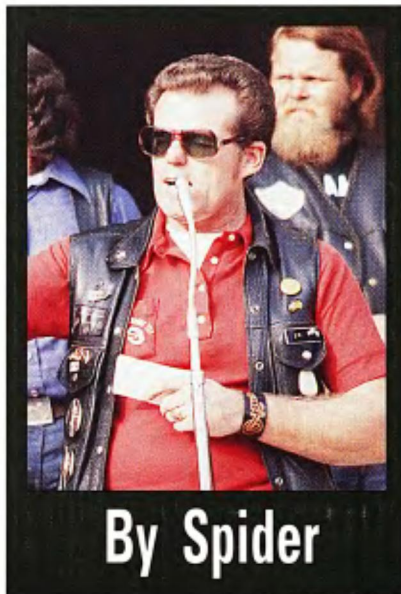


Photo by Kim Peterson

By Spider

RON

1991

how to get the assemblymen's attention.) As it turned out, it was Ron's wife, Dollye. (She died quite young and Ron remained single.) Ron's official title wasn't something crude like lobbyist—it was Legislative Advocate.

The more we got to know Ron, the more we liked him. I hadn't appreciated his strength until one time when I was traveling through Northern California

and stopped at one of his swap meets. I hadn't seen him in a while, and he came up to me with a broad smile on his face and gave me a bear hug.

With a growing magazine on our hands, we drifted apart, personally, because we were both very active in our separate endeavors. We kept track of Ron over the years, though, via the newspapers, and we would run into him from time to time.

When we lost Ron this year, we lost on two fronts. This was the first time a helmet law was passed in the state of California, with the aid of a weak-kneed assemblyman and a new governor. The governor is a Reaganite goody-two-shoes, and the assemblyman is from Southern California and caters to little old ladies in tennis shoes, whom he made pee in their pants with his horror stories. Then we heard that Ron had died. He will be missed by all of us.

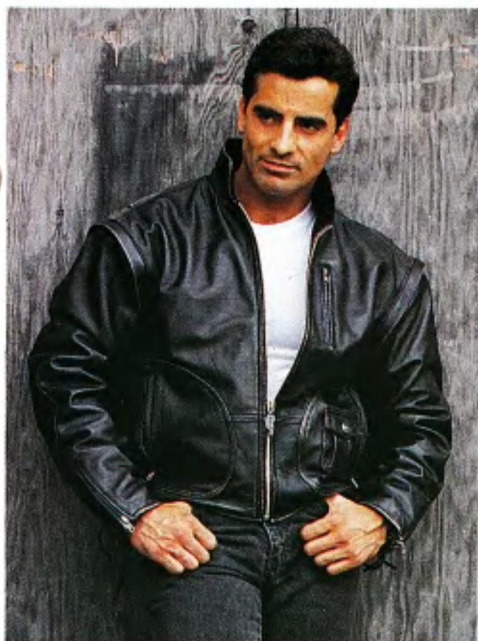
So long, Ron. ☹



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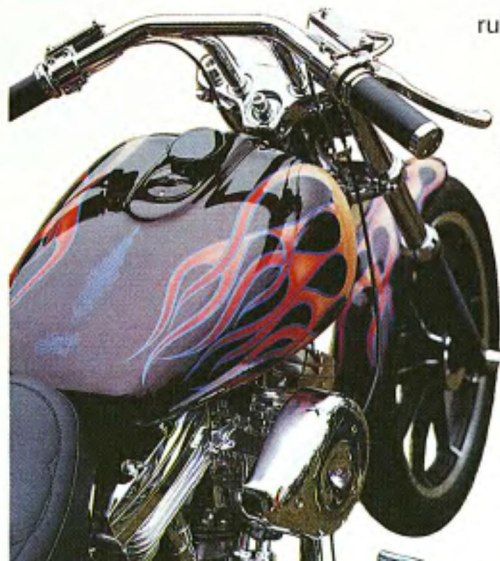
LACONIA '91 BIKER

BIKE SHOW RETURNS AFTER 25 YEARS



Father's Day weekend has always been a special time for bikers along the East Coast, because it means Laconia weekend has arrived. The snow and ice are gone, replaced by warm days, cool nights, and some of the most beautiful scenery in the world. It's all out there, just waiting for the crowds of scooter people to descend upon this sleepy corner of New Hampshire.

After a nearly 20-year absence, the new owners of New Hampshire International Speedway, Gary and Bob Bahre, decided to hold a bike show to accompany the 68th



running of the Loudon Classic.

Paul Vestal Jr., former president of United Bikers Of Maine, was contacted and contracted to recreate the event that was discontinued after the problems in the Weir's area (in the '60s). The planning and preparation for the event took almost two years, but on June 16 it became a reality.

There was only one hitch in the operation—the weather. What started off as a hazy, overcast morning turned into "monsoon season" by noon.

But those hearty souls who

SHOW AND RACES



Photos by Marie Arbour

The custom scooter folk from Massachusetts took the top honors

decided to show their scoots became the hit of the track. According to Paul, this type of event was foreign to most of the "track types," but it wasn't long before the show area was packed with spectators—in spite of the driving rain.

While the 62 bikes represented a good cross-section of vintage to custom scoots, the rain definitely put a damper on entries. It didn't cool the enthusiasm of those who stayed, though. As the old saying goes, "Once they're wet . . ."

The custom scooter folk from Massachusetts took the top honors, but a vintage enthusiast named Bob Lee stole the judges' hearts with his restored Indian and Harley sidecar rig.

All and all it was one helluva comeback after a quarter of a century. Vestal and the Bahres have agreed to produce the show again next year, so plan on coming out to the track for the 69th and either show off your pride and joy or drool over someone else's.

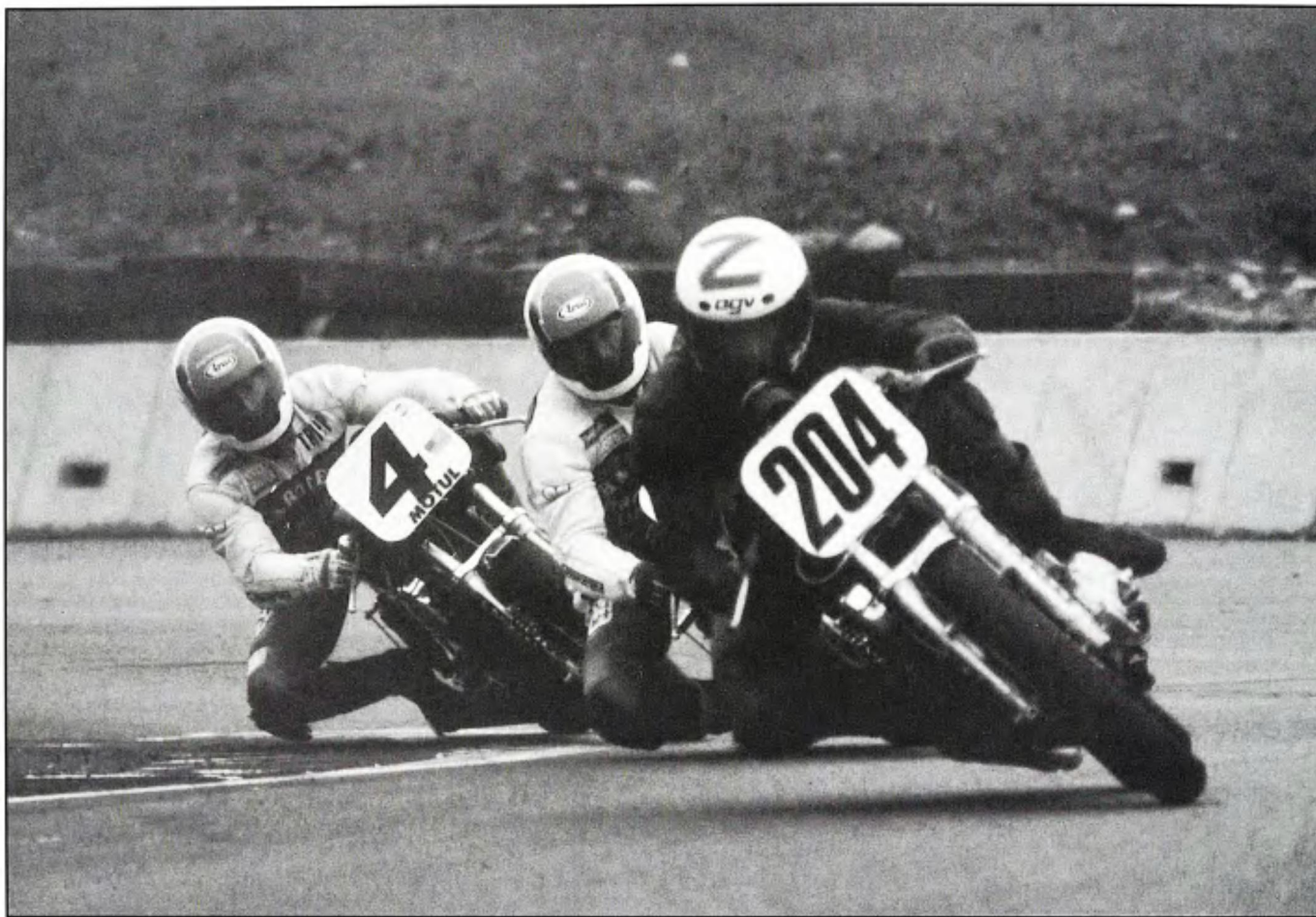
—Grizzly

FIRST ANNUAL LOUDON CLASSIC BIKE SHOW—JUNE 16, 1991

NAME	STATE	CATEGORY	MAKE
1. Robert Cullen	Mass.	Best of Show	H-D
2. Joseph Caruso, Jr.	Mass.	American	H-D
3. Mike Dwonszych	Conn.	European	BMW
4. Arthur Carter	Maine	Japanese	Honda
5. Robert Cullen	Mass.	Custom	H-D
6. Robert Lee	N.H.	Antique	Indian
7. Frank Pasieka	Maine	Sportster	H-D
8. Phil Hansen	Maine	Rat	H-D
9. Joseph Caruso, Jr.	Mass.	Touring Dresser	H-D
10. Robert Lee	N.H.	Side Car	H-D
11. Robert Cullen	Mass.	Street Sport American	H-D
12. Marcus Manning	N.H.	Street Sport Foreign	Suzuki
13. Thomas Dwyer	Mass.	Best Paint	H-D

RACIN' AND

AT THE 68TH LOUDON CLASSIC



**Loudon this year was a lot like life.
Some of it good, some of it bad. And the
rest of it right in the middle.**

It was the 68th running of the Loudon Classic—billed as the oldest motorcycle race in the country—and the second year at the new track: a shiny, slick affair called the New Hampshire International

Speedway (NHIS).

NHIS is built on the site of the old Bryar Motor Sports Park, where the races had been held since 1965. It's actually the *fifth* place they've raced since back in the early days, when the

"track" was the streets of nearby Laconia. But along with real comfortable seats and a great grandstand view, the new owners brought along a brand-new iron fist of management. Trying to create what they call a "family event" atmosphere, they've clamped down harder than a pit bull's jaw on the "out of control element." The result is that Loudon's either gotten a lot calmer, or been ruined, depending on which side of the fence you fall from.

On the plus side, they restarted the Parade of Bikes on Sunday, along with a Classic Bike Show, in an attempt to turn Loudon into a New England

CHASIN'

By Ricky Racer

version of Daytona North.

But hey, there's always Weirs Beach. And aside from the fact that it looked like somebody screwed up and scheduled a cop's convention for the same weekend, the good weather on Friday night brought out the old Loudon tradition of scoots packed end-to-end, inchin' along the road between Laconia and Weirs, and the locals packed hip-to-hip along the roadside, watchin' the wheels go 'round.

The only problem was that someone threw water on Saturday night's bash. Lotsa water. I mean a full-on, dump-the-whole-bucket, lemme-see-ya-ride-through-this-one gully washer. To make matters worse, the temps dropped some 20 degrees, giving us that special sensation of being cold and wet.

So when Sunday morning looked like more of the same, a lot of folks pulled the plug and put it in the wind for home. Which was a real shame, 'cause even though the weather was lousy, there was still some wick-twistin', ass-kickin' action happenin' on the track.

In the race we were most excited about—the Harley Twin Sports event—the riders made us forget about the weather with some balls-out, knee-scrapin' competition.

Leading the race after some great early dicing with Scott Zampach and Tripp Nobles, Nigel Gale ('89 class champ) high-sided comin' out of Turn 3 on the seventh lap, when the rains returned and made the course a skating rink. (In all, seven riders crashed in the race.) That turned the battle for first over to Zampach and Nobles, before Nobles,

Gale's Bartels' H-D teammate, took the lead for good. It was the second straight win for the go-fast kid from Macon, Georgia, with Zampach finishing second. It was also the exact same order they finished in a week earlier at Brainerd, Minnesota—and the same positions they occupy at the top of the Harley Twin Sports points standings so far this season.

But what really got the race fans whoopin' and hollerin' was the performance turned in by yet another Bartels' rider, Mike Hale. Hale, last year's AMA Dirt Track Rookie of the Year, caught '90 Twin Sports Champ Randy Texter coming out of Turn 10 on the last lap, and passed him to take third. Now get this—it was the first time Hale had ridden in a road race!

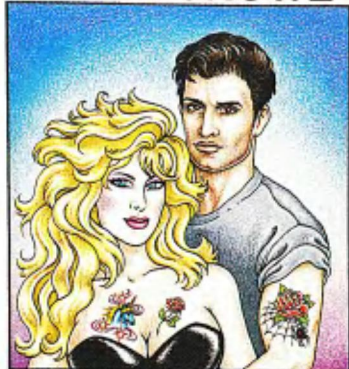
Ya know, this year's Loudon Classic did have more good parts than bad. Maybe that's why I was smilin' so much on the long ride home Monday.

Be sure to catch more H-D racing action in *Easyriders* Video No. 9, when we feature Nigel Gale and his first-place win at this year's Daytona Twin Sports race.



Photos by Rick Menapace

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HELMET NEWS FROM WASHINGTON TO CANADA

Here's a handful of small, helmet-related stuff that deserves attention. Take what you like.

Good News

Bell Helmet has quit manufacturing helmets in the U.S. From now on, they'll get their helmets from Bieffe Helmets, of Carraia, Italy.

Why? Bell didn't say, but do you think product liability had something to do with it? If you sue Bell because their helmet doesn't protect your head, the fact that the manufacturer is overseas introduces another factor into the lawsuit—to your disadvantage.

Why is this good news? Because it shows that if we don't always win in the legislatures, we're winning enough in the courts to drive them out of business. Once liability suits force the manufacturers to admit openly that helmets don't help, the legislators are going to have a hard time forcing people to wear them.

Land News

From time to time, we receive an inquiry from someone concerning the Land Tool Company. Seems Land Tool used to sell helmets, and some



old customers wanted to talk to them about performance of the product.

Unfortunately, the Land Tool Company seemed to have evaporated or relocated to Canada, or something.

Well, they're back—in Fort Collins, Colorado, apparently under the Land name and also as distributors for Vector helmets. You folks who wanted to talk to them, give them a call.

Washington News

Ellen "Slick" Grus, legislative activist for RIDER of Washington, sent us some tidbits that might be worth looking into.

First, RCW 46.37.005, of the Washington state

laws, apparently says federal standards apply only to vehicles manufactured after the adoption of the standards. From that, some Washington bikers are arguing that they don't have to wear helmets when riding bikes built before 1990. Second, the Washington helmet law may be weak on constitutional grounds. The State Constitution, Article II, Section 19, says a legislative bill shall embrace only one subject, but the helmet law seems to embrace two subjects: head injuries and bikers.

Beyond that, Section 38 of the State Constitution says an amendment shall

not change the scope of a bill. In fact, the Washington helmet law started out as a head injury bill and then got its scope significantly altered by an amendment that added motorcyclists—in violation of Section 38.

Sounds promising, Washington, bros. Check it out. You may have ammunition you didn't even know about.

Canadian News

From Ontario, Barry Fitzgerald, a Freedom Party member, sent us a copy of Bill 124, a private bill presented to the Ontario Legislature by a Mrs. Cunningham. We don't know anything about Mrs. Cunningham,

but we do know where she's coming from: Big Brother's place. We quote:

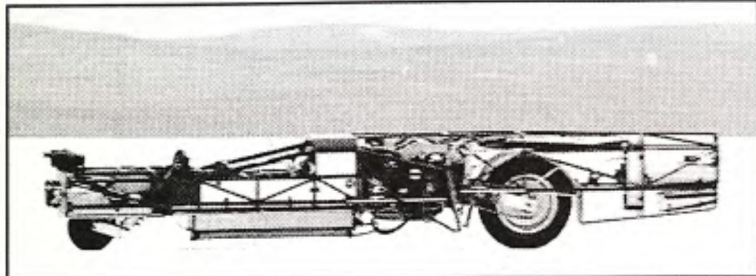
Her Majesty, By and with the advice and consent of the Legislative Assembly of the Province of Ontario, enacts as follows:

No person shall ride on or operate a motorcycle, motor-assisted bicycle or bicycle unless he or she is wearing a helmet that complies with the regulations, and the chin strap of the helmet is securely fastened under the chin.

The chin. Yeah, that's where they put the noose back in the days before electricity.



AUSSIE AFTER OUR STREAMLINER



That "special custom" bike in the photo, shown without its shell, represents the first serious challenge to the Land Speed Record set by our *Easyriders* Streamliner.

The machine, which belongs to John Vevers, from Adelaide, South Australia, is powered by a 1000cc engine from a Yamaha SZR 1000.

With Cosworth pistons, a Sprintex supercharger running at one atmosphere (14.7 psi), and methanol fuel, the

engine puts out a reported 300 horsepower. With the fairing in place, the entire machine stretches out 20 feet, and weighs 1100 pounds.

Vevers runs on Lake Gairdner, a big dry lake northwest of Adelaide. Last March, he got his *BP Bullet* up to 350 kilometers per hour—about 219 mph—when a deluge of rain turned the track into a quagmire. By February 1992, the Lake will be dry again, and Vevers will see whether a single Yamaha

in a lighter vehicle will do what two V-twins did for the *Streamliner*.

We haven't heard from Jimmy The Greek, so we don't know what the odds will be. We did ask Keith Ruxton, though, who probably knows as much about it as anybody. Ruxton wondered whether the lighter weight might translate into less traction and, therefore, work against the *Bullet*.

I guess we'll find out next spring.

TIGHT, FATAL COLLAR



Kentucky State Trooper was chasing a biker. The bro lost his bike on a curve and went over a 15-foot embankment. When the Trooper got to the scene, the rider had crawled back up to the road, where he grappled with the Trooper—and then fell down dead.

Post-mortem examination showed he'd been strangled by his chin strap. He had the helmet on so tight—just like the instructions say—that the strap shut off the arteries in his neck. Seems he got enough blood to ride fast, to stand the excitement of losing the

bike, crawling up the embankment, and wrestling with the trooper. Lack of blood stopped his heart.

We're not sure what the moral is. Must be: damned if you do—damned if you don't. Wear the helmet loose, and it'll roll all over your head and blind you, crash or no crash. Wear it tight, and it'll kill you.

Maybe the moral is that if you're going to try to outrun a cop, ditch the helmet first. You may get a helmet violation on the ticket you wind up with, but your heart won't stop when the adrenaline starts flowing.

WE TRIED



First, a little history. 'Bout a year ago, a downed bro named "Shitty" Steele wrote in to *Wordmonger* to say he had the dope on social security benefits for guys getting out of the

slammer, and that he'd send the info along to anyone who asked.

So, here came a ton of mail telling us Shitty had gotten out and nobody could get ahold of him and, hey, what was this

good news, and give us a little help, and so on...

So we went chasing through the federal codes and amendments and didn't find out much.

While we were looking, though, a letter arrived from Rob Muntz, in Pa. He spelled out the program the way he found it. We asked Muntz to clear up some vague elements in his letter, and he did clear up some—but not all.

That left us with the question of whether to drop the whole thing, since we didn't have all the details, or to go with what we had, on the assumption that what we *did* have would be helpful to somebody. We decided to go with it, and the predictable happened: we got a ton of mail telling us we were wrong, it didn't work that way, etc., etc. Guess that ought to teach us, huh?

Okay, bros, here's the

deal. First, you aren't going to find a clearly stated section of the Social Security laws dealing with all the benefits Muntz mentioned. The benefits in question are buried in a tangle of references and cross-references, and no Social Security bureaucrat is going to work hard enough to find them for you.

One of the most informative letters we received came from the Department of Health & Human Services in Baltimore, Maryland. We've reprinted the letter here:

This is in response to your letter regarding benefits payable from this agency. The Social Security Administration has no programs designed specifically for inmates or parolees of correctional facilities. If you believe you might qualify for Social Security or Supplemental Security Income (SSI) checks you should

contact your local Social Security office.

The RCW 72 and RCW 74 sections to which you referred are Washington state laws concerning public assistance and vocational rehabilitation programs. In Washington, Vocational Rehabilitation (VR) has programs for eligible individuals, but eligibility is based solely on the presence of a vocational handicap resulting from a diagnosable medical condition, where evidence indicates such services would result in employment.

If you will be living in Washington state and think you might qualify for VR services, you should contact your nearest VR field office. If you will be living in a state other than Washington there may be other programs available to you through state or local public assistance offices.

LINCOLN LAND: PEOPLE SPEAK

Al Clark, of ABATE of Illinois, reminds us of what Abe Lincoln said: "You can't fool all the people all the time."

The Illinois Senate voted down a proposed helmet law by the biggest margin in years. Clark gives Illinois riders the credit. ABATE, the Motorcycle Riders Foundation, the American Motorcyclist Association, and the Illinois Motorcycle Dealers Association all weighed in on the side of freedom.

Ken Hancock, of McHenry, did his share by writing to Jack Shaffer, Assistant Minority Leader in the Senate. Hancock sent us a copy of Shaffer's reply.

Among other things, Shaffer wrote: *While I personally think people ought to wear helmets... I do not see a need for a law... I do believe there should be some element of individual choice.*

Here, here.

EYES ON YOU



Since police radar has many faults, and since it can be picked up by radar detectors, The Man is now trying out laser systems.

RADAR, the anti-radar group in Tipp City, Ohio, reports the use of laser units in the following localities:

- Iowa: Cedar Rapids
- Louisiana: Monroe and Shreveport
- Maryland: Hagerstown; plus, the state police have two units.
- Michigan: Lansing; plus, the state police have four units.
- New Jersey: Fairlawn; plus, the state police
- New York: state police
- Ohio: Dayton; plus, the state police have one
- Oregon: Tigard
- South Carolina: Charleston
- Virginia: Cape Charles
- Washington: Spokane
- Puerto Rico: test use

RADAR says laser-speed measurement may be more accurate than radar, but it has yet to be accepted in the courts, that numerous health-related questions remain to be answered, and that, in the long run, laser detectors can be developed.

Maybe the best thing to do is just to set rational speed limits and quit laying a capricious "road tax" on people who aren't threatening anybody or causing any trouble.

MALIBU MOUNTAINS RANCH CLUB

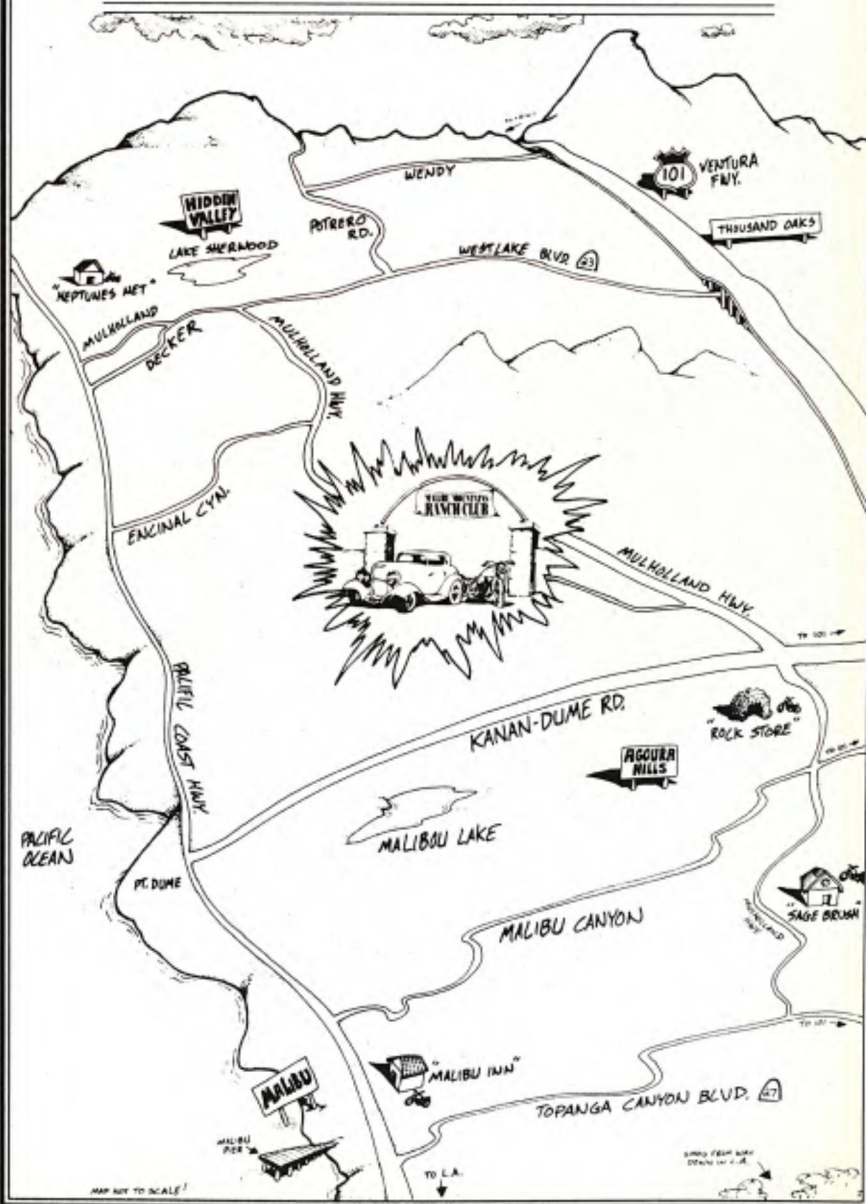
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OPEN 7 DAYS

No FREEDOM, No PARTS

A while back (May 1991 issue), we mentioned that bikers in Nebraska were refusing to allow their body parts to be used for transplants as long as the State made them wear helmets. A bunch of bros in Texas are trying to give the movement more speed via the Adult Motorcycle Riders Association.

AMRA, pretty much the brainchild of Jim Harmon, of Galveston, has only one objective: to get riders to sign and carry the AMRA card, which says nobody can have your parts in any state with a helmet law. So far, AMRA has Joe Gerlach spreading their word in Washington, ABATE of Texas is looking at ways to help, ABATE of West Virginia has given AMRA its full endorsement, and the Motorcycle Riders Foundation has invited them to the "Meeting of the Minds" in September. Looks like a good movement.

Like everybody else, AMRA needs money to print up the cards and get the word out. They ask you to send a buck—one measly, U.S. dollar—for the non-donor card. Pick a card and help the effort at:

Adult Motorcycle Riders Association,
6070 Sea Isle, Galveston, TX 77554; Or: Box 64, Squamish, WA 98392.

YOUR ACHIN' BACK

You've heard story after story about some promising drug you can't get because the FDA can't get around to approving it.

Well, here's another one to add to the list: monosialotetrahexosylganglioside, or GM-1 ganglioside, for short, which apparently reduces paralysis in cases of spinal cord injuries.

In a study at the University of Maryland, accident victims who got a dose of GM-1, within 72 hours after their injury, showed more rapid improvement than would have been expected, with a majority of them progressing from paralysis to "ambulatory"—that is, walking.

The drug is manufactured by Fidia Pharmaceutical in Italy, and is sold in Italy and Brazil under the name of "Sygen."

Okay, we want to reduce injuries and public burden and all that? Why not forget the helmets and get this GM-1 on the fast track to the doctor's cabinet. It won't do a thing to promote sales of helmets, but look what it could do for public health.

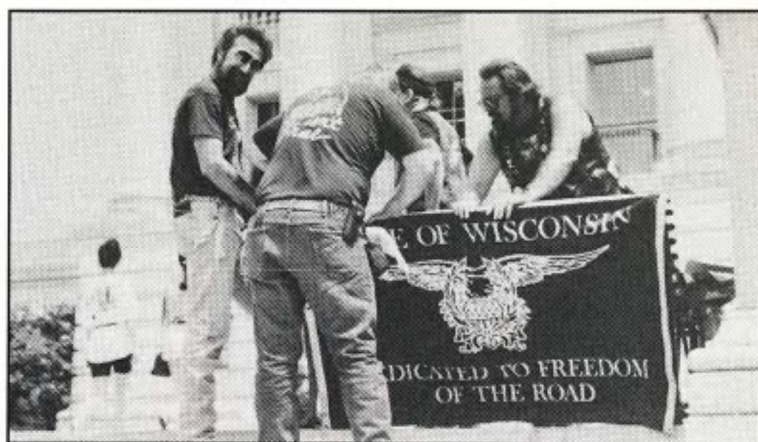
SHORT STROKES



The Texas Department of Corrections banned a mag from the inmate-subscriber at the state's prison in Huntsville, 'cause it contained a GMC truck ad designed around a fold-out map of Texas. "The map could be used to facilitate an escape," read the Publication Denial Notification....**Did you know the Pentagon** has 24,000 employees to administer contracts and another 23,000 auditors, inspectors, and investigators to police the contracting apparatus—a total federal force nearly the size of three army divisions?**The posting of nude shots of women** in a ship repair yard in Jacksonville, Florida, violates the federal law against sexual harassment, a U.S. judge ruled. This is the first time a court has ruled that pornography in the workplace can be a violation of Title VII of the Civil Rights Act of 1964. It's gettin'

scary....**"A motorcycle operated by William Berkley**, 27, collided with a cow on CR 47 in Deerfield Township, at 7:14 p.m., Wednesday, April 3. The bike went end-over-end, injuring the rider, who was transported to Good Samaritan Medical Center. Light damage was reported to the motorcycle, and the cow was uninjured." Ol' Redwood Berkley sent us this news clipping about his accident, pointing out the mention of the cow's health, while his injuries—a broken left arm (in three places), nine busted ribs, dislocated legs, and a ruptured spleen (he covered the scar with a zipper tattoo)—were never disclosed....**While the bros were in the Gulf**, many an ol' lady who wanted a place to escape to (where they could grab a cold beer without a hassle) found a safe hideaway at the Swallows Inn in San Juan Capistrano, California. Ranch hands, bikers, and Marines hang out there. Pantyhose dangles over the dance floor and a Harleys-only parking spot is designated out back, but the saloon with the bad-boy image knows how to treat the ladies, especially those whose men were at war. The women could come in, and were encouraged to, because the bros there would respect their men at war—and keep stragglers away....Well, this may be a November issue, but the sun is shining, and a man needs his freedom, I gotta roll. —Bandit

WISCONSIN DRAWS 30,000 RIDERS— To THE CAPITAL



Tony Sanfelipo, left, and his brothers set up their podium on the Madison Capitol steps.

Photo by Tony Sanfelipo, ABATE of Wisconsin

You have a right to expect big things of a place famous for beer, Harleys, and ABATE of Wisconsin. Way back in 1977, they organized an anti-helmet rally in Madison, the state capital, that set a national record for attendance—around 40,000 riders.

This past July 7, Tony "Pan" Sanfelipo, founder of Wisconsin ABATE, did it again. ABATE called for a "Pony Express Ride for Freedom" for the pur-

pose of generating letters to Congress telling them to lay off the helmet and seat belt laws. Some 30,000 showed up.

An estimated 20,000 riders got to the Capitol by early afternoon—enough to leave bikes parked for 3 miles down East Washington Ave. Another 10,000 were on their way when all weather hell broke loose: 85-mph winds and torrential rains doused the

whole proceeding.

Jacobson and Hupy, a law firm in Milwaukee that helped ABATE with the rally, likes to say "They make tough motorcycles in Milwaukee—and tough lawyers."

Ya might say that about all of Wisconsin. The weather didn't run anybody off. Those who hadn't got up to the Capitol when the deluge hit ducked into the nearest bar till the storm passed,

but those who were already gathered hung in, heard the speeches, and delivered 5,000 letters to a "pony express" rider for delivery to Congress. Rain notwithstanding, ABATE gathered another 10,000 signatures on anti-helmet petitions.

Sounds like a good day's work, even in the rain—and check this: a lot of those 30,000 came from out of state—Minnesota, Michigan, Iowa

Illinois, and so on. Michael J. Hupy, of the Jacobson and Hupy firm, says ABATE needs to do more of this.

That is, help each other across state lines, to add to the total impact that ABATE can make. In that respect, the Midwestern bros have set an example the rest of the country can follow.

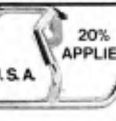
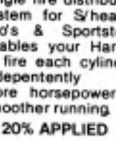
—Maestro

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EASYRIDERS

GUIDE TO CARBURETORS

By Keith Ruxton

CARBURETORS, LIKE BIKES, ARE DESIGNED FOR VARIOUS PERFORMANCE PURPOSES. SOME ARE FOR CRUISING, SOME ARE FOR RACING ONLY, WHILE OTHERS ARE CREATED FOR A WIDE RANGE OF FUNCTIONS.

WHEN CHOOSING A CARBURETOR, SOME OF THE CONSIDERATIONS ARE: HOW MUCH ROOM (LEG CLEARANCE) DO YOU HAVE? HOW MUCH

GAS MILEAGE DO YOU EXPECT? WHAT TYPE OF FINISH (APPEARANCE) DO YOU WANT? HOW MANY OPTIONS DO YOU HAVE FOR AIR FILTERS?

MOST CARBURETORS ARE FAIRLY EASY TO TUNE AND HAVE GOOD IN-

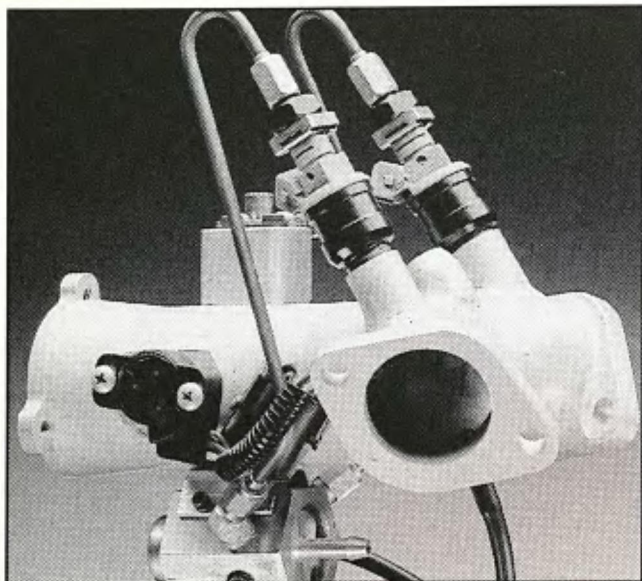
STRUCTIONS ON HOW TO DIAL THEM IN, SO TUNING ISN'T GENERALLY A PROBLEM. ALSO, BIGGER IS NOT ALWAYS BETTER. YOU NEED TO STICK WITH SOMETHING THAT WILL

CLOSELY MATCH YOUR MOTOR SIZE AND STATE OF TUNE (CAM, CUBIC INCHES, EXHAUST PIPES, ETC.). DON'T EVEN *THINK* YOU CAN GET A HILBORN 3-INCH INJECTOR TO WORK ON YOUR STOCK

1964 SPORTSTER 900.

THIS GUIDE DOESN'T COVER EVERYTHING AVAILABLE—BUT IT'S PRETTY CLOSE. NEXT ISSUE, WE'LL COVER FUEL SYSTEMS DESIGNED STRICTLY FOR DRAG RACING.

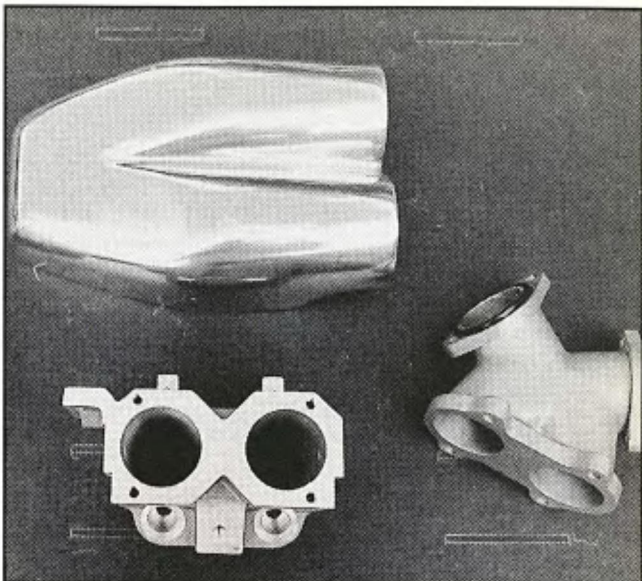
**Bigger
Is Not
Always
Better**



Accel Thundertwin

This is a fuel injection/engine management system. It's a 45mm, tuned, ported electronic injection. It comes complete with pump and cover, petcock, fuel filter, sensors, wiring, hoses, electronic control module, hardware, gaskets, and instructions. Built for Big Twin Evos only. NOS circuit available for some models. The unit is preprogrammed for your specific engine combination.

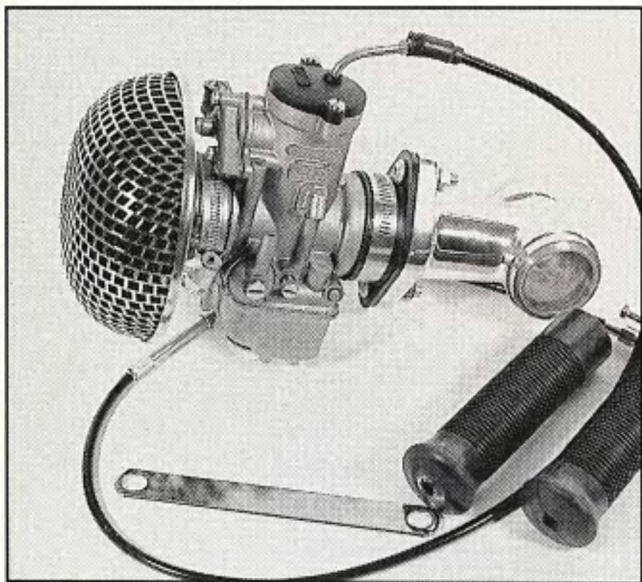
Accel Performance Products
Box 142., Branford, CT 06405
(203) 481-5771



Budde's Electronic Fuel Injection

Built to fit all models. Optional finishes are available. It comes with complete instructions and hardware. It has idle control for individual cylinders and is a fully-adjustable control unit. This works better with any battery ignition (mags soon). Features a blower, scoop-style air filter. Lots of options available (Speed Density System).

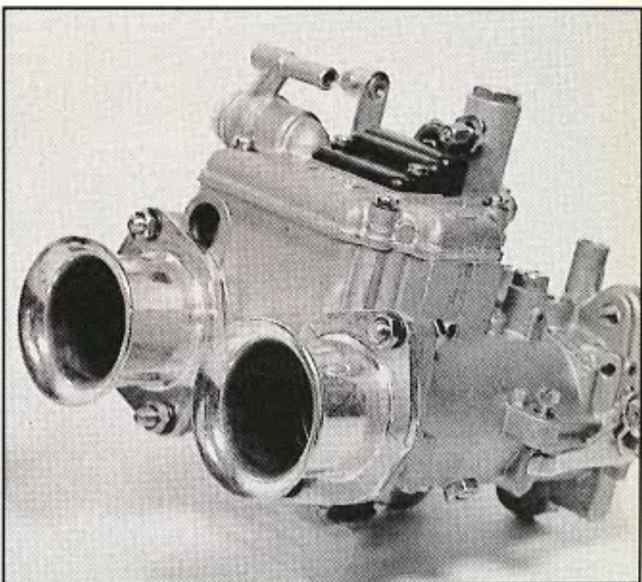
Billy Budde's Custom Motorcycles
15640 East 14th St., San Leandro, CA 94578
(415) 276-0739



Dell 'Orto Pumper Kit

The 38mm or 40mm kits include manifolds or adapters to fit OHV models, '36 to '80. There's a choice of air filters or velocity stacks and they come with cable and throttle. 1981 and later dual cable models will be available soon.

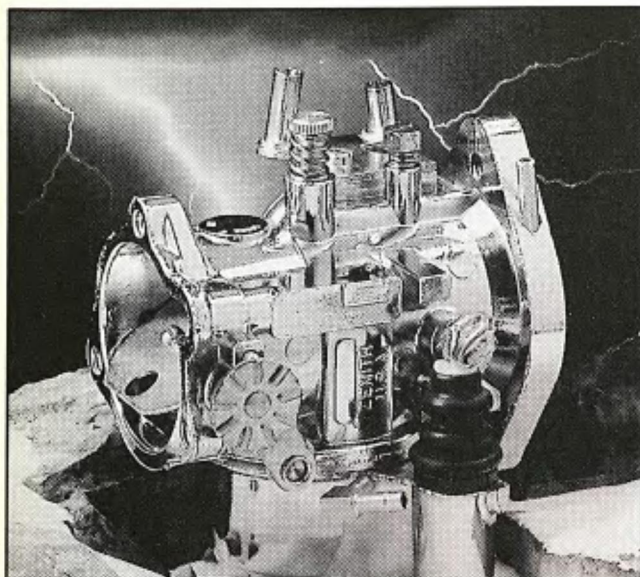
Mid-USA Cycle Parts, Inc.
5407 Bulwer St., St. Louis, MO 63147
(314) 383-3511



Dell 'Orto Dual Throat

This is a dual-throat, 40mm carb. Manifolds are built to fit most models, including all Evos. Single or dual cable control is included. Replaceable graduated venturis, jets, and emulsion tubes for complete tuning control are part of the package. Choice of air filters available.

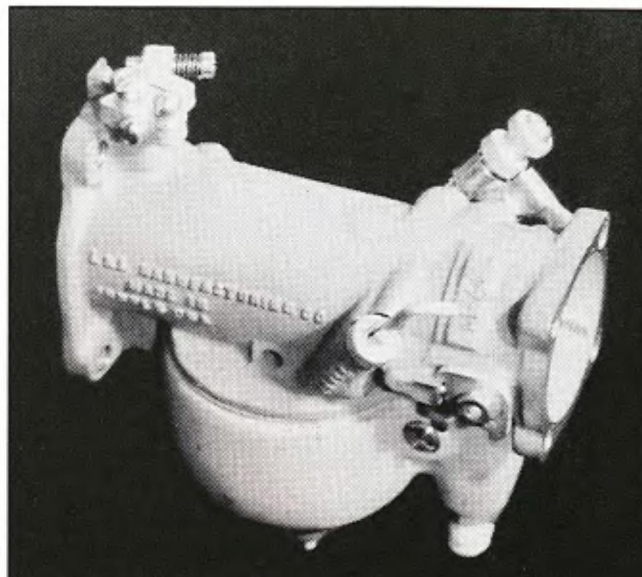
Nempco Inc.
Box H, Foxboro, MA 02035
(508) 543-6386



Facet (Bendix) Zenith

The 38mm and 40mm fixed jet or adjustable models come with or without chrome finish and with single or dual cable controls. They are built for '57 to '88 Sportsters and '69 to '88 Big Twins, and have a 90-day warranty. Distributors nationwide.

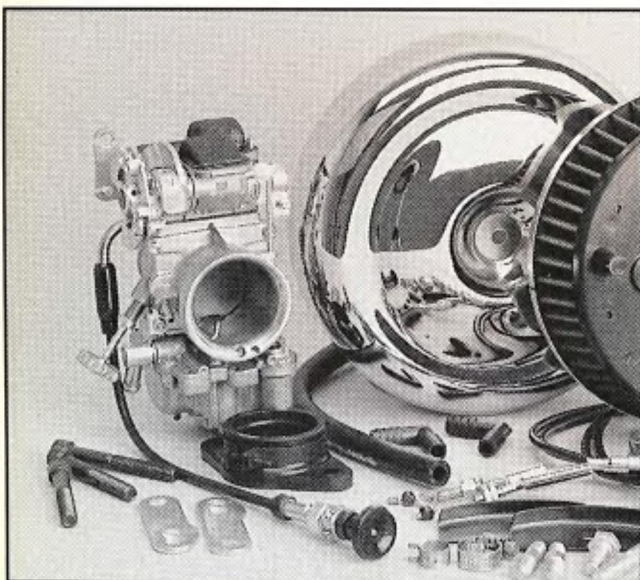
Gary Bang
8501 Canoga Ave., Canoga Park, CA 91304
(818) 341-8474



Linkert M74B

Restoring a knuck or pan? This group rebuilds brass Linkerts back to new. The restoration includes: new or near-new carbs (with brass floats and epoxy-sealed float bowls), new or rebuilt bodies and needles, and tightened throttle shafts.

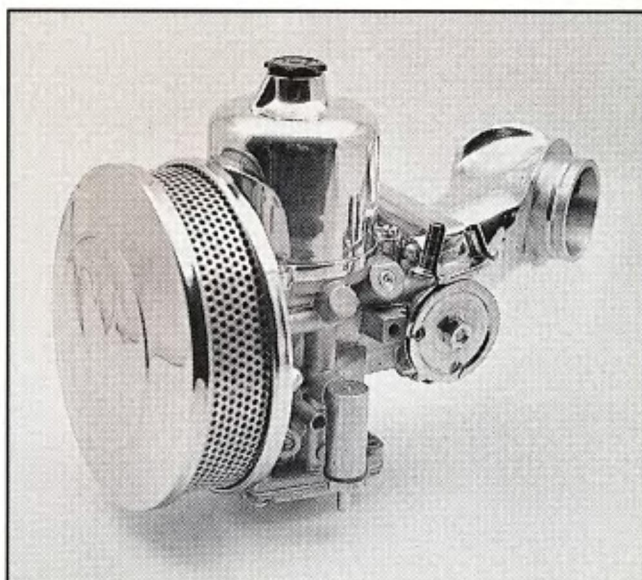
Throttle Masters
3921 S. Archer, Chicago, IL 60632
(312) 247-6114



Mikuni HS40

These fit all Evos, shovelheads, and '71 to '75 Sportsters. An accelerator pump provides crisp throttle response. The kit includes: air filter (K&N), manifold or adapter, and hardware. Set up for dual throttle cables. Velocity stacks available.

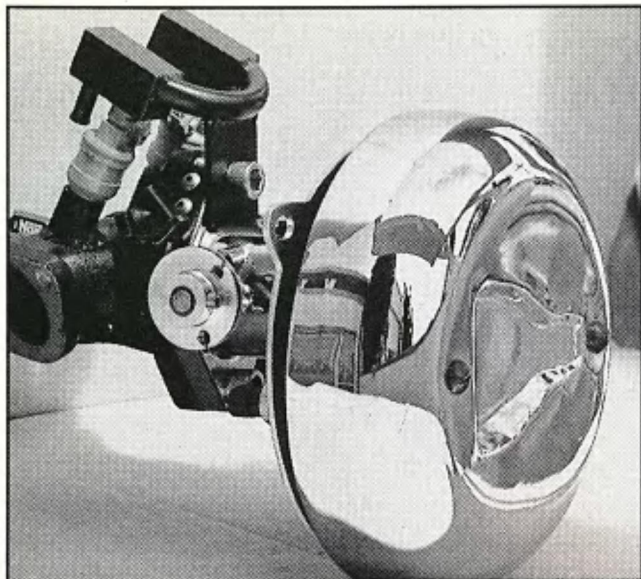
Chrome Specialties
1218 E. Corporate Dr., Arlington, TX 76006
(817) 695-0000



SU Eliminator II

These 1-3/4-inch carbs fit any XL, knuck, pan (except outside oiler) shovel, and Big Twin Evo. For Evo sport models call for info. They come in cast, polished, or chromed finishes. The carbs are affixed with temperature compensating jetting and adjustable jetting.

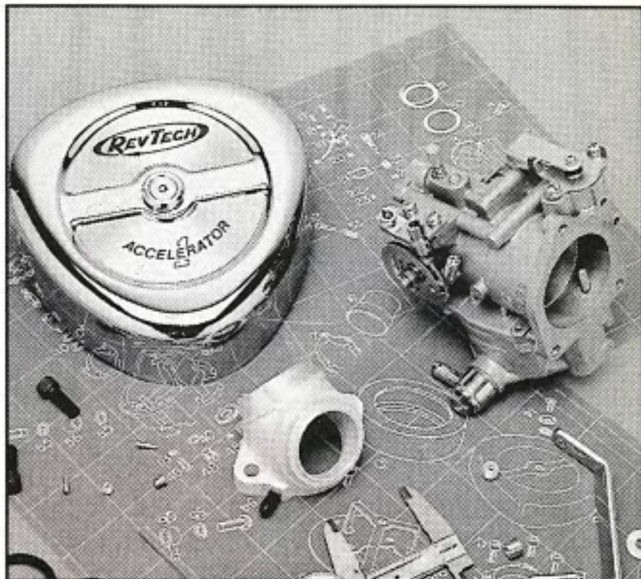
Rivera Engineering
6416 S. Western Ave. Whittier, CA 90606
(213) 692-8944



Race Systems Fuel Injection

Fits all Evos (50mm/55mm). It's a turbo closed loop system (on unleaded gas). This system can "read" the engine and make its own corrections. Computerheads, this system is for you! It has a complete sensor package, Bosch and Delco external parts, IBM PC/compatible software, and modem-to-modem reprogramming (over the phone) is available. Other assets are the three-dimensional fuel curve program.

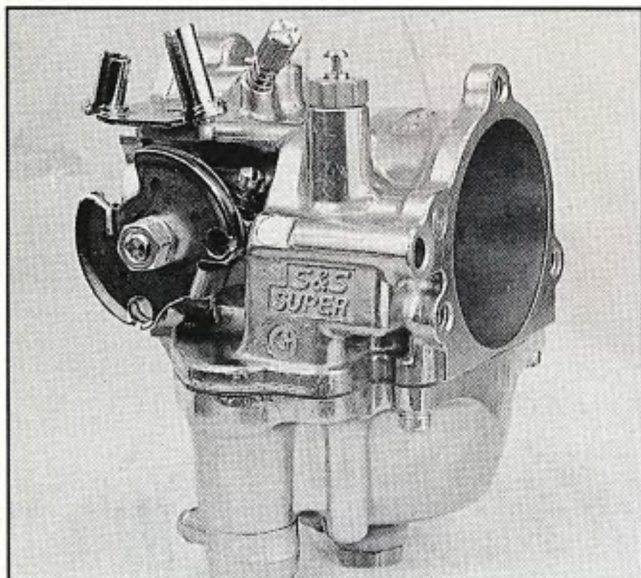
R. B. Racing
1625 W. 134th St., Gardena, CA 90249
(213) 515-5720



RevTech Accelerator 2

This carb has interchangeable venturis of 38mm, 42mm, and 45mm. It also includes: a three-position enricher for cold starting, a high-capacity accelerator pump, an adjustable fuel inlet, and two cable operation. It's shipped complete with full fuel and air jet combinations, air filter, and manifold.

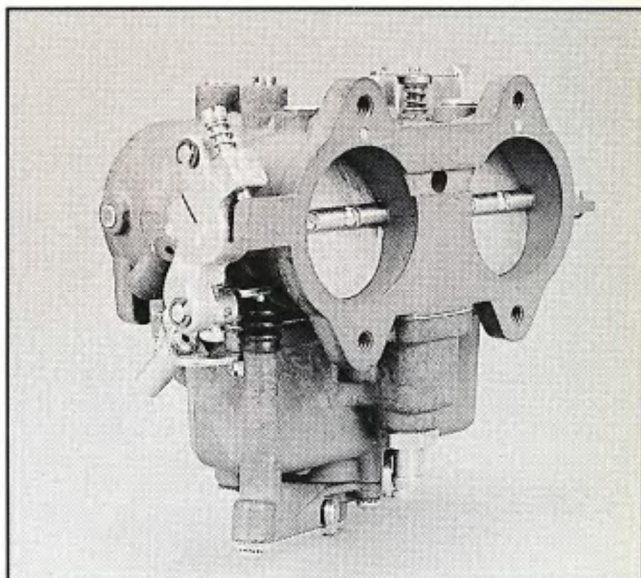
Custom Chrome Inc.
1 Jacqueline Ct., Morgan Hill, CA 95037
(408) 778-0500



S&S Super E & G Shorty

Available in 1 7/8-inch and 2 1/16-inch models. Manifolds are available to fit all models except flatheads. The "E" carb is recommended for all engine sizes and the "G" carb is designed for modified 74s and larger engines. The famous teardrop air filter, a variable enricher, adjustable fuels, and inlet fitting are all part of the package.

Midwest Motorcycle Supply
2222 S. Jefferson, St. Louis, MO
(314) 772-0600



S&S 1 5/8-inch Dual Throat

This S&S has separate manifold runners for individual cylinder tuning. It's an excellent carb for smaller engines (under 84 cubic inches), with its accelerator pump, special manifold, and high-flow air filter. It also includes built-in velocity stacks.

S&S Cycle Inc.
Box 215, Viola, WI 54664
(608) 627-1497

PASSIN' GAS

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



Old bikers' saying: Packin' yer ol' lady to the Sturgis Classic is like goin' huntin' with the game warden.

—Al Troxler
Greensboro, N.C.

How does a club prez campaign for office?

He goes around kissing all the babies... before they're born.

—Risky
Inside

Pussies are like parking spaces—even if ya find yerself a really good one, chances are somebody else has already beat ya to it.

—Fritch
Charleston, W.Va.

What do a movie star and a ricegrinder have in common? Plastic parts, natch.

—Fast Eddie
Somewhere

Mongo was called into court for destroying a tavern in a brawl. He appeared before the judge and said, "Yer Honor, I'm not guilty—my reputation's spotless."

Unimpressed, the judge said, "Do you have any witnesses who can vouch for your character?"

Mongo pointed to a man in the corner. "Sure, the sheriff over there."

Taken by surprise, the sheriff stood up and declared, "Your Honor, this man's a liar. I've never seen him before in my life!"

The biker turned to the judge and said, "See? I've lived here for 15 years, and the sheriff doesn't know me—ain't that character enough, Yer Honor?"

—Robert Randall
U.S. of A.

A seasoned burglar, at the height of his criminal career, had just been convicted on circumstantial evidence. The conviction made him a violator of the habitual-criminal statute, which carried a mandatory sentence of life imprisonment. To introduce his prior convictions prior to sentencing, his record was placed before the court by the prosecutor.

To the judge's surprise, his record revealed that the defendant had unquestionably been in prison at the time of the commission of the crime for which he had just been convicted.

"Good heavens, man!" exclaimed the magistrate, "Why didn't you tell the court this?"

"I thought it might prejudice the jury against me," replied the burglar.

—Slammed Down
Pelican Bay

Why is strip poker such a great game?

'Cause the more ya lose, the more ya got to show for it.

—V.D.
Inside

What does a gynecologist do when he's feelin' lonely?

He looks up an old girlfriend.

—DeeCee
America



"When I said I'd like to see a little leather in bed, this isn't exactly what I had in mind"

How can ya tell if a blonde's been using your computer?

By all the White-Out on the screen.
—Big Tom
Ionia, Mich.

Why do undertakers drill holes in the bottom of lawyers' caskets?

So the worms can crawl out to puke.
—Toadman
Muleshoe, Texas



"He'll be back."

A half-witted wannabe dropped in at the Yamasucki dealership and decided to buy the top-of-the-line Goldring-a-ding. "That'll be forty-nine ninety-nine," the dealer said firmly.

As they were finishing up the paperwork, the phone suddenly rang, and when the dealer turned to answer it, the wannabe dropped 90 bucks on the desk and headed out the door with his new bike. The dealer spun around, spotted the money, and yelled, "Sir! Sir! That's forty-nine hundred and ninety-nine dollars, not ninety-nine dollars!" but he was too late—the wannabe was gone.

"Oh well," mumbled the dealer as he picked up the cash and shrugged. "A ninety-dollar profit is better than nothing."

—Lee
Pennsy

It was in Montana that a teenaged girl told her mother that she'd caught a ride home from the rural school with an Indian brave who had let her ride behind him on his horse.

The mother wanted to know how her daughter had kept from falling off. "I just put my arms around the Indian and held onto the saddle horn, Ma," explained the lass.

"Honey," said the mother gently, "Indians don't use saddles."

—Amigo
Great Lakes

W haddaya call a chick with three tits and two pussies?
A smorgasbroad.

—Terry
America



"I always did hate hasslin' with crowds."

Big Ed, the owner of a local dive, went to his attorney to collect the fire insurance settlement after his bar burned to the ground, and when he discovered how much the shyster was keeping in fees, he went through the roof.

The lawyer explained, "The case has been in litigation a long time. I earned my percentage."

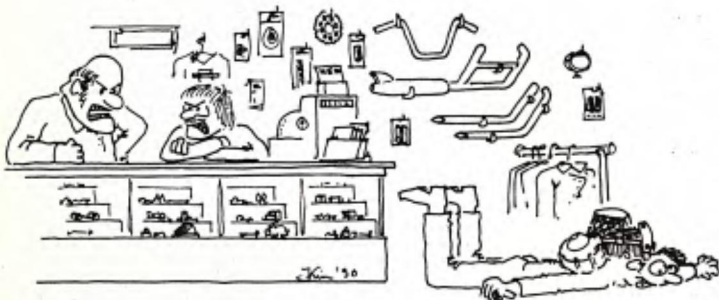
"Horseshit," muttered Big Ed. "You'd think you started the fire."

—Larry Rollins
Crescent City, Calif.

Two bikers walk into a bar. Each one orders two whiskeys and immediately downs them. They motion to the bartender, order two more apiece, and those two disappear. Again, they summon the barkeep for another round. As soon as the shot glasses are placed on the bar, one of the tramps hoists his drink, turns to the other, and says, "Cheers."

The other biker growls, "Hey, asshole, did you come here to bullshit, or did you come here to drink?"

—Redneck
Greenville, S.C.



"For the last time, Larson, don't argue with the customers!"

The old graybeard biker was boasting to his road dogs at the watering hole about all the wild, wet women he'd had in his life.

"And now that I'm 96," he said proudly, "I still screw one almost every day."

"Bullshit!" bellowed one of his bros. "It's the fuckin' truth," the longtimer snapped back. "Take this week for instance: I almost screwed one Monday, then I almost screwed one Tuesday, and I almost..."

—Bert
Countin'

Why did they install television sets at the Texas A&M stadium?

So the Aggie football fans could see what was happening in their neighborhood bar.

—Moray Eel
West Coast

Definition of *wet dream*: coming unscrewed.

—Buzz
The Pit

How many lawyers does it take to screw in a light bulb?

How many can you afford?

—Big John
On Top

Staking out a biker bar for possible DUI suspects, a cop watched from his squad car as a biker stumbled out, tripped over the curb, looked over 20 or 30 scooters, finally found his, and passed out alongside it.

One by one, the other bikers came out at closing time and rode off. Eventually the passed-out biker woke up, fired up his Hog, and started to leave. The cop quickly pulled him over and made him take a Breathalyzer test—but when the results showed a 0.00 blood alcohol level, the pissed-off cop asked how the hell that was possible.

"Easy," said the biker. "Tonight was my turn to be the decoy."

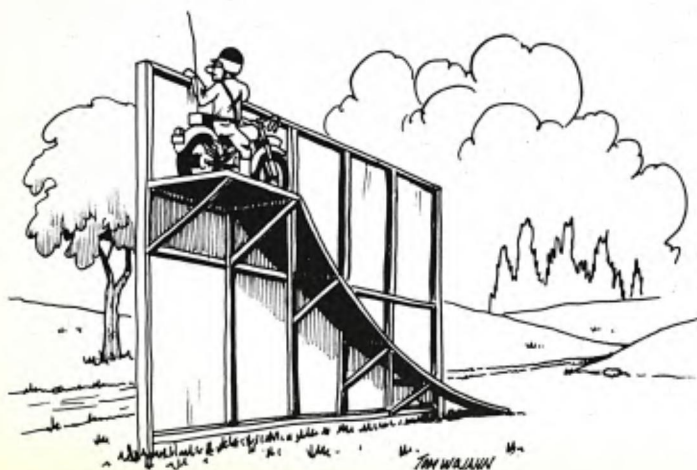
—Floyd Smith
Cascade, Colo.

Tiny called his closest bro and proudly announced, "Hey, dig it—we just had a baby boy!"

"That's great, man," said his buddy. "How many pounds?"

"Jeez, I don't really know," Tiny said. "We just pounded whenever we felt like it."

—Chuy Avila
Corcoran, Calif.



Heard a good one lately?
CALL 900-933-3358
Leave your jokes on the
RAISIN PIE LINE
and we'll send you \$40
for each one we use.
\$1.50 first min., \$1.00 thereafter

Then there was the Eskimo chick who spent the night with her boyfriend and found out the next morning that she was six months pregnant.

—Chris M.
Union City, Ind.

BIKER HALL O' FAME

BROTHERS AND SISTERS WHO STAND OUT IN THE CROWD

Michigan Independent Riders Association

South Haven, Michigan

Lisa Shinault, as cute a little high school sweetheart as you ever saw, found out she had leukemia, and that meant she had to make the hard, lonesome journey through chemotherapy.

Since she had to go, Lisa kept a journal of how she handled it. She wanted to publish her journal, in hopes that it would help other teenage cancer patients who found themselves on the same trip. Problem was, she had no money.

So, bikers to the rescue: the South Haven chapter of the Michigan



Photo from Michigan Independent Riders Association

Independent Riders Association (MIRA) raised \$675 to help Lisa get her journal into print. MIRA presented the check to the Make-A-Wish Foundation, which is helping Lisa with the logistics of

publishing. Once MIRA set things in motion, more help flooded and Make-A-Wish now expects to distribute 2,000 copies of Lisa's journal to area hospitals.

—Noose

Bob "Gimp" Dobson Windham, New Hampshire

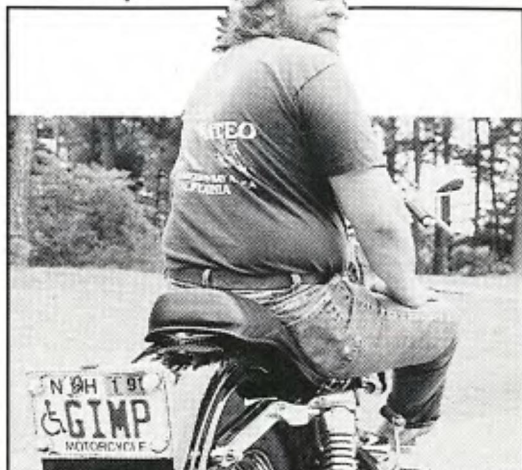


Photo by Andy Onderdonk

What you're looking at is a first. Actually, a couple of firsts. But first, let's start with the guy in the photo, Gimp.

I imagine, he got his nickname after he lost his leg from the knee down in a bike accident. After he healed and got back on his ride, he applied for a disability license plate for his motorcycle, but the state of New Hampshire had no provisions for that.

Well, a year and a lot of hard lobbying later, Gimp was finally issued New Hampshire's first

disability plate for motorcycles. And, as if that wasn't enough, soon after he also got the state's first vanity plate, the one pictured here, for his '73 Super Glide.

Aside from setting licensing precedents, Gimp, a member of the local H.O.G. chapter, also takes pride in helping others by organizing the Lacey Packer Blood Run, in conjunction with the Red Cross, as well as helping out with the Lacey Packer Memorial Run.

—Red Baron

Phillip Long Lynwood, California

Phil Long runs Cycle Works, in Lynwood, California. Several years ago, he filed a civil suit against some Sheriff's Department deputies for their handling of what was billed as a domestic matter.

Long won his suit, but it seemed to make him a target of police hostility. He was subjected to a number of harassing raids conducted under

California Vehicle Code 2805, a law allowing police officers to search wrecking yards and automobile repair shops for stolen vehicles.

He argued that his civil rights were violated because 2805 didn't apply to him. Lawyers weren't interested in helping him, so he became his own lawyer, studying up in the county law library.

He hacked his way through and filed his own suit. He lost in the lower courts, but kept up the fight and eventually got to argue his case before the Federal District Court. The court, Judge Steve Wilson presiding, agreed with Long, and henceforth, California police officers can't raid bike shops without warrants.

—Maestro



Photo by Don Sharp

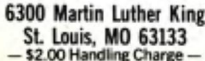
County Code Enforcement Board
Palm Beach, Florida

Or rather, they'd like to pull the colors off the wall of the Landing Strip, a strip joint in Palm Beach known to and loved by every righteous bro in the southern part of the Sunshine State.



The problem, according to Assistant County Attorney Lee Rosenthal,

It sure as hell doesn't cost them anything.



C.O.D.

4.95



Custom Dynamic Balancing

The Solution To Engine Vibration

By Bob Pickett

The benefits of having your flywheel assembly dynamically balanced are:

- 1) smoother operation (less vibration)
- 2) longer bearing life
- 3) more usable horsepower
- 4) higher rpm (usually more important in racing applications)

Although vibration can come from tires, wheels, brake discs, etc., the majority of vibration in a V-twin comes from the engine. This occurs in two areas: torque vibration and vibration from the rotating mass unbalance.

Torque vibration is caused by the engine firing on the power stroke. The amount of vibration varies with the engine load; the greater the load, the more severe the power impulse, the greater the vibration. As the cylinder fires, the piston is forced down and at the same time the cylinder head is forced up. (Newton's Law: for every action there is an equal and opposite reaction.) Since the cylinder head is fastened to the crankcase, and the crankcase is fastened to the motorcycle frame, the result is vibration. For example: 6,000 rpm is 100 power cycles per second = torque vibration.

The second source of vibration is the rotating mass of the flywheels. The rotating mass is the total weight of the rods, pistons, rings, and complete flywheel assembly.

A rotating unit that is in perfect balance rotates concentrically around the center line of the axis of rotation. A rotating unit that is not in perfect balance tends to rotate in an elliptical (egg shaped) manner, around the center line of the axis of rotation, with the elongated portion of the ellipse at the point of unbalance. The more unbalanced, the more

exaggerated the ellipse. Of course, the elliptical movement caused by the unbalance is restrained by the bearings. It

of force per rpm.

One ounce inch of unbalance at 8,000 rpm creates approximately 120 pounds of force per rpm.

Unbalance is typically expressed in ounce inches (oz. in.). This means 1 ounce inch is equal to 1 ounce (28.35 grams) of unbalance at a 1-inch radius.

If it takes "X" amount of rpm to generate "X" amount of horsepower for an engine with unbalance; it follows that it will take less horsepower to generate the same rpm with a balanced engine, because you are not losing horsepower overcoming the effects of the unbalance. Reasons three and four for having the flywheel assembly custom balanced—more horsepower and higher rpm.

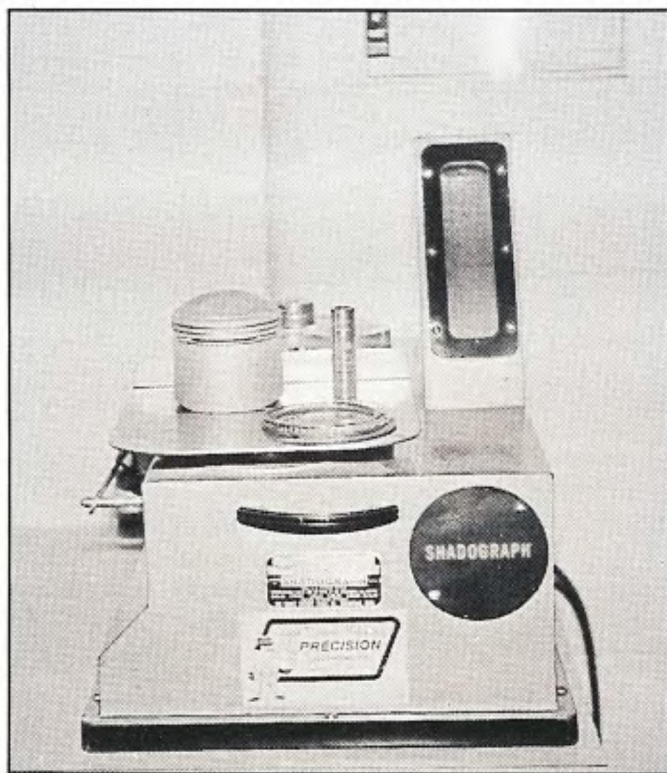
So what does this really mean? Typically, the closer your flywheel assembly is to perfect balance, the less vibration you'll have. By balancing correctly and accurately, the vibration produced from the rotating mass can, in most cases, be greatly reduced.

I really don't know what the balancing tolerance (to what accuracy) the stock Harley-Davidson flywheel assembly is balanced at the factory. Rumor has it that they balance by an average weight of

components, then apply that formula to all engines. Some shops try to balance to .5 ounce inches. However, our shop balances the Harley flywheel assemblies to less than

.5 ounce inches. To put it another way, .5 ounce inches of balancing tolerance is 3.336 grams placed on the outside diameter of the flywheels (note: a \$1 bill weighs 1 gram).

It is especially important to have the flywheel assembly custom balanced if



This flick shows the weighing of reciprocating components—except for the piston ends of the rods.

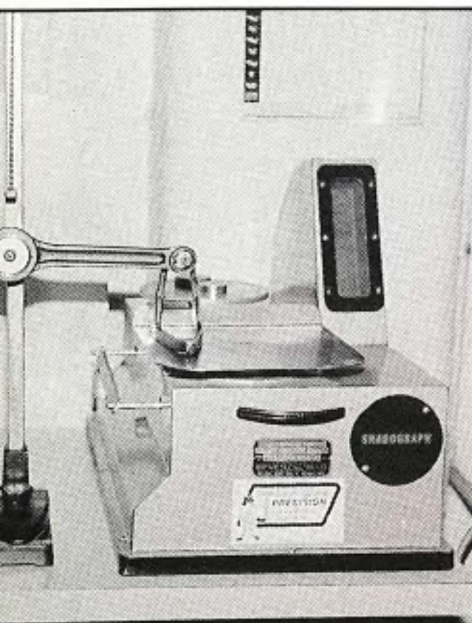
follows that the greater the elliptical motion of the flywheels, the greater wear on the bearings. For example, as the speed of the engine doubles, the amount of force, per revolution, created by unbal-

The closer your flywheel assembly is to perfect balance, the less vibration you will have

ance tends to increase by an approximate factor of four.

Example: 1 ounce inch of unbalance at 2,000 rpm creates approximately 7 pounds of force per rpm

One ounce inch of unbalance at 4,000 rpm creates approximately 30 pounds



...demonstrates how the reciprocating end of the rod is weighed.

you have cut down or lightened the flywheels, lightened the crank pin, changed pistons, put in different rods, or stroked or destroked the crank. For example: Let's say that the engine is in good balance but you want to go with a bigger piston. The new pistons, rings, pins, etc. weigh 100 grams more, each, than the pistons you took out. This would mean that the flywheels would be out of balance by 62 grams (8.2 oz. in.) at the outside diameter of the flywheel assembly.

Why custom balance your modified Harley-Davidson flywheel assembly? The obvious advantage is that the flywheels are balanced for the exact components you are using in your engine. You'll also have the smoothest running scooter on the block.

Procedure for balancing the Harley flywheel assembly:

1. Flywheels should be "trued" to within .001 inch. (be sure the crankpin nut locks and screws are installed if they are used).

2. Weigh the following on a gram scale: ro-

tating ends of the rods (crank pin ends) and bearings, reciprocating end of the rods, pistons, pins, rings, and locks (reciprocating weight).

3. Assemble the "bob-weight" properly on the flywheel assembly.

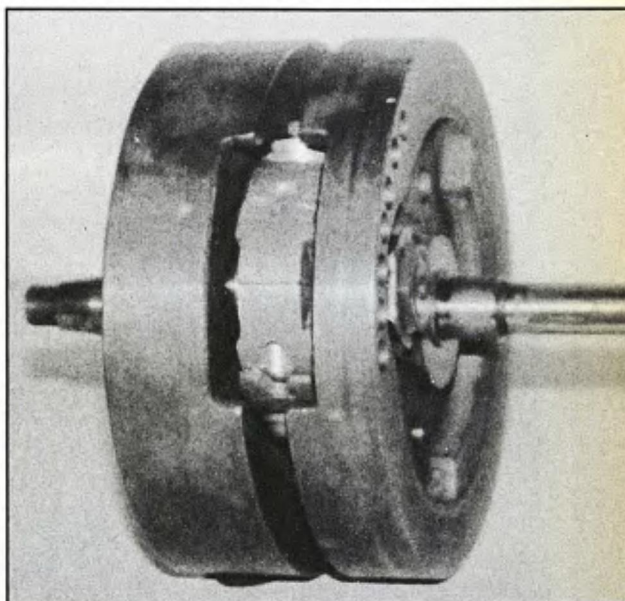
4. Set up the balancing machine for the flywheels.

5. Balance the flywheels to .5 ounce inches or less.

There is one more item that needs to be discussed, one that makes balancing an unexact science. Reciprocating mass is the weight of the elements that move up and down—the top end of the rods, the pistons, wrist pins, and rings. The rotating mass is made up of the wheels, pins, and lower end of the rods.

Balancing the up-and-down weight against the rotating weight is tough. If the pistons and rods were always extended (or at 100 percent) it would be no problem. The counter-balance at the opposite end of the flywheels could always compensate for

inbalance. Unfortunately, as a V-twin rolls through its cycle, it is constantly changing. Think about it. When the piston is



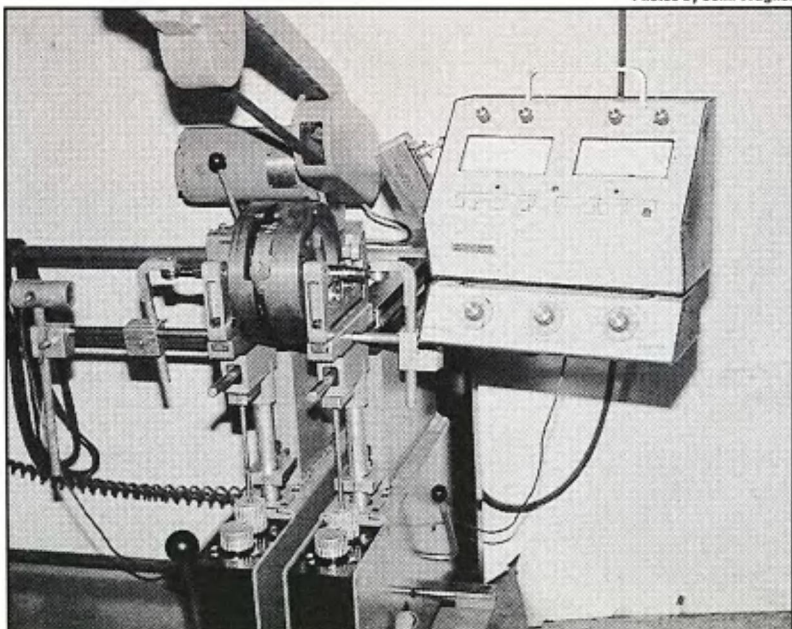
Here the bobweight is assembled on the crankpin.

halfway up the cylinder the counter-balance is at 90 degrees. Unfortunately, you can't vary the balance factor while the engine is running. Consequently, engines

are balanced at varying percentages from 52 to 56 depending on the application or the rpm range the bike will be run at. Street bikes and drag bikes vary. We balance street bikes at 52 percent. Engines designed for top-end running are balanced at 56 percent.

*It should be noted that we are assuming the balancing work will be done on electronic balancing equipment, by a shop experienced in precision balancing.

For more information, contact: Bob Pickett, Precision Balancing Co., 448 N. Holmes Ave. Indianapolis, IN 46222, (317) 639-2712.



In this photo, a set of flywheels, with bobweight in place, is installed in the balancing machine.

Photos by John Wagner

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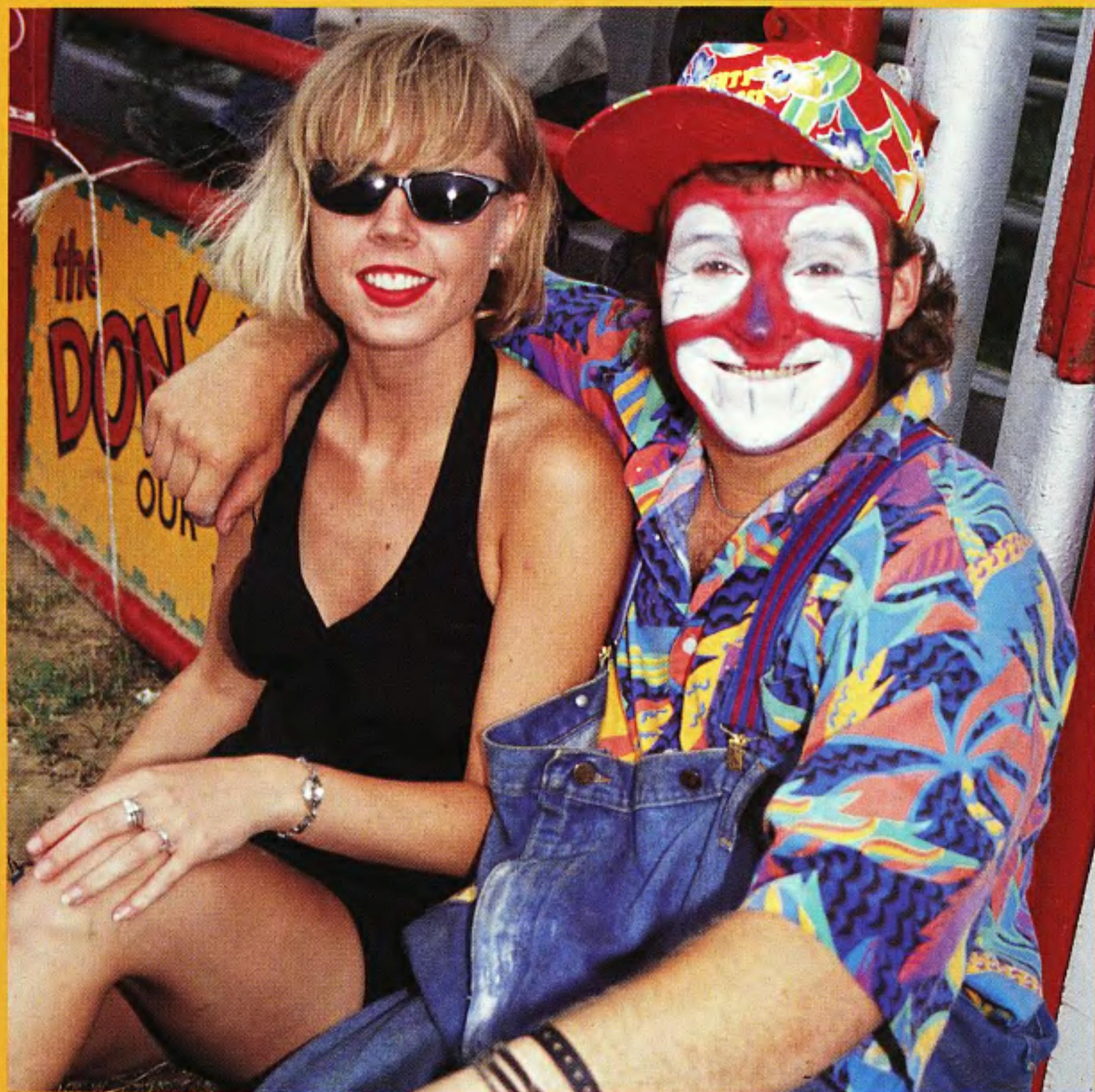
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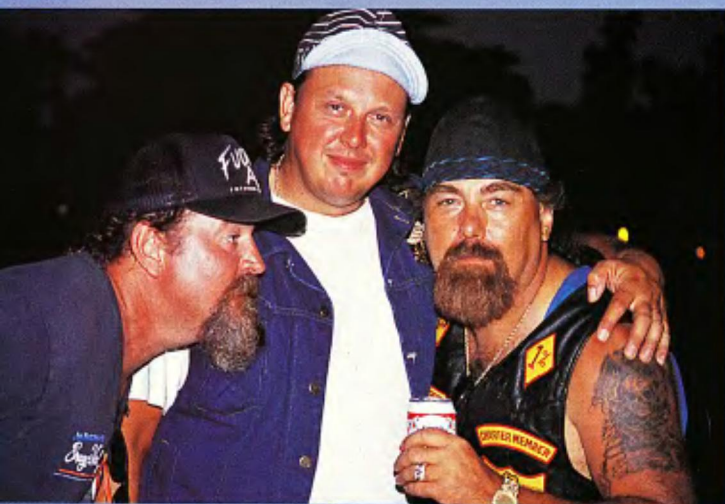
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RODEO ROWDINESS

• IN TEXAS •



After wringing out our clothes and wiping off the mud from the Memorial Day Weekend downpour in Unadilla, Georgia, we headed west to the great state of Texas — right into the eye of another storm. But a little moisture can't deter our tough-skinned, leather-assed ARROW competitors, and you *know* it takes a lot more than rain to make a Texan turn around. ➔



Pasadena is located in eastern Texas, right outside of Houston and a stone's throw from the Galveston Bay. Gray clouds may have been hanging above, but you couldn't tell by the party mood down below.

Riders rolled in from all over the state, to test their talents in the rodeo arena, display their prized possessions in the custom bike show, or just enjoy the many diversions of the weekend. It was all there—camping, live rock 'n' roll (Thanks, Wesley), a trade show, vendors, Dave Campos and the *Easyriders* Streamliner, a Trophy Girl contest, and even the debut of Rodney the Rodeo Clown.

Motorcycle rodeos are raising up one helluva gust in the country, and this year ARROW has introduced an event

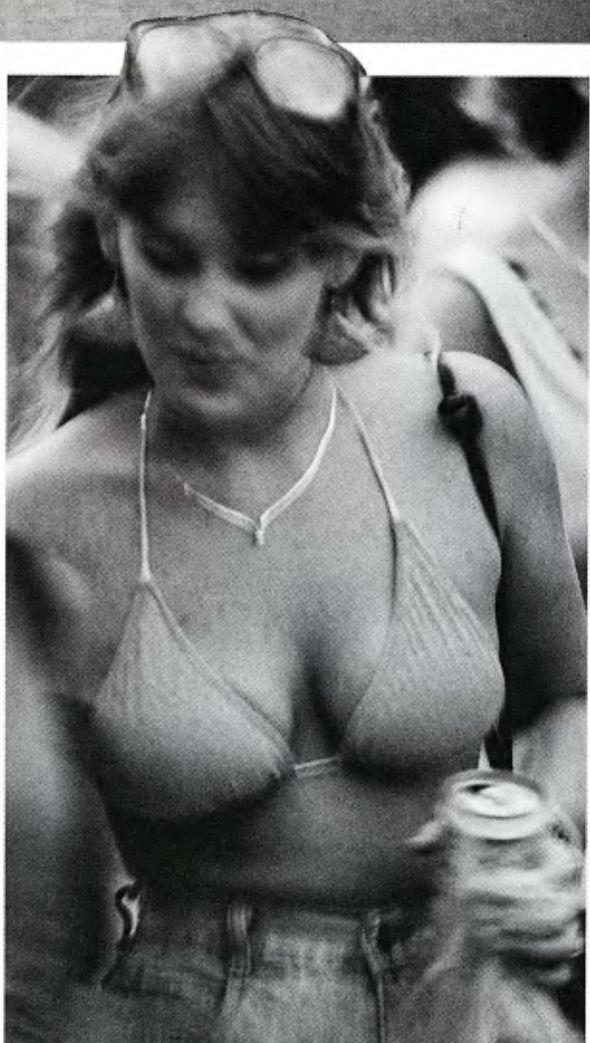




designed to get even more folks involved. The new novice class in the 1000-pound Sled Pull has thrown open the chute to rookie rodeers and given the local fans even more to holler about.

Some Texans taking top honors over the weekend were: Jay Adelman, from Austin, in both the Wienie Bite and Potato Haystack; Trent Kirchner, of Irving, in the 1000-pound Sled Pull (novice); and Pete Vela Jr., outta Conroe, who won first place in the bike show with his 1985 Wide Glide.

The professional ARROW competitors were all there, eatin' dirt, earnin' points, and puttin' on one helluva show. When the finals rolled around on Sunday, the skies responded by unleashing a two-hour thundershower. When the rains finally let up, the rodeo arena was nothing but mud. But the veteran ARROW riders went at it anyway, ➔



demonstrating their true colors and showing their skills despite the elements. And ya gotta hand it to those Texas rodeo fans, they stuck it out and cheered 'em on.

Once again, defending National Champion Tampa Bay Ray Tewksbury left the muddy arena in the lead. Tampa Bay Ray racked up 1,475 points in Texas, fueled by his first-place showings in the Slow Race, 1000-pound Sled Pull (expert), and Trike Gas Class and second-place performances in the Wienie Bite, Keg Derby, and Potato Haystack

Gary Freel, of Ames, Iowa, was second in line with 825 points. Gary was right on the money in Pasadena, with first-place performances in the Keg Derby, Barrel Race, and Tire Ride. Frank Olenick, of Effort, Pennsylvania, went home with 575 points, earning the majority with second-place finishes in



Photos by Billy Tinney

the Trike Fuel Class and 1000-pound (expert) sled pulls. After two rodeos, only 175 points separate Gary and Frank in the national standings.

Another familiar name and friendly face on the ARROW tour, Rico Padilla, of Stamford, Connecticut, was in Texas for the rodeo rompin' and stompin'. His first-place finish in the Trike Fuel Class and third-place showing in the Trike Gas Class helped earn him 675 points.

As always, our Lone Star State bros made us feel right at home, offering up some Texas-sized hospitality and hell-raisin'. Special thanks to ABATE of Texas for their stand-up handling of security.

—Two Step





Rodeo Winners

Pasadena, Texas
June 7, 8, 9

Wienie Bite

- 1st: Jay Adelman, Austin, Texas
2nd: Ray Tewksbury, Tampa, Fla.
3rd: Ron Novak, Dallas, Texas
4th: Rico Padilla, Stamford, Conn.

Keg Derby

- 1st: Gary Freel, Ames, Iowa
2nd: Ray Tewksbury, Tampa, Fla.
3rd: Barry Bourgeois, Lake Charles, La.
4th: Frank Olenick, Effort, Pa.

Barrel Race

- 1st: Gary Freel, Ames, Iowa
2nd: Barry Bourgeois, Lake Charles, La.
3rd: Marty Christopher, Austin, Texas
4th: Trent Kirchner, Irving, Texas

Slow Race

- 1st: Ray Tewksbury, Tampa, Fla.
2nd: Gary Freel, Ames, Iowa
3rd: Frank Olenick, Effort, Pa.
4th: Bobby Moore, San Antonio, Texas

Potato Haystack

- 1st: Jay Adelman, Austin, Texas
2nd: Ray Tewksbury, Tampa, Fla.
3rd: Gary Freel, Ames, Iowa

1000-lb. Sled Pull (Novice)

- 1st: Trent Kirchner, Irving, Texas
2nd: Jay Adelman, Austin, Texas

1000-lb. Sled Pull (Expert)

- 1st: Ray Tewksbury, Tampa, Fla.
2nd: Frank Olenick, Effort, Pa.
3rd: Gary Freel, Ames, Iowa

Tire Ride

- 1st: Gary Freel, Ames, Iowa
2nd: Guy Jones, La Marque, Texas
3rd: Ray Tewksbury, Tampa, Fla.

Gas Class

- 1st: Ray Tewksbury, Tampa, Fla.
2nd: Gary Freel, Ames, Iowa
3rd: Rico Padilla, Stamford, Conn.

Trike Fuel Class

- 1st: Rico Padilla, Stamford, Conn.
2nd: Frank Olenick, Effort, Pa.
3rd: Ray Tewksbury, Tampa, Fla.

WHAT'S HAPPENIN'

Here's your guide to what's happenin' in your area in October, November, and December. To have your events listed, get the info 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.

Alabama

SUNDAY WAFFLE RIDE—Every Sunday morning at the Waffle House South on Hwy. 31 South in Decatur. All Welcome.

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) 624-8505 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

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.

LOVE RIDE—November 10, starting at Harley-Davidson of Glendale, 3717 San Fernando Rd. The ride will end at Calamigos Ranch in Malibu. Lots of food, entertainment, prizes, and celebrities. For more info call (818) 609-7094.

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

MOTORCYCLE AWARENESS DAY—November 17. For more information call: Sarge at (818) 793-6818 or Buffy at (818) 357-9578.

2ND ANNUAL TOY RUN—December 15 at Van Nuys Harley-Davidson on Van Nuys Blvd., beginning at 11 a.m. The ride will conclude at Woodley Park in the Sepulveda Basin, between Victory and Burbank Blvds. Donations of gifts and toys will be appreciated. Food and refreshments will be available. For more info. call (818) 767-1128.

ALL-HARLEY DRAG RACE AND PARTS EXTRAVAGANZA—November 9-10 in Palmdale at the L.A. County Raceway. For more info call: Ed at (319) 462-4605.

Florida

11TH ANNUAL SPOOKS AND SCOOTERS—October 11-13 at the Sertoma Youth Ranch, Hwy. 41, East of I-75 N. For more information call: (813) 933-2144 or (813)-626-0589.

ROSCOE'S 6TH ANNUAL CHILI CHALLENGE—November 2-3 in Lakeland. A \$500 purse plus trophies. Two chili classes—hot and mild. Admission: \$15, the first 500 patrons will receive free event patches. Music provided by "The Chili Challenge Band." Scooter games, bike show, wet T-shirt contest, arm wrestling contest. For additional information call Roscoe at (813) 858-6249.

FLORIDA HARLEY-DAVIDSON DRESSER CLUB—meet for camping and riding. For more info write: FHDDC, c/o Dave Myers, 1535 19th Ave. S.W., Vero Beach, FL 32962.

Illinois

JO DAVIESS 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

2ND ANNUAL TOY RUN—October 5, sponsored by ABATE of Indiana, Region 5, Henry Co. For more info call (317) 675-6261.

10TH ANNUAL TOYS FOR TOTS—October 20, sponsored by ABATE of Indiana, Region 12. For more info call: Linda at (812) 448-2709.

HOOSIER HACKS SIDECARIST—In Mooresville. For info call: Fred Hunteman at (317) 831-8105.

Kentucky

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.

Louisiana

4TH ANNUAL BENEFIT POKER RUN—October 11-13 at Lake Vernon Spillway Park, on Hwy. 8. All vendors welcome. For more info call: Rusty at (800) 256-0421.

Maryland

CHILI COOK-OFF—November 10 in St. Mary's County. For more info call: (800) 843-0252 or (301) 263-9185.

TOY RUN—December in Montgomery County. For info call: (800) 843-0252 or (301) 263-9185.

Nevada

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

Nevada (continued)

SOUTHWEST HDRA—October 19-20 at Reno International Raceway.

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

New Jersey

OCTOBERFEST—October 13 at Just Plain Jane's on Rt. 528. Featuring German food, and beer. Southern rock D.J. and a mystery guest band. For more information write: Jersey Iron, Box 1309 Toms River, NJ 08754.

New Mexico

ALAMOGORDO FOOD DRIVE AND FEAST—November 17. For more information call: Brenda at (505) 585-9789.

ESTANCIA VALEY FOOD AND CLOTHING DRIVE—November 23. For more information call: Brenda at (505) 585-9789.

New York

SECOND ANNUAL FIVE AND DIME FOOD RUN—October 13 at Putnam Valley VFW Hall in Putnam Valley. Sponsored by ABATE of New York, Putnam County Chapter. For more info call: Gary at (914) 628-8376.

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

North Carolina

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

HDRA'S 8TH ANNUAL NORTH CAROLINA HARLEY-DAVIDSON DEALERS ASSOCIATION FARMINGTON FINALS—October 19-20 in Farmington at the Farmington Dragway. For more information call: (319) 229-4877.

Ohio

4TH ANNUAL TOY RUN—October 6 at the Ankor Inn between I-76 & Rt. 224. Starts at 12 p.m. participants must bring a new toy or \$5. For more information write: Born Free MC, Box 533, Ravenna, OH 44266, c/o D. Welch.

Oregon

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

TOY RUN—November 23 in Washington County. For more info call: (503) 648-9311.

PORTLAND TOY RUN—December 7. For more info call: Gary Martin at (503) 639-0873.

Rhode Island

14TH ANNUAL TOYS FOR TOTS RUN—December 1 at J.P. Murphy Rd. in West Warwick. Leave at 1 p.m. sharp, rain or shine. Party to follow. For more info call: (401) 949-3470.

South Carolina

GREENVILLE COUNTY TOY RUN—December 1. For additional info call (803) 299-3140.

Texas

3RD ANNUAL DALLAS VINTAGE & CLASSIC MOTORCYCLE AUCTION—November 9. For additional information write: ACS International Motorcycle Auction Company, 2277 W. Hwy. 36 St. Paul, MN 55113.

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.

MOTORCYCLE SWAP MEET—December 8 at the VFW Hall in Houston, 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

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 \$1,000. Winner gets \$50,000 cash. For more information write: Quest, Box 1849, Chico, CA 95927.

Wisconsin

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

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

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

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

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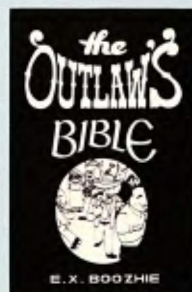
HOW TO DISAPPEAR COMPLETELY AND NEVER BE FOUND

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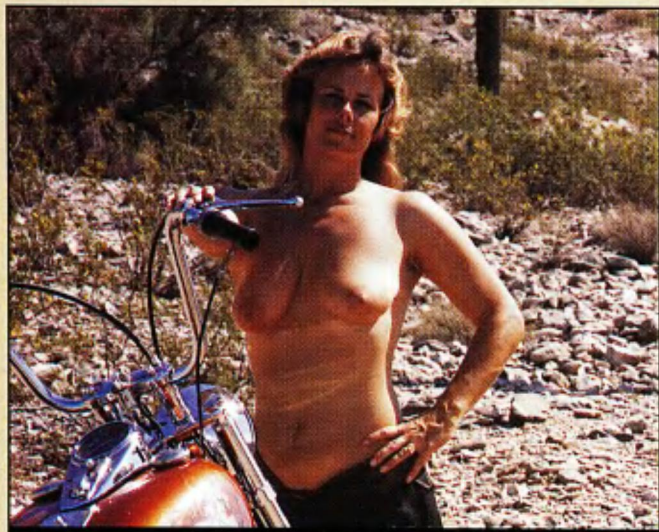
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 To Listen And Vote For Your Favorite Lady, \$1.50 for the first minute \$1.00 thereafter.

Fox Hunt



Angela's tongue-hardenin', tanned body was an easy one to pick outta the crowd when Clean Dean and I picked her up at LAX. Her lithe body was equally easy on the eyes when she got comfortable on Harry Chave's '73 Sporty in the studio. This sun-loving lady is an exotic dancer on Oahu in the Hawaiian Islands. Check out her survival mission on page 73.

—Loudmouth



I enjoy bikers because they realize that life is short, not a game, and should be lived to the fullest.

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



The people who ride Harleys are always cool and down to earth. They accept you as you are.

Sandra, New Jersey — 900-933-3358 — Ext. #402



Men and Harleys provide the ultimate natural high. I desire power and dominance to feel feminine and free.

TLC, Kansas — 900-933-3358 — Ext. #403



To me, the comforts of home mean riding with the men who've ached the art of controlling a true thoroughbred.

Debra Lynn, California — 900-933-3358 — Ext. #404



I love the feel of the wind blowing in my hair and having something that powerful between my legs. It's incredible. Right guys?

Jan, Indiana — 900-933-3358 — Ext. #405



I like the wind in my hair, and the engine's vibration between my legs.

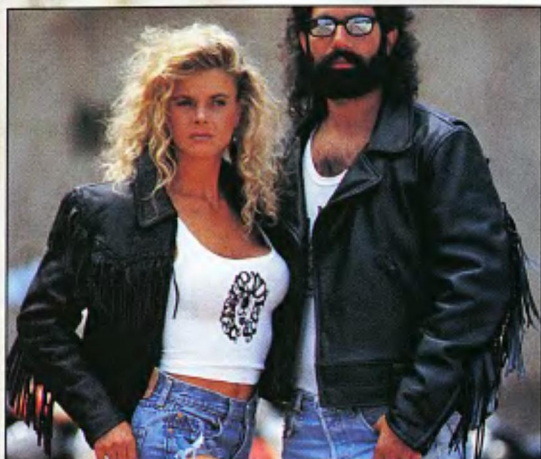
Mikki, Florida — 900-933-3358 — Ext. #406

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Easyriders

Fox Hunt

Make \$500 by being selected as the winner and modeling for an *Easyriders* feature!
Help pick the winner by calling 1-900-933-3358. Call costs \$1.50 first minute—\$1 thereafter.
New winner every month!

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

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

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received over the phone by calling 1-900-933-3358 and punching in the Fox's extension number adjacent to her photo (if a brother can't get through on the phone, he can still send his vote by mail).

Final judging will be based partially on the contestants' reasons—in writing and in a taped phone interview—for wanting to pose for *Easyriders*. Potential voters will be able to hear the taped interviews at a rate of \$1.50 per minute for the first minute and \$1 thereafter.

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

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

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

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

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

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

Readers, exercise your God-given right as a biker and a reader of this rag. You can call in for this issue starting October 1, 1991. It's easy. Look the girls over and note the extension number of the lady who entices you;



Here she is, bros, the sixth monthly winner in our 13th Annual Fox Hunt, Shawne, #404, Coconut Creek, Florida. See more of her next issue.

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

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

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

FOX HUNT
Box 3000
Agoura Hills, CA 91301

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

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

221

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.

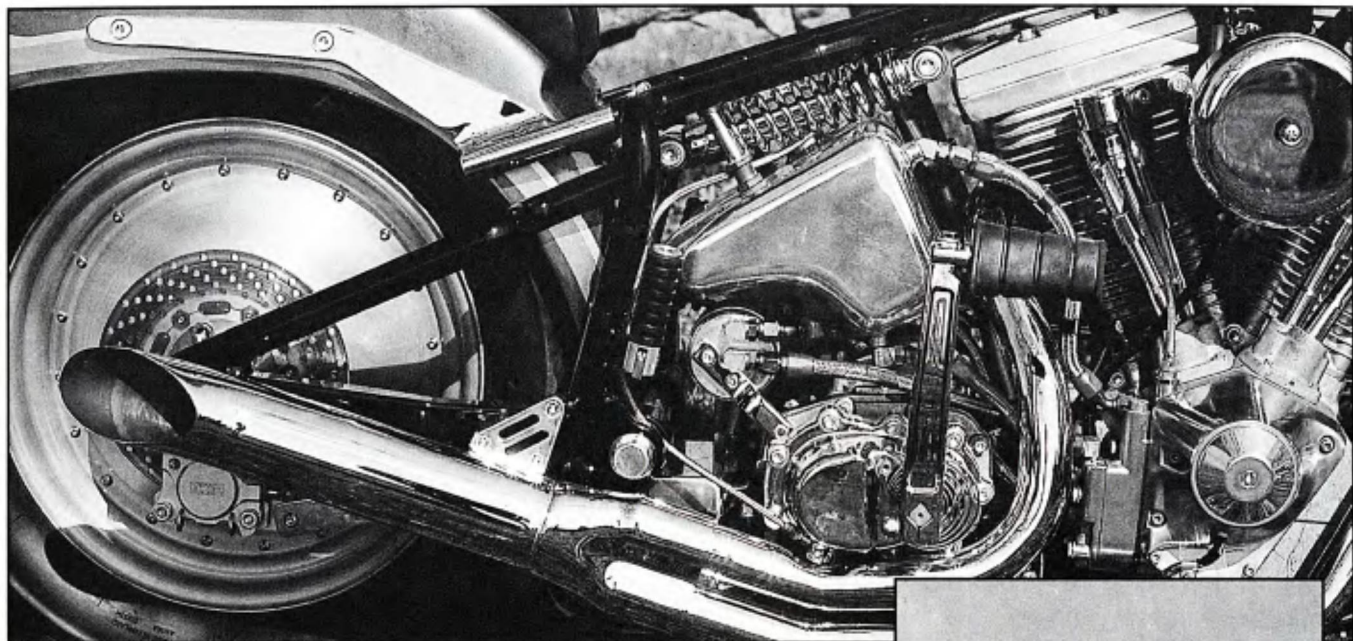
Photographer's Name _____
 Address _____
 City _____ State _____ Zip _____
 Daytime Phone () _____ Evening Phone () _____
 Photographer's Signature _____

Notary Seal

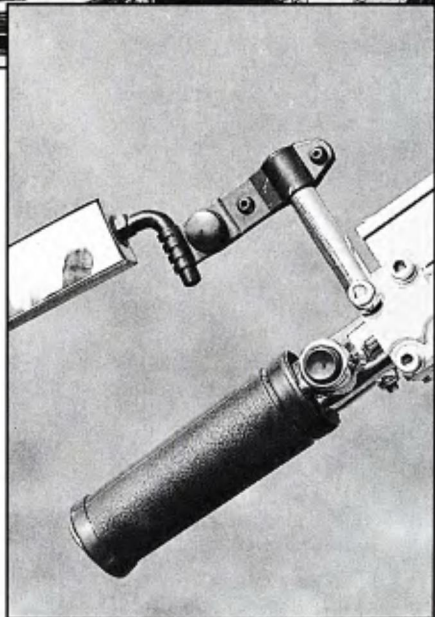
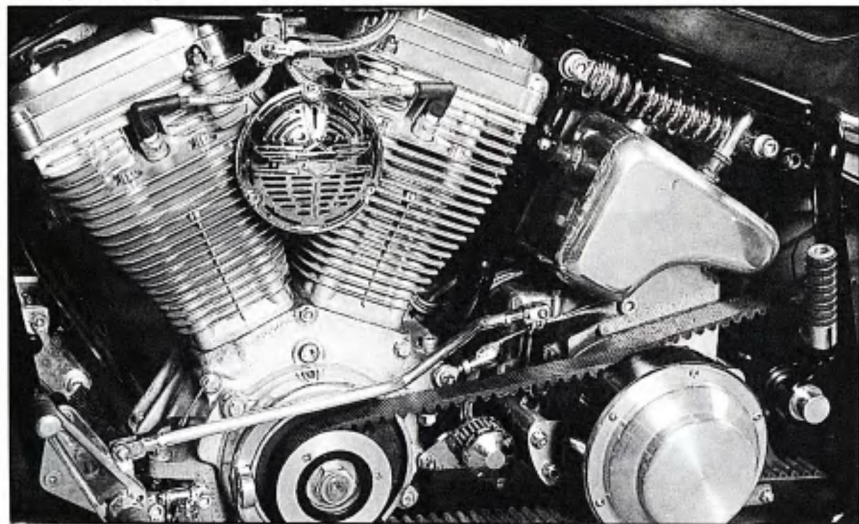
In the space below, or on a separate page, tell the staff about your first ride on a Harley.

Swedish Ingenuity

A Cry From The Wilderness



Photos by Peter Tornquist



In these times of Harley factory customs, and mail-order parts by the millions, it's refreshing to see something truly built by the owner/rider. Grab your shorts and hang on for a magic carpet ride into the deep woods of southern Sweden to meet Keith Peterson and his latest project, "Softass Milechaser."

It all started when a truck ran over Keith and his Triumph eight years ago. His spine went the way of the road, but being a hardcore two-wheeled jockey, he got back on.

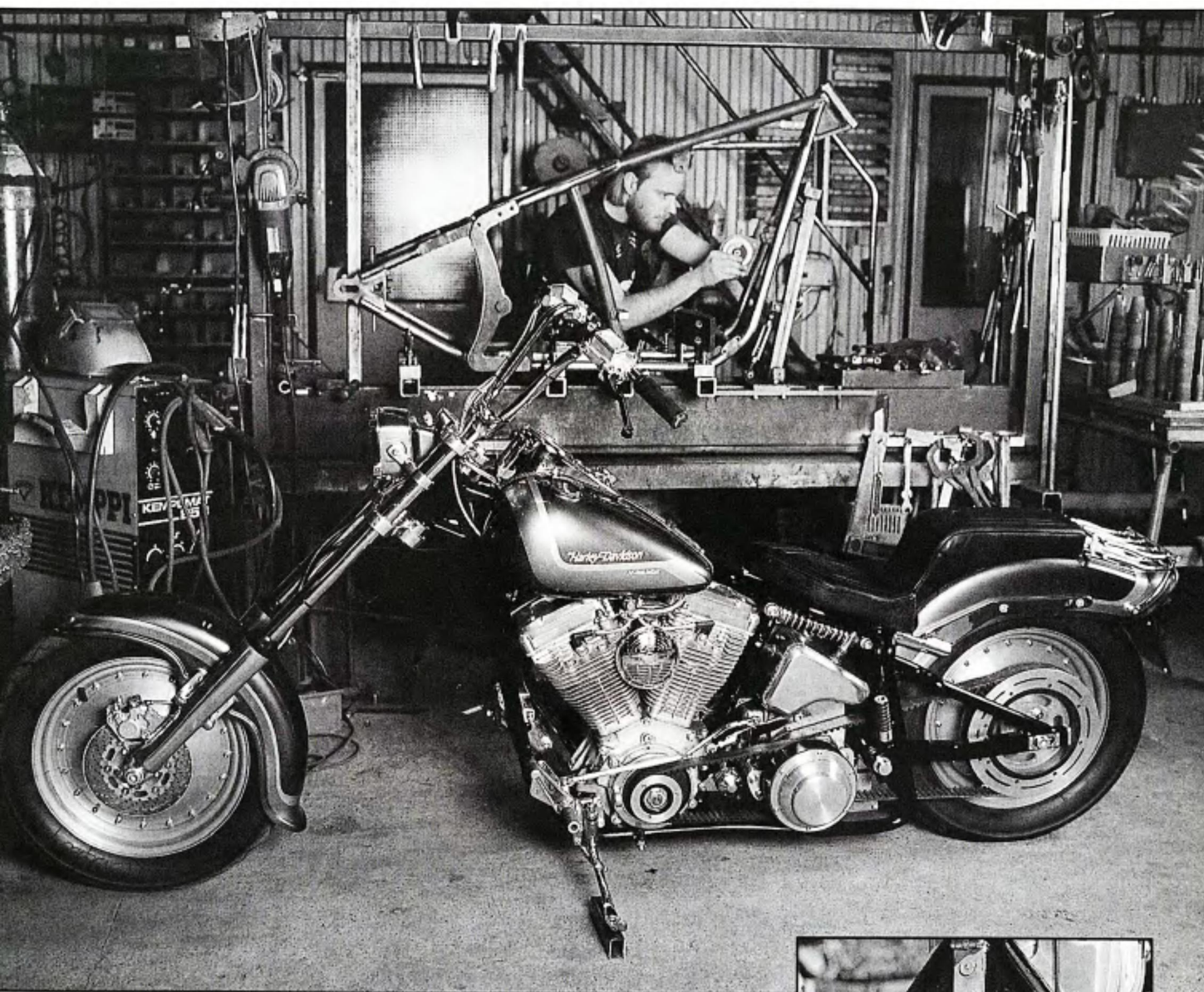
Rigid frames left his vocabulary, and

stock bikes were never in his blood. The solution was to build something. He didn't want to copy the Softail, so, instead, he looked back in time and borrowed an interesting concept from the early Vincent motorcycle with shocks under the seat. He stretched his swingarm 3 inches and, for dampening, he used two adjustable Koni shocks. His creation, "Keith's Softasspecial," frame was built for function instead of looks, but he points out that the double shocks work better than Harley's Softail.

For the front end, Keith chose to have

a 14-inch-over-stock wide glide, with a rake of 3.5 degrees in the triple-trees (that he machined himself out of quality 4212 aluminum). The lower legs and damper were rebuilt with progressive springs for less friction. The triple trees, combined with the frame's 43-degree rake, give the bike an extremely stable handling characteristic.

The easiest way to put wheels on your scooter is, of course, to walk into your local bike shop and buy 'em. That's not Keith's way of doing things. He made his own tools for manufacturing aluminum disc



wheels and turned out both of these 16-x3-1/2-inch wheels. They were expensive as hell, but were honestly made by the owner. He did plunk down the cash on the handmade aluminum oil bag built by L-G Olsson. Olsson builds race tanks and renovations for antiques.

The brakes were a joint venture with ISR Acke Rising, a manufacturer of brake systems for the road racing circuit. They made special calipers, discs, and master cylinders from Keith's detailed drawings.

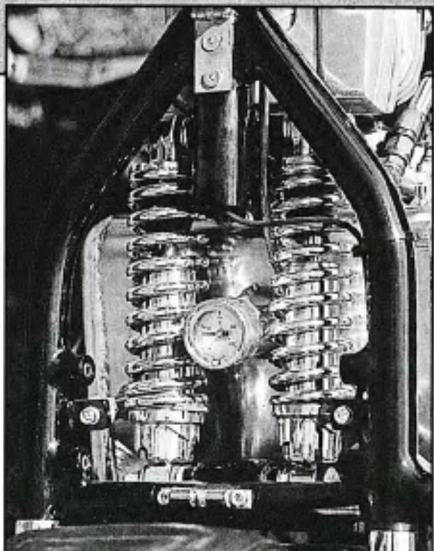
The engine mounts are made from casted steel and are stock look-alikes.

A lot of time went into hiding wire and oil lines and, as always, it's the small parts that take time (for example: the custom luggage rack is one-of-a-kind).

Phil Ross, of Super Max, is a friend of Keith's, so he got special attention for the entire belted driveline. "You really feel safe when you use double rubber," Keith used to say . . . before his ol' lady got pregnant.

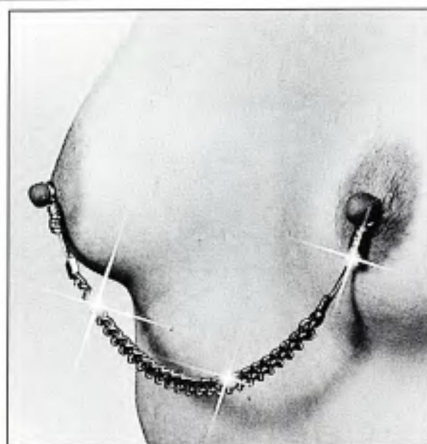
Well America, take a good look. The world shrivels more every day. If you like his work, drop him a note. Keith Peterson, Slatthog 340 36, Moheda, Sweden.

—The Sheriff



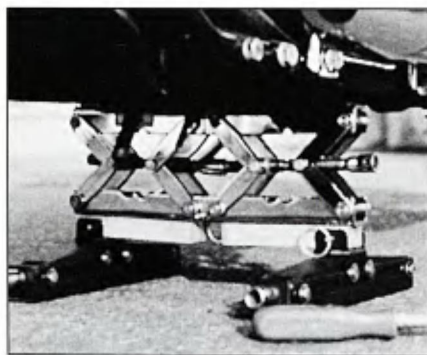
PARTS BOX

Tell 'em Snake sent ya



The Tit-ilizer

This may not make yer bike go faster, but the ol' lady's nipples will harden quicker. Another fancy product that eliminates piercing—sorta like electric starts eliminate kickstarting. They come in various colors and styles. For more titilating info, write: Club Fantasy, Dept ER, Suite 210, 11012 Ventura Blvd., Studio City, CA 91604.



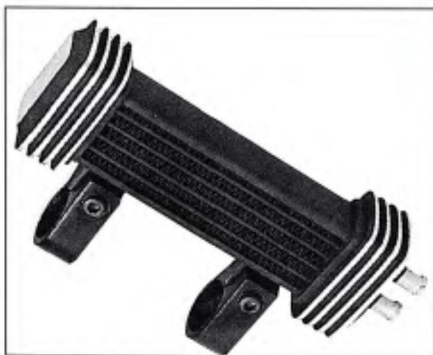
Pack-Jack

Jacks, lifts, blocks of wood, and milk crates are bikers' lifesavers. This gem might rank as one of those items, if what they say is true. It weighs 5-1/2 pounds, can be easily packed on a motorcycle, breaks down to two 6-inch pieces, and stands 2-1/4 inches high when assembled. Lift height is 6-3/4 inches to 12-1/2 inches, when used with the Pack-Stands. The Pack-Jack and Pack-Stands come in an all-leather pouch, designed to be strapped on a bike. To find out more, write American R&D Products, Dept ER, 162 Ambling Dr., Brea, CA 92621, or call (714) 990-2201.



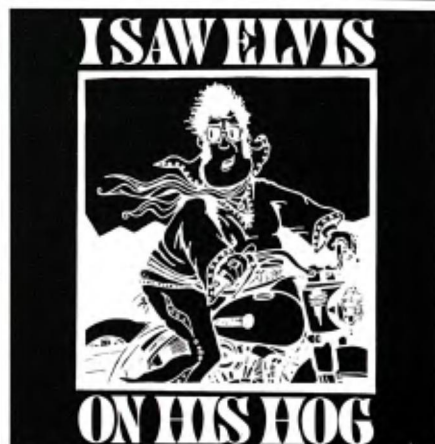
Holland Heads

If you read the fine print credits accompanying the recent bike features, you've noticed foreign references for wild and innovative parts. I'm not referring to reproduction parts from the Orient, but handmachined billet trees and accessories from Europe and The Netherlands. The sport is growing—all over the world. These are replacement shovelheads built in Holland and distributed by Zodiac, out of The Netherlands. The shape of the combustion chamber and porting is designed by Porsche, the cooling fins are calculated by computer. The heads are made by a computerized, four-axle milling machine. They not only look massive and precise, but they make a shovel fly. For more info, send a sealed envelope to Zodiac, Dept ER, Box 5, 3640 AA Mijdrecht, The Netherlands.



Jagg Oil Cooler

Here's a new oil cooler with polished fin tanks, six slimline oil passages, and three times the cooling surface of their closest competitor (with half the oil flow back-pressure restriction). They're shipped with durable urethane mounts. To cool off, contact Jagger Sales, 24 S. Clayton St., Centerburg, OH 43011, (614) 625-6228.



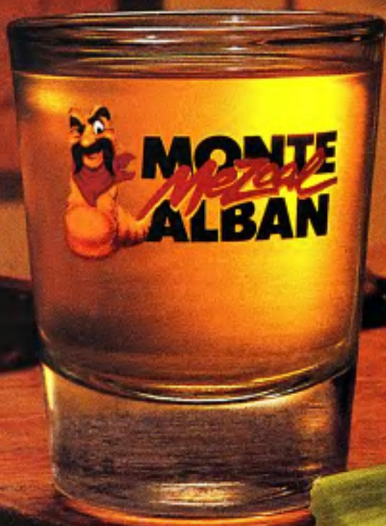
Another Elvis T-Shirt

With all the bogus Elvis sightings, this T at least puts him somewhere with class—on his Harley. Claiming, "I saw Elvis on his Hog," these 100% cotton, black T-shirts are testimony to the fact that the King is still among us. Just ask anyone who wears this T. Shirts come in L and XL only, please specify size. Send \$12, plus \$2 S&H to: Lexis Productions, Box 5044-480, Thousand Oaks, CA 91359.



Trumpets

Here's an item I look for at swap meets on occasion. It's the classic-style trumpet horn kit, designed to fit Softails. Works with stock air cleaners and exhaust pips. For more info check your local Chrome Specialties dealer.



Nice try.



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

Hey, if you've got some good Monte stories, let's hear them. To send letters or to join The Monte Alban Golden Worm Club, write: Golden Worm Club, P.O. Box 3994 EA-5, Chicago, IL 60690

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SOPHISTICATED SOFTAIL



Face it, there are certain times when you just gotta dress up—when yer baggy-assed jeans and scuff-toed ol' boots just won't cut it.

Could be a meetin' with yer tight-fingered banker, or maybe some wattle-necked judge is about to decide yer numbers. The point is ya want to make the right impression. So ya shrug on a hard-starched shirt, loop a tie around yer neck, and squeeze into a suit that shrinks a little more each year.

Some of us only have to do it once or twice in a lifetime. Some of us have to do it every day. Though very few of us look as good gettin' in (or out) of formal clothes as the sassy-eyed, sweet-thighed, nipple-poppin' delight pictured here.

But enough of her. What? Oh, all right. Take another long, slobbering look. Then roll yer tongue back up and concentrate on the scoot. 'Cause it's the kinda reward you get when you make the right impression.

See, Tony Maniscalchi's been wearing suits and ties to work for the past 13 years. By day, he masquerades as an industrial real estate broker, but by night (and on weekends and holidays and any other time he can steal away), he chucks the formal dress-code and settles back onto the seat of his Harley.

He bought this righteous ride back in 1987. But what started out as a custom Softail with apehanger bars and a solo seat soon changed. "I got bored with it in six months," he says, "so I bought an '88 to ride while I turned this into a project bike."

Bein' a self-admitted perfectionist, ➤







Tony wanted the project handled right. So, naturally, he put his trust into another perfectionist, Grady Pfeiffer.

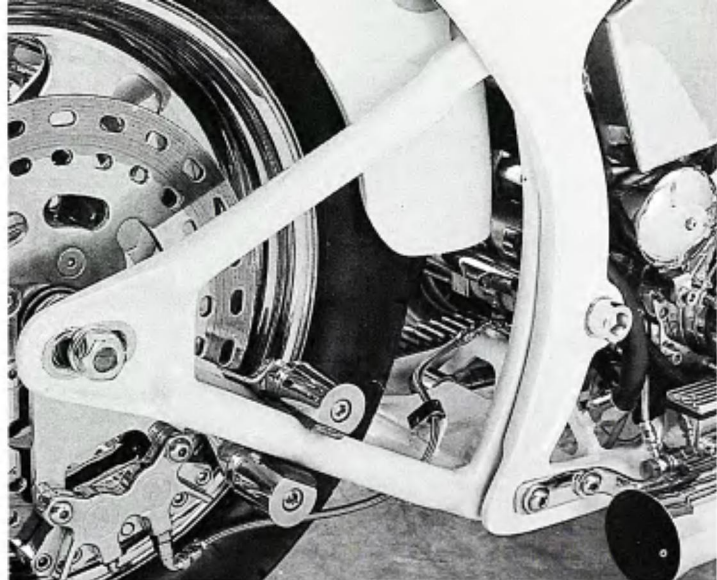
Funny thing is, Grady wears a suit and tie to work, too. By day, he masquerades as sales director for an electronics firm. And by night—well, you probably got that figured out.

The first bike Grady built was featured in the February 1988 issue (#176) of this rag. If you didn't catch it then you mighta seen Sylvester Stallone cuttin' concrete on it, after the star decided to buy it.

But don't go lustin' after the putt pictured here. "I haven't owned it long enough to sell yet," Tony says.

Not suprising once you realize it took some 18 months to finish.





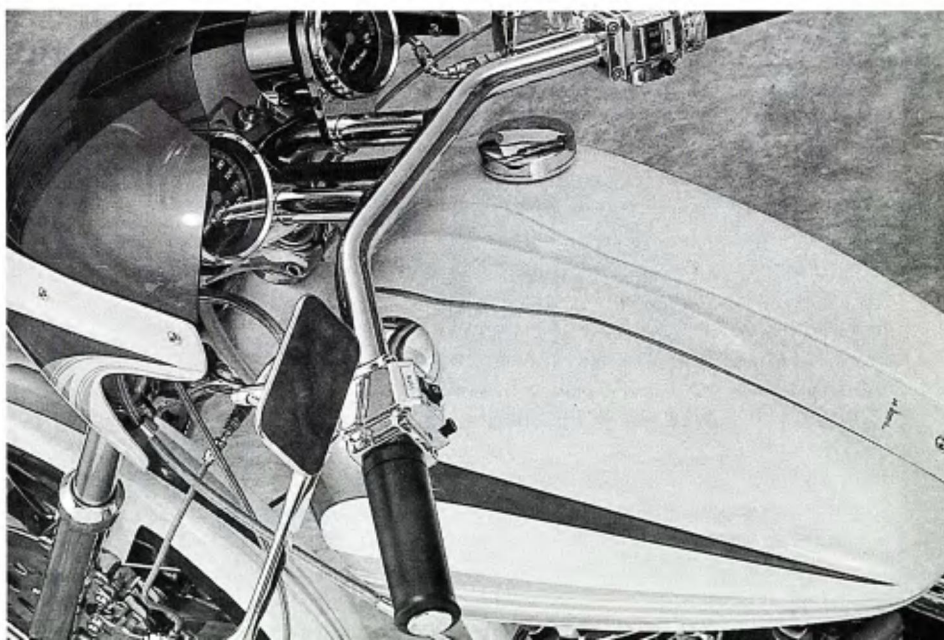
"Yeah, it was a damn long time to wait," Tony says. "But it's everything I expected and more." He knew it wouldn't roll out of Grady's garage until it was just right.

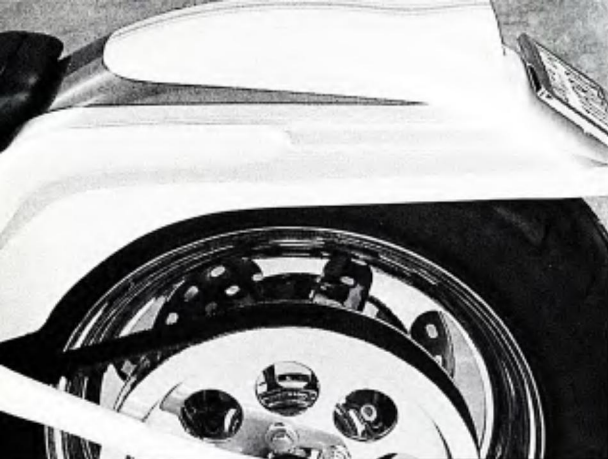
"The challenge is to get everything to fit once you start modifying a stock frame," Grady explains. As you can see, this one's been stretched and molded considerably.

"When you change it that dramatically you have to hand-modify a lot of things," says Grady. The seat and the seat pan were custom designed, for instance, because the seat crotch changed.

Another inspiration Grady conceived was the rear fender—cut down and fitted from an FLH front fender.

'Course, that presented the additional ➔





Photos by Raiko Hartman



challenges of centering the rear wheel and making sure the belts cleared.

"Piece by piece and bit by bit you put it together," Grady says. "You modify this and modify that and eventually you come up with the end product."

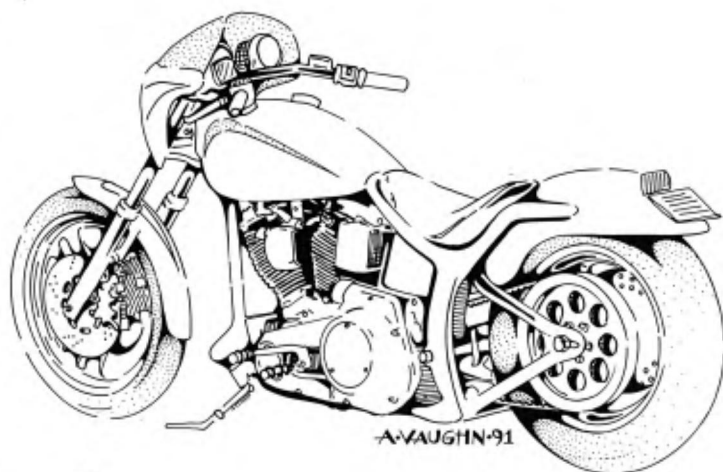
Despite Grady's growing reputation for building exotic machines, he's not about to trade in his suit and tie. "My friends warned me not to ruin my hobby by turning it into a business," he says. "Building bikes keeps me young and involved."

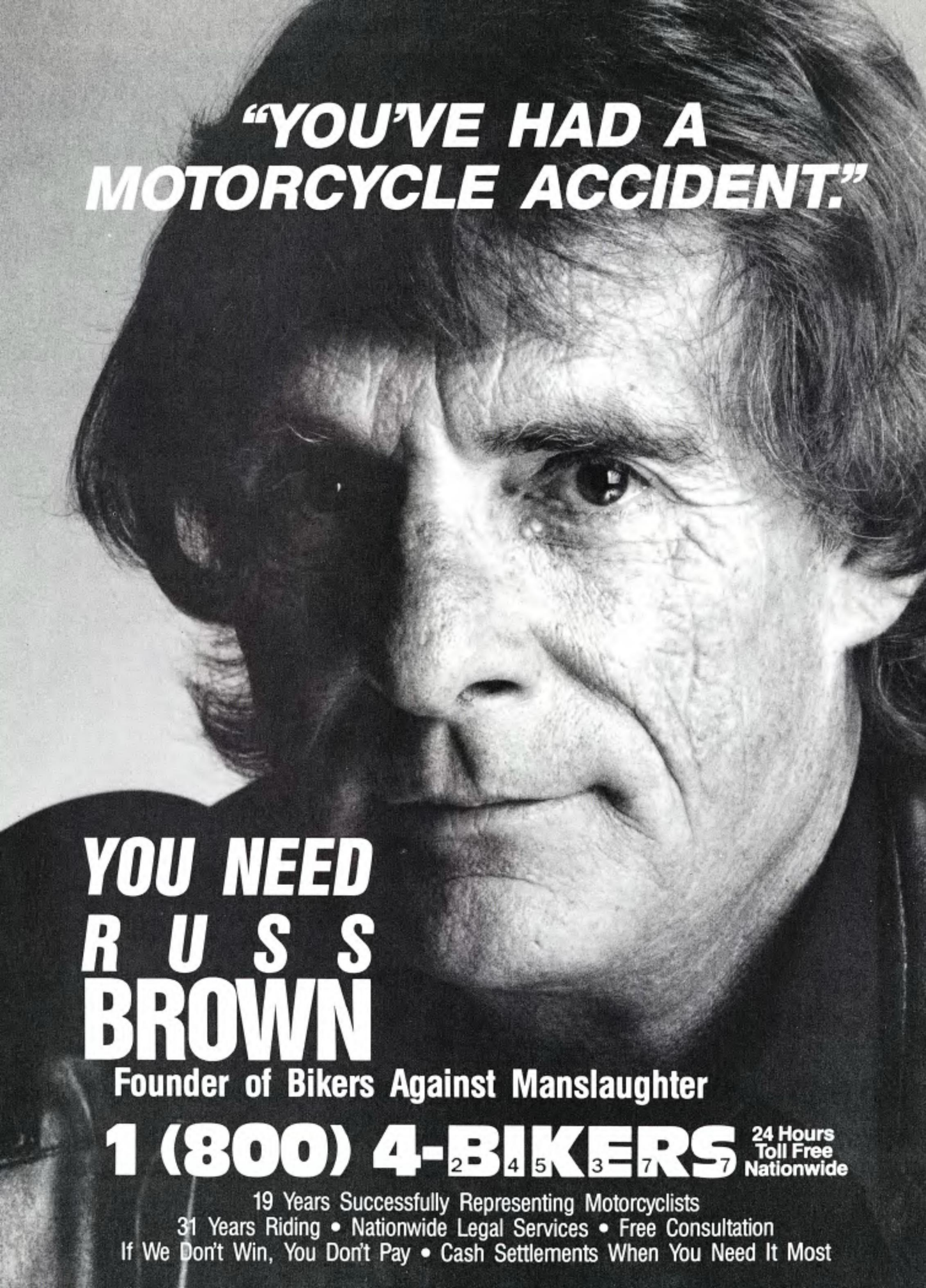
So does riding. "Sitting home and vegetating is not my idea of life. Living life means the wind in my face and seeing all the beauty of this country."

A fittin' reward for makin' the right impression.

—Southern Connection

Owner(s): Tony Maniscalchi		City: Glendale, California	
General		Frame	
Fabrication by: Grady Pfeiffer/Bob Brouett		Year: 1987	
Year and make: 1987 FXSTC		Builder: H-D	
Model: Softail		Type: swingarm	
Value: thousands		Rake: way out	
Time: 18 months		Stretch: long	
Chroming by: Astro Plating		Other alterations: all covered	
Engine		Accessories	
Year: 1987		Bars: Ness modified	
Model: Big Twin		Risers: none	
Rebuilder: William Motors		Fender (s): H-D modified	
Ignition: H-D		Headlight: factory	
Displacement: 89 cubic inches		Taillight: custom	
Lower end: S&S		Speedo: FXRS	
Balancing: Williams Motors		Front pegs: Ness	
Pistons: S&S		Rear pegs: none	
Cases: stock polished		Electrics: Paul Wheeler	
Heads: factory/Williams		Gas Tank: H-D Heritage	
Cam: Kately		Oil tank: factory	
Lifters: H-D modified		Oil system: stock	
Carb(s): S&S		Primary cover: H-D	
Air cleaner: Darrel Hayes		Seat: Barr Enterprises	
Pipes: Ness- modified		Sissybar: no way	
Muffler(s): Are you kidding?		Height: n/a	
Transmission		Material: n/a	
Modifications: polished		Forks	
Year: 1987		Type: 1988 FXRS	
Shifting: foot		Extension: stock	
Engine sprocket: H-D		Builder: factory	
Trans sprocket: factory		Special features: Ness fairing	
Wheel sprocket: stock		Wheels	
Painting		Front	Rear
Molding: Bob Brouett		Size: 19-inch	Size: 16-inch
Painter: Bob Brouett		Hub: Mitchell	Hub: Mitchell
Color: white pearl, red dust pearl over		Rim width: 2 1/2-inch	Rim width: 4-inch
Type: lacquer and urethane		Tire: Metzeler	Tire: Metzeler
Special paint: magenta graphics		Brake: Perf. Mach.	Brake: Perf. Mach.
Other special modifications: Too many to mention. Special thanks to The Hamsters.			





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Olivia Baan, Matthews, North Carolina 1985 FXR

Believe it or not, this red-haired Southern gal has been riding for 21 years. She started out riding dirt bikes in the mountains, before mounting her first Big Twin in 1980. Seems her neighbor had a '79 Super Glide collecting dust. It pained her to see such a beautiful machine trapped in a garage, so she asked him if she could buy it. He responded by laughing at her. Needless to say, the laughter quickly diminished when he saw her proficient piloting capabilities. Yeah, and she rode well, too.

That purchase gave Olivia the esteemed honor of being the first woman Harley rider in Charolette, N.C.—which wasn't always an easy title to have in the conservative South.

Her second bike was a '88 Heritage, but the weight and size was too much for her. She opted for this sharp-looking FXR.

Danny Baan, her good friend and husband, has helped her get her ride to where it is today. Working from Danny's ideas, Rick Doss, of Rick's Custom Harlees, rebuilt it and did all the custom work. The paint job was done by the talented Theresa Crane.

Olivia's soloed to Daytona and back, but these days most of her ridin' is done on the weekends, with her husband and friends. She's no longer the only female Harley rider 'round town—her guts and determination paved the way for others, and made the road a whole lot smoother. Thanks, Olivia. Women like you have made a difference.

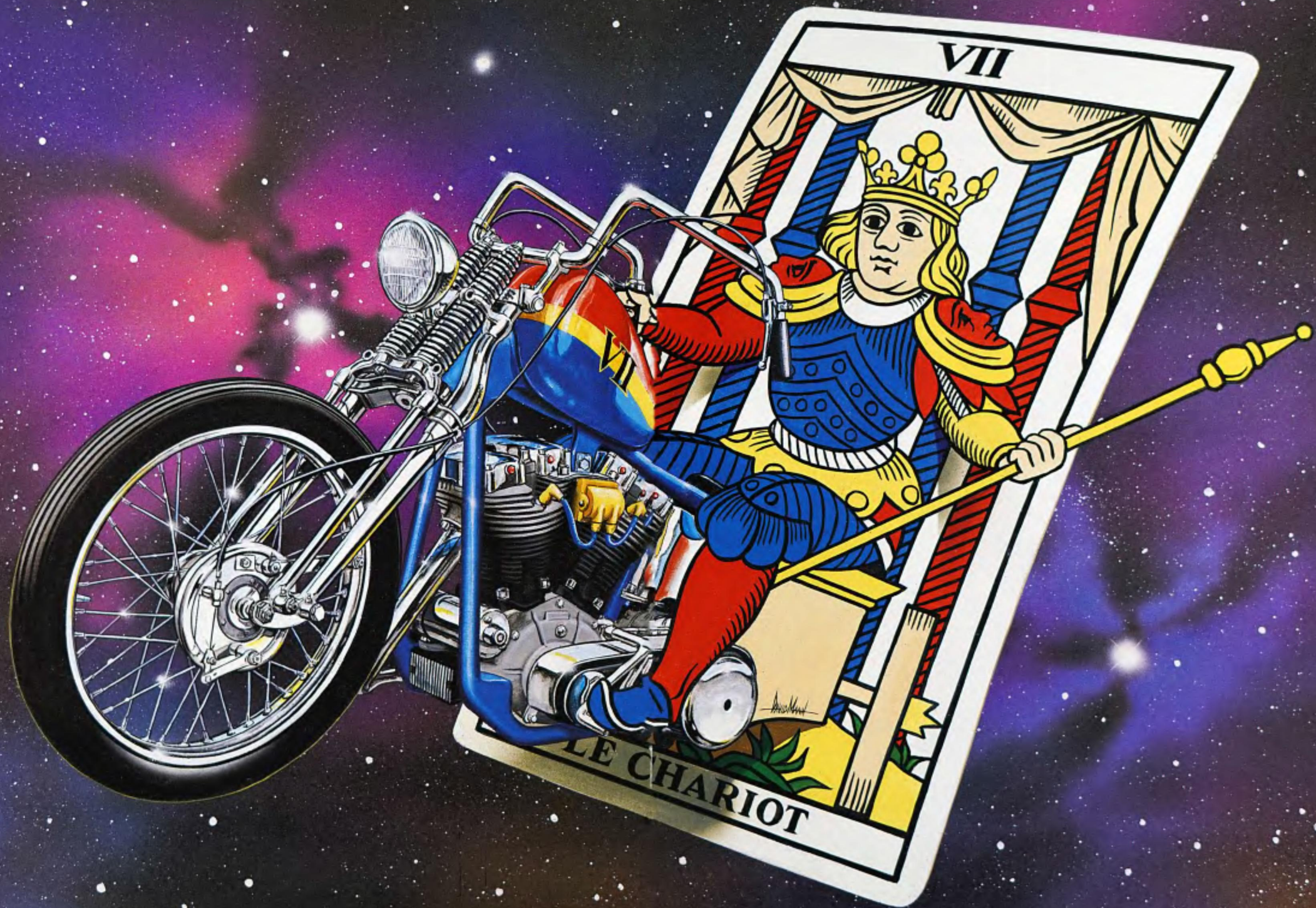
—Rag Weed

General		Forks	
Fabrication by: Rick Doss		Type: narrow glide	
Year and make: '85 H-D		Builder: H-D	
Model: FXR		Special features: painted legs	
Chroming by: Allied Metal Finish.		Accessories	
Engine		Bars: buckhorn	
Year and model: '85 H-D		Lights: H-D	
Rebuilder: Rick		Gas tank: fatbobs	
Displacement: 80 cubic inches		Oil tank: stock	
Transmission		Seat: Danny Grey	
Shifting: foot		Other: plastic front fender	
Trans sprocket: 32-tooth		Wheels	
Wheel sprocket: 70-tooth		FrontRear	
Finish		Size: 19-inch	Size: 16-inch
Color and type: brandywine, purple		Tire: Dunlop	Tire: Dunlop
Special paint: butterflies		Brake: H-D	Brake: H-D
Frame		Special features:	
Year and builder: '85 H-D		solid rear wheel, Dirty Bill	
Type: rubbermount		saddlebags, braided steel lines,	
Alterations: 5/8-inch over		Dyna dual coils	



Photos by Mike Lichter







WELCOME HOME

This is our special "Welcome Home" section to you, our brothers and sisters—the warriors.

In the January 1991 issue of *Easyriders* we introduced Bikers Against Saddam Hussein (B.A.S.H.) and asked your opinions about Saddam Hussein's actions. Then we dedicated the March issue to our troops in the Persian Gulf.

We received a sidecar-full of opinion letters, most of them pertaining to kicking (or doin' something disgusting to) Saddam's ass. The best items we received, though, were the letters and photos from you, the troops that were there.

An overwhelming air of biker pride and perseverance came through clearly in letters, poems, and pictures. The feelings of stress, impatience, and the boredom of the desert you wrote about showed your longing for home, family, and riding. Getting your "knees in the breeze" was the most common desire. But, duty came first and you did your duty like champs. Now,

***Bikin' brothers and sisters
from around the world
parked their scoots and
went to that godforsaken
desert to kick Saddam
Hussein's ass.***

hopefully, you're home . . . jammin' and enjoyin', as it should be.

We're publishing as much of your submitted material as page space allows.

We want to thank every last brother and sister who sent us perceptions, feelings, experiences, and photos from the war.

Congratulations on a successful campaign—we're proud of you.

—Clean Dean



Civilians in Jeddah, Saudi Arabia. The airbrushed sign took three weeks to paint. Submitted by Marcus West and John Costa.

USS Yellowstone

Hey bros, thought that we would let everyone know that although we are not in the wind, or wrenchin' on our scoots, the life is still in our hearts. We are locked-down in Uncle Sam's Canoe Club on the battle tender, USS Yellowstone. Our job is to do our wrenchin' on Uncle Sam's fleet in the Persian Gulf and the Red Sea, supporting Operation Desert Shield.

The picture enclosed is of our small group of bikers stationed on the Yellowstone. We are dedicated to the life, and the wind in our faces.

Mike "Outlaw"
Juszkiewicz
Somewhere in the
Red Sea



Vietnam Remembered

I am writing this letter to you from just across the border from Iraq. I am in an armored cavalry regiment in Northern Saudi Arabia and we are ready to get this shit over with. This letter has two purposes. First, I want to say "thanks" to all of you bros for having publicly gone out and shown your support for us soldiers stuck in this godforsaken desert. I remember the Vietnam era because my tentmate, CW3 Cliff Bonner, and my father were both there. Now I can understand a portion of what those veterans experienced. The

guys around you become family, you share the same ups and downs, experience the same hardships and loneliness, and you find out these dudes are the only ones you can count on. I only wish that the public was behind you guys when you were in 'Nam.

The second purpose for this letter is to get my picture in your rag. Since I couldn't bring my scooter with me you'll have to settle for my tank.

James Chamberlain,
Pete Heaton
Saudi Arabia



12-Pack Rides

This picture was taken here in Saudi Arabia a while back. My buddy and I have got a 12-pack ridin' on whether you'll print it or not.

We're members of the 82nd Airborne Division and we'd sure love to see our picture in your rag.

James Chamberlain,
Pete Heaton, Saudi Arabia

WELCOME HOME

Not A Harley

Sorry, guys, it isn't a Harley, but I was 5,000 miles from my scooter and getting desperate after 100-plus days in the sand. We kicked the shit out of this Republican Guard Division and it seemed only natural to take their only putt for a teeth-jarring celebration ride on the cease fire morning of the 28th of February.

Name Withheld

(Just in case someone thinks he shouldn't have done that.)



Photo by SFC Hurley



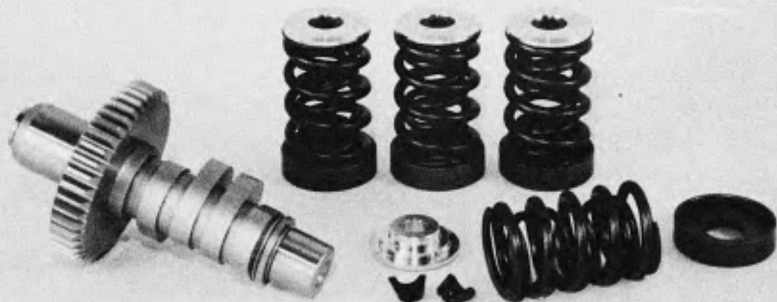
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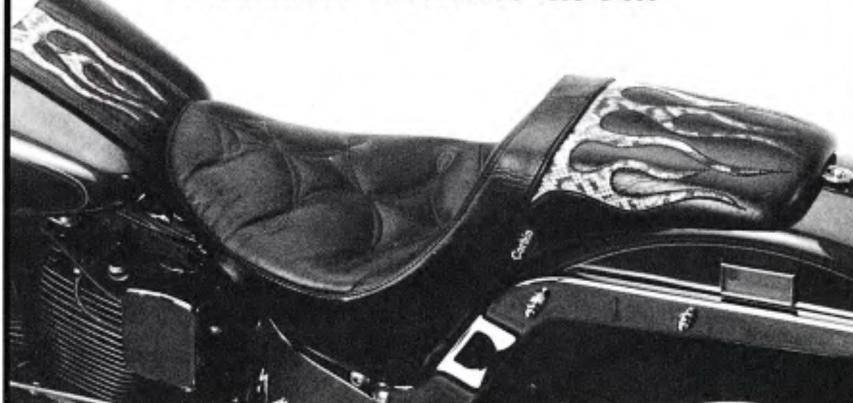
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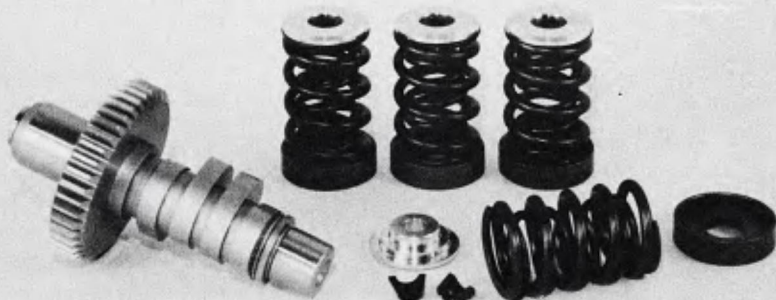
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WELCOME HOME



Iraqi Elite Republican Guard troops. "Dammit, don't risk your life like I did to shoot these bastards... not only are they extremely horny and aggressive, they are down-right vicious." Submitted by Jack Broderick.

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Camel crossing, Kingdom of Saudi Arabia. Submitted by CW2 Pete Siebel.



Personalized bomb dropped on Iraq on Feb. 20, 1990, from a B-52. The Explosive Ordnance Disposal (EOD) team contributed 14,000 bombs in 43 days, accounting for 38% of all bombing missions during the war. Submitted by SSG Mike Cecchini.



Lcpl. Chris Teel and bro lay land mines on the shutter a week before the ground war. Submitted by Lcpl. Teel.



SCUD busters. Patriot missile launchers claim 37 SCUD missiles shot down. Submitted by SFC R.W. Perry.

USEFUL-TO-KNOW PHRASES WHEN TRAVELING IN MUSLIM ARAB AREAS:

1. Akbar Khali-Kili Haftir Littan. "I agree with everything you have ever said or thought in your life."

2. Auto Arraregh Davateman Mano Sepaheh-Hast. "It is exceptionally kind of you to allow me to travel in the trunk of your car."

3. Fashal-eh Tupehman Na Degat Mano Goftam Cheeshayeh Mohema Rejebekheshvarehman. "If you will do

me the kindness of not harming my genital appendages, I will gladly reciprocate by betraying my country in public."

4. Khrel Jephahen Maneh Va Jayeii Amrikaney. "I will tell you the names and addresses of many American spies traveling as reporters."

5. Maternier Ghermez Ahlieh, Gohrban. "The red blindfold would be lovely, Excellency."

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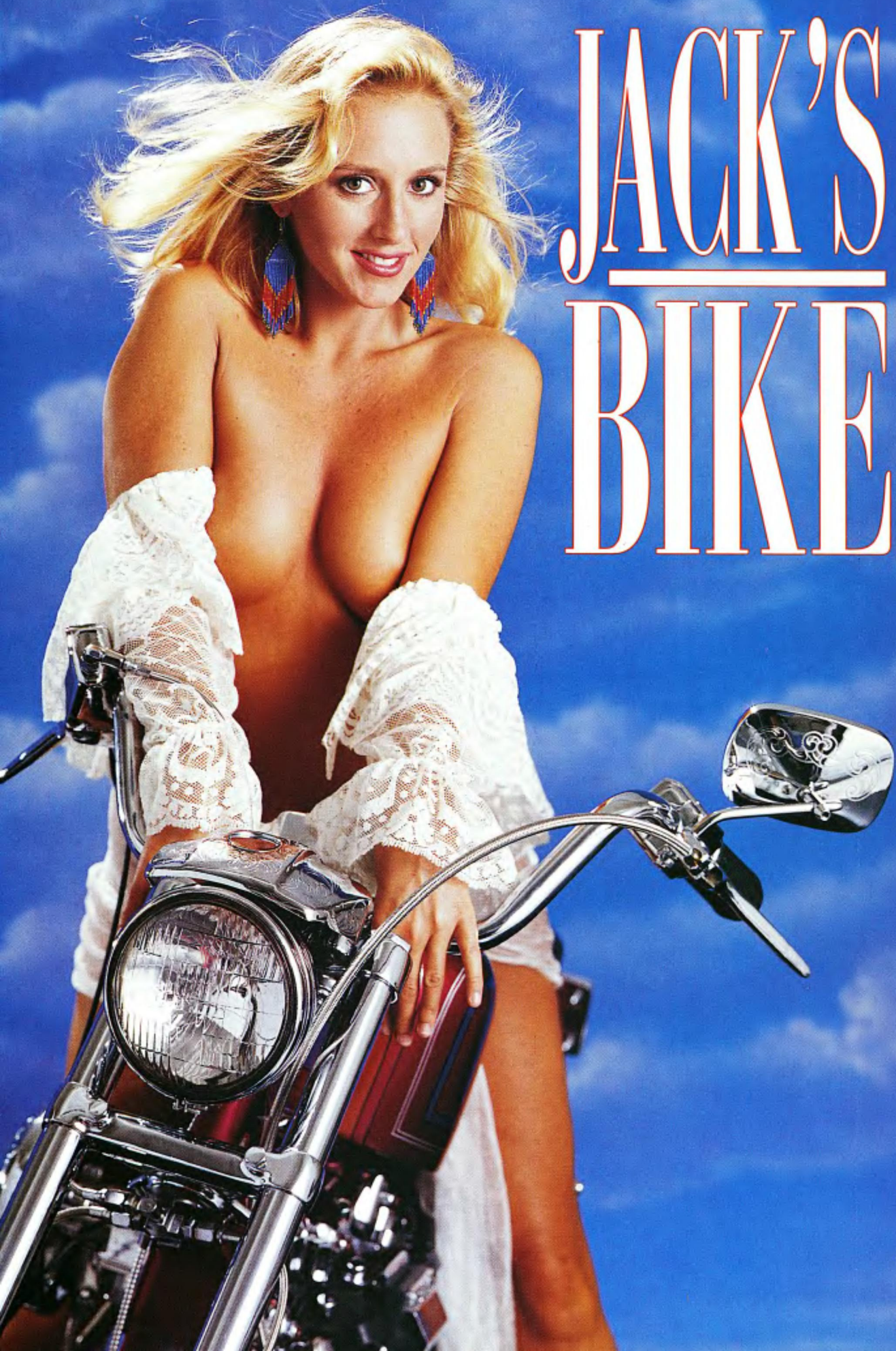
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JACK'S BIKE





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Jack Chaves strolled into the nursery, slipped off his leathers, and ordered a round for the house. He was on top of it . . . I mean he was stoked. His custom Sportster was bein' featured in *Easyriders* magazine. Ya see, Jack is the only two-and-a-half year old scooter tramp in Santa Clara, California, with a bitchin' 1973 Harley-Davidson Sportster. Milk and cookies for everyone.

Jack's grandfather, Harry Chaves, had wanted a Harley for years, but it took the birth of his grandson to give him the incentive to finally go for it. He bought this Sporty from his close friend, Ivan McVay, and rebuilt it for Jack (who was six months old at the time).

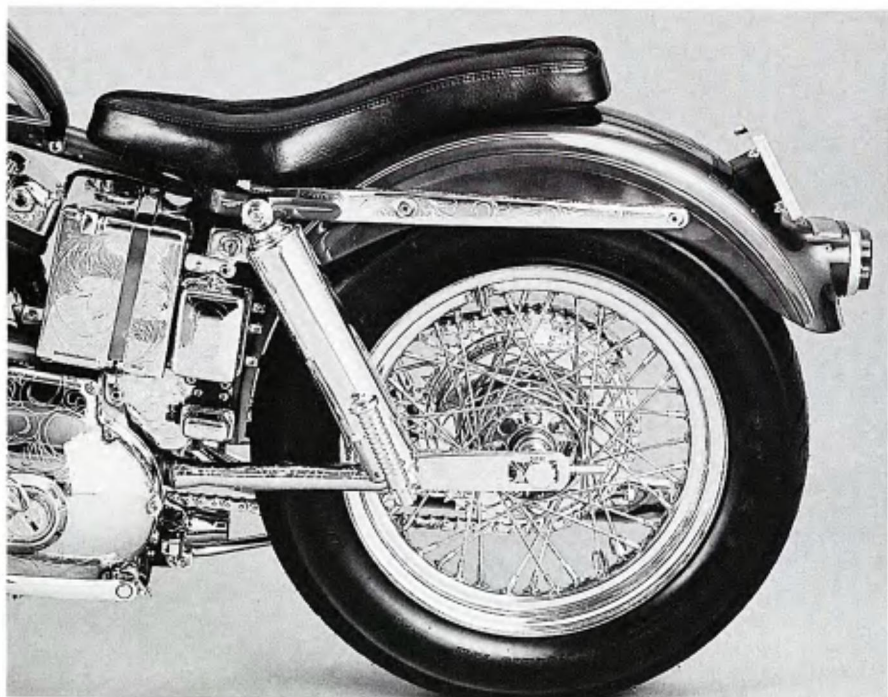
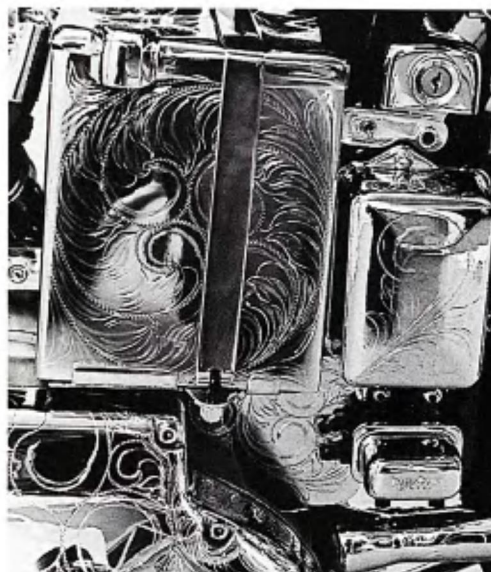
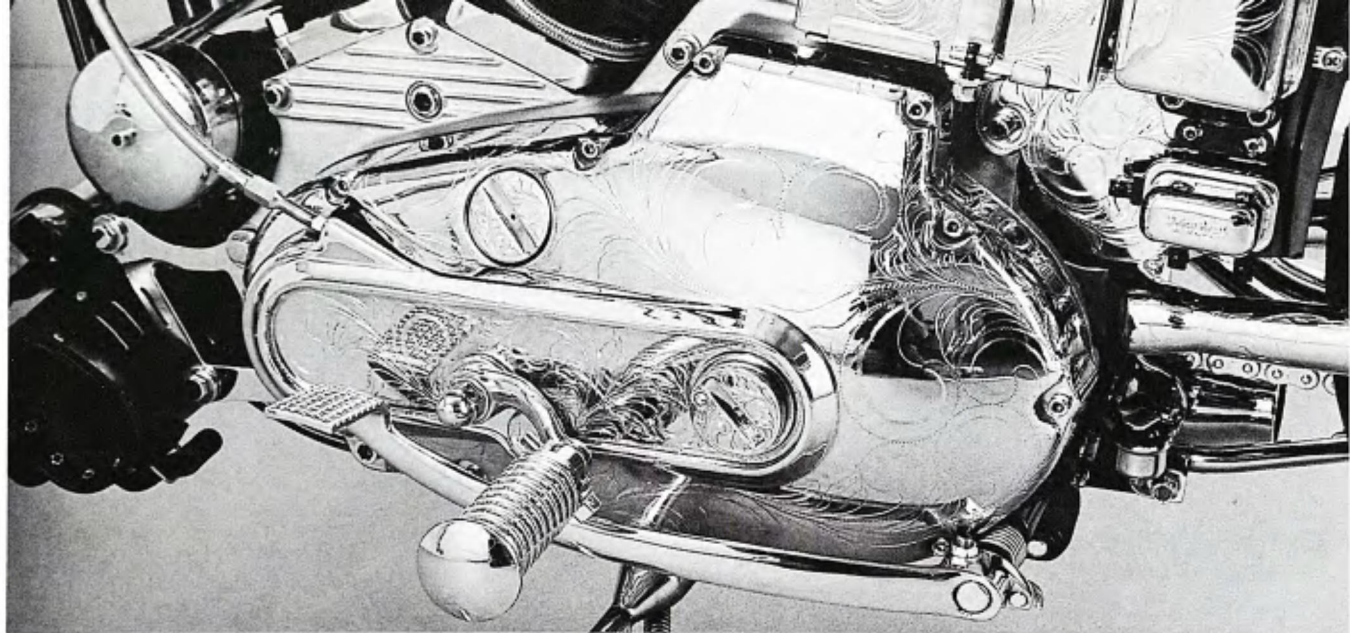


It didn't take long for the lifestyle to get in his blood, either, 'cause rumor has it that li'l Jack is already sportin' engineer boots, Levi's, and black T-shirts, and has his own harem of local toddlerettes lined up to go for rides.

Harry and Bill (Jack's dad), own, and have built, many quality custom automobiles, so buildin' this bitchin' Sportster pretty much came natural to them. Harry's been showing it on the ISCA (International Show Car Association) show circuit and it's currently holding first place in the Pacific Division. He's also got a damn good chance at walking away with first place, nationally, this fall.

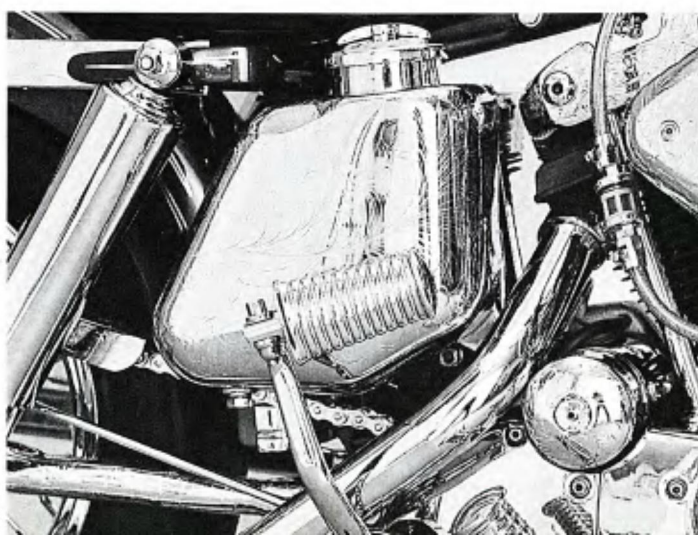
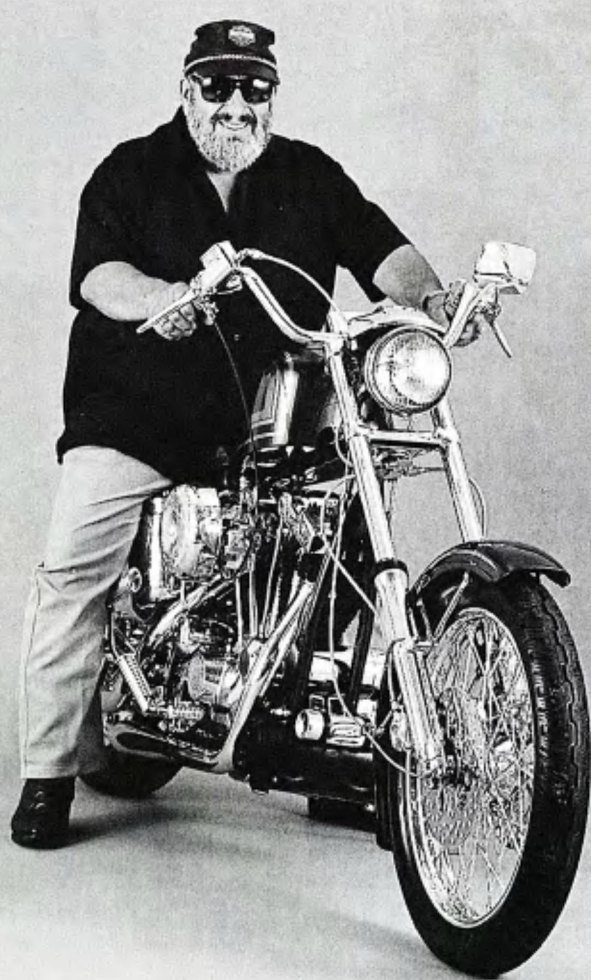
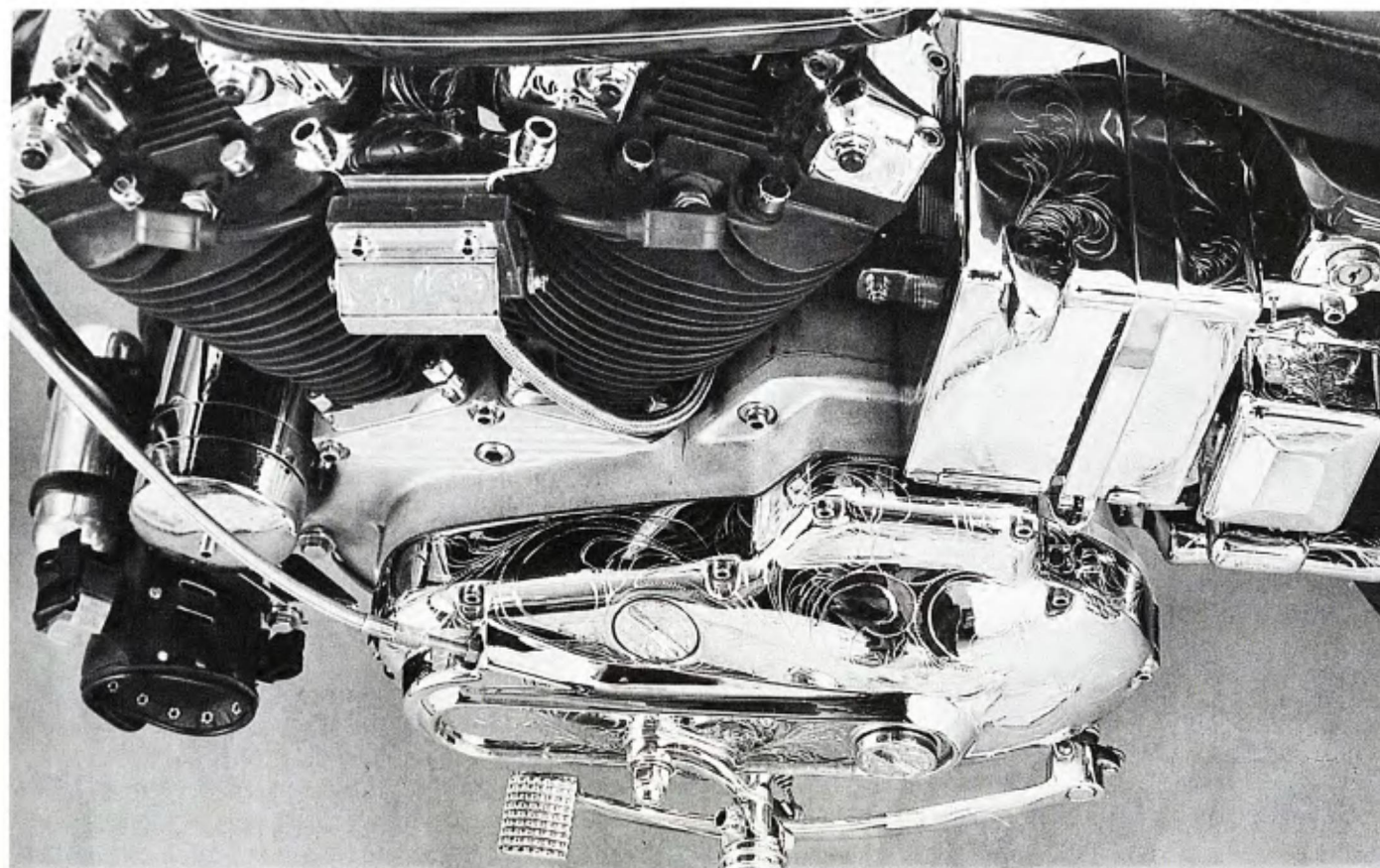
This is one of the cleanest Sportsters



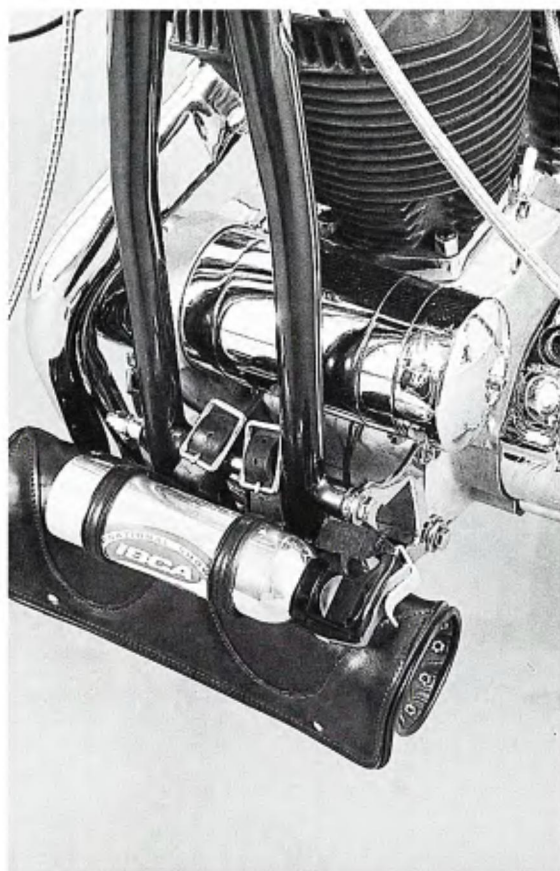


I've ever seen. The engraving, done by Rudy Pena, isn't overwhelming, and the paint job's just right. The motor mounts are handmade, and the molded-in taillight's a nice touch. The frame's been raked and smoothed and molded to perfection. Ya know that bottom part of the frame that sticks out behind the tranny on each side? Well, he even shaved those protruding eyesores off and reshaped the frame into smooth-flowing lines.

The '73, 76-inch H-D cafe racer engine is no slouch, either. It's bored 50-over, stroked, balanced, has ported and polished Branch heads, and has a three-quarter Sifton racing cam pushin' the power through oversized pushrods to the titanium valves. An S&S Super ➤



Owner(s): Harry Chaves		City: Santa Clara, California	
General		Frame	
Fabrication by: Harry and Bill Chaves		Year: 1973	
Year and make: 1973 Harley-Davidson		Builder: Harley-Davidson and owner	
Model: Sportster		Type: Sportster	
Value: \$25,000		Rake: two-degrees over	
Assembly by: Bill Chaves		Stretch: none	
Time: 2,000 hours		Other alterations: molded	
Chroming by: San Jose Plating		Accessories	
Engine		Bars: Sportster	
Year: 1977		Risers: Harley-Davidson	
Model: Cafe Racer		Fender(s): H-D, molded taillight	
Rebuilder: Bill Chaves		Headlight: Sportster	
Ignition: stock		Taillight: Sportster	
Displacement: 76 cubic inches		Speedo: Harley-Davidson	
Lower end: steel crank, stroked		Front pegs: Drag Specialties	
Balancing: yes		Rear pegs: Drag Specialties	
Pistons: 11 to 1		Electrics: 12-volt	
Cases: stock H-D		Gas tank: 1973 Sportster	
Heads: Branch		Oil tank: engraved and chromed	
Cam: three-quarter race Sifton		Oil system: stock H-D	
Lifters: stock		Primary cover: engraved and chromed	
Carb(s): S&S Super		Seat: custom	
Air cleaner: S&S		Sissybar: none	
Pipes: custom		Height: n/a	
Muffler(s): baffles		Material: n/a	
Transmission		Forks	
Modifications: stock H-D		Type: 1979 H-D	
Year: 1977		Extension: FX tubes	
Shifting: foot		Builder: Harley-Davidson	
Engine sprocket: 22-tooth		Special features: chromed	
Trans. sprocket: 22-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Dennis Dardanelli/Bill Chaves		Hub: Sportster	Hub: H-D
Painter: Dennis Dardanelli/Bill Chaves		Rim width: 1.85-inch	Rim width: 3-inch
Color: candy wild cherry		Tire: Dunlop	Tire: Dunlop
Type: lacquer		Brake: stock dual-disc	Brake: Sportster
Special paint: graphics			
Other special modifications: Barnett clutches, over-size pushrods, engraving by Rudy Pena, handmade motor mounts.			



Photos by Michael Lichter

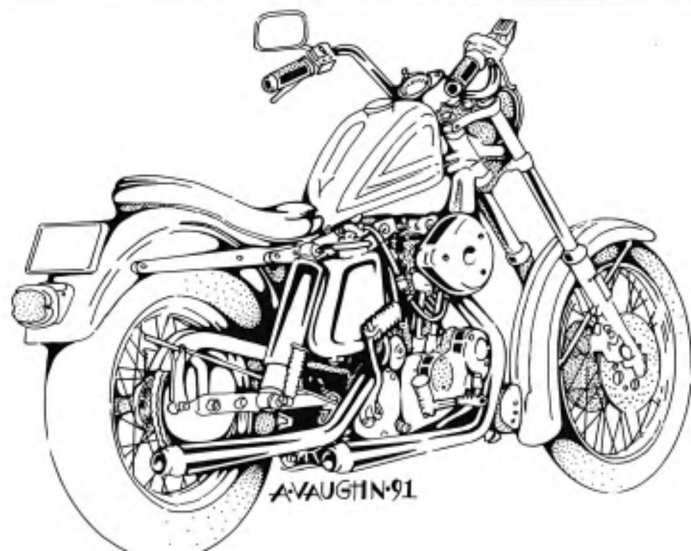


carb slams the go juice to those head-bangin' 11 to 1 compression pistons.

Harry and his wife, Darlene, aren't up on all the biker lingo, but they're learning fast. Harry says travelin' the show circuit has increased their knowledge, and has scored 'em many new friends. Darlene says, "It's a lot of work, but well worth it for the great people we've met and good times we've had."

And speaking of good times and great people, our Hawaiian fox, Angela, brought her golden tan and Aloha State antics to L.A., and left the bros hungry for a taste of paradise.

—Clean Dean



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IN THE WIND



—Slingshot, On the road

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—Bruce Neff, Chillicothe, Ohio

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.

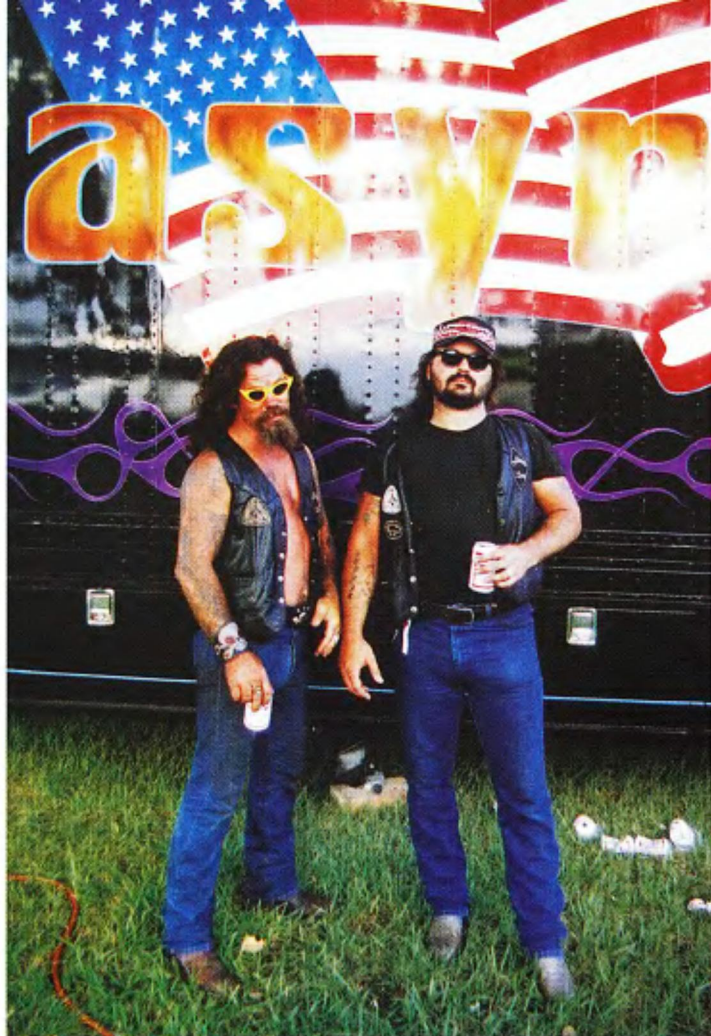
—Matthew Nozie, Ft. Apache, Ariz.





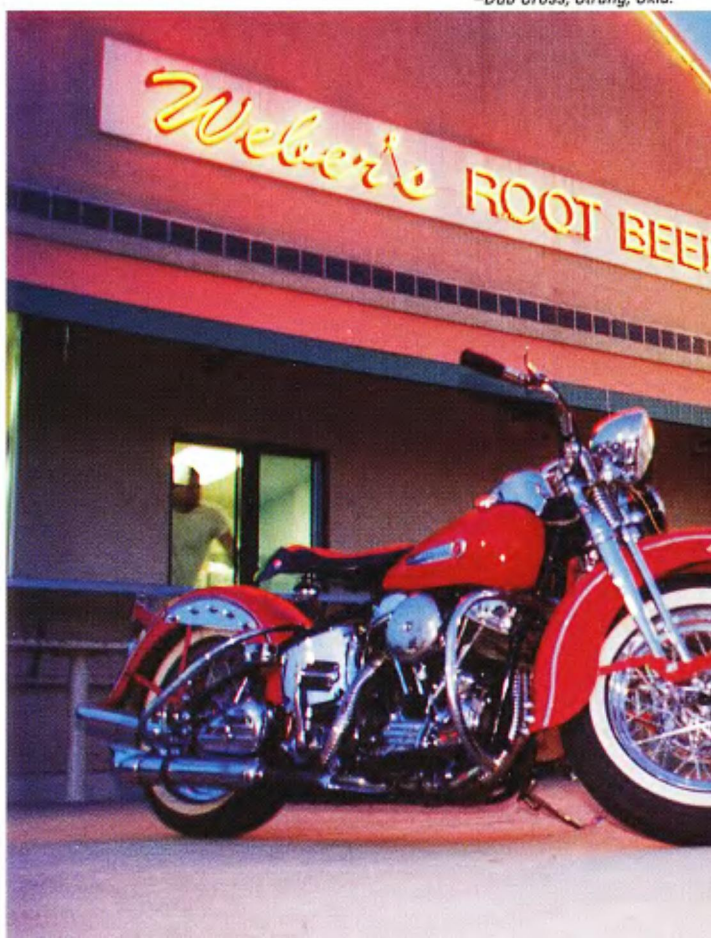
—R.T. Short, Washington, D.C.

—S. Clayton, Bel Air, Md.



—Eaton Farms, Erwin, N.C.

—Dub Cross, Strang, Okla.





—Fly-Boy, Ely, Minn.



—Tom Hildebrand, Sandusky, Ohio

—Rob Langley, Bulldog Bash, Wales





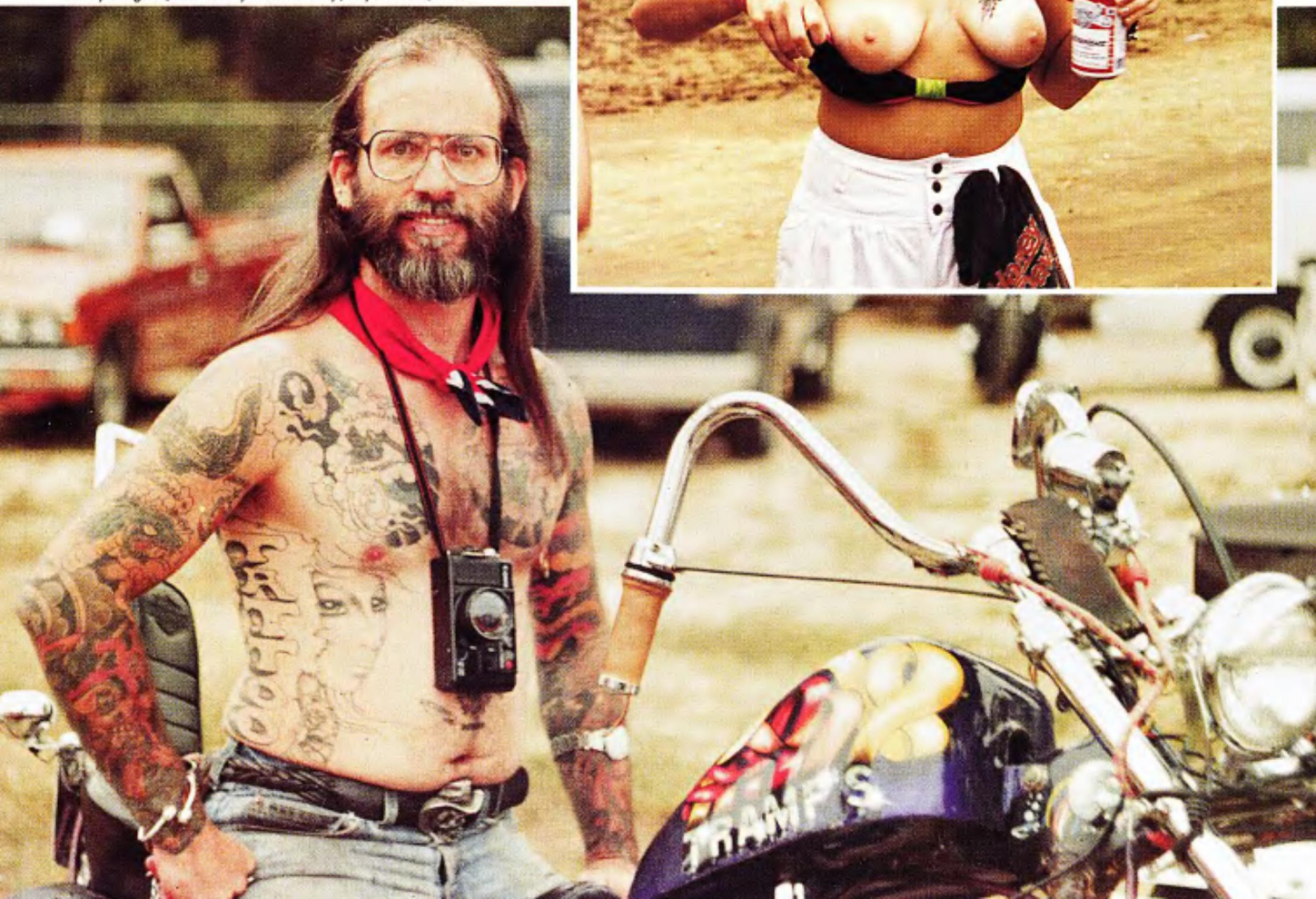
-Indian Sue, Support the Troops Rally, Atascadero, Calif.



-Patricia Horton, Taft, Calif.

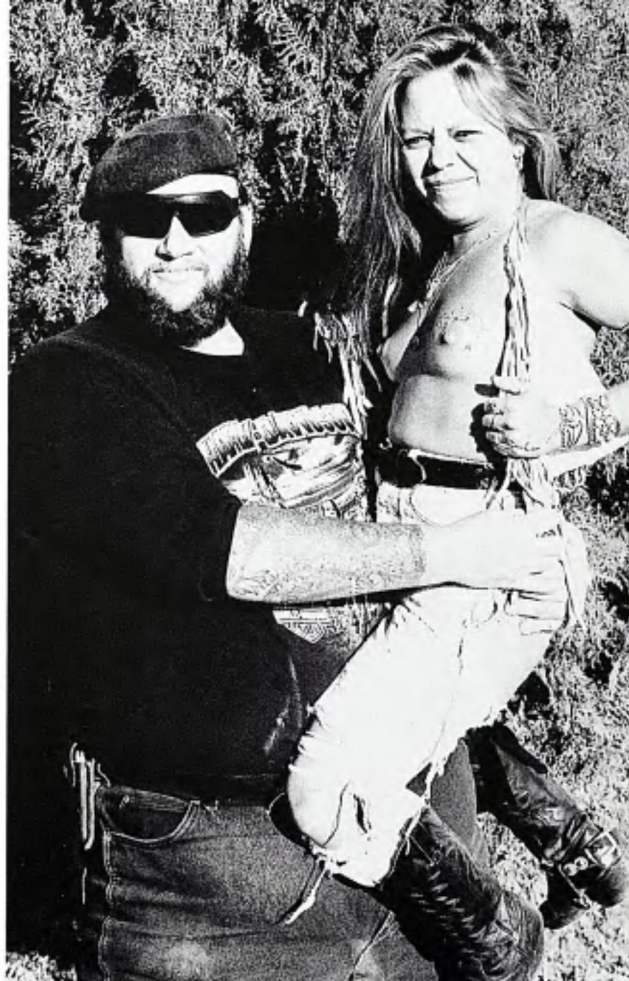
-L. Dowdell, Bean Blossom, Ind. .

-Tracy Wagner, In memory of Mr. Tramp, Fayetteville, N.C.





-Blue Bike Mike, On the road



-Michael Cornett, Ninety Six, S.C.

-Lina the Leo, Toronto, Ont.



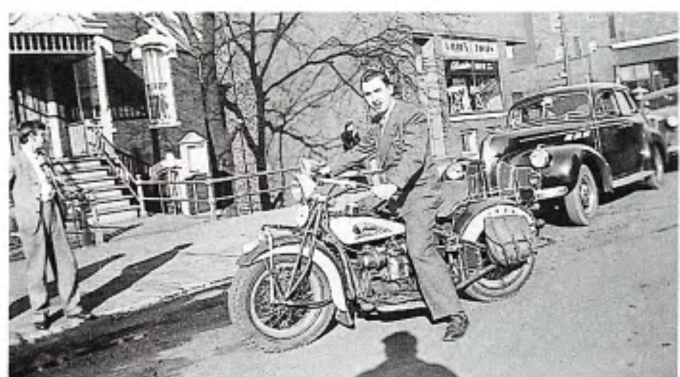


—Joe Kohl, Glen Burnie, Md.

—Jimmy Olsen, Ventura, Calif.



—Frank Schiefelbein, Kildeer, Ill.



—Larry Baron, Brookfield, Ill., 1943

—John Lewis, Flint, Mich.





—The Sheriff, Buffalo Chip, S.D.



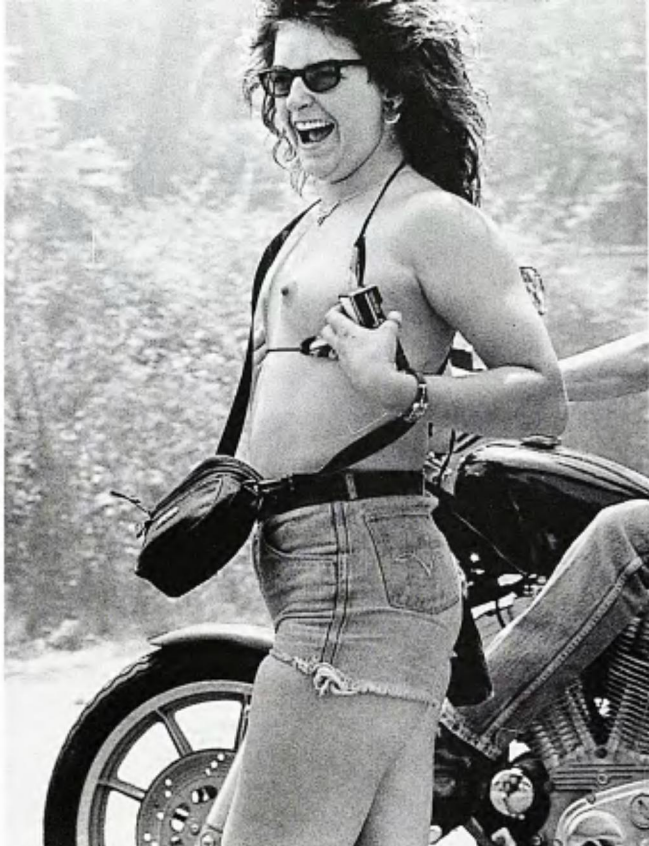
—Mike Sivilli, Orange, N.Y.

—Delbert Joyce, Jamestown, Calif.





-Bottle Bert, Sonora, Calif.



-The Ghost Rider, Laconia, N.H.



-Xavi G. Boix, Valencia, Spain



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To RON

Id always known the question would come up one day, and I had decided long ago that I would just tell the story and hope I didn't generate more questions than I answered. I looked down into those tiny, inquiring eyes and began.

* * *

My mother said he was a hopeless romantic. My father said he was obsessed. Most people said he was just crazy. But everyone agreed that the old man was odd.

He was an ex-convict, but my folks didn't know it. If they had, they probably wouldn't have allowed me to spend all my summer afternoons in his garage, admiring his '65 panhead, and listening to his endless stories.

I admired the old man, even looked up to him, and I sure loved his stories. I felt sorry for him, too. He always looked as though he was about to cry. I could tell that something or someone had hurt him badly.

When I first met him, I thought he was insane. Why else would a man throw out all his empty wine bottles with the last drink left in them? That wasn't the only strange thing he did. He had a chair in his living room that he didn't allow anyone to sit in. He also had a photograph of a

woman. She was the very essence of beauty.

The photo was an 8 X 10 in a gilded frame, and it sat on a pedestal in a corner of the living room. He would sit and stare at it for hours. There were even times when I'd find him talking to it. He almost seemed to be pleading with it. It was as though he was waiting for some kind of explanation. In spite of that, perhaps because of it, he was a bitter man, but he was nice to me right up until the day that he died.

I came home that day, and my dad told me the old man had been taken to the hospital. I went to see him right away. I'd never thought much about hospitals, but as soon as I stepped through the door to the old man's room, I knew that I hated them. As I approached his bed, I could see that he was dying, and that he didn't have much time left.

The old man smiled when he saw me and motioned for me to sit on the edge of the bed. Putting his hand on my arm, he said, "Son, except for you, they all think I'm nuts. Who knows? Maybe I am. You're sorta fond of me, though, aren't you?"

"You know I am," I replied. "You've taught me an awful lot."

"Good," he said, "I knew I'd done right. ➔"

**He was a bitter
man, but he was
nice to me right up
until the day that
he died**

BEDTIME STORY

BY RONALD C. STACK

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Bedtime Story

You'll find out about that later. Right now, I want to tell you something, and I want you to listen carefully. Years ago I went to prison. The reason why isn't important. What is important is that I met a lady, a real lady, while I was there. She taught me, like I've tried to teach you, how to find the good in people, how to love without conditions or expectations, how to be decent, and most of all, how to respect yourself. It was the hope of seeing her again that kept me from going back to prison all these years."

"Is she the lady in the photo?"

"Yes. I loved her then, and I love her now. This is where you come in."

"Wait a minute," I interrupted. "What happened? Why didn't you marry her? Didn't she love you?"

"It just didn't work out," the old man continued. "She had good intentions. We both did. I just didn't get out soon enough, and she couldn't wait. I can't blame her. I guess she just couldn't be alone anymore. I felt bad

because I knew that she needed someone, and I couldn't be there to take care of her and protect her. I used to lie in my cell at night and cry, wishing that I could be with her, longing just to hold her.

"We wrote everyday at first, and she used to visit me about every week. That lasted for a long time. Then one day I got a bad letter. It said she just couldn't wait anymore. She'd found someone who could be with her right then, and she was going to get on with her life. She said she was getting married. I never got another letter. I'd always been afraid that would happen."

"I'm sorry, Pops," I said. "She was the one you always saved the last drink of wine for, wasn't she? And the chair was also for her, wasn't it?"

The old man just nodded his head. Tears were rolling down his furry cheeks as he said, "I want you to find her for me, Son. There's a letter on top

of my dresser, and I want you to give it to her. There's also a letter there for you. I love ya, Son, but I want you to leave now. I'm going to die, and I want to be alone with my memories.

Goodbye, Son. Please don't forget me."

The old man turned his face to the wall. I knew he didn't want to see me leave. Realizing there was nothing left to say, I hugged the old man and walked away. At the door, I turned for a last look at him, but I knew he was already dead. I tried not to cry, but I couldn't stop the tears from flooding my eyes.

When I walked into his house the

next day, everything seemed the same. I almost expected to find him sitting in front of the photo, but I knew he was gone and that he would never be back. When I went to his dresser, I found two letters. I didn't think that he even knew my name because he'd always just called me son, but one letter had my name on it, and the other one was addressed to the woman in the photo. I opened mine right then and read the fol-

"I used to lie in my cell at night and cry, wishing that I could be with her."

lowing words:

Son,

(I call you that because you're the son we might have had.) When you read this, I'll be gone. I don't have any family left, so all that I had is now yours. It's all legal. I put it into my will about five years ago. All I ask is that you take good care of my old man (the way I showed you) and that you find my sweetheart. Her name is on the envelope. I want you to take it to her. Give her the letter, Son. She has to know. Knowing that you will do this for me allows me to rest.

*As ever,
Pops*

I was stunned. He'd left it all to me, everything that he owned. It wasn't a lot, but it was all that he had. I knew that I had to carry out his last wish. I folded the letter and put it into my pocket, along with the one addressed

to the old man's life. I call her his life because that is exactly what she was.

I went out to the garage and opened the door. There was the old pan, in all its glory. It was the blackest, most beautiful scooter I'd ever seen, and now it was mine. I'd loved that bike since the first time I'd seen it. I'd spent many hours learning to wax it and polish it and take care of it the way Pops had done since the day he bought it new.

I swung my leg over the seat and sat there for a few minutes, remembering the times the old man had taken me for rides. I knew no one could see me, but I was embarrassed when I started to cry. I missed the old man already.

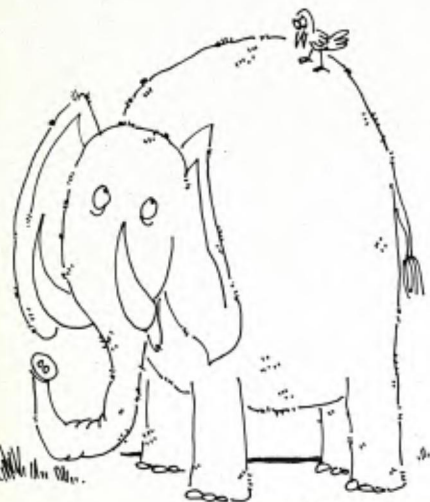
I started looking for the old man's life right after the funeral, and it took me almost two weeks to locate her. She lived at the other end of the state, but it wouldn't have mattered to me if it was the other end of the world. I had to deliver the letter personally.

All the way to her house I wondered what she would say. It had been over 20 years since Pops had seen her. Would she remember him? Would she cry? Would she throw me out? For all I knew, she might have kept track of him all those years and been at his funeral.

With all that in mind, and letter in hand, I walked up to the house and knocked on the door. Moments later, I was gazing into the eyes of a beautiful girl about my age. Collecting myself, I told her who I was looking for.

"She was my mother," she said, "but she died several years ago. What did you want?"

"I had a letter for her," I said. "It's from someone who loved her very much."



"Look, I'll keep the insects off of you, but I draw the line on rim jobs."



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CANADA

Boutique Bizarre

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G1M 2X6
(418) 681-0218

Bedtime Story

I explained about the old man, and she asked me to come in. After I sat down, she showed me a picture in an old photo album. He was a lot younger then, but I still recognized ol' Pops.

"My mother used to talk about him a lot," she said. "I'm sure that she loved him. After my father was killed, my mother used to look at this old photo and talk about looking him up and seeing him again. I think she would have done it, but she was afraid he wouldn't remember her or that he might not forgive her or something."

We decided to open the letter and read it together. It only said, "I waited, and every day I hoped that I would hear from you. Even now, I love you." Those two lines summed up the old man's whole life. They should have been on his headstone.

We sat in silence for a while before I said, "Listen, it was a long ride up here, and I'm starved. How 'bout going to lunch with me?"

"I don't even know you, but, for some reason, I trust you," she said. "Besides, I'd sure like to take a ride on that beautiful bike. Okay, I'll go to lunch with you. By the way, my name is Cindy."

"I've always liked that name," I said. "I'm Ron."

* * *

"And that, my baby girl, is how I met your mother. Now, go to sleep. You have to get up for school tomorrow." ☹



"I hate to see a woman smoke."

Join America's Largest 1-Day Benefit Ride



SUNDAY, NOVEMBER 3, 1991

- All motorcycle brands welcome
- Commemorative pins to the first 10,000 entries
- FREE BBQ lunch meal to all participants with Live exciting entertainment!
- This year's goal is **1 million dollars** to help the fight against neuromuscular disease.
- Demonstrations by the Victor McLaglen Motor Corps Stunt & Drill Team
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Special Prizes Will Be Awarded According To The Amount of Money Raised

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Registration Packs Available at Harley-Davidson of Glendale 3717 San Fernando Road, (818) 246-5618
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A Forum For Women In The Wind

Well, it's finally here—a page for us, women who ride. Each month we'll focus on a different facet of riding—from personalities to personal experiences, clubs to runs. This is our page, so help us make it shine. *Flyin' Free*, Box 3000, Agoura Hills, CA 91301.

Living On A Harley

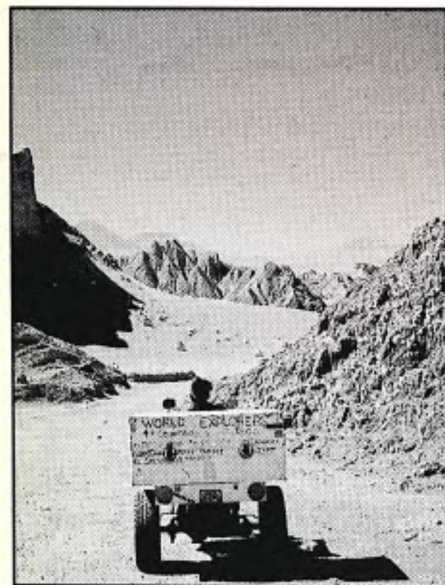
By Laurie Martin

It all started with a ride along the Pacific Coast Highway when Ace Martin, the world traveling Harley man, yelled out into the wind, "Do you know how great we could be together?"

That was four years ago. Joining Ace on his wondrous journey through life has certainly changed things for me. Giving up my home, career, and comforts, for the back of a bike and the road has had its highs and lows. There were times when I thought I'd go crazy, when I couldn't stand the heat, the cold, the rain, the wind, the foreign languages, the strange food, the disgusting bathrooms, and on and

on. But, oh, the wonderful people we've met, the openness, the giving, the incredible vistas, and, of course, the freedom.

When I first met Ace, he had already been on the road for five years and traveled through 33 different countries. So he was more than ready for our journey down through Mexico, and Central and South America. I wasn't quite as prepared. The trip was wonderful and



exciting, but the realization that this was not just a vacation, that this was my new life, was something of a shock.

One of my major lows was when we were riding down the coast of Argentina in the area known as Patagonia. It was cold, barren, and windy; wind that wouldn't stop. I even tried wearing my helmet, but the way the wind caught hold of it I was sure it would break my skinny little neck. Finally, we pulled over, downed a bunch of tranquilizers with a beer and rode on. When we were up in Guatemala, I remember a traveler saying they gauged a road's roughness



by whether it was a 1-5 valium ride. Now I understood what he had meant.

Then there are paradises that we happen upon, places where we can take off our clothes and relax in an incredible natural hot spring or cool river out in the middle of nowhere. I'll tell you, after days of sponge baths, with just a cup of water, these spots are magical. Places like Palenque in Mexico, Lake Atitlan in Guatemala, the lake district and the Atacama Desert in Chile, Machu Picchu in Peru and so many other beautiful places soothe away most of the hardships. At first I was uncomfortable with the way people would stare, point, and laugh at us. But after a while I realized that all the fuss was merely curiosity. In some of these remote places we visit, the people just aren't used to seeing two strange looking Harley gypsies roll in.

Traveling on our Harley home isn't always the easiest, but overall, it's the only way to go. We have the freedom, self-reliance, and option to go anywhere and everywhere. Because we are so visible and vulnerable and because we don't wear helmets to hide our eyes or smiles, people are drawn to us without fear and welcome us into their community and homes. The acceptance we've found as we travel is

amazing and the family of friends we've gained continues to grow. There is no other life like life on the road.

As you're reading this, Laurie and Ace are rolling down some Asian highway, taking in the sights and enjoying the Far East wind.



Biker's Bulletin Board

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

ANTIQUE MOTORCYCLES & PARTS

Antique Cycle Supply, Rt. 1, Cedar Springs, MI 48319, (616) 636-8200. International source of restoration parts. Catalog \$5.

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V-twin flywheel assemblies balancing. Will return UPS/COD. Call for info, (317) 639-2712. Precision Balancing Co., 448 N. Holmes Ave., Indianapolis, IN 46222.

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

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GASKETS

Jan's Cycle Gaskets, for Harley-Davidson motorcycles. Available in kits or individually. Made in USA. Call or write for the distributor nearest you. Box 5790, Somerset, NJ 08875-5790, (908) 359-861, FAX: (908) 359-5665.

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MAIL ORDER

FREE 94-page catalog, Harley-Davidson Parts & Accessories. Call (216) 384-6519 or write to: H&M Cycle Sales, Inc., Box 128, Dover, OH 44622.

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

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PERFORMANCE

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

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Harley-Davidson of Tucson, 5205 E. 22nd St., Tucson, AZ 85711, (602) 747-7304. Shipped UPS/COD.

Brooklyn H-D Sales Corp., \$15 each. 2487 Coney Island Ave., Brooklyn, NY 11223, (718) 998-6666 (U.S. funds only).

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

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

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

Stubbs Cycles Harley-Davidson, S-XL, \$14; XX-XXXXL, \$17. 4436 Telephone Rd., Houston, TX 77067, (713) 644-7535.

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

DOGMEAT'S, "Flathead, Knucklehead, Shovelhead, Blockhead, Gimme Head" on front, orig. logo on back. 100% heavy blk., cotton; \$10.95 incl. P&H. Dogmeat's 4713 California Ave., SW, Seattle, WA 98116, (206) 935-4710.

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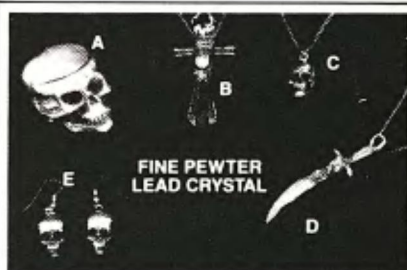
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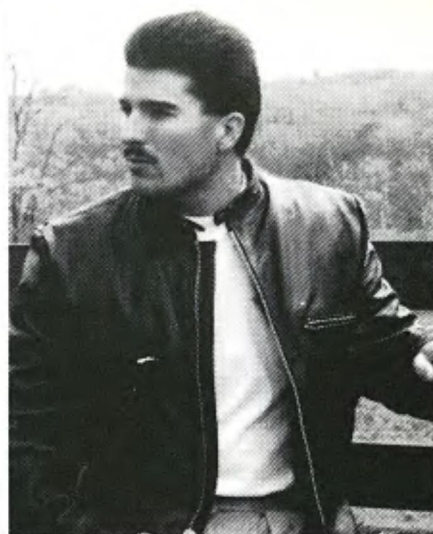
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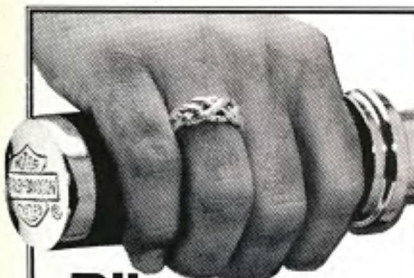
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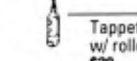


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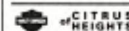
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Prestige Cycle, 1 West Deer Valley, Phoenix

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H-D of Glendale, 3717 San Fernando Rd., Glendale
Jammer Cycle Products, 6417 San Fernando Rd., Glendale
Gordon's M/C Madness, 1586 Morse Ave., #1, Ventura
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

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High Country Custom Cycles, 302 Arvada, Colorado Springs
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McDonald H-D, Inc., 2571 Hwy. 6&50, Grand Junction

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D & S Cycle Supply, Box 245, North Windham

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Dave Franks Motorcycle Sales, 81 Bridge St., Salem
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Saginaw Valley Motorworks, 2663 N. Euclid, Bay City
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Butterfields M/C Parts, 8025 Blondo, Omaha



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

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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
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North Carolina

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Carolina H-D, 1940 W. Franklin Ave., Gastonia
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J&E Harley-Davidson, 1008 Dickinson Ave., Greenville
Cyclone Cycle Parts, Box 9, 104 N. Central Ave., Landis
Iron Horse Motorcycles, 1905 Roosevelt Blvd., Monroe
Gene Lummus Harley-Davidson, 1000 U.S. 70 E., Asheville
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Mansos MC Dist., Inc., El Cinco, 1470 Ponce De Leon Sector, Rio Piedra

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

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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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A.F.F.A. Friendly Marty "Pop." Your son, Mark Brumage, aka Martin K. Johnson, is looking for you. Get in touch! Johnny Legs, San Diego, let me know where he is. Miss ya Pop! Mark Johnson #C-226925, 3876 Evans Rd., Box 50, Polk City, FL 33868-9213, P.O.B. M-8.

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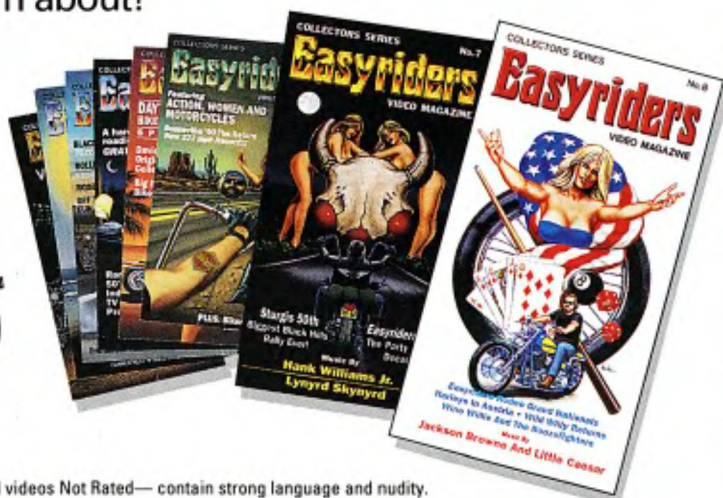
Jim Nokes: Once from the Rouses Point, N.Y. - area. If you're alive and out there or if anyone knows where I can reach him, write Roland Odders, R1, Box 151, Simpson, IL 62985.



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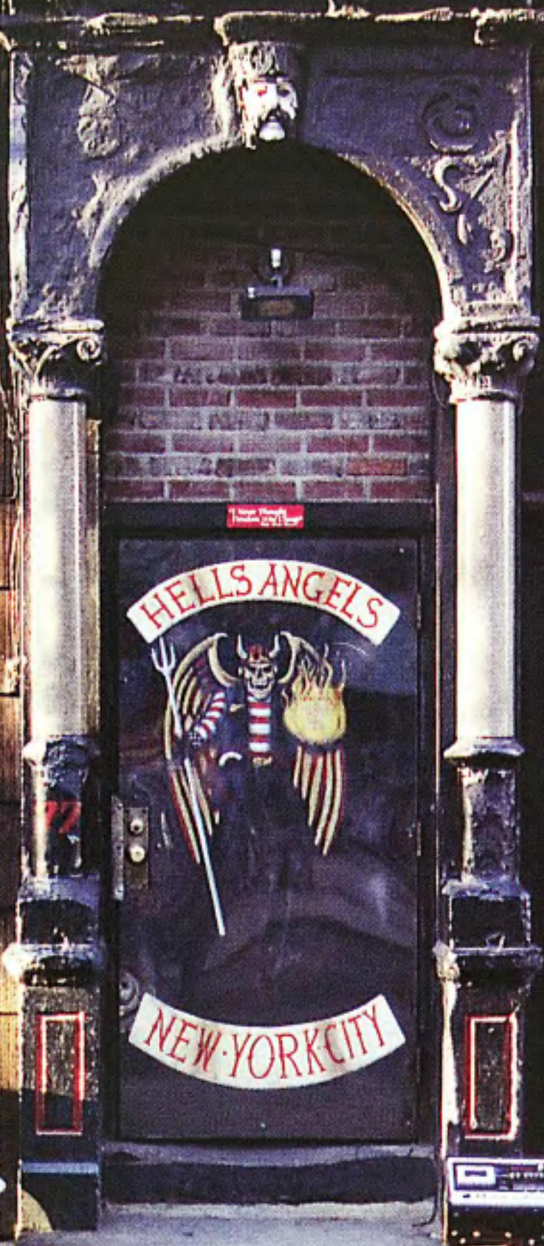
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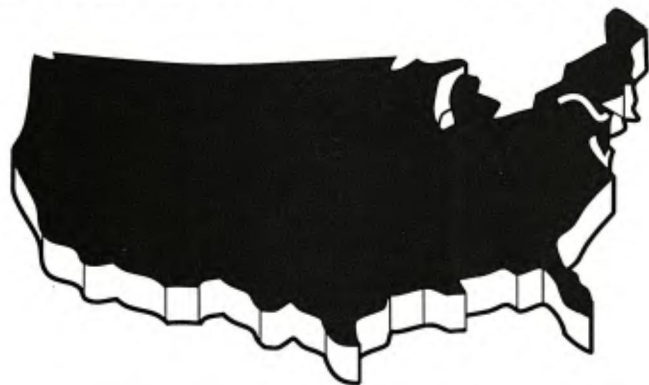
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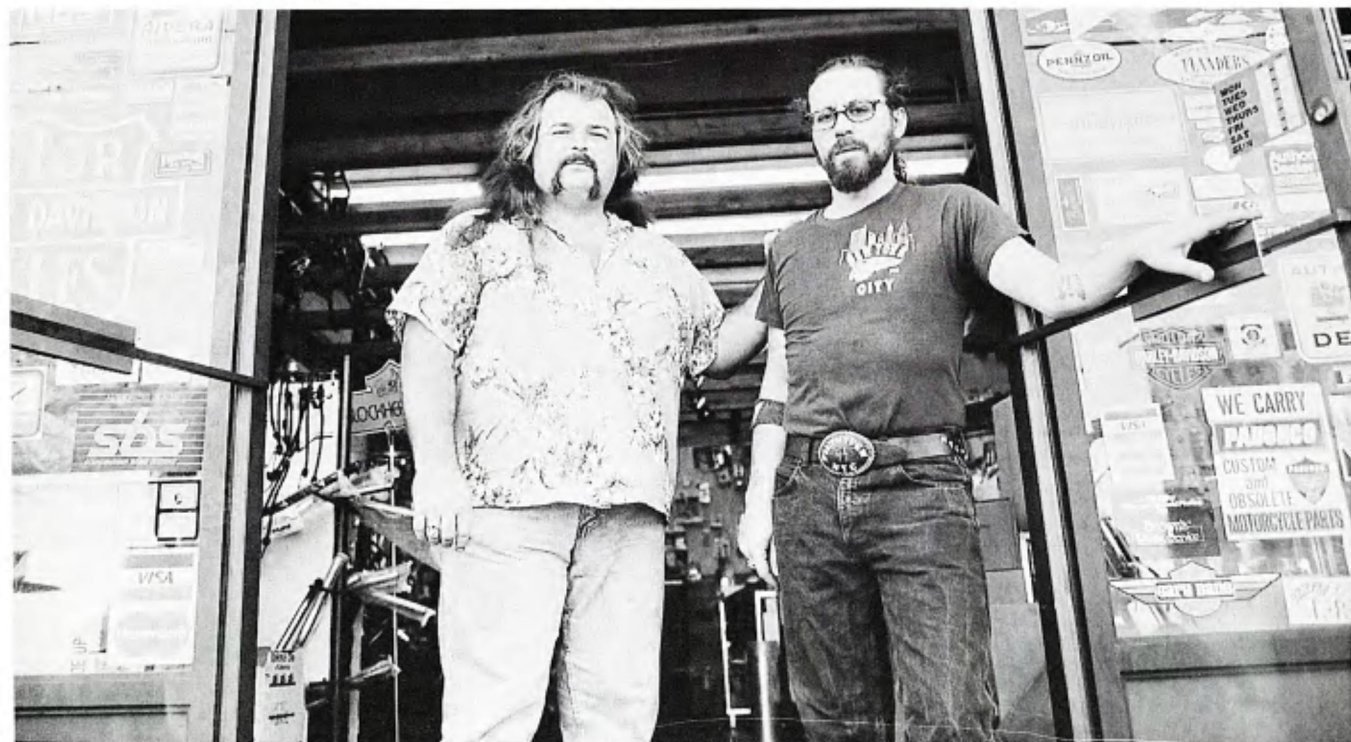
After last month's Am-Jam, you'd think that I would have had enough fun in New York state. But no, I thought I'd hang around and catch the Harley Rendezvous in the Duanesburg-Mariaville part of the state.

After Am-Jam, I rode to Billy's home

in Saugerties, N.Y. Billy is a roadie and sometime singer with the Paul Luke Band. He makes his daily bread as a motorcycle mechanic. He graduated from AMI in Daytona several years ago and is currently working for Doc's Cycle on Route 32 in North Saugerties.

Before that, he followed the Grateful Dead around the country for a number of years. I ran around with Billy, going to his job and hitting PJ's Pub in Saugerties several times.

After visiting a few days I rode to Ultimate Performance, 38-54 11th Street →



George and Butch, co-owners of Ultimate Performance.



The men, and dog, of Doc's Cycle, North Saugerties.



Steve and Heather from the Scrap Bar.

in Long Island City. U.P. specializes in fast rides for the H-D enthusiast. They don't have a boutique, although they do sell T-shirts with their logo. U.P. features a complete, in-house machine shop. They build horsepower. At Ultimate Performance, they do everything but powdercoating. Check 'em out.

That evening, Butch and George, co-owners of U.P., and Steve, one of their wrenches, rode with me into downtown Gotham City. We went to the

Marquee on West 21st Street. The Marquee holds a goodly number of people. We putted there, parked on the sidewalk, walked in, and listened to the sounds of John Kay and Steppenwolf.

Earlier, Butch had said, "Welcome to the jungle." He also added, "It's totally different than anywhere else you've ever been." Butch was right on the money.

In New York City you have to ride aggressively or you'll never get anywhere fast. That is exactly

how our small pack rode that night—fast and furious. We rapped our exhaust pipes to let the cagers know we were about. Loud pipes save lives, particularly in congested gridlock situations. The noise from the exhaust pipes set off sensitive auto alarms. Sugar and I brought up the rear. I got a massive charge out of blasting between the tall skyscrapers in Manhattan. It was fuckin' wild jamming full-bore then slamming on the binders. It was mucho fun trying to white line

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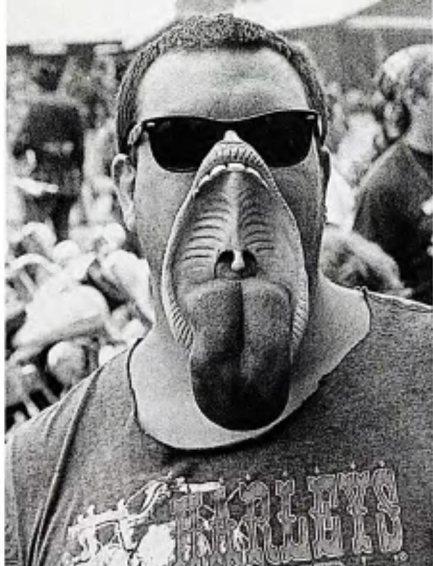
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Rodeo queen—a keeper.

with Sugar's fairing. Pickup truck mirrors are a bitch. I got close several times but, as the saying goes, "Close only counts in horseshoes and hand grenades."

Riding a scooter in New York City is a challenge. The roads around NYC suck bad—with beaucoup potholes and lumpy blacktop patches. You have to keep an eye peeled for the hazards. Some people say that's one of the things that gives NYC its "charm." I'm not one of those people. It's downright

scary, yet thrilling at the same time.

In the Big Apple, you can't turn right on a red light unless it's posted. The cab drivers are the worst. They rate right up there with the Mexican bus drivers I wrote about in issue 205 (July 1990). I think they bought their drivers' licences at Sears. One cabby stuck his arm out his window, blew the horn, and then proceeded to turn left from the center lane of a five-lane, one-way street. That would never work in L.A.—his cab would've been hit, or shot at. I

guess you have to expect it there.

Another thing I hate is having to ride over steel grating on bridges for long stretches. You have to keep the power on while crossing, otherwise the rear wheel will move around on ya. If you're driving a cage, it'll cost ya \$5 to get into the city (\$3 across the George Washington Bridge from New Jersey).

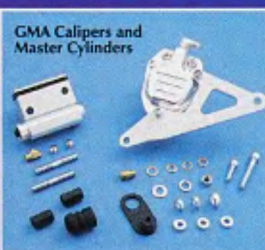
After listening to some great rock 'n' roll tunes at the Marquee, we split to Glenn's Bar in Queens, 117-10 Hillside ➔

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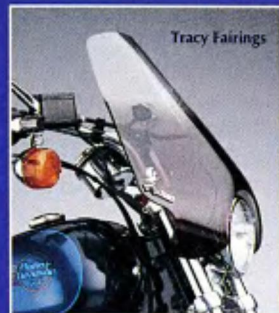
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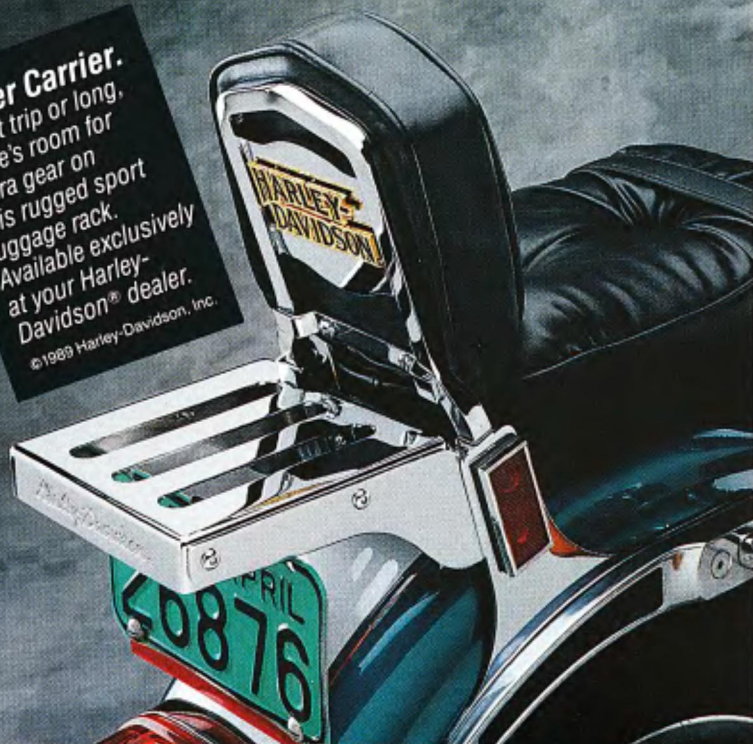
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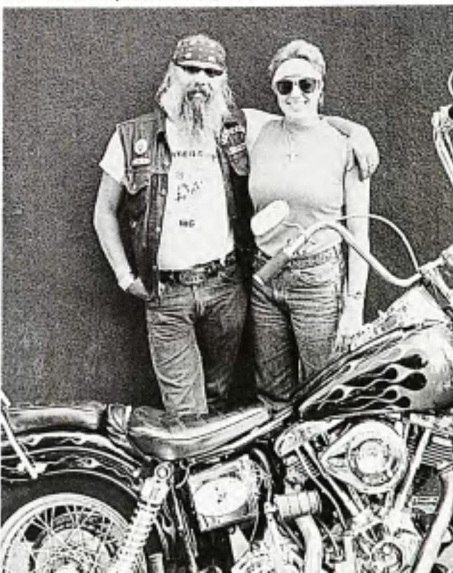
Part of the large crowd at the Harley Rendezvous.

Avenue in the Richmond Hill area. It was more to my liking, with putts parked curbside. They hold benefits for local downed riders. If you go by, tell Carmine, the bartender, that you heard about Glenn's in this rag. He'll take care of you. If you want to rub elbows with rock 'n' roll stars, try the Scrap Bar on Mac Dougal Street in the West Village. It was quite a thrill tearing around town that weekend. I spent the night at George's place, before riding back to Connecticut, the Nutmeg State, on Sunday.

It was a short putt to Mike Gherlone and his ol' lady, Susan's house in North Haven. I met Mike, aka Tiny, back in the '70s. Back then, Tiny rode to California on a Sportster, stopping every 50 miles or so for fuel.

Anyway, we both rode to the Rendezvous that following weekend (June 22-23). Tiny putts a red, 1985 FLHTC. The ride was uneventful and took less than three hours. We went north on I-81, then took the Massachusetts Turnpike to I-90. The putt continued trouble-free down the New York Thruway west, out to Mariaville, N.Y.

Paul and Carol, outside the Charter Oak MC clubhouse.



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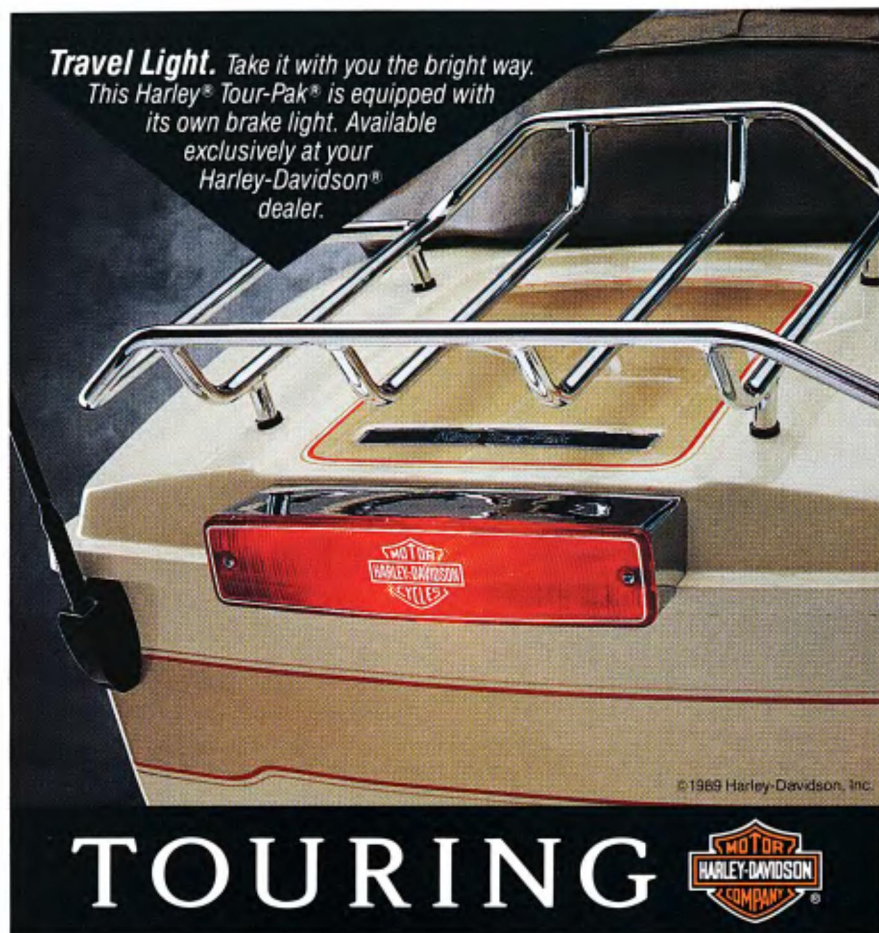
(the site of the 1991 Harley Rendezvous).

The Rendezvous was held at the Indian Lookout Country Club, owned and operated by Kemp O'Connell. This Rendezvous was the 13th, and it was great fun. It started on the first day of summer, the longest day of the year. I had been to number two, back in '80, and this was a lot better. They provide plenty of camping grounds, enough for just about anything. The stage area was located at the foot of a hill, making for a natural amphitheater. The sounds were great. On Friday, they featured the Boot Hill Band, Original Sins, Matt Smith, and Who Are Those Guys. They also had a leather show, a lingerie exhibition, and a tattoo contest. On Saturday, Midnight Sun and Tuff Luck played before the International Contest. That's just a fancy name for a titty contest. There were a bunch of talented, acrobatic females vying for the top prize, which was half of the 50-50 raffle pot. The other half went to the lucky ticket holder. Afterwards, Jerry Portnoy came on stage as the featured headliner that evening. He played a great mouth harp, whippin' out a variety of old and new tunes.

This was the only run I have ever been to that had an FM radio station on site. All ya had to do to listen was tune your radio to station 90.74 FM. The call letters were WSXX. They were broadcasting the haps of the day along with the live music of whoever was on stage at the time. When the bands weren't playing, Doctor Ruff handled the D.J. chores. What will they think of next? Along both sides of the stage were large video screens, showing what the two professional video cameramen were shooting. There is a videotape available for those wishing to purchase one.

An antique show was held in a large barn on top of the hill, across from the security shack and food vendors. Below this same barn, 1991 Harley ➔

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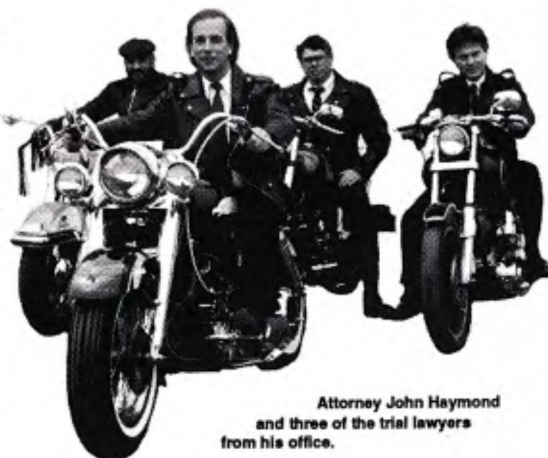


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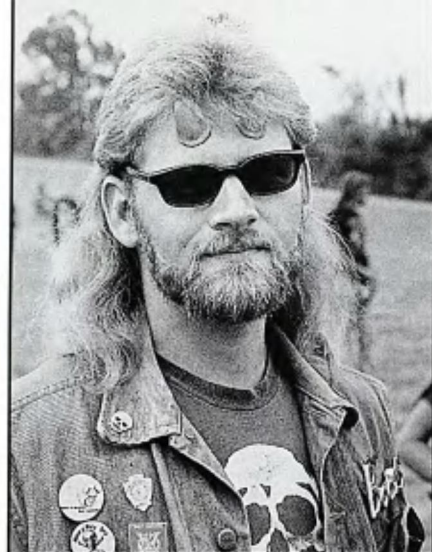
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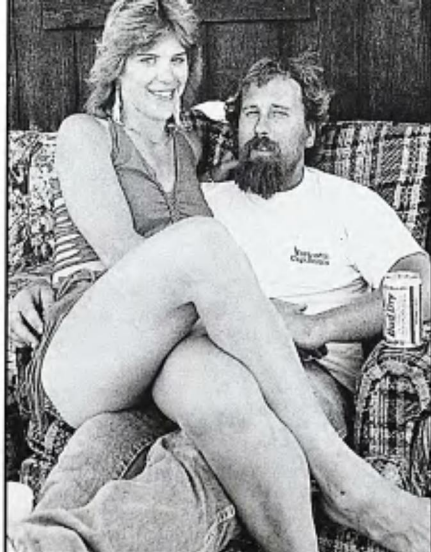
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Oh no, not another horny bro.



Fun people.



Checking in at the Rendezvous.

Rendezvous T-shirts were sold. Although this was the 13th Annual Rendezvous, they were touting it as being the 50th. I guess because the Sturgis, Daytona, and Myrtle Beach runs had all celebrated their 50th—or maybe they were just plain superstitious. After all, the number 13 is supposed to be unlucky. I don't believe that because 13 is the number of the original colonies. What I want to know is will next year's Harley Rendezvous be the 14th or the 51st? It's got me so confused. That's a joke, son.

I didn't see any problems with The Man at the Rendezvous. Before I had left for the event, I heard a lot of horror stories about the police searching people, etc. I only saw a couple Staties, they hung around for about half-an-hour and then split. I rode into Amsterdam, N.Y., on both days and was never stopped or hassled once. Maybe it was my clever disguise. You know, black motorcycle, long hair, dark beard. Oh, yeah, a black leather jacket and boots, too.

Kemp O'Connell has to be proud of

what he's accomplished these last few years. And it hasn't been easy, either. But let's not concentrate on the negative, because, after all, anything worthwhile doesn't come easy... or cheap. He has been putting up large sums of money to improve the draining systems on the property, so that rain run-off vacates the area faster.

After the Rendezvous, the three of us rode back to Tiny and Sue's home. Once there, we took off our boots and kicked back awhile. That only lasted a few days, though, because I wanted to

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The Hardtail Cafe, a biker bar in New Haven.

go back to the craziness of Gotham City. Ya know what? All the time I spent in New York City, I didn't see one sewer rat or any other mutants. Maybe I wasn't looking in the right places. You'd think that they would have been attracted to the festering garbage on the sidewalks. Unless you live there, you can't imagine what it smells like on a humid, 100-degree day. Yeah, real fuckin' rank. Worse than any gross fart Miraculous Mutha could cut in a closed-up room.

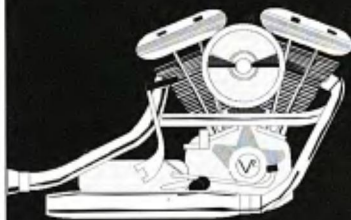
Friday morning, Sugar and I rode to the Lower East Side to visit the 3rd Street Crew. That night, a few of us rode to Glenn's. They were having a benefit for the family of one of the local riders. He was beyond any help we could give him—because he was dead. His family was faced with a heavy financial burden, so money was collected to help smooth things out for them. Several hundred people showed up. It was great seeing the outpouring of love and respect.

Sunday morning, I putted back to Connecticut and stopped to visit with some folks who belong to the Charter Oak MC. They have a fine clubhouse. It's quite large and includes facilities to work on their bikes and a large bar and entertainment area, with a regulation-size pool table.

A group of us left the clubhouse and went to eat some very good Italian food. After dinner, we hit one of the local bars. It had a video jukebox. We got a kick out of both watching and listening to Zodiac Mind Warp and the Love Reaction. They are the wildest.

Well, that's enough of this. I've got to stop and get back on the road. I know you guys are trying to squeeze in as much outdoor fun as possible before the snow falls, but I'd like to hear from you.

Write to: Rip's Run, Box 3000, Agoura Hills, CA 91301.



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Counter Sprocket Tip

□ A bro called me to ask if he could use my impactwrench to remove the counter sprocket on his '87 XLH. I just laughed and told him he didn't need it and would like to share the trick I told him about with your readers.

After you've removed the chain, sprocket cover, and nut lock, put a socket on your 1/2-inch drive breaker bar, then place the socket on the nut, resting the handle of the tool on a block to the right side (unless the bike is on a center lift, then use the stud that goes through the outer cover).

After putting the bike in first gear, you come to the most important step: Remove the spark plug wires. Turn the key and hit the starter button for a second. Voila!

One-Eye Jerry
Morgan Hill, Calif.

K Model

□ I have a 1954 K model I'm thinking of restoring, but I ran into problems in respect to parts numbers in my engine. I have an aftermarket spare parts catalog that has parts numbers for damned near everything, but my numbers aren't in it. I'm mostly concerned with parts numbers for engine parts.

My flywheel numbers are 23932-54 (right one — can't see the left), and my rod sets are 24296-52 and 24292-52. They both came with the engine, but I don't know if they're a legitimate factory part number or a set of replacement parts. If the latter is the case, I don't wish to spend mucho dineros for restoring it and will only ride it as a regular "K" chopper.

If anyone out there can help me, it would be appreciated.

Steven Tarpley
130 West North
Whitewater, WI 53190

■ Generally, Harley doesn't stamp parts numbers on components. The numbers you are referring to are forging or casting num-

bers. No shop manuals existed for the short run (1952-1956) model. You'll need to use an early Sportster manual and the parts list you have. From 1952-53, models were short stroke 750cc models, from 1954 to 1956 the stroke was longer for 900cc models. Make sure when ordering parts that you check and recheck the part number for the year and serial number of your bike to eliminate the possibility of ordering the wrong part.

Mikuni/Sporty Jetting

□ I've got a 1982 Sporty that's been bored to .020 over. I put on a 38mm Mikuni round slide. I need to know what size jets and needle to run it.

Richard Rambo
Pembroke Pines, Fla.

■ The ace for Mikuni jetting is Branch Flowmetrics (714) 827-1463.

Pan Intakes

□ I need to know if there is anyone out there who makes a manifold for pans that allows you to run two Linkerts side by side — or one on each side of the motor.

Copperhead
Lexington, Ky.

■ No one mass produces such items, although several customizers have made one-off versions of both the manifolds you mentioned. One builder is Mil Blair, president of Jammer Cycle Products. He may be able to help, (818) 502-1200.

Missing Oil

□ I ride an '82 Sportster "Roadster" 1000 which I bought used with 12,000 miles on it. It used oil when I bought it so I did a top end job, but it still uses oil (one quart every 150 miles). The pipes are chalky gray, no leaks on the bike or ground to compensate for the loss of oil. Doesn't foul

plugs, doesn't smoke.

I started with a full head of hair, but I'm losing it fast. Any ideas?

Dierk McCombs
Blair, Okla.

■ Check the transmission. Some Sportsters had trouble with their motor seals and the oil is seeping into the primary cover. Check the sprocket shaft main bearing. The head gaskets could be leaking oil into the cylinders. And check the stock breather to the air cleaner, you may be pushing oil into the air cleaner and losing it on the road.

Crossover Controversy

□ I have a 1989 FXSTC with a Sifton cam, a Mikuni carb, and Harley pipes (not stock). I've been thinking of changing the pipes to an easier breathing pipe and eliminating the crossover, but I have heard different reports on eliminating the crossover pipe.

Ironhead
Seattle, Wash.

■ Highly restrictive exhaust is partially relieved by the crossover tube which allows the exhaust to flow out both mufflers. So the crossover is needed with tight mufflers, but not with more open systems. In fact, with freer-flowing exhaust they can cause a tuning problem.

Italian H-D Parts Source

□ In reply to all who are looking for Italian Harley parts, here are some good addresses:

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Boulder Creek, CA 95006
(408) 338-3340
Ask for Leslie

Pooless Cycle
215 Parkdale Ave. North
Hamilton, Ontario
L8H 5X4 Canada
(416) 545-0687

Swede Jensen
Somewhere

Where's Classic Cycles?

□ In the January '90 In the Wind (#37) issue there was an article called "Johnny & Tonya," featuring a slick custom '87 FXRSP built by Gary and Tom at Classic Cycles in Reseda, California. Where can I get the stats on that outrageous scooter?

D. Codosea
Pearl Harbor

■ Classic Motorcycle Parts: 18419 Hart St., Reseda, CA 91335, (818) 881-7640

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- ☐ PIN UP GIRLS
- ☐ PLEASURE SO DEEP
- ☐ GRAND OPENING
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- ☐ HOT BOOTS
- ☐ RUMP RUMP
- ☐ SEX STROKES
- ☐ JIGGLING JUGGS
- ☐ WET SHOTS
- ☐ PORN QUEENS
- ☐ TEASE ME
- ☐ SEXY PALS
- ☐ DOUBLE HEADER
- ☐ DEEP-N-HARD
- ☐ SUCK MY BALLS
- ☐ CUNT TO CUNT
- ☐ SOAK MY TITS
- ☐ SEX PACK
- ☐ BI-BI LOVE
- ☐ CLAM DIP
- ☐ SUCKATHON
- ☐ ROUGH RIDERS
- ☐ REAMED MEAT
- ☐ PUMPING JIZM
- ☐ BACKDOOR AFFAIR

- ☐ A STAR IS PORN
- ☐ BEND OVER
- ☐ RIDE ME
- ☐ EAT ME
- ☐ DEEPER THROAT
- ☐ LICKING LEZ
- ☐ BATTERING RAM
- ☐ DEEPER! DEEPER!
- ☐ SALAMI SUCK OFF
- ☐ SWEET CHEEKS
- ☐ TIGHT TWATS
- ☐ CUT LICK
- ☐ ALL THE WAY IN
- ☐ WET LIPS
- ☐ HOT & PINK
- ☐ CHEERLEADERS
- ☐ MAKE ME CUM
- ☐ BROWN SUGAR
- ☐ ORAL NYMPHS
- ☐ ANAL BABES
- ☐ SUCK SLUTS
- ☐ GROUP JERK
- ☐ EXPLODING SEX
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- ☐ WELL HUNG STUDS
- ☐ TINGLING TUSHES
- ☐ TITANIC TITS
- ☐ GUSHING GONADS
- ☐ SPERM BANK
- ☐ SEX STARVED
- ☐ FACE ACTION
- ☐ SUCKFEST
- ☐ WET HUMPS
- ☐ BIG BLACK LOADS
- ☐ BALL BUST
- ☐ BIG TIT BLOW
- ☐ HOT HOLES
- ☐ SPURTING LOADS
- ☐ SIT ON MY DICK
- ☐ BLACK HEAD
- ☐ LIQUID LIPS
- ☐ SUCK MY BOOBS
- ☐ SNATCH SUCK
- ☐ BLACK CUM
- ☐ PUSSY PLEASURE
- ☐ FREAKY FOURSOME
- ☐ COCK CRAVERS
- ☐ SHOOT IT ALL
- ☐ HOLE ACTION
- ☐ KING SIZE
- ☐ SUPER HEAD
- ☐ SPREAD PUSSY

- ☐ PLEASURE SEEKERS
- ☐ BLACK/WHITE TITS
- ☐ IN THE REAR
- ☐ LUST TRIANGLE
- ☐ 69 ACTION
- ☐ PUSSY DIVE
- ☐ 3 AT ONCE
- ☐ EAT MY PUSSY
- ☐ GAZONGAS
- ☐ LICK MY HOLE
- ☐ REAR DELIVERY
- ☐ GANG BANG
- ☐ ASS ATTACK
- ☐ ENDLESS LOADS
- ☐ ROUND POUND
- ☐ BUTT SLAMMERS
- ☐ CUM BATH
- ☐ SIZZLING TONGUE
- ☐ ADULT FUN
- ☐ NITE DEPOSITS
- ☐ THROBBIN' TWATS
- ☐ MILK MANDS
- ☐ MASSIVE MANHOOD
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- ☐ PANTY CHEWS
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- ☐ OPEN & WILLING
- ☐ NIPPLE TWEAK
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- ☐ BLACK BUSTERS
- ☐ WOMB BROOM
- ☐ TICKLING TONGUES
- ☐ TWIN LICKING
- ☐ TONGUE PROBES
- ☐ PUMPING SEX
- ☐ BLACK LEZ
- ☐ PINK PUSSIES
- ☐ SHOOT YOUR STUFF
- ☐ HORNY SLUTS
- ☐ CLIMAXING CUM
- ☐ PINK TUNNEL
- ☐ GROUP GROPE
- ☐ POONFEET
- ☐ BEACH BLANKET BANG
- ☐ TAKE IT ALL
- ☐ RAMMED REAMS
- ☐ FINGER FANTASY
- ☐ PETER EATERS
- ☐ LIP SERVICE
- ☐ TRIPLE SEX PLAY
- ☐ FOUNTAINS OF LOVE
- ☐ CHOCOLATE PUDDING
- ☐ KNOBS & KNOCKERS
- ☐ SAUNA SEX
- ☐ CLIT TICKLER
- ☐ SEX SANDWICH

- ☐ NIGHT ON WILDSIDE
- ☐ BUSH WHACKER
- ☐ KING DONG
- ☐ D-CUP FANTASY
- ☐ ANAL ADVENTURES
- ☐ HOT FLESH
- ☐ SCREW 'EM ALL
- ☐ BUTT PLUG
- ☐ SUCK SLUTS
- ☐ LOVE ERECTIONS
- ☐ DOWN MY THROAT
- ☐ BUN LOVERS
- ☐ FINGER FUN
- ☐ CUNT CUMMIN
- ☐ GREASED HOLES
- ☐ PETER PUSH
- ☐ PUSSY GROPE
- ☐ HARD & HORNY
- ☐ JERKING LOADS
- ☐ SHE LOVES IT HARD
- ☐ NAKED NYMPHS
- ☐ SUCK CHICKS
- ☐ DEEP INSIDE
- ☐ KINKY COEDS
- ☐ TWAT EATERS
- ☐ LUSTING LOINS
- ☐ SCREW MY TITS
- ☐ FILL HER UP
- ☐ SILICON BOOBS
- ☐ BLONDE SANDWICH
- ☐ BALL BLOWOUT
- ☐ SPREAD IT WIDE
- ☐ HOT PUSSY
- ☐ VIKENS IN HEAT
- ☐ THREE WAY SCREW
- ☐ SHAVED CHICKS
- ☐ GETTIN OFF
- ☐ HARD BOFF
- ☐ THAR SHE BLOWS
- ☐ SEX LESSON #1
- ☐ WELCOME WAGON
- ☐ BEN WAH BALLS
- ☐ REAR ENTRY
- ☐ 3-SOME
- ☐ BACKSIDE BABES
- ☐ FEEL ME UP
- ☐ DOWN MY POLE
- ☐ LESBOFEST
- ☐ VOLCANIC LOADS
- ☐ FEEL THE HEAT
- ☐ TOOLS OF THE TRADE
- ☐ TAKE MY LOAD
- ☐ BLACK STUDS
- ☐ LOVE SHOWERS
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- ☐ ROUGH & READY
- ☐ ORAL ADDICTS
- ☐ MOUSTACHE RIDE
- ☐ COCK SHARING
- ☐ LOVE GLUE

- ☐ LEWD N NUDE
- ☐ TEACH ME
- ☐ ON THE MAKE
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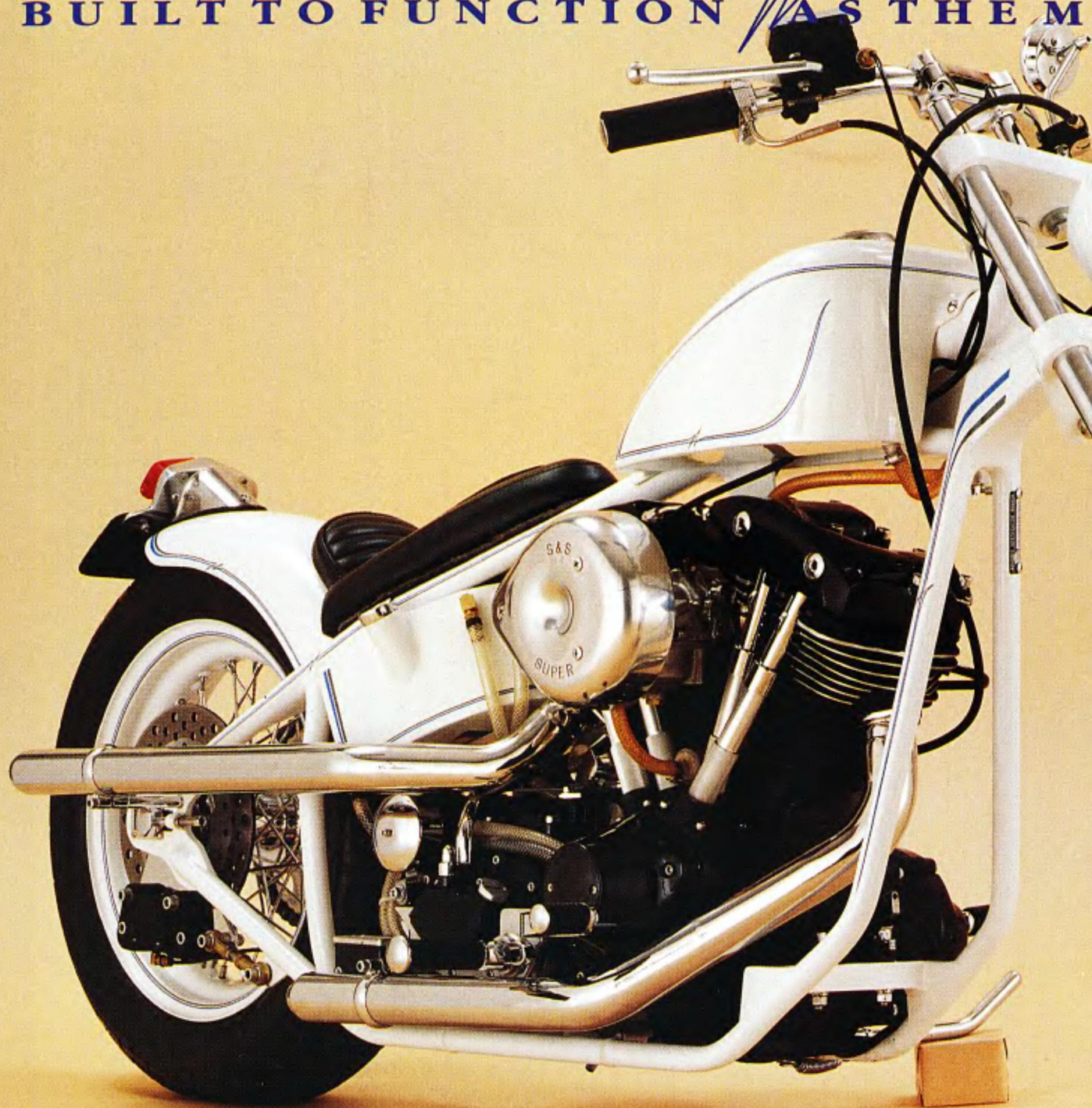
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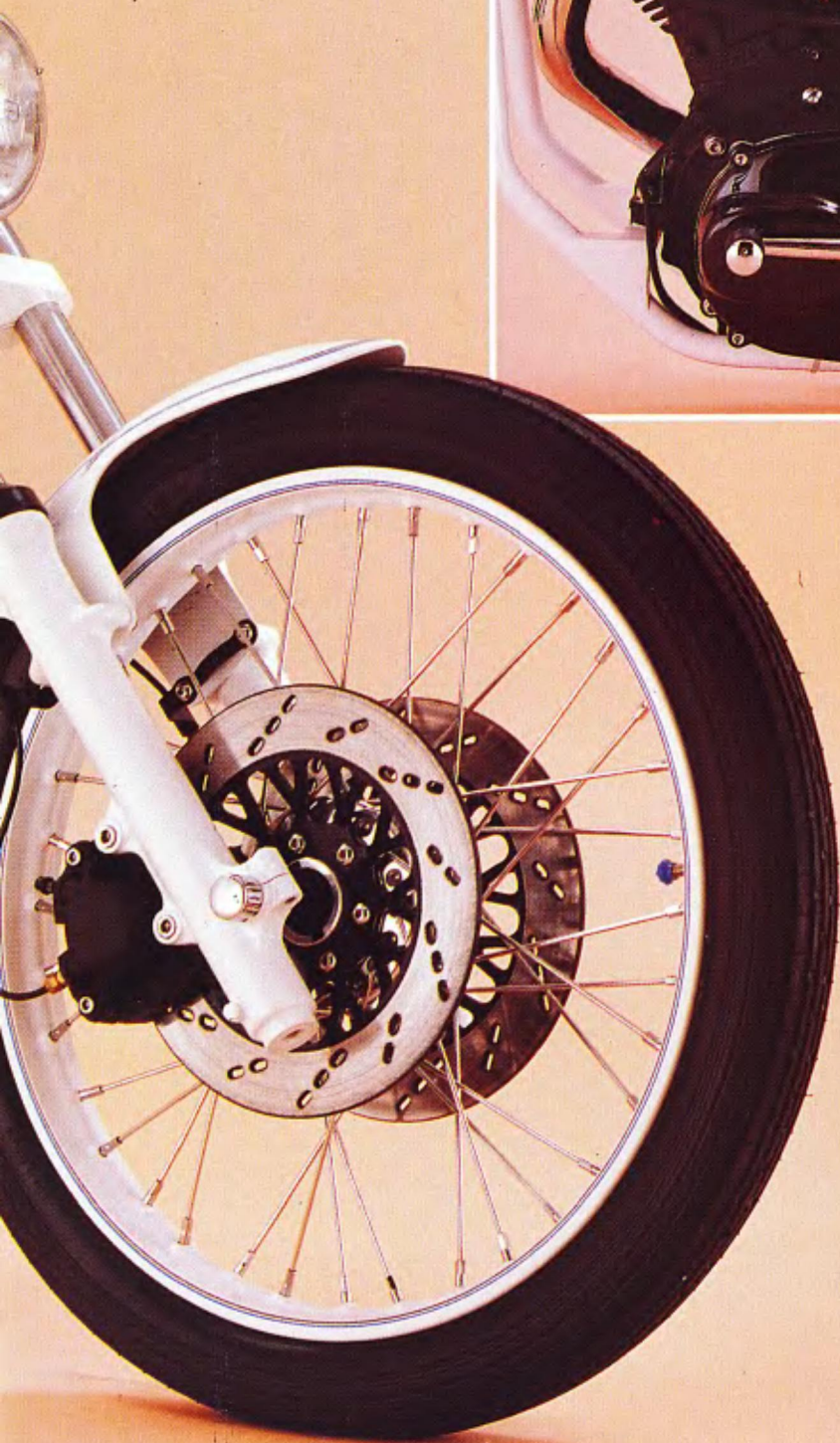
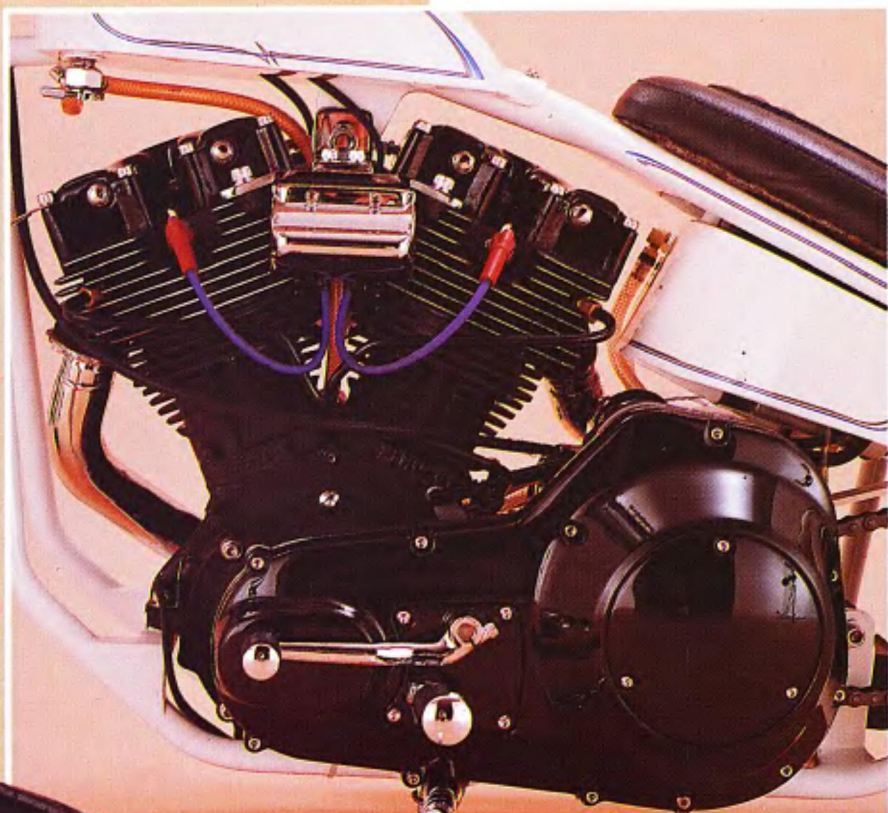
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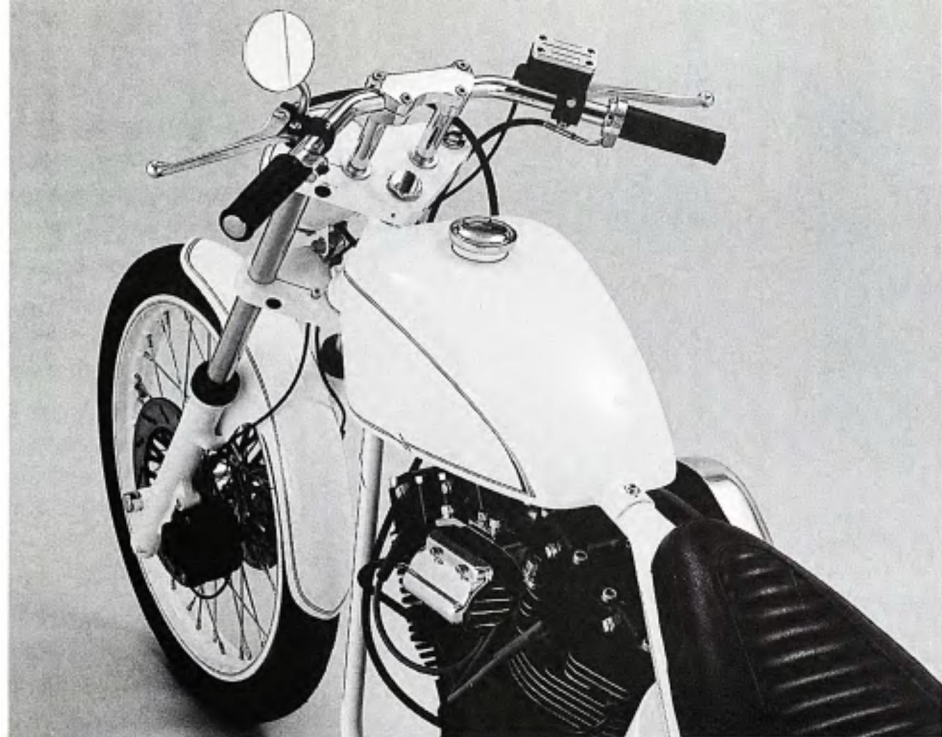
HINE IT IS



Think about it. You see a picture of an old-time sailing ship, or maybe a steam locomotive, and you just have to stop and look. The machine is inherently beautiful because everything you see is pure function. Except for a trace of scrollwork here and there, you see no decoration—everything that's on it earned its place because it performed a certain task—stuff that did nothing but “look good” wasn't there at all. No excess.

That's the logic behind Steve Munk's super clean, black-and-white shovelhead. Steve started riding about 10 years ago on a friend's Low Rider. He bought his own FXRT back in 1985, and that ➤





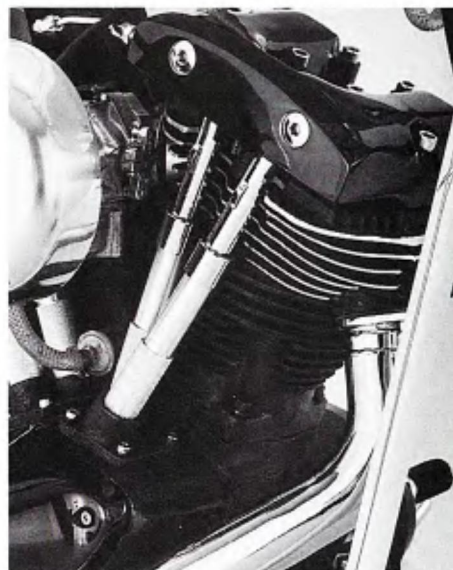
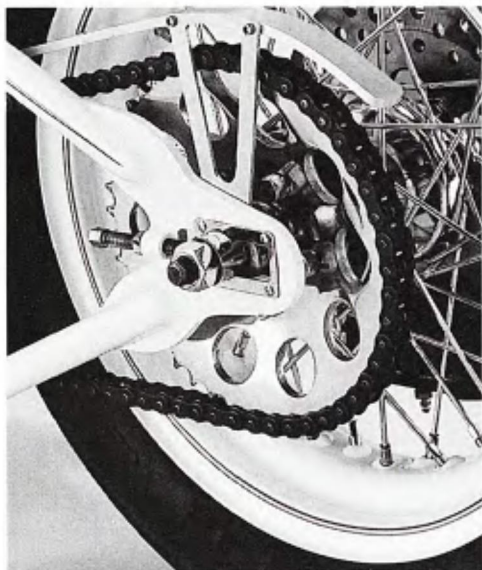
led him to trading at 2 Wheeler's Motorcycle Shop, in Denver, Colorado. Every time he was there he would hang around the shop, admiring shop wrench Rick Pew's high-quality custom work. Eventually, Steve realized he had to have his own custom machine.

Rick had an engine—a bored, stroked job, with Trock cylinders that added up to 103 cubic inches—so Steve asked Rick if he'd slap it in a 2 Wheeler's custom frame that had been collectin' dust in the corner.

But forget any notion of chrome doilies. For a finish Steve wanted plain, stark, black-and-white that would allow the machinery to show. The paint is urethane—tough stuff—and the engine is done in a wrinkle finish. Keeping faith with the functional scheme, Pew would use allen head bolts everywhere he could.

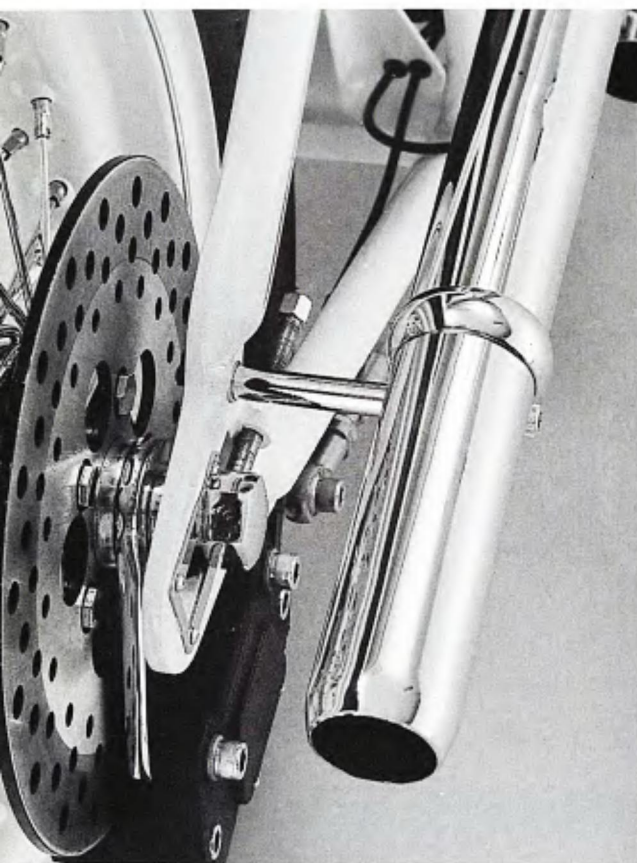
The result? Well, check it yourself—it fits right beside those classic sailing frigates and steam-driven Baldwins.

Steve wanted a long-range rider, and he certainly got what he asked for. That "TLTLTF" in the tech chart





Photos by Mike Lichter



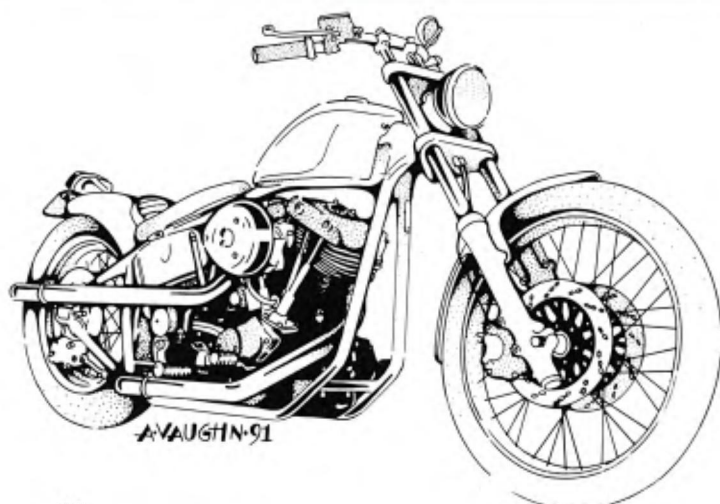
Owner(s): Steve Munk		City: Broomfield, Colorado	
General		Frame	
Fabrication by: owner		Year: 1985	
Year and make: 1985 H-D		Builder: Paughco	
Model: TLTLTF		Type: rigid	
Value: \$10,000		Rake: 35-degree	
Assembly by: owner		Stretch: none	
Time: 10 months		Other alterations: none	
Chroming by: Denver Metal Finishing		Accessories	
Engine		Bars: drag	
Year: 1979		Risers: 4-inch	
Model: shovel		Fender(s): front: Ness; rear: owner	
Rebuilder: American Thunder/owner		Headlight:2 Wheelers	
Ignition: points		Taillight: CCI	
Displacement: 103 cubic inches		Speedo: none	
Lower end: stock		Front pegs: Drag Specialties	
Balancing: American Thunder		Rear pegs: none	
Pistons: Arias		Electrics: 12-volt	
Cases: H-D		Gas tank: CCI, Gary Hunt	
Heads: ported		Oil tank: Paughco	
Cam: Andrews #6		Oil system: clear hose	
Lifters: solid		Primary cover: H-D	
Carb(s): S&S		Seat: owner	
Air cleaner: S&S		Sissybar: none	
Pipes: loud		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: none		Type: Jap	
Year: 1985		Extension: none	
Shifting: foot		Builder: ain't coppin' to it	
Engine sprocket: 21-tooth		Special features: custom trees	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 46-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: lots		Hub: Jap	Hub: H-D
Painter: owner		Rim width: 2 1/2-inch	Rim width: 4-inch
Color: white		Tire: Avon	Tire: Michelin
Type: urethane enamel		Brake: Gardner	Brake: Gardner
Special paint: Louie Allison			
Other special modifications: Special thanks to Rick Pew, Al Bolger, Arlin Fatland, Jim Taylor, and Mike Heinrich.			

(under model) stands for "too low, too long, too fast," and Steve says the scoot has been proving it for the three years he's been riding it throughout his Colorado homeland.

It wasn't supposed to be a show bike, but he did enter it in an Adams County (Colorado) show and it took first in its class.

Say you line up 49 babes, all showing their tits. But the 50th one in the bunch is wearing a lacey white top with black trim. Which one does everybody look at? Same way with a motorcycle: distinct is different.

—Noose



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Our Christmas issue is packed with enough damn cheer and merriment to keep ya warm during those cold winter months. We've got flicks of Sturgis to warm up memories, our Fox Hunt to heat up arteries, and bike features to flare up those winter building ideas. And if that ain't enough, we've added our Christmas catalog for some gift-giving inspiration. Don't even *think* about missing it.

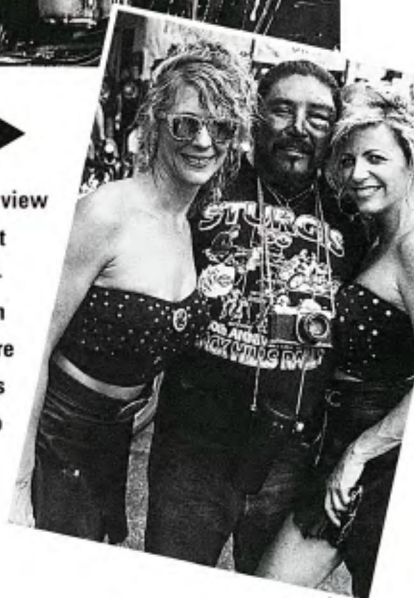
On sale October 24



IN THE WIND ►

Yer in fer a nonstop blast and the best view of all the thrills of the 51st wing-ding at Sturgis, South Dakota. The head whip-crackers have set aside 32 smut-ridden pages fer yer viewin' pleasure, to insure that the magic of the Black Hills makes it to yer eyes. To top the bill, you'll also get loads of great flicks submitted by you, the readers. Check out the notorious pranks we bikers are famous for.

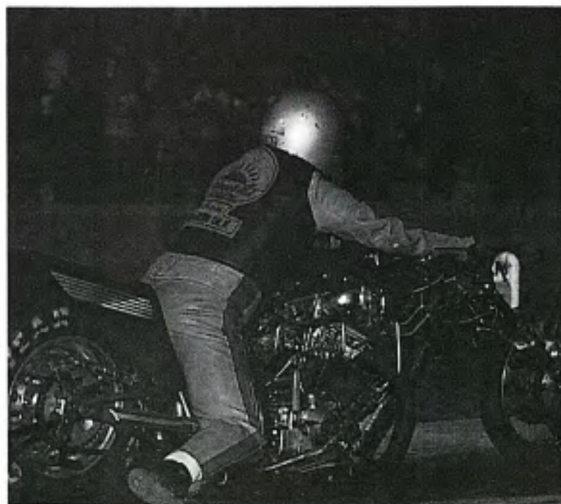
On sale October 10



TATTOO ▲

For starters, we'll visit Phoenix — and beat the heat by chilling out at a huge tattoo bar party and then taking a tour of the tattoo shops in town. You won't want to miss the tattoo scene at Sturgis, either, where we'll be checking in with the artists and fans who come from all over the world to hang out and work on Main Street. If you think ink, you won't want to miss this issue.

On sale October 17

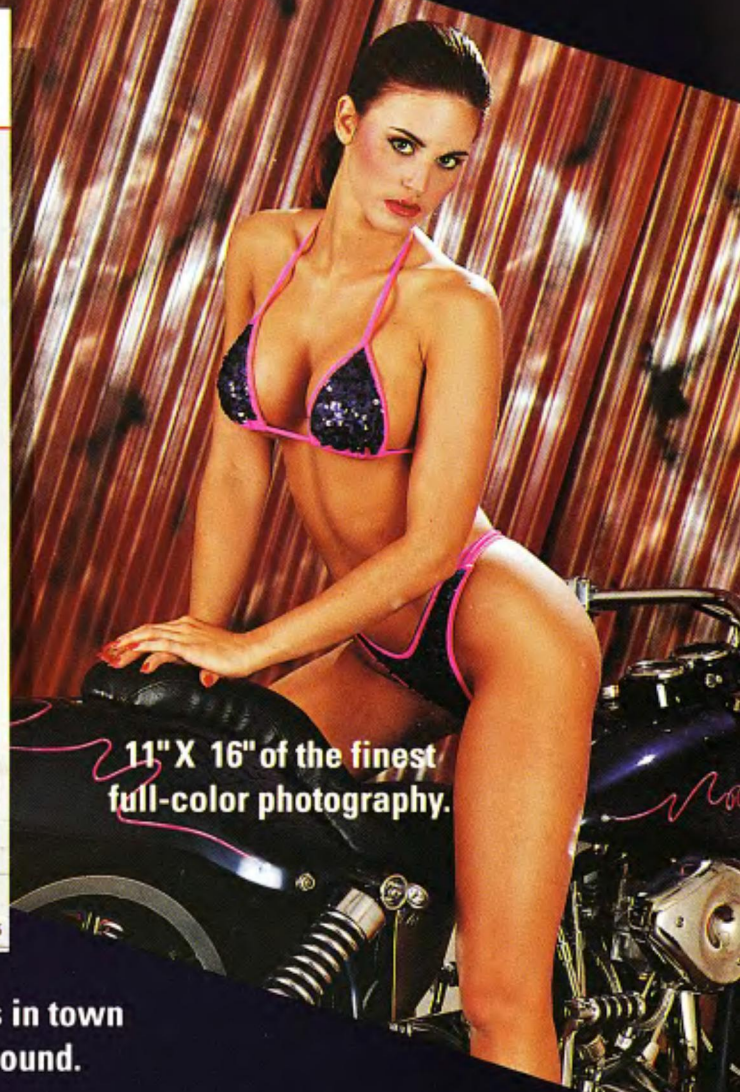
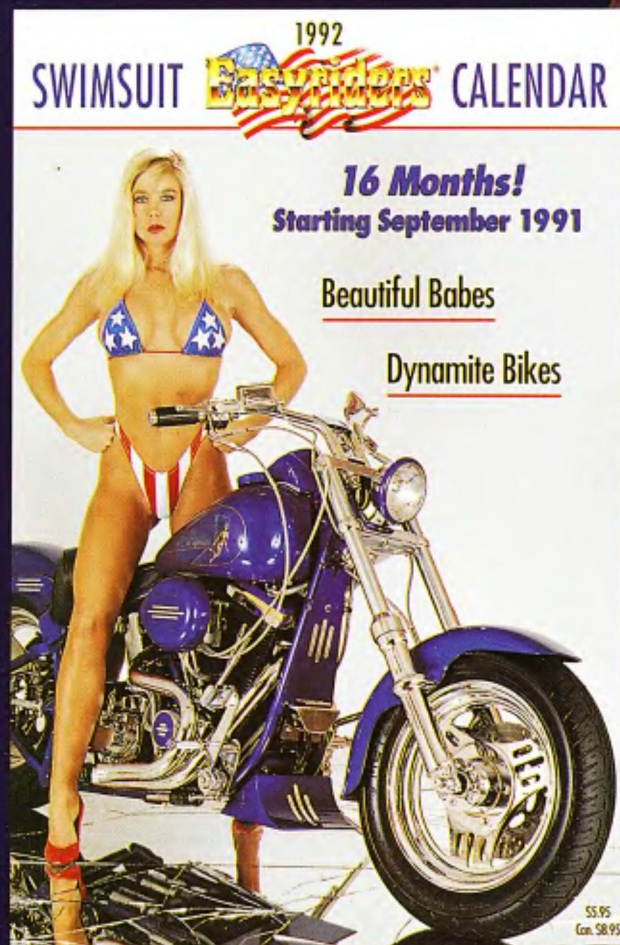


◀BIKER

The good times just keep rollin'. We're gonna take a trip to upstate N.Y. and visit with the good folks at Am-Jam. Then we'll be in Sturgis, checking the action at the drags. We've also five legwettin' bike features for ya and a biker babe centerspread.

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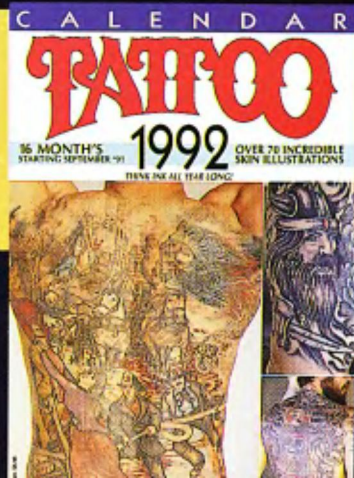
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