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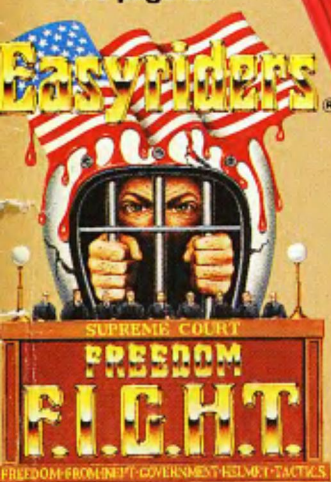
JANUARY 1992
ADULTS ONLY

Easyriders

**WARNING
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see page 54

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Easyriders

MAGAZINE

NUMBER 223 ENTERTAINMENT FOR ADULT BIKERS JANUARY 1992

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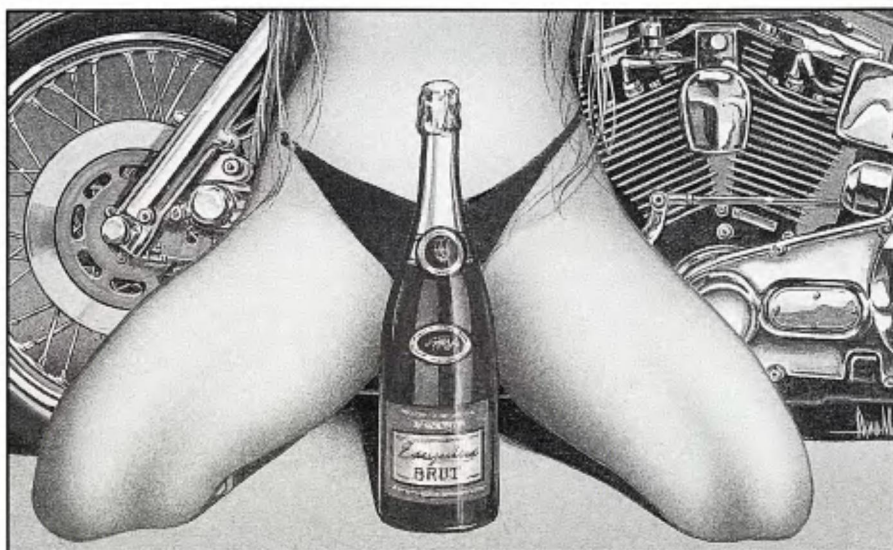
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The next liver-quiverin' issue of this rag goes on sale December 24.

Cover photo of Julie with Billy Gibbons' HogZZilla was shot by Steve Coonan.



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The
Audit
Bureau

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In the past I've always warned you about the subject of the next item I'm reporting. This one is so gross that you should read it at least two hours after breakfast. This 14-year-old was apparently learning how to siphon gas. So he searched around for a prospect and spotted a motor home. He opened the spigot on the back of the motor home, dipped his hose into the tank and as he sucked, he thought that the Seattle gas really tasted like shit. He sucked on the hose and, as you know, a portion of the gas gets into your mouth. But this poor guy had mistakenly stuck the hose into a different outlet and discovered he had accidentally stuck it into the sewage tank. When he got a mouthful, he barfed his guts out and passed out on the spot. When he came to, he had to pick his teeth, eat four packages of Sen Sen, use a gallon of mouthwash, and four packs of Juicy Fruit gum—but it didn't help.

This guy must play with himself a lot. There must be some reason he was so lame. He came home one night and found his apartment burglarized. The police came and he reported missing his \$100 watch, \$249 compact disc player, \$196 in compact discs, and \$15 to \$20 cash. He reported one more item missing from the freezer: a small stash of marijuana, about enough for one joint. But they couldn't arrest him because the evidence had been stolen. So I guess even dumb guys are lucky.

Good old New York. Recently, in a two-day period in New York City, a homeless man, a train maintenance worker, and a dog were killed on the subway tracks. Ninety people telephoned the Transit Authority to express concern about the dog, but only three called about the worker and no one called about the homeless man.

Well, you've gotta say something about the guys in Spain. A survey disclosed that six out of 10 Spanish men do no domestic chores at all. And those males who performed some household tasks limited them to two hours and 45 minutes a week. Shit, those guys in Spain aren't too shabby.

A report recently released claims that American adults say they have intercourse on an average of once a week, those over 70 have sex less than once a month, and one person in five claims to have abstained entirely in the past year. Shit, they must have taken a survey from non-biker types. All the guys I know have sex at least six times a week or more.

Who's shittin' who? You decide. The next time your lover whispers, "Was it as good for you as it was for me?" consider this: A new poll on sexual honesty found that only 12% of men and 8% of women believe their lovers are telling them the truth all the time about their sexual experiences.

A man beat up his 82-year-old father and tried to set him on fire after trying to get money to pay legal bills due to his conviction for beating his 75-year-old mother. He was arrested while on his way to court on yet another charge of beating his mother. He had gone to his mother's house because he was mad at her for a conviction of beating her previously. But he was so mad he beat her again. Think this guy should be checked out?

He was running from the police. They tried their damndest to catch him but couldn't. How could this happen? They were pursuing (very slowly) a tractor going 15 mph. They were going so slowly that the police

couldn't get out of low gear. Finally, the tractor came to an open field, so he drove it across the field, got off, and escaped.

I run into a lot of weird stuff for this column and thought you'd like to hear about some real laws from around the country. In Saco, Missouri, women are prohibited from wearing hats that "might frighten timid persons, children, or animals." In Zion, Illinois, it is illegal for anyone to give lighted cigars to dogs, cats, and other domesticated animals kept as pets. In Miami, it's illegal for men to be seen publicly in any kind of strapless gown. In Baltimore, it's illegal to take a lion to the movies. In Oxford, Ohio, it's illegal for a woman to strip off her clothing while standing in front of a man's picture. In Pennsylvania, "any motorist driving along a country road at night must stop every mile and send up a rocket signal, wait 10 minutes for the road to be cleared of livestock, and then continue." In Chicago, there's an anti-ugly law. It says ugly persons aren't allowed out on the city streets. In Arkansas, a man can beat his wife with the stipulation that he do this no more than once a month.

His nuts hurt him s-o-o bad he went to a hospital and asked for a male doctor. When the doctor helped the poor dude get his pants and shorts off, he discovered a zigzag cut, oozing puss and blood, extending down the left nut. Amid the matted hair were eight 1-inch rusty staples imbedded in his skin. His nut was swollen to twice the size of a grapefruit. After the painful removal of the staples, he admitted to what had happened. It seems he enjoyed himself during lunch hour at his job by masturbating almost every day. He would hold his penis against the canvas drive-belt of a large floor-based piece of running machinery. One day, when he was getting close to climax, he lost his concentration and leaned too close to the belt. His nut got caught between the pulley-wheel and the drive-belt and he was thrown into the air. He didn't know he'd lost his nut and was too stunned to feel pain so he stapled the wound closed and went back to work. Talk about a climax!

Here's another strange one! This 51-year-old dude went into a bar and decided to celebrate his birthday with some heavy drinking. But he was afraid he'd fall off the stool so he decided to nail himself to it. After he tried to hammer in the first nail, he decided it hurt too much so he quit and decided to get drunk anyway without being nailed down.

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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WHAT THEY SAY

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Steve Fitzgerald
Bartels HD

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C.J. Quintana
Low Country HD

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WORDMONGER

Harley Models?

☐ Does anyone know where I can get a catalog that has Harley models for sale? (The kind you put together yourself.)

Don Downs #207602B-10

Box B

Anamosa, IA 52205

■ Yeah, in our Christmas issue.

An Octopus Comment

☐ This is in reference to Spider's column in the October issue about octopus reproduction. It's all wrong so I'm setting you straight.

The female octopus does not have a vagina in her nose though it wouldn't be a bad idea. This member of the genus (octopus) has eight muscular arms equipped with two rows of suckers. Her reproduction system, or vagina, is located at the base of the third arm. Now this next part is important for all you octopus fuckers. It is recognized by a small slit at the base of the third arm. The male envelops the female with a transparent membrane that resembles an umbrella. When she's fully enclosed, the male discharges sperm thereby completing fertilization. If a male octopus were a biker, he'd be forced to fuck some other creature for a good time.

Keith Yates

Dillwyn, Va.

No Raisin Pie

☐ Man, you guys really blew it this time!

In the October issue, you answered a letter from David Wright who asked about the name "Night Train." Your answer was that it was for ad purposes only. Let's set the record straight.

The Night Train came out once in 1972 and was a 74-cubic-inch engine in a Sportster frame, a first for Harley-Davidson. It had 3 1/2-gallon fatbobs with center ignition panel, the #1 logo in red, white, and blue, was the tank separator and came in kickstart only. Tires were 19-inch front, 16-inch rear, and the exhaust was two-into-one. The bike itself was black.

I had one back in Massachusetts from 1978-'80 and brought it to Florida with me in '81. It went down pretty hard, thanks to a cage. I'm still around, but it ain't.

Jim Graham

Avon Park, Fla.

No Chicks

☐ You should have at least one good, full-page photo of each feature bike without some bitch hangin' all over it—unless it's her bike.

K.T.

Waverly, Iowa

All To Himself

☐ The other day I called home (Montreal) and asked my brother to send me your rag so I could get some entertainment while in the can.

To my surprise, I got an issue written entirely in French. When I used to get *Easyriders* at mail call, all the other bikers here would see it and I'd have a waiting list. By the time I got it back, you can imagine what it looked like!

Now with the French edition, I get it all to myself and still let 'em read the American edition I also receive. So you get my piece of raisin pie!

"Anvil" O'Keefe

Miami/Montreal

Helmet Law Reactions

☐ My deepest sympathy to the *Easyriders* staff and to all bikers in the state of California for the tragic loss of a most cherished loved one—your freedom.

Somehow, if we all unify our efforts, we can beat these low-life clowns at their own game. It has been done before. These pro-helmet lawmakers and greedy, money-grubbing insurance companies deserve the same amount of respect which they bestow upon us—which is absolutely none!

Clint Armentor

Groves, Texas

■ See page 56 in this issue

☐ I figure the way to get to the non-riding politicians is to hit them where it affects them. They don't ride motorcycles, but they all play golf, therefore, I'm going to write and try to get a helmet law passed for golfers. Anyone who has ever been hit by a 200-plus mph golf ball knows that a hit in the head could be fatal. I don't play golf which makes me an authority on the subject just like the politicians who don't ride. I think everyone should write and propose the same bullshit. Will anyone in Congress see the light?

Jon

Minneapolis, Minn.

☐ It seems like every month you have an article in the "Easynews" section about helmet laws and something about writing to our senators and representatives to let them know what we think about it. But I think you should go one step further and either print the names of the senators and representatives or at least let your readers know where to get their names and addresses—like the library.

Also, you could include a few tips on how to be the most effective in what you say in your

letter. Let them know you are a concerned citizen and why you feel the states should not be required by the federal government to pass helmet laws based on things like federal highway funds and fuel taxes. These things have nothing to do with helmets.

If you do an article like this, also include as many reasons as you guys can come up with on why we shouldn't have a mandatory across-the-board helmet law. That way people could pick and choose the best reasons they believe in and include them in their letters.

Steve Schelske
Black Hills, S.D.

■ Check out the *Helmet Fighters' Handbook* in this issue.

Thanks

□ I'd like to give a special thanks to the person or persons who turned in my leather jacket to the Deadwood P.D. during Sturgis Bike Week. I didn't think I'd ever see it again. It's people like you who give bikers the image they deserve.

Kemp
Buffalo, Iowa

Daytona Request

□ It's very important that you print next year's dates for Daytona Bike Week so I can request my vacation week now.

Butch
Pittsburgh, Pa.

■ March 2-7

A Little Criticism

□ Do you think Arlen Ness can withstand a little criticism? The rear fender on the "Choppers Rule" bike (Oct. '91 issue) looks like shit!

Tim Sutterby
La Porte, Texas

What Gives?

□ I'm the proud owner of a '91 Sporty and have been riding only a few months. I don't understand why guys think it is so amusing. I met someone with a Kawasaki and he couldn't stop putting my scooter down (which he's never even seen), telling me that Harleys, especially the 883s, are the biggest rip-off. Okay, I expect that from someone who rides Pepsi cans. But a guy with a panhead told me, "When you're ready for a real bike, I'll build you one." I don't get it. Sportsters are still made right here in the USA.

Cline
Staten Island, N.Y.

A Goof

□ I was reading the Oct. '91 issue and noticed something in the "What's Happenin'" column.

You listed Alamogordo's Halloween Party under New York state. Being a native New Yorker and having lived in Alamogordo for six years, I've yet to ride through Alamogordo, N.Y.

If you want to party with some righteous bros, go to Alamogordo, New Mexico!

The Cheezy Rider
West Monroe, N.Y.

A Correction

□ To all who desire Social Security, Mr. Muntz of Wilkes Barre, Pennsylvania, has the right idea and correct information. But the address in Olympia, Washington, is bogus. The correct address to write to is: Social Security Administration, 810 California Ave., Bakersfield, CA 93370. They can answer all questions and send you an application. I know because I wrote to the address in Olympia, Washington, and the letter came back. If you have any questions about S.S. and SSI, write me. I'll be here awhile.

Ulysses S. Broadus #204758
18601 Roxbury Rd. MCI-H
Hagerstown, MD 21746

Rodeo Fans

□ As the roar and rumble of the Harleys fade into the past, the men of the Hammack Hall Honor Dorm in Chillicothe, Ohio, return to the depression of everyday life. The 1991 *Easyriders* Rodeo at the Ross County Fairgrounds once again offered many hours of entertainment. The bikers and gals had a carnival of tricks that left us breathless! We salute the man who had the "one-man bike against injustice," the gals with the budding breasts, and, especially, the dark-haired gal who stopped in front of us to moon the show to an end.

We wish to thank everyone involved in making this year's Rodeo bigger than ever!

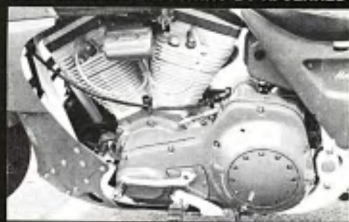
Big Sid and Li'l Red
Chillicothe, Ohio

■ *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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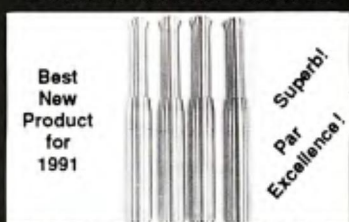
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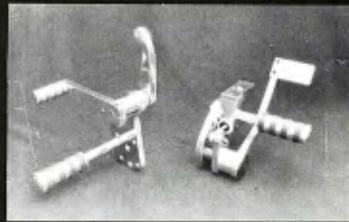
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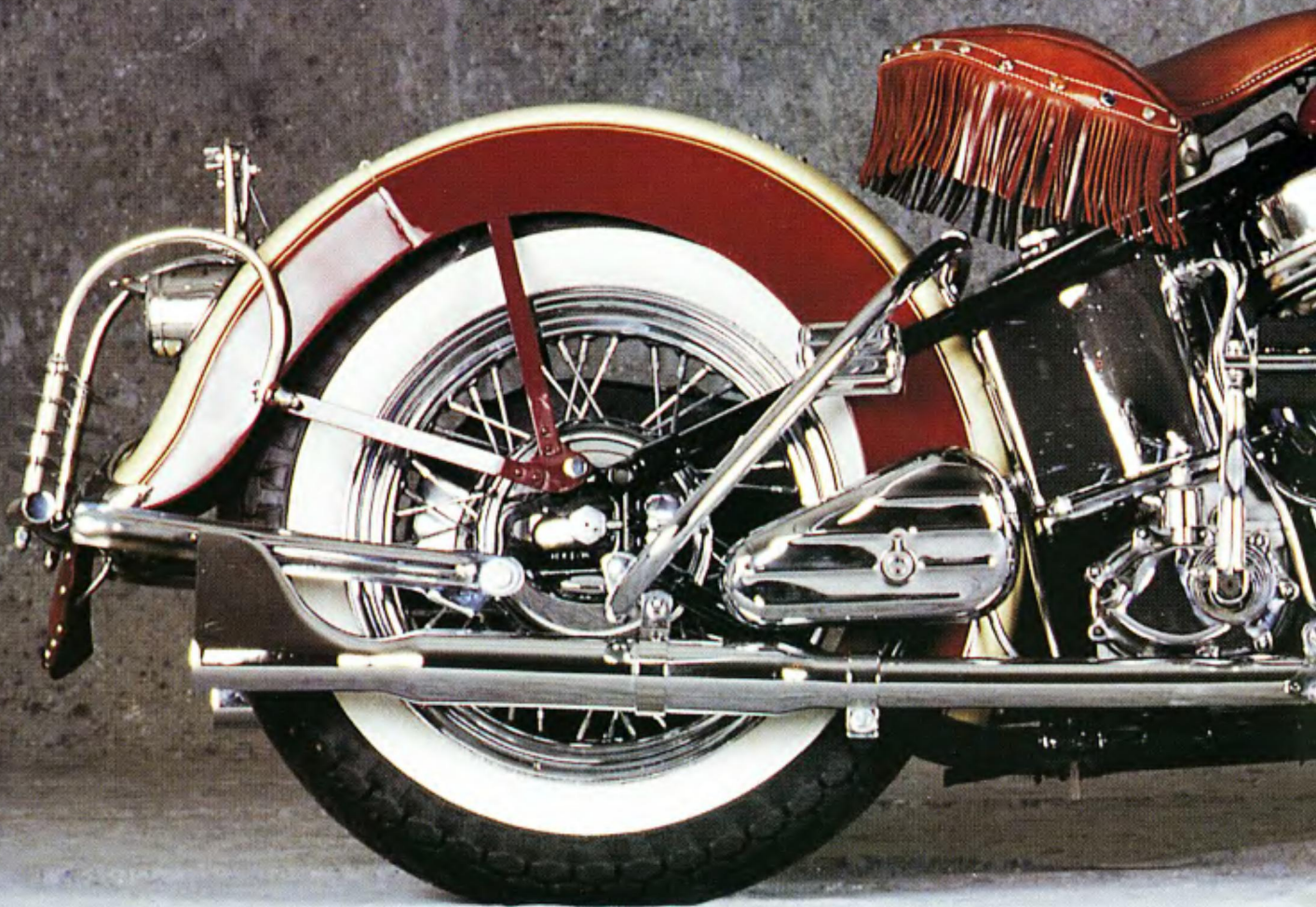
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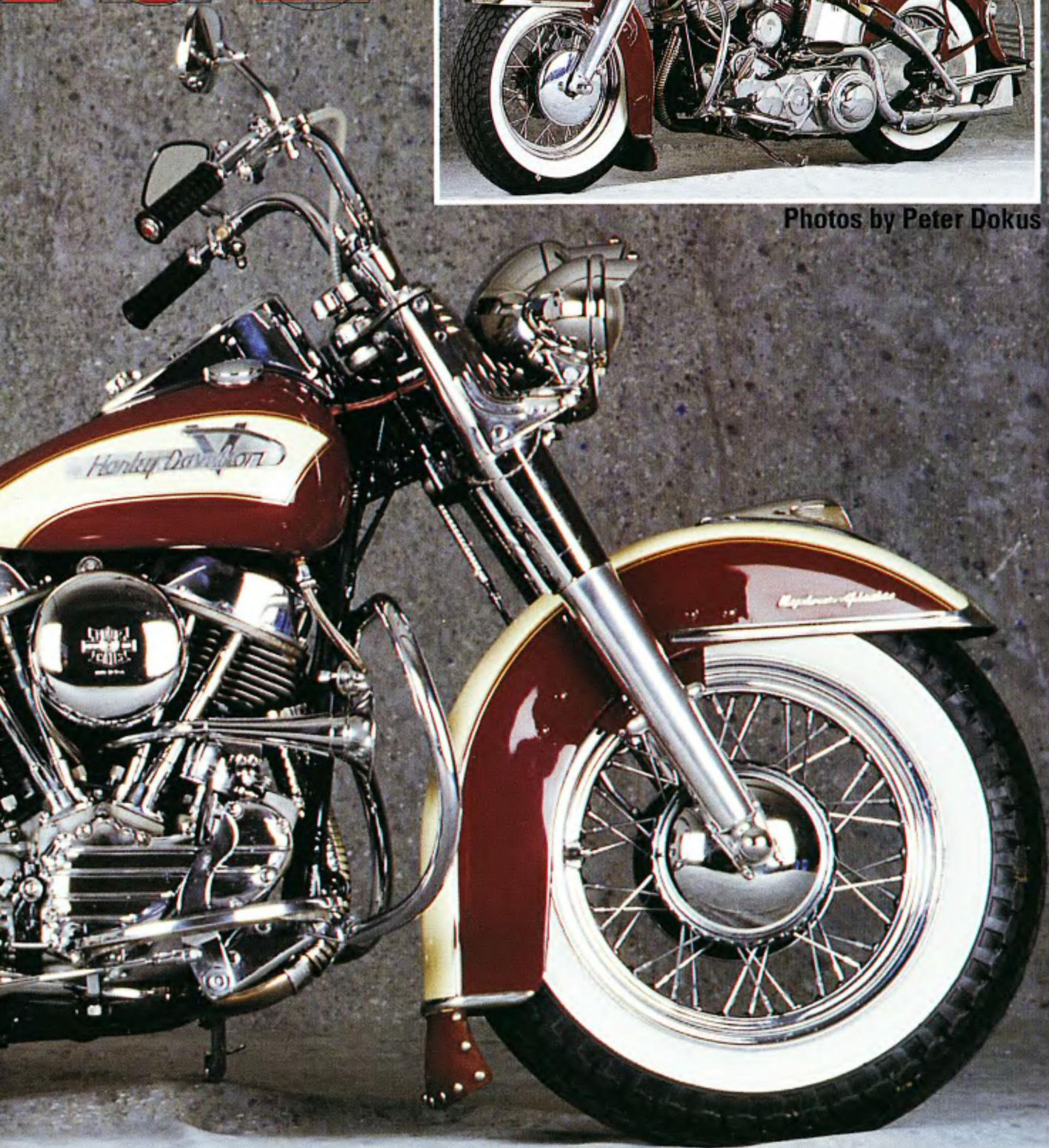
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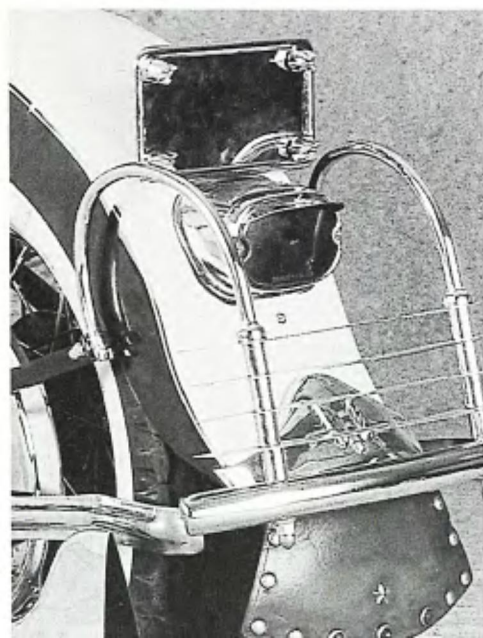
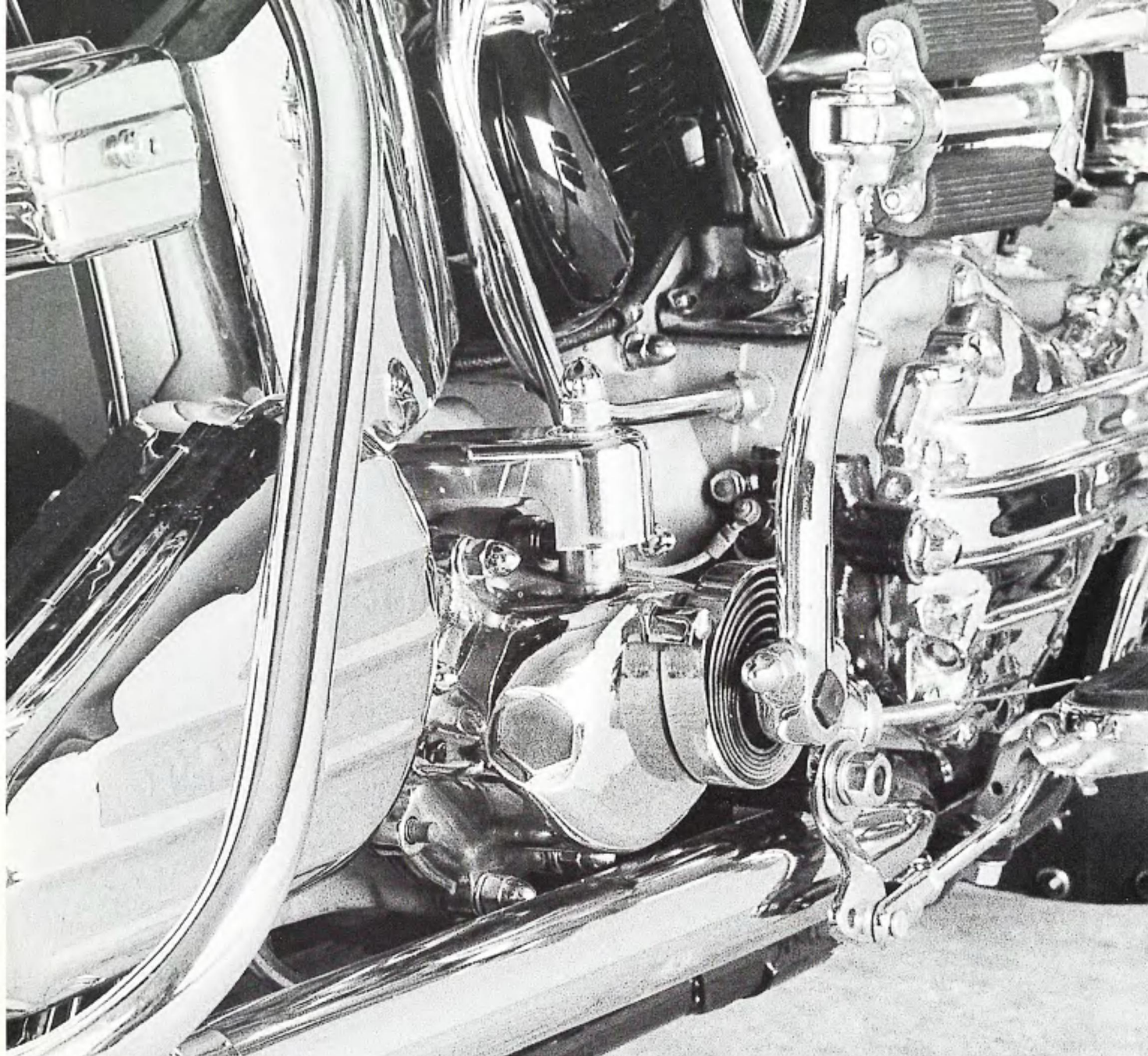




Biker stories about righteous pieces of Milwaukee's past, restored to their original splendor, seem to be all I hear these days. Lucky bastards. Last month it was a classic 1965 panhead. This month it's a vintage 1955 panhead.

And when I say *vintage*, I mean vintage. Rudy Pock, owner, and Paul Wheeler, builder, of this ride spent a year searchin' swap meets, old barns, orange crates, and whodahell knows what else, before they found this baby sitting at a swap meet somewhere in Southern California.



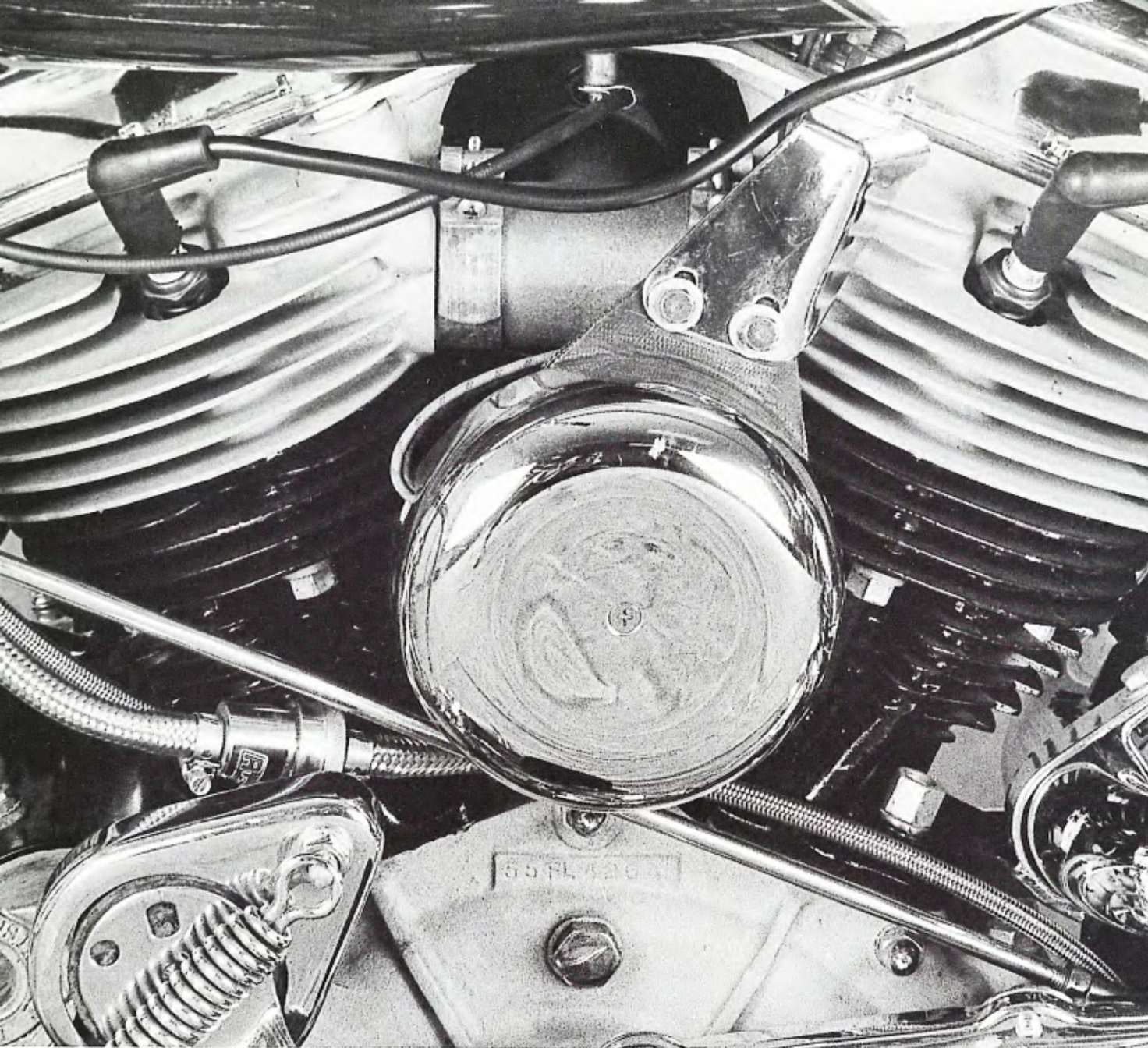


Yeah, you got it, Rudy's another one of us hardheaded bros who knows what he wants and won't settle for anything less. Rudy wanted a 1955 pan with no aftermarket parts. Now, I don't know what Paul did when Rudy made this announcement. Most of the wrenches I know would have swallowed loudly, wiped off the beads of sweat that had formed on their foreheads, and tried to talk Rudy out of it. But Paul specializes in building vintage bikes, so he just nodded,

stripped the mill out of the chassis and took it to Williams' Motors to be rebuilt, and then went back to hitting swap meets and digging through old fruit crates.

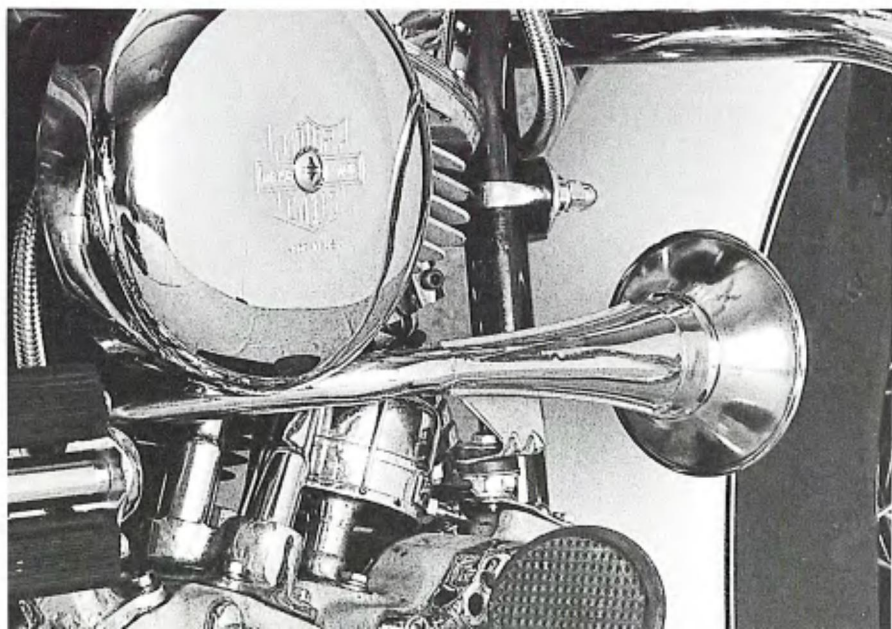
Whatdahell, Rudy was a fireman, and his work shifts of 24 hours on and 24 hours off gave him plenty of time to help Paul with his search.

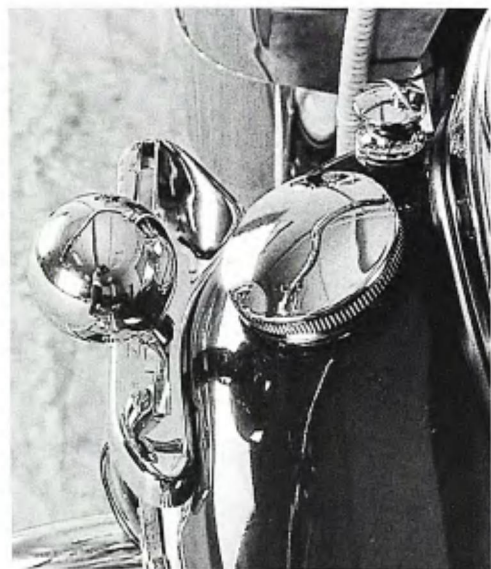
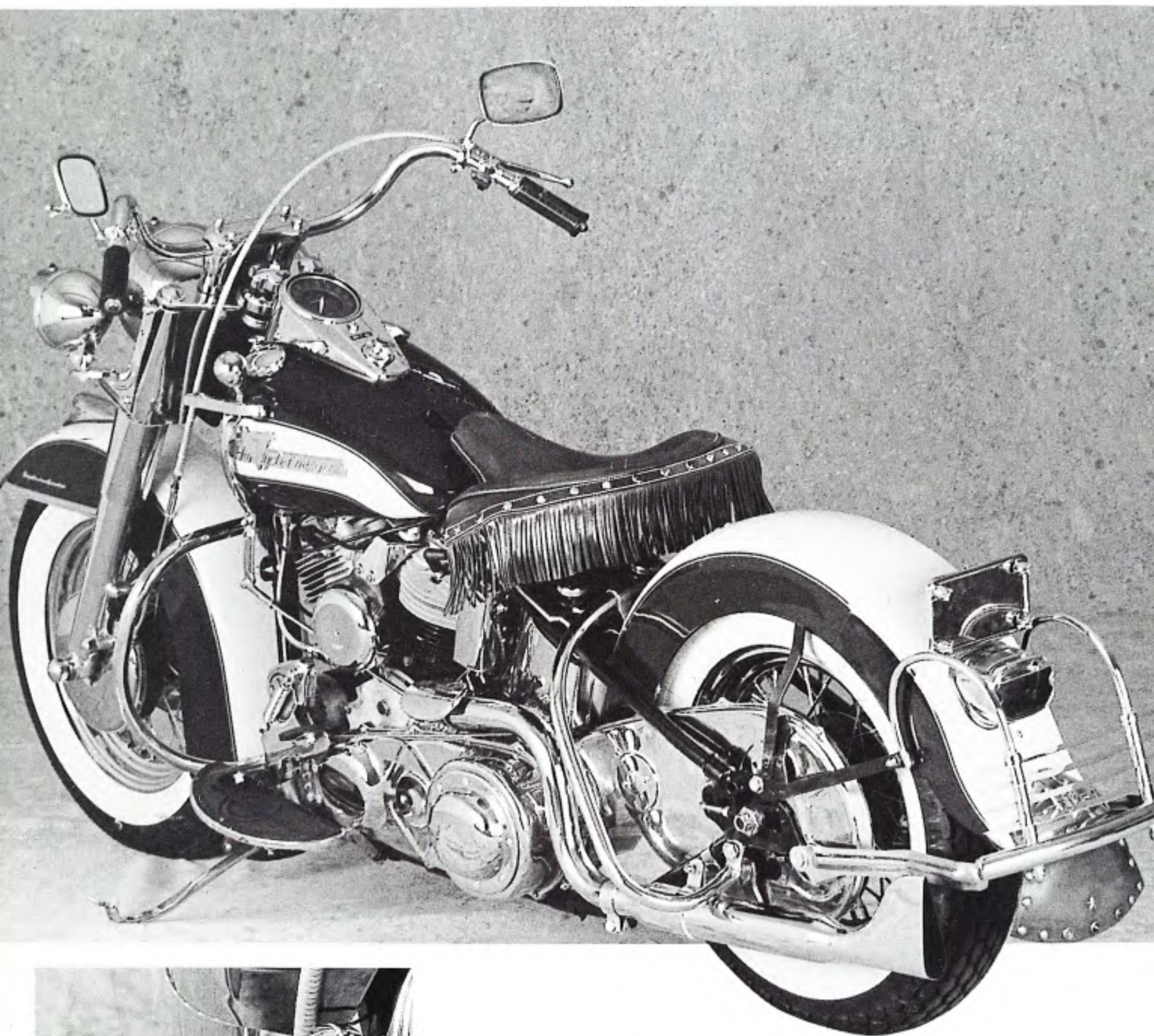
The months clicked by, but nothing could be done to hurry the process. The parts were going to Astro's for chroming just as fast as they were being found. Dennis Bryant had



already finished the cream and burgundy paint. Don Becker had finished the seat. Williams' had rebuilt the motor. Finally, the last part was on its way to Astro's and Paul began assembling the bike.

I can almost picture Rudy anxiously awaiting the pan's completion. Maybe he took to stopping by Paul's place on his day off. Or maybe he started sitting by the telephone, waiting for Paul's call and throwing the answering machine anxious looks whenever he had to go





out. Whatever he did to kill the time, one day, almost two years after the hunt began, and a year after they'd found the panhead, the call did come.

Rudy walked into Paul's shop and feasted his eyes on a wonder few of us have ever seen (with the exception of those who remember when they were taken off the show room floors to make room for the '56 models). After two years of waiting, Rudy was staring at his very own 1955 panhead, completely restored with all original parts.

Was it worth all the waiting, the cut and bruised fingers, the hassles? "Well, it's a real popular bike out here," says Rudy.



Owner(s): Rudy Pock		City: Monrovia, California	
General		Frame	
Fabrication by: Paul Wheeler		Year: 1955	
Year and make: 1955 Harley-Davidson		Builder: H-D	
Model: Hydra Glide		Type: straight bar	
Value: hook and ladder		Rake: 30-degree	
Assembly: Paul Wheeler		Stretch: none	
Time: one year		Other alterations: none	
Chroming by: Astro		Accessories	
Engine		Bars: Buckhorn	
Year: '55		Risers: two-piece	
Model: FL		Fender(s): fat	
Rebuilder: Williams Motors		Headlight: with cowl	
Ignition: distributor		Taillight: H-D with shroud	
Displacement: 74 cubic inches		Speedo: matching color	
Lower end: Painter Joe		Front pegs: footboards	
Balancing: Williams Motors		Rear pegs: back of the footboards	
Pistons: .030 over		Electrics: 6-volt	
Cases: stock '55		Gas tank: 3-1/2 gate shift	
Heads: stock pan		Oil tank: horseshoe	
Cam: Andrews		Oil system: low pressure	
Lifters: solids		Primary cover: diamond	
Carb(s): Bendix		Seat: solo, Don Becker	
Air cleaner: wire mesh		Sissybar: none	
Pipes: duals		Height: n/a	
Muffler(s) fishtails		Material: n/a	
Transmission		Forks	
Modifications: Andrews Gears		Type: Hydra Glide	
Year: '55		Extension: stock	
Shifting: gate		Builder: H-D	
Engine sprocket: belt drive		Special features: stock spots	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: none		Hub: Star	Hub: Star
Painter: Dennis Bryant		Rim width: 3-inch	Rim width: 3-inch
Color: cream and burgundy		Tire: Coker	Tire: Coker
Type: enamel		Brake: drum	Brake: drum
Special paint: yes			
Other special modifications: full rear chain guard, bumper			

"I've had it in several shows and it took Best Of Show a couple times. It's on three 1991 calendars . . . the crowds love it when I ride it in parades for the fire department . . . and now it's goin' to be in *Easyriders*. What do you think?"

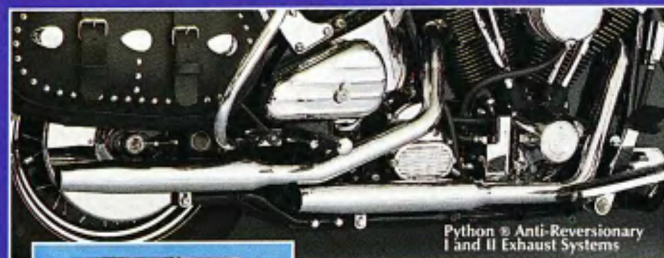
Me? Hell, I just focused my envious eyes on the beautiful beast Rudy and Paul had recreated.

—Silent



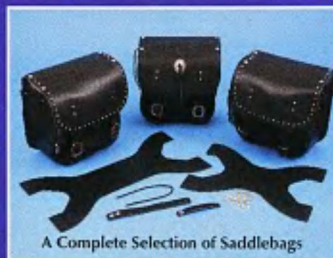
ORDINARY

IS FOR EVERYONE ELSE...

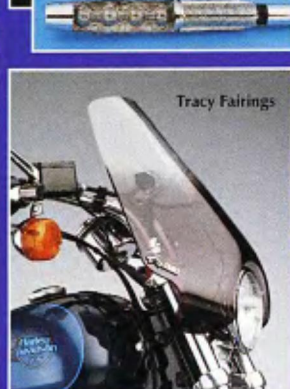


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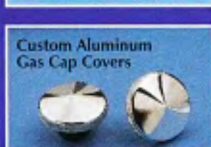
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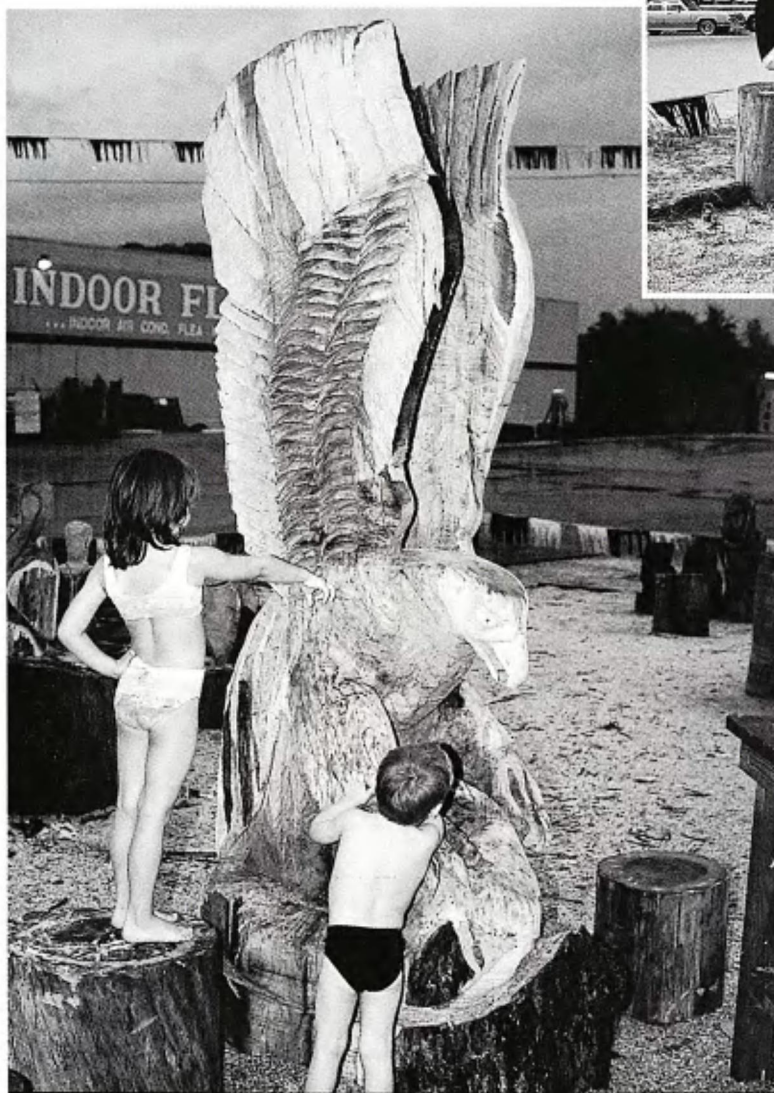
Coop

News flash! About a year ago, Pat Randle, our man behind the Nikon in Florida, discovered a brother who was doing some innovative things with a chain saw.

Nah, he wasn't doing an East Coast version of the infamous Texas massacre, this bro was carving an eagle out of 10-foot cypress located outside a flea market in Holiday, Florida. Pat was intrigued by the man's ability, talent, skillful handling of the buzzing saw, and the eagle that was taking shape. He began to document the progress by occasionally stopping by and running through a roll of film. After a few months of this routine, Pat noticed that the project had slowed down. After a little investigating, Pat discovered that the artist had been put in jail.

With this knowledge, Pat's enthusiasm about the project diminished. But whenever he rumbled his ol' pan by the location, he'd always glance over to see if someone had taken over the task. One day, while Pat babied his putt along the thoroughfare, he was startled by the shrieking sound of a chain saw, coming from an all-too-familiar location.

Another artist had taken the job of bringing the eagle to life. Pat stopped and learned that the new artist hung around with some members of a Christian bikers



Mysterious Eagle disappears in Florida

Photos by Pat Randle

group and was a longtime scooter jockey. The bird began to take shape again. More detail was added, and a snake was created. Pat was impressed and renewed his documentation.

But just as suddenly as he appeared, the new artist disappeared, never to be heard from again. The sculpture was really catching on with the locals, though,



so Pat continued to focus his lens on it. Youngsters in the area began to sand on it and Frank Wiczorek, who runs a produce stand next to the flea market, filled in for the missing sculptors. That is, until one humid night when a truck with a crane backed up to the one-ton creation and took off with it.

Naturally, this got the locals stirred up. Gerald L'Heureux, who sells plants at the market, is among

the many who are wondering what the hell happened to their 10-foot tall, 2,500-pound wooden eagle? "It's not something you could carry around," he said. "It's not like you could say, 'Psst! Hey, buddy, wanna buy an eagle?'"

The locals are still looking for their bird. So if you happen to stumble across it, give 'em a call at (813) 938-5957. —Bandit

TALKIN' TECH



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

Tuning Tip

□ While at Bike Week (Daytona) this year, I heard a lot of sisters and bros backfiring. This was due to heavy traffic and low rpms that resulted in a lot of fouled plugs.

Here on Florida's west coast I had the same problem and I think I found the cure.

Depending on what type of sled you ride, move up to a hotter plug. Usually one heat range will do the trick. Your local shop has a conversion chart that will help you in plug selection. I've got an '80 Sporty and it has done the trick.

Mad Matt
Naples, Fla.

Chain Switch Tip

□ Here's a tech tip idea I discovered while on a ride through Spain. My drive chain was worn out and since I got my hands on a new one (no chain lock) I finally found a mechanic who was willing to do the job. He opened the old chain, attached the new one to the old (just pulled the old one until the new one came around), took the old one off, and closed the masterlink. It was a 10-minute operation.

Ralph D. Strigl
Munich, Germany

■ Replace the masterlink when you get the chance.

Oil Filter

□ I have a 1989 FLH and would like to buy an oil filter from a parts store. Do you know a filter brand and number?

Iceman
Lancaster, Calif.

Granny's Address

□ I'd like to know the address for Granny's Trannys. I always wondered if I could put a 5-speed gear set in my 4-speed cases.

Randy Lanhart
Minneapolis, Minn.

■ Contact Granny's Trannys, Attention: Tom Black, Box 4637, El Monte, CA 91734. (818) 597-2822.

Army Response

□ In response to Army, the guy looking for information on Chevy V-8-powered trikes in the May 1991 issue (# 215) he should get in touch with:

Cobra Trikes Inc.
4816 New Chapel Rd.
Dept. R
Jeffersonville, IN 47130
(812) 288-6405

They offer Chevy V-8 trikes, automatic with reverse, seating for three, roadster or hardtop models, and will send anyone interested a free brochure.

Bamm-Bamm
Canton, N.Y.

J Parts

□ I own a 1929, "J," 1000cc Harley that I've had for about 14 years now. I've had a hard time trying to get the bullet headlights and mount and would appreciate any information you could give me. Anything at all to do with the '29 would be much appreciated.

Geoffrey Philp
North Queensland,
Australia

Advanced Weights

□ I've got a 1977 FXS that I can't keep timing advance flyweights in. Every four to six months, I end up replacing the whole timing advance, because the holes in the base plate elongates from the roll pins on the flyweight and, eventually, the flyweight twists outward and breaks the springs.

Fritz The Cat

■ Check the cam gear backlash, a loose fitting gear mesh causes the cam to bounce as tappets cross over the top of the cam lobes. Also check point spring tension: it should be 14-18 oz.

Chief

□ I'm rebuilding an Indian Chief from 1947. I need to find quite a lot of parts, but so far I haven't been able to find anyone in the USA who deals Indians. Any help you could give me, or addresses in United States or in Europe would be appreciated.

Carl Peter Egeriis
Copenhagen, Denmark

■ American Indian Motorcycle Co., 485 Rich Gulch Road, Mokelumne Hill, California, 95245-9746. (209) 286-1232.

Oil Pump Bolts

□ I remember reading something in your mag about some type of replacement bolts for the stock slotted bolts on the Harley FXSTC oil pump. The stock bolts have a slot for a screwdriver. The replacement bolts have the hex fitting. Could you please tell me the address of the company that would have these?

W.J. Childress
APO New York

■ Gary Bang Cycle Products East, 1076 King Industrial Dr., Marietta, GA 30062. (404) 428-0413

Clutch Hassles

□ I have an '88 FXSTC and my problem is the clutch. It doesn't slip, chatter, or do anything to indicate a "bad" clutch, but it doesn't engage till the handle is almost clear out. And, by the same token, it only requires about a 1/4-inch pull on the lever to disengage it. The outer hub spring adjustment is on "C" or max but the spring is still not flat. The pushrod is snug in and 3/4 turn out, the cable is about a 3/8-inch gap between the handle and the bracket. Those are factory adjustments according to Clymer's manual #M426.

One guy said to add a "drive plate," another said a new cable—I want the opinion of someone who has vast resources of info about the things the factory doesn't tell ya about.

Rod Elder
Des Moines, Iowa

■ Fram number PH966B (short), PH3639 (long).

■ Try Biker's Bulletin Board.

■ It could be warped plates.



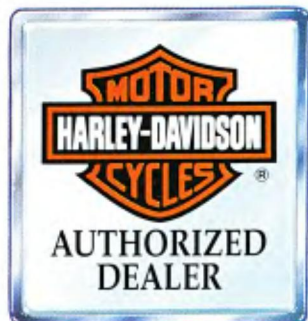
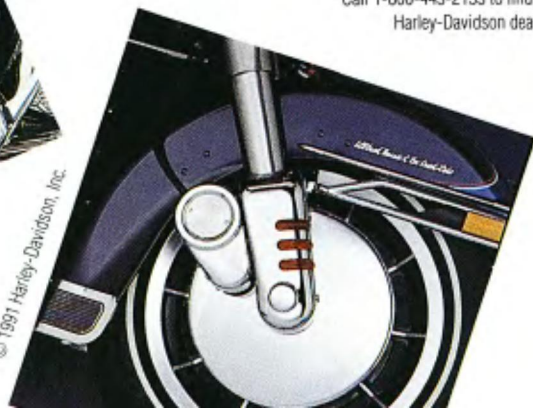
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Easynews

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

USE THE TUBE

IT MAY NOT MAKE YOU A STAR,
BUT YOU'LL GET YOUR MESSAGE OUT



As we reported recently, the Motorcycle Riders Foundation (MRF) spent all its money lobbying against mandatory helmet laws—and now they're broke and may have to quit. Help them out if you can. They've been among the more original and energetic on bikers rights, and we need to keep them in business.

For one outstanding example, here's a suggestion from the July issue of their *American Bikers Journal*: If you

want to publicize bikers' rights, go on cable-TV.

It may sound kinda silly at first, but the MRF is quick to point out that most cable-TV networks have to provide "community access" to the cable channels. "Access" means they loan you the equipment and run your program.

"Community access" accounts for a lot of the high school cheerleaders waving their pom-poms at Friday night football games, cooking shows,

and dog contests you see on local cable channels, so why not have bikers on MDA and toy runs, or anti-helmet rallies?

Talk to your local cable companies about this. In most cases, they're desperate for something interesting to put in the community access time slots, and bikers certainly seem to command public interest.

For more help or additional information, contact Mike Urseth at Midwest Rider Productions, 6227 Third Ave.

South, Richfield, MN 55423. Mike is putting together high-class cable programs that make the motorcyclist's case to the public. The programs have a blank spot for you to enter the name of your organization, and about all you have to do is hand the tape to the cable people and tell them who you are.

As I said before, the cable companies will probably be glad to have it.

—Maestro

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FORR-VT LOADED FOR BARE

We've mentioned the Vermont Freedom of the Road Riders (FORR) before—most recently in *Easynews* issue 219.

Vermont's lid law calls for "protective headgear," which the cops say means a helmet and which FORR-VT says means anything from a shower cap to a sauce pan.

The state has evaded the issue by issuing "warning" tickets to lidless riders. FORR regards the lid law as unconstitutional and for a long time they've been trying to get a conviction for a "real" ticket so they could appeal to the Superior Court for a final decision.

Well, they're on their way: Joe Benning, of Lyndonville, a lawyer and member of FORR-VT, talked a cop into



giving him a citation for riding with a Yankees baseball cap. Ticket in hand, Joe set the gears in motion.

But The Man isn't cooperating: The state keeps postponing the trial. Mike Vance, president of the Northeast Chapter of FORR, says 80% of Vermont riders wear helmets voluntarily—or, because they think they're required to. If Joe's case gets to court, and if he wins, a lot of those 80% will ditch their buckets. By postponing the trial, Vance says, the state can keep more riders under lids longer.

The case could be settled by the time we get to print. Either way, we'll let you know what happened.

YUPPIE RIDERS MAKE A RUN FOR THE GRAPE



Last November, two dozen members of a New York motorcycle club made a midnight run to Kennedy Airport to meet the first shipment of 1990 *Nouveau Beaujolais*.

They wanted to be the first ones in the country to sample the new Frog Red, the current status wine among tasters.

With a Rolls escorted by 20 custom hawks, the riders transported a couple cases of the chic stuff back downtown to a fancy French restaurant. Another 24 customs stood lined up outside the joint, while their riders—in full colors—waited inside.

Those colors bear mention: basic tux and tails with cummerbund, for these were the Gotham City Riders, a blue-blood club

fast getting a reputation in Manhattan for acts of outright sophistication.

"Our credo is 'Financially stable, mentally questionable,'" says Bert Pence, founder and president of the Riders.

"One of our members," says Pence, "is Charlie Barker, the conductor of the orchestra at the American Ballet Theatre. We wanted to recognize Charlie, so 30 of us rode up the steps of Lincoln Center and took some of the ballerinas for rides before the show."

Pence got the idea for the club from the late Malcolm Forbes, and adopted Forbes' observation that, "You're not dead until you are" as the club motto.

—Brian McDonald

DRAG NEWS

A WRAP UP OF THE LATE SUMMER SEASON

By Rip

Records are fallin' faster than a club mama's drawers. Recently, at the AHDRA drags in Beaver Springs, Pa., Mac Thrasher broke Jim McClure's long-standing national 1/4-mile record. He did a 7.38. The old record was 7.40. The irony is that Jim McClure, owner of Master Performance, in Williamsburg, Va., built Thrasher's Sportster engine.

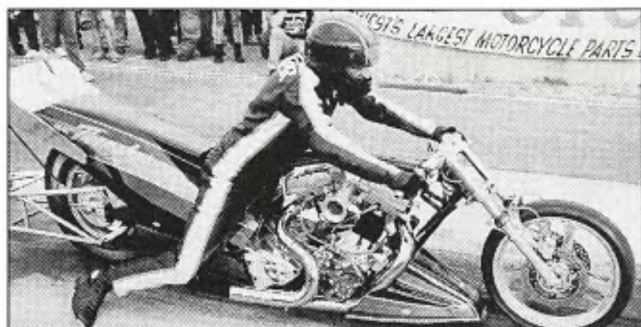
I'm wondering who'll be the first H-D jockey to get into the 6s. They ain't that far off. Jamie Moracco is back and qualified fourth with a 7.60. Derrick Nelson also made his return after going down earlier in the season at Atco, N.J.

At the Boondock National, an AMRA race in Kaleva, Mich., Aug. 24, Mike Romine from Sturgis, Mich., continued his winning ways by going home

the Fuel winner. In the dresser class Carleton Rutt set a new 1/8-mile record, going 7.29 with a back-up of 7.34. Also, Jeff Flora of South Bend, Ind., set a new Super Modified FL record with a 6.63 and a back-up of 6.91.

At the Nebraska Labor Day AMRA All-Harley Drags, Leo Hess, Sioux Falls, S.D., was the Fuel winner. He was also a winner in the Open Fuel class at the Truett and Osborn 20th Annual Bike Drags, at the Mid-America Dragway in Arkansas City, Kan., Aug. 17-18. He did a 7.80.

At the All-Harley Nationals, Sept. 14-15, at the Bunker Hill 1/8-mile Dragstrip, in Bunker Hill, Ind., Leo Hess did it again. Other winners were: Kevin O'Malley, of Warren, Mich., Steve Hopkins from Shawano, Wis., and Linda Jackson, from Columbia, Mo., rewrote the record books



in the SS/XL class when she went 7.28 with a 7.32 back-up.

At a recent ECRA race held at Atco Raceway, Sept. 22, in Atco, N.J., they had a real strong bunch of fuel pilots. How strong was it? It was so strong that neither Pete Hill nor Leo Hess qualified. While loading his bike to leave, Leo caught a finger in the front rotor and lost part of it. I know it's gonna take more than that to stop him from racing. Good luck and heal fast.

In Englishtown, N.J., Mike Roland got the new H-D track record with a 7.37, but lost in the final round to Jim McClure. In the high-gear class, Jim Doyle did a 7.84, with an injector. Would ya believe Russ

Hildebrand did a 7.90 with a carb? Believe it. Mike Roland tied Jim McClure's ECRA track record in Englishtown, doing a 7.37. McClure, Thrasher, Ring, Roland, and Furr have all run less than 7.40.

The big ECRA news was the blisterin' pass that Bill Furr did while qualifying first (at Atco). He did a 7.288, which would've been a new H-D world record if he could've backed it up. On another pass he did 199 mph, but couldn't back it up, either. The Jap record is 217mph so you can see Bill isn't that far off.

As of the Bakersfield Race, Aug. 24 and 25, the Southwest Harley Drag Racing Assn. is no longer in business.

SHORT STROKES

Just when ya thought life or the government couldn't get any stranger, a judge in Albuquerque, New Mexico, has called the drug war a "menacing attack" on constitutional liberty. The judge cut loose an American Indian accused of mailing 8 pounds of peyote from Mexico. He's used peyote only as a religious sacrament since becoming a member of the Native American Church in Taos nearly 10 years ago....**On the other side of the coin** restrictive legislation seems to be the order of the day in California including: A ban on drinking and skydiving, a complete legislative package dictating the does and don'ts of beach activities, including how loud you can play

your radio, how far you can swim, etc., and look out for the ban on disturbing birds' nests....**And look out in Bountiful, Utah.** The cops there will even pull over bikers who are involved in a funeral procession. This particular officer blocked the entrance to the cemetery because the slow moving procession didn't make proper stops....**It's the shits when the sun comes out in Anchorage, Alaska.** Seems the community has to clean up the 8 million pounds of dog poop that was deposited in the city during the six-month freeze....**Four tattooed dudes were arrested** in a hotel sauna because customers were disgusted by their tats. Authorities charged 'em with "causing other bathers to have bad feelings."....**An attorney filed a racketeering lawsuit** against the city of Huntington Beach, Calif., for an illegal speed trap, which preys on unsuspecting motorists passing through the beach community. 'Course the cops are now using their radar

guns on the bike path. Bicyclists who are going over 16 mph on the 10-mph path are ticketed....**Mechanic/lawyer Phillip Long was sick of being harassed** by Lynwood, Calif., cops who made a habit of searching his bike shop. He sued the department and the U.S. District judge ruled that Phillip was right—they can't search without a warrant. Judge Stephen V. Wilson wrote that Vehicle Code Section 2805, which allows warrantless searches of junkyards and auto and motorcycle repair shops, is unconstitutional. The state code "appears at a single stroke to offend every clause of the Fourth Amendment," the judge said....**Later model dressers will stand up to the rain** without the electrical problems they once had. The factory developed a car wash device that shoots several streams of high-pressure water at all angles of a bike while it's running. When the tests began, the bikes wouldn't run more than a couple hours, but now a bike

off the line can withstand a deluge for over 40 hours without sputterin'....**Defense Secretary Dick Cheney** ordered the Pentagon to nearly double the size of its staff working to resolve POW and MIA cases in south-east Asia. This is based on improving relations with Vietnam and the fact that more information is available about the 2,273 Americans still listed as missing in action after the war in Indochina....**Bill Ellis, one of our freelance photogs in the South** would like to thank Rick Morrow of Summerfield, N.C., for his help in locating both the "Skull Bike" and Misty, the tattooed model, for the shoot in our March 1991 issue....**If you're puttin' on the East Coast** and need artwork, there's a couple out there who can do the job. Contact Jim and Barbara at Cartoons Ink, 330 W. Mountain Rd., Sparta, NJ, 07871-3530....**This is gonna be a year** to remind the government that this is a free country. I'm rollin'.

—Bandit

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THE HELMET FRONT —IN MICHIGAN

Michigan has had a lid law for 20-odd years, and Vincent Consiglia, of Michigan ABATE, says a recent study by the Michigan Association of Professional Insurance Agents proves the law doesn't work.

The study shows that 68 Michigan riders died in bike accidents in '89—specific causes, e.g., head injury, internal injury, etc., not known—while 82 riders died in 1990.

Representative Keith Muxlow, of Brown City, agrees with ABATE and has introduced a bill to restrict the lid law to high-risk areas such as Detroit. Muxlow's bill includes a provision for a 50¢ surcharge on the motorcycle registration fee to pay for rider education programs.

The insurance industry says the increase in fatalities proves the need for more laws. Let's compare: Michigan has 134,319 bikes registered. Per thousand, then, the '89 rate is 1.5 fatalities per thousand and the '90 rate is 1.63. In '89, California had no helmet law, 631,586 bikes registered, and 633 fatalities in bike accidents, for a fatality rate of .99 per thousand. What does that prove? And what do California bros have to look forward to when the new law goes into effect in 1992?

SHUCK 'N' JIVE ON THE OTHER SIDE

Garry "The Gut" Hambling, of Leavesden, Merrie Olde England, wrote in to tell us that 20,000 riders rallied in London's Trafalgar Square to protest a European Community edict about leg guards.

This European Community thing is mostly about trade and tariffs, but it England wants in, they have to make riders wear leg guards—even if the riders never go to a European country that requires them. The *Daily Telegraph*, a newspaper normally unsympathetic to bikers, had this to say about it:

As their personal appearance proclaims, bikers are not by nature conformists... Yet, for this reason, their protest ought to be taken seriously.

Yep. Been sayin' so ourselves for years.

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Forking by Frank (Frank's Maint. & Eng., Inc.), 945 Pitner, Evanston, IL 60202, (708) 475-1003.

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) 359-661, FAX: (908) 359-5665.

HANDLEBARS

CUSTOM BENT BARS/Apes/Drags/Cruisers/American Steel—American made. 20 years experience. Over 30 popular styles at \$39 or less. Send \$1 cash for brochure. Satisfaction Guaranteed. California Designs, 1330 South St., #4, Long Beach, CA 90805.

HARLEY REPLACEMENT PARTS

LOWER THE COST OF KEEPING YOUR HARLEY IN THE WIND! Name Brands! Try us! You will be glad you did. Free info: KW Distributors, Rt. 4, Box 808-5, Springfield, MO 65802 (417) 864-5351.

HEADS

Flo Dynamics, 1150 Pike Lane #2, Oceano, CA 93445, (805) 481-6300. Space-Age technology and parts used. Satisfaction guaranteed. Two-week turnaround. Technical info and prices available upon request. Go with the Flo! Crane Cams in stock.

Hog Heads, free info and discount price sheet for valve jobs and cylinder boring. Call: (209) 533-0290 or (800) 553-8992 (outside of Calif.). Or mail request to: 20883 Lynn Ln., Sonoma, CA 95370.

ITALIAN HARLEY PARTS

Charleston Custom Cycle, 211 Washington, Charleston, IL 61920, (217) 345-2577. Half-million parts in stock.

Sprint Parts Catalog, \$2, postage paid, also two-stroke parts. Moto Italia, 13960 Hwy 9, Boulder Creek, CA 95006.

JEWELRY

Brass Head, Inc., 68 Lamar St., W. Babylon, NY 11704. Spiked leather, dancer tops, chain, eyeball, and crystal jewelry. (516) 643-6060 (wholesale only).

LEATHERS

Sleepy Hollow Saddlebags, Inc. Free info and price list. 105 S. 2nd St., Chesterton, IN 46304, (219) 926-1071, (800) 338-8625.

MAIL ORDER

FREE 128-page catalog, Harley-Davidson Parts & Accessories. Call (216) 364-6519 or write to: H&M Cycle Sales, Inc., Box 128, Dover, OH 44622. Unable to deliver to prisoners.

MC PATCHES

Semel's Custom Colors. Made in the USA. Manufacturing colors over 50 years. Finest quality, discount prices. Fast, loyal service. 76 Lexington Ave., Passaic, NJ 07055, (201) 473-3959, FAX: (201) 473-8895.

MUSIC

"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.

EASY JAKE — "SHOWIN' CLASS." 8 serious ass-kickin' biker songs on cassette. Title song chosen for *Easysiders* Video Magazine #9. Send check/m.p. for \$9.99 (U.S.) to Jennelle Music, Box 2029, Anna Maria, FL 34216.

PERFORMANCE

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

POLISH

WENOL, Brighter, faster shine. Removes oxidation, surface rust and protects all metals. **FREE** sample, send SASE to PRO GLO, 11607 Mason Rd., Castalia, OH 44824. Dealer inquiries welcome.

RESTORATION PARTS

Harley Linkert Carbs, complete rebuild with brass floats. Leather solo and buddy seats redone as original. Fat Bob speedos, '36-'61 cosmetic & mechanical rebuilds. Throttle Masters, 3921 S. Archer, Chicago, IL 60632, (312) 247-6114.

SALVAGE PARTS

Throttle Masters, H-D motorcycle & servi-car salvage. Used, rebuilt, new, old stock parts from dismantled bikes & former dealer inventories. 3921 S. Archer, Chicago, IL 60632, (312) 247-6114.

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TOOLS

SPECIAL SERVICE TOOLS for your Harley-Davidson. Call or write for FREE CATALOG. (813) 856-1264. The Service Dept. Co., 12907 Valmar Rd., New Port Richey, FL 34654.

TRANSPORTATION

D&D Motorcycle Service/Crating and shipping from California to anywhere in the world. 1338 W. 228th St., Torrance, CA 90501, (213) 530-5634.

Motorcycle Shipping: Nationwide, door-to-door. Group rates available. Call 24 hours, (800) 762-7973.

T-SHIRTS

Action Cycle Machine, 1425 Fuselage, Baltimore, MD 21220, (301) 391-6872. Shovel motor on black, blue, or red shirt, S-XL. Custom back, \$13 UPS/COD.

Barnett Harley-Davidson, from \$11.95 ea. (\$9.95 ea. additional). Five colors, all designs in stock, shipped UPS/COD same day. 9501 Montana, El Paso, TX 79925, 9151 592-5804 or (800) 736-8173.

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 77087, (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, Panhead, Shovelhead, Blockhead, Gimme Head" on front, orig. logo in back. 100% heavy blk., cotton, \$10.95 incl. P&H. Dogmeat's 4713 California Ave., SW, Seattle, WA 98116, (206) 935-4710.

PRISONERS OF WAR FREEDOM FOUNDATION: Black P.O.W. T-shirts; \$10, short sleeve only, M-XXL. RFTW and Jane Fonda, American Traitor—BITCH patch; \$5 ea. Box 65 MCRO, San Diego, CA 92140.

Easysiders Store, 605 Main St., Daytona Beach, FL 32118, (904) 238-1645. Open year-round. Full line of Easysiders products in stock. Stop by and check it out.

Lombardi's Harley-Davidson: \$15 each, includes P&H. 440-442 Bay St., Staten Island, NY 10304, (718) 447-4009. U.S. funds only.

NAS-TEES: Get the attitude. Nas-Tees will turn heads and stomachs! Biker art drawn by a biker, many designs to choose from. Send \$1 for catalog and info. Dealer inquiries invited. 28940 Main Rd., Leisure City, FL 33033, (305) 248-7464.

Earl Small's Harley-Davidson, from \$11.95, multicolored, custom backs, M-XXXXL, 50-50 or 100% cotton beefy T's, UPS/COD, 465 Pat Mell Rd., Smyrna, GA 30080, (800) CYCLE-69.

American Motorcycle Supply, Belgium exclusive Harley-Davidson dealer. Black 100% cotton T's, M-XXXXL, with multicolored back from \$15. Oostjachtpark 6, 2700 Sint Nikolaas, Belgium. UPS/COD (800) 292-5369.

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Hacienda Harley-Davidson, 918 Thatcher Blvd., Safford, AZ 85546, (602) 428-4700, (800)-BIKE 4 U 2, FAX: (602) 428-1988. Cash for used Harleys. We pick up nationwide, crate, and ship used motorcycles overseas.

We Buy, Export, Sell Used Harley-Davidsons. Top cash paid. Yarock Music & Motorcycles, 8149 N. W. 103rd St., Hialeah Gardens, FL 33016. We ship worldwide. Phone: (305) 558-3345, FAX: (305) 558-0791.

Barnett Harley-Davidson, 9501 Montana, El Paso, TX 79925, (800) 736-8173 or FAX: (915) 591-8889. Cash for used H-Ds. We pick up nationwide, crate & ship overseas. We trade for anything.

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Classic Enterprises "The Head Masters." Unleaded-fuel valve seats. R.R.I., Churchill, Ontario L0L 1K0. Tel: (705) 456-6622, FAX: (705) 456-0360. USA; Kaycee, Rt. 228, Buffalo, NY 82834.

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Hussies on Harleys. Rock videos as you like them. \$29.95 plus \$3.50 postage and handling. VISA / M/C. Allow 4 weeks for checks, (800) 824-8777.

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Tell 'em you saw their name here!

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.



"And this one reads: 'From the employees at the Jim Beam distillery, for whom you personally provided job security these many, many years.'"

Two bikers were talkin' about Spike's bad luck at the horse races one day.

"How can Spike be so lucky at cards and be so damned piss-poor at the track?" wondered one bro.

"No mystery there, man," said the other. "They won't let him shuffle the horses."

—Tim B. Joisey

Do ya know the difference between a feminist and a liberated woman? A feminist wants balls, and a liberated woman just wants to collect them to show to her friends.

—Robyne Wheeler
Austin, Texas

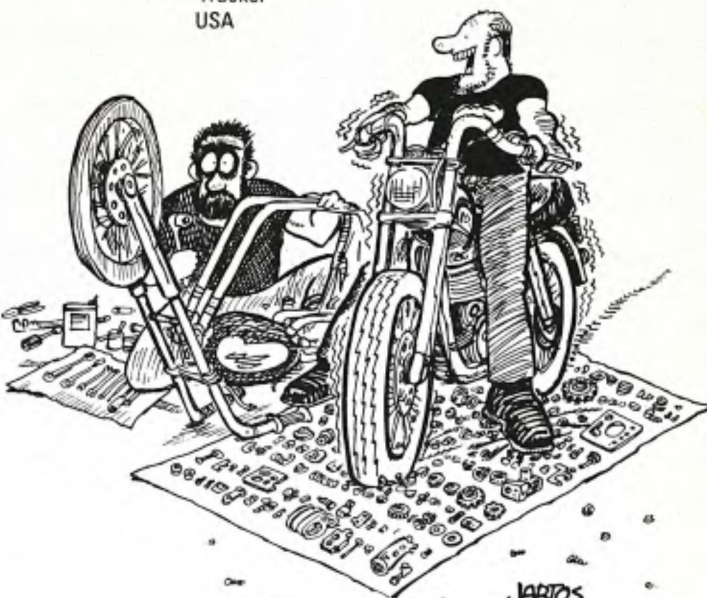
What's the difference between grated manure and what a German calls his sweetheart? Grated manure is fine muck.

—Victor USA

What one thing are ya most likely to forget when ya head out on a weekend run?

That you're married.

—Trucker USA



"Hey, bro, whatcha doin'?"

PEARLY GATES

NO JAP BIKES
NO HELMETS
NO MUFFLERS
NO SPEED LIMIT



TOM WAHMAN

"Head right on in, son—this is Heaven."

Do ya know why the bride is always smilin' when ya see her walkin' down the aisle?

'Cause she knows she's finally given her last blowjob.

—D.S.B.
Cleveland, Ohio

I had a wild dream last night," said one hillbilly to another. "I dreamt I was with a 13-year-old girl."

"No shit?" said the other.

"Yeah... but she had a body like a 12-year-old."

—DeeCee
America

To get away from his naggin' ol' lady, Torro decided to hit the fishing hole for an afternoon of peace and quiet. As the day wore on, he eventually ran out of bait, but luckily he spotted a snake with a frog in its jaws.

Thinking quickly, Torro poured a bit of Jack Daniel's on a rock near the snake. When the snake dropped the frog to drink the whiskey, Torro scooped up the frog to cut up for bait.

No sooner had Torro cast his line back into the lake when he felt a nudge on his leg. It was the snake with another frog.

—Gator
Rahway, N.J.



"Yeah, I borrowed your bike, and what makes ya think I was speedin'?"

Definition of gross : when ya dream about eating pudding and wake up with a spoon sticking outta yer ass.

—Don Lindal
Winnipeg, Canada

Didja hear about the naïve prospect who didn't know what a period was?

Boy, was his face red.
—Andy Alexiou
St. Clair Shores, Mich.



"I'm c-c-c-c-c-c-c-c-c-c—having an orgasm!"

After providing mediocre service to the wealthy widow, the young stud was pissed off because she insisted on paying him by check. He grudgingly accepted the payment, took one look, and said, "Hey, wait a minute! This isn't a check—it's only a stub!"

"That makes us even," said the widow.

—Wayne Willhoite
Vacaville, Calif.

Two bikers were standing at adjacent urinals when one glanced over and said, "I'll bet you were born in Houston, Texas."

"Hey, that's right!" said the second tramp, clearly surprised.

"And I'll bet you were circumcised when you were two days old."

"I'll be a sonuvabitch, you're right again! But how did you..."

"And I'll bet it was done by old Doc Steadman, am I right?"

"Sure as fuck," said the other bro in astonishment, "but how'd ya know?"

"Simple, bro. Old Doc Steadman always cut 'em at a 60-degree angle," the first tramp explained, "and you're pissin' all over my engineer boot."

—Rex Keith
Port Charlotte, Fla.



"I still can't believe it—my ol' lady left me for an accountant!"

The forlorn biker was spilling his tale of woe to the bartender. "It happened just last week, man. My ol' lady and I were standing in front of a wishing well when she fell in and drowned."

"Jeez, that's a cryin' shame," sympathized the barkeep.

"You can say that again," the bro agreed. "We lived less than a block away from that damned well for over 20 years, and I never even knew the fuckin' thing was for real."

—Al Troxler
Greensboro, N.C.

Whaddaya call a well-hung member of the GOP?

A banana Republican.

—Victor De La Mora
Crescent City, Calif.

Dirty Dave was cruising the town, looking for a stray piece of ass, when he spotted two whores hanging out at a street corner.

"How much for a roll in the hay?" he asked as he rolled up alongside.

"It'll run ya a hundred bucks," one of the hookers told him.

"Shit, I only got \$20," he said.

"What'll that get me?"

"Twenty will get ya a blowjob," said the hooker. Dirty Dave decided to go for it, so the bitch climbed on the back of his scooter, and off they went.

Four hours later, the whore came wobbling back to the street corner. "Where the hell have ya been?" asked the second hooker.

"Well, when he dropped his pants, he had the biggest dick I've ever seen, and honey, I just had to fuck him."

"So what didja do?" asked her friend.

"Whaddaya think I did?" said the whore. "I loaned him \$80."

—Len Scott
Tulsa, Okla.



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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

Here's your guide to what's happenin' in your area in December, January, and February. To have your events listed, get the information to us at least three months in advance. We are as accurate as

possible, but event dates are often changed after publication—so check with the sponsors before you putt across the state. Send your info to *What's Happenin'*, Box 3000, Agoura Hills, CA 91301.

Alabama

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

California

ABATE LOCAL 19 SAN BERNADINO TOY RUN—December 8 at Movieland Frontierland in Colton from 10 a.m. - 3 p.m. Admission is \$5 and one new unwrapped toy per person. All toys will be donated to the San Bernadino Salvation Army. Sponsored by ABATE Local #19 and Pomona Valley Hog. For more info call Bill: (714) 880-2046

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 Boulevards. Donations of gifts and toys will be appreciated. Food and refreshments will be available. For more information call (818) 767-1128.

MOTORCYCLE SWAP MEET—December 15 at the Ventura County Fairgrounds, from 8 a.m. - 5 p.m. Admission is \$5, kids 12 and under are free. For more info call: (805) 656-6777.

SACRAMENTO STORM FREEDOM RALLY—January 4-6. All northern riders meet at State Capitol and ride to Governor's mansion. All southern riders meet at "Floyd's Office," 1000 E. Victoria, Suite 220, in Carson. All proceeds used for Bikers' Rights. Were serious about freedom, come be part of history. For more info call Big G: (916) 893-8089.

LEAP 400 RIDE—February 29. The ride will start at B&B Motorcycles on Product Lane in Huntington Beach. Sign in will be from 6-8 a.m. The route will cover 400 miles of scenic and unusual roads. For further information call (714) 554-0516, (714) 775-8658, or (805) 582-1247, or write: Box 3716, Huntington Beach, CA 92605-3716.

GRAND OLD MOTORCYCLE SWAP MEET AND SHOW—December 20 at the Faiplex in Pomona. Hours are 5 p.m. - 10 p.m. For more information call (818) 361-0205.

Colorado

14TH COLORADO MOTORCYCLE SHOW & SWAP MEET—February 1 and 2 at the National Western Stock Show Complex, Hall of Education in Denver. For more info call: (719) 836-2403.

Florida

TOYS FOR TOTS RUN—December 8 in Clearwater at noon. Sponsored by Vietnam Veterans MC, Delta Chapter. For more info call (813) 545-2105 or (813) 544-1897.

CHRISTMAS BENEFIT RUN—December 8 at the Duval County Courthouse and City Hall in Jacksonville, at noon. Hosted by North east Florida Coalition of Motorcyclists. To be eligible you must bring \$5. For more information you can pick up flyers at area dealers, accessory dealers, and repair facilities or call (904) 751-0578.

10TH ANNUAL TOYS FOR TOTS RUN—December 8. Hosted by the Southern Florida M/C President's Council. The city of Oakland Park welcomes all bikers to ride to Collins Community Center Athletic Field. Raffle/drawing of a 1992 H-D FX touring model, donated by southern Florida's four authorized H-D dealerships. All money goes to the kids. For more info call: (305) 491-4755, 938-9698, or 587-4392.

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.

FREE PIG ROAST—Third Saturday of every month, at the Vanishing Point Bar in Tampa. For more info write: Vanishing Point Bar, 4202 W. Cayuga St., Tampa, FL 33614.

FREE BIKER BBQ—1st Sunday of every month at the Foxhead Lounge on Rt. 415 in Olsteen. For more info call: Glen or Pat at (407) 321-2399.

Georgia

ABATE OF GEORGIA DISTRICT 1 TOY RUN—December 7 at Baptist Church in Dalton. For more information call Perry: (404) 673-5014

ABATE OF GEORGIA DISTRICT 15 TOY RUN—December 15 at the Waterfront Pavilion in St. Mary's, beginning at 10 a.m. Bring new toy. For more info call Lucille: (912) 729-4169.

SWAP MEET & BIKE SHOW—December 15 at the Henderson's Auction Building in Atlanta. Sponsored by the Walton Cycle Club and the Georgia Motorcyclists Political Action Committee. Doors open from 11 a.m. till 6 p.m. Admission is \$5 per person; kids under 12 free. Food, drinks, and alcoholic beverages by in-house concessions. For more info call: (404) 267-9928 or (404) 438-8442.

Indiana

GRANT COUNTY 7TH ANNUAL CHRISTMAS PARTY—December 7. Sponsored by ABATE of Indiana, Region #3. For more information call: (317) 675-6261 or (219) 563-3978

HOOSIER HACKS SIDECARISTS—In Mooresville. For more information call Fred Huntman: (317) 831-8105.

Louisiana

10TH ANNUAL ABATE OF LOUISIANA TOY RUN—December 14 at the local park in the City of Metairie, begins at 2 p.m. Bring new toy or donation. For more info call: (504) 833-5066

Maryland

TOY RUN—December, Montgomery Co. No date yet. Call: (800) 843-0252 or (301) 263-9185
CHILDREN'S CHRISTMAS PARTY—December in Harford. No date yet. Call: (800) 843-0252

Montana

FM CRUSADERS SWAP MEET—January 25 in Sabin. For more info call: (701) 282-6805.

New Mexico

ABATE OF NEW MEXICO, ALAMOGORDO TOY RUN—December 5. For more information call: (919) 585-9789

New York

2ND ANNUAL AM JAM OLD-FASHIONED SWAP MEET—January 18 at the New Scotland Ave. Armory in Albany, from 11 a.m. - 6 p.m. Custom bike show, Hard-to-find parts, live rock 'n' roll, and general good times to drive away the winter blues. Admission is \$6. For more information call: (518) 346-0521.

Ohio

4TH ANNUAL EASYRIDERS INVITATIONAL BIKE SHOW—February 21, 22, and 23, at the Veterans Memorial in Columbus. For more info call Gloria at: (618) 889-8740.

Oregon

SHRINER'S TOY RUN—December 7 in Portland. Sponsored by Portland ABATE. Bring unwrapped toy. Raffle wins you a Fat Boy. For more info call: Edd at (503) 771-0188

Rhode Island

RHODE ISLAND MOTORCYCLE ASSOC. 14TH ANNUAL TOYS FOR TOTS RUN—December 1 begins at 1 p.m. (rain or shine). Bring new toy. Party to follow. For info call: (401) 949-3470

GEORGETOWN COUNTY TOY RUN—December 7. For more information call: (401) 527-3546

South Carolina

ABATE OF SOUTH CAROLINA, GREENVILLE COUNTY TOY RUN—December 1. For more information call: (803) 527-3546.

ABATE OF SOUTH CAROLINA, GEORGETOWN COUNTY TOY RUN—December 7. For more information call: (803) 527-3546.

ABATE OF SOUTH CAROLINA, HORRY COUNTY TOY RUN—December 21. For more information call: (803) 236-1714.

Texas

MOTORCYCLE SWAP MEET—December 8 at the VFW Hall in Houston, 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 information call Willie: (713) 448-4294.

S&S CYCLE CHRISTMAS SWAP MEET AND PARTY—December 7-8 at the Pasadena Fairgrounds. Saturday: 10 a.m. to 10 p.m. Sunday: 11 a.m. to 5 p.m. For more information call: (806) 355-8541.

TOY & FOOD RUN—December 15 at The Harley Shop in Longview. Check-in starts at 10 a.m. Bring one new toy and four cans of food. Party at Hard Times following run. For more information call: (903) 757-4452 or (903) 753-9316.

12TH ANNUAL PRE- DAYTONA AMA 1/2-MILE FLAT TRACK RACES—February 23 at Devils Bowl Speedway in Dallas, gates open at 9 a.m. Half-mile flat track races and swap meet. For more info call Bob Bagwell: (214) 216-5520.

Virginia

2ND ANNUAL BIKE SHOW/SWAPMEET—December 8 at the Roanoke Civic Center. Doors open at 10 a.m. Admission is \$5, kids under 12 free. Live music, food, drinks, and door prizes. Bike entry and booth reservation a must. For more information call: (703) 366-0261

Wisconsin

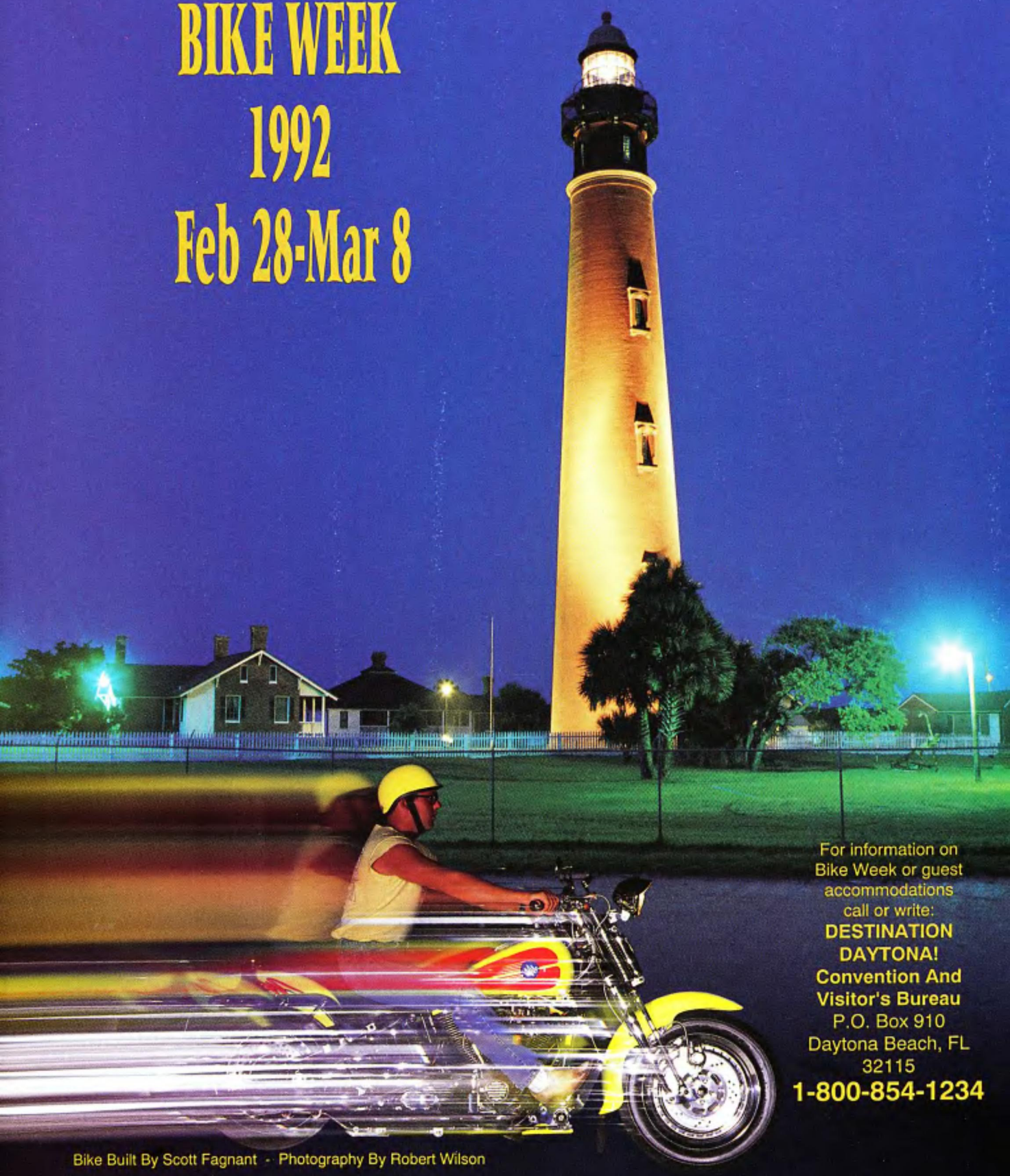
SEA OF BLUE TATTOO SHOW—February 1 at G's Catering in Lacrosse. For more info call: Boggie at (608) 857-3100, or write W4520, CTH. Q, Mindoro, WI 54644.

12TH ANNUAL MOTORCYCLE SWAP MEET—February 16 at the Downtown Civic Center in Eau Claire. Beer and food available. Admission is \$4, vendor spots available. For more information call: (715) 834-8389.

Mexico

SOLO ANGELES MC TIJUANA TOY RUN—December 15. Bring toys, food, or clothes. For more information call Dave: (818) 882-7290.

DAYTONA BEACH BIKE WEEK 1992 Feb 28-Mar 8



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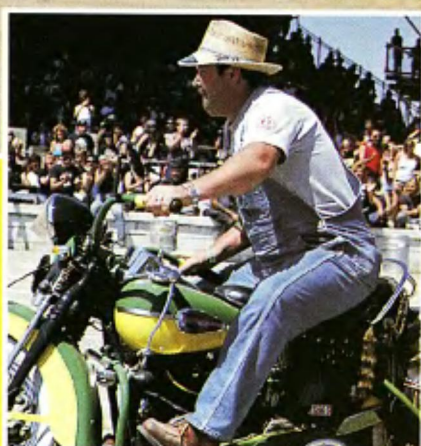
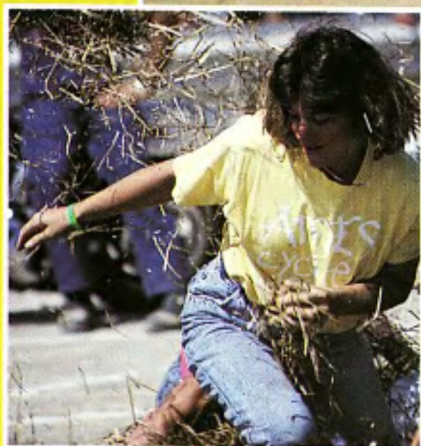
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1-800-854-1234

BUCKEYE BIGTIME

OHIO BROS GET A THRILLER AT NATION'S LARGEST RODEO—CHILLICOTHE

For one of the few times this season, that little black cloud bearing lots of wet stuff didn't precede or follow the *Easyriders* Rodeo to an event. And whatta break for the thousands of enthusiastic fans who turned out to the Ross County Fairgrounds on the outskirts of Chillicothe, Ohio. The brothers and sisters of the Buckeye State deserved a bonus anyway, they have historically come out in droves, weather be damned, and hootin', hollerin', and supportin' the contestants despite some pretty tough conditions.





They're a competitive bunch out there, as evidenced by jam-packed contestant lineups in the day's 10-event schedule. The locals are also obviously proud of their rides, seen as how it was the most crowded Bike Show field we'd seen in a while. Now that the stakes have been evened-up some with the addition of a novice class in the Sled Drags, everybody's got a shot at some glory.

So after a spirited practice and qualification session on Saturday, the happy horde headed over to the tented stage area to get their fill of rock 'n' roll, T&A, and swill. Pleasing the crowd with their own distinct biker sounds were Bill Dawg and the Extraordinaires, followed by trusty headliners, Burnt

River Band. In between sets was a sizzlin' look at some hot-lookin' hardbellies, and a couple studs who still had all their teeth, and not much of a beer gut, sportin' the latest ER leatherwear in a fashion show.

Saturday night was topped off with a roaring rendition of the infamous Trophy Girl dance-off. Taking the lion's share of applause from those gathered, tongues hangin' outta their jaws like a shredded belt drive droops from a primary sprocket, was Billie Jo, from Nelsonville, Ohio. To say she gave it her all would be like sayin' the Grateful Dead put on an okay show.

Sunday morning, Tim Warner, an old rodeo hand, and his eager gobbler, Cindy LeMaster, from nearby Washington Court House,

went for the gold right out of the shoot as they took first in the Wienie Bite. Cindy took more inches than runners-up Jim and Cindy Morrison.

Moving quickly, the pace ground to a near halt, though the drama did not, as Cecil Upton, a tobacco farmer (wearing bib overalls and a straw hat) from Nicholasville, Kentucky, 200 miles away, kept his John Deere-green-and-gold '47 knuckle nearly stopped and upright, with just the slightest forward motion to capture the win in the Slow Race. It was the first ARROW Rodeo he had been to. Cecil said he was "proud to be able to ride with those guys," and simply "had good luck against tough competition." He went on to rave about the camping conditions and partyin' with the "wildest people I've ever seen."



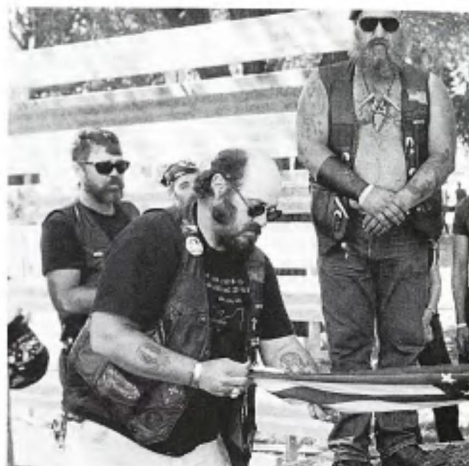
BUCKEYE

The remainder of the afternoon's field events were divided into clashes between the network Rodeo Titans: Gary Freel, Tampa Bay Ray Tewksbury, Rico Padilla, Frank Olenick, Bill Van Dyke, and Bob Hanna. These Rodeo gladiators battled each other and cancelled out each other's victories until the heavy action in the Expert Sled Pulls. But first came the impressive debut of Don Seabolt, of Greenville, Mich., aboard his 1966 FLH in the 1000-pound Novice Pull.

Tension fell upon the riders prior

to the twilight running of the Expert Sled and Trike Drags, for they knew they were in for a new view of things to come. Dino Heath, from Zanesville, Ohio, was about to unleash his new creation, a state-of-the-art pullin' trike, Ground Hog.

The 125-inch Evolution is a racing fuel-powered trike that was built by Clyde Dickerson of B&B Cycles in Zanesville. It's got a one-gear trans with an Elmer Trett slipper clutch. The heavy-duty frame was done by Dixie Frames, outta Orangeburg, S.C. Everything else on it is top



B I G T I M E



secret. It kicked butt. The maiden voyage in qualifications woke everyone up. And in the finals, Dino got Ground Hog to snort through the 200-foot course in a record 5.75 seconds, according to field general Leon Hatcher. Dino's pull outdistanced the competition, giving Team Heath a morale boost and a serious shot at the Grand National championship. In Chillicothe, the hometown boy definitely made good.

The whole trip could not have been pulled off without the outstanding support, and tireless work of three

major groups. ABATE of Ohio Region 5, guided by its strong leaders, Farmer and Chuck Cruea, took care of all security for the three-day event, as well as any logistic problems that cropped up. The Independent Bikers Association (IBA), Chillicothe chapter, made sure there was enough brew for the troops. And the UNIOTO Booster Club deserves an attaboy for selling tickets at the gate, with a portion of each ducat going to local afterschool sports programs. This weekend provided uniforms and incidentals for a year's worth of





Photos by Chuck Emery

sporting goods for the kids in their school programs. *Easyriders* Rodeos and ARROW are pleased to assist in the betterment of all local communities we are invited into.

All Rodeo events and competition aside, perhaps the best-feelin' vibes of the three-day Labor Day Weekend

barnburner came from some people who couldn't make it out to the Ross County Fairgrounds. But the intense spirit of the locked-down men at the local correctional facility was felt everywhere.

For the benefit of the shut-ins, riders would slow down in front of

the walls so their downed brothers could get a feeling of freedom and a better look at the fine accessories on their ol' ladies.

It made their day. Just as the scooter people from the Ohio area made ours.

— Raider Rider

Rodeo Winners

Chillicothe, Ohio

August 31, September 1, 2, 1991

Wienie Bite

- 1st: Tim Warner, Cindy LeMaster, Washington Court House, Ohio
- 2nd: Jim and Cindy Morrison, Weeki Wachee, Fla.
- 3rd: Rico Padilla, Sherry Sweet, Stamford, Conn.
- 4th: Robert Tabor, Cheryl Weaver, Canton, Ohio

Slow Race

- 1st: Cecil Upton, Nicholasville, Ky.
- 2nd: Ray Tewksbury, Tampa, Fla.
- 3rd: Robert Tabor, Canton, Ohio
- 4th: Gary Freel, Ames, Iowa

Barrel Race

- 1st: Gary Freel, Ames, Iowa
- 2nd: Bob Hanna, Glendora, N.J.
- 3rd: Todd W. Calhoun, Kannapolis, N.C.
- 4th: Jerry Cable, Ames, Iowa

Keg Derby

- 1st: Frank Olenick, Effort, Pa.
- 2nd: Rico Padilla, Stamford, Conn.
- 3rd: Dino Heath, Zanesville, Ohio
- 4th: Bob Santee, Waynesburg, Pa.

Potato Haystack

- 1st: Cindy Watmuff, Attica, Mich.
- 2nd: Sue Moss, Adelphi, Ohio
- 3rd: Anita Seitz, Washington Court House, Ohio
- 4th: Dawn O'Dell, Imlay City, Mich.

Tire Ride

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

1000-lb. Sled Pull (Novice)

- 1st: Don Seabolt, Greenville, Mich.
- 2nd: Robert Schwellinger, Tampa, Fla.
- 3rd: Robert Redman, Greenfield, Mich.

1000-lb. Sled Pull (Expert)

- 1st: Bill Van Dyke, Tampa, Fla.
- 2nd: Gary Freel, Ames, Iowa
- 3rd: Ray Tewksbury, Tampa, Fla.

Trike Pull (Fuel Class)

- 1st: Dino Heath, Zanesville, Ohio
- 2nd: Gary Freel, Ames, Iowa
- 3rd: Ray Tewksbury, Tampa, Fla.

Trike Pull (Gas Class)

- 1st: Dino Heath, Zanesville, Ohio
- 2nd: Ray Tewksbury, Tampa, Fla.
- 3rd: Gary Freel, Ames, Iowa

Bike Show

- 1st: Tony Zucco, Cincinnati, Ohio, 1940 knuckle with sidecar
- 2nd: Patrick O'Conner, Lansing, Mich., 1953 Hydra Glide
- 3rd: Mary Bull, Maineville, Ohio, 1984 Sportster



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- 2nd PRIZE**
9 out of 10 = up to **\$1,500**
- 3rd PRIZE**
8 out of 10 = up to **\$1,000**

HERE'S HOW TO PLAY: Simply select a football game being played the current week and answer the 10 questions in this advertisement. You may select a college game, a Pro game, or the second half of a game. If choosing a college game, that game must include at least one team in the current week's Associated Press top twenty rated teams to be eligible. If choosing a Pro game, you may choose any of the current week's Pro games to be eligible. If choosing the second half of a game, only Sunday night and Monday night Pro games are eligible. Overtime will be considered part of the second half. You may enter as many times as you would like, on as many games as you would like. It's only \$2.50 per minute, average call four minutes. All ties win! 1-900-976-1991, Ext. 1171. TOUCHTONE PHONES ONLY
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COMPLETE GAME QUESTIONS

Right Up Till Game Time

Home Team _____ Visiting Team _____

Eligible: All Pro Teams / Top 20 Associated Press College Teams.

1. In which half will the most total points be scored? _____
2. Will the Home Team score more of their total points in the first half or in the second half? _____
3. Will the Visiting Team score more of their total points in the first half or in the second half? _____
4. Which team will be the last to score? _____
5. Which team will be the last to score a touchdown? _____
6. Which team will make more field goals? _____
7. Which team will have the longest field goal? _____
8. Which team will have the shortest field goal? _____
9. Which team will have the most fumbles? _____
10. Which team will have the highest average punting yardage? _____

SECOND HALF QUESTIONS

Call Before the Start of the Second Half

Home Team _____ Visiting Team _____

Eligible: Sunday night and Monday night Pro games only.

1. Will there be more total points scored in the second half than were scored in the first? _____
2. Will there be a score in the last minute of either quarter? _____
3. In which quarter will there be more total points scored? _____
4. Will the Home Team score more of their total second half points in the third quarter or in the fourth quarter? _____
5. Will the Visiting Team score more of their total second half points in the third quarter or in the fourth quarter? _____
6. In which quarter will there be more penalty yards? _____
7. Which team will score first in the second half? _____
8. Which team will score last in the second half? _____
9. Which team will be the last to punt? _____
10. Which team will be the last to be penalized? _____

IMPORTANT NOTE: This game is subject to the complete Official Rules. No purchase or phone call necessary to participate or claim a prize. To obtain a free copy of the complete Official Rules, including mail-in entry instructions, send a stamped self-addressed envelope to Audio Production Services, Inc. C/O Audio Presentations, 3305 Spring Mountain Road, Suite 10, Las Vegas, NV 89102. Void where prohibited by law. All contestants must be 18 years of age or older.

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AUGUST *Fox Hunt* WINNER



Healthy, sexy, and in complete control of her trip, we bring you Peggy, from Fontana, California. And just what is her trip, you ask? Well, when she ain't solvin' problems, givin' advice to her four offspring, or makin' meals and takin' care of the home chores for her shovel-ridin' ol' man, Kevin, your thirty-something Fox of the Month can be found shakin' 'em on down at the topless joint she dances at in Fontana. Your votes were rewarded by her sultry style. Check her out on page 65.

—Loudmouth



Riding a Harley gives me the feeling of freedom,
 like I'm on top of the world.

Tina, Ohio — 900-933-3358 — Ext. #401



I like my Harley, my leather jacket, and a cold beer.

Sarah, Tennessee — 900-933-3358 — Ext. #402



Riding gives you the freedom to express yourself in every way.
Jessi, Iowa — 900-933-3358 — Ext. #403



When I'm riding on a Harley and holding onto a hot man,
 I feel like a free-spirited, wild, sexy babe.
Lisa, California — 900-933-3358 — Ext. #404



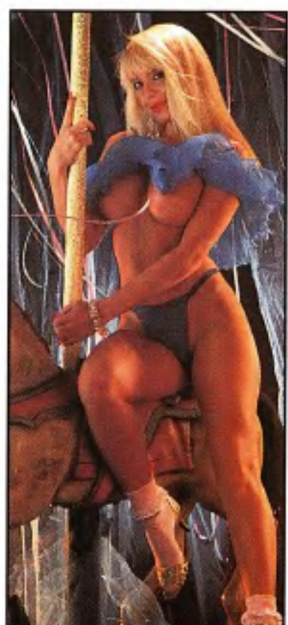
I love the vibrating power of over one
 thousand ccs between my legs.
Julia, Oregon — 900-933-3358 — Ext. #405



Freedom and a real man was my American dream. Riding with him
 gets the seat of that bike as hot as it was in my wildest fantasies.
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| ☐ LUCKY STIFF | ☐ UP & AT 'EM | ☐ CONSTANCE MONEY | ☐ TRINITY LORENS | ☐ PAM JENNINGS |
| ☐ SQUEEZE PLAY | ☐ CLAM DIP | ☐ SHARON MITCHELL | ☐ AJA | ☐ TRACY ADAMS |
| ☐ SNATCH A PEEK | ☐ FILL HER UP | ☐ LAURYL CANYON | ☐ JIZZ BIZZ | ☐ ELLE RIO |
| ☐ SEX KITTENS | ☐ INSIDE TRADING | ☐ TALIA RAE | ☐ NIPPLE TWEAK | ☐ GAIL FORCE |
| ☐ YUMMY BARES | ☐ MY TURN | ☐ JOANNA STORM | ☐ SEX STARVED | ☐ NANCY SUTTER |
| ☐ POKIN FUN | ☐ MILK MAIDS | ☐ TISH AMBROSE | ☐ BUN LOVERS | ☐ SABRINA JURGENS |
| ☐ WILLING & ABLE | ☐ KINKY COEDS | ☐ BUNNY BLEU | ☐ DOWN & DEEP | ☐ JEANNIE PEPPER |
| ☐ NAUGHTY NYMPHS | ☐ PANTY RAIDS | ☐ CODY NICOLE | ☐ SIT ON IT | ☐ BRANDI WINE |
| ☐ HOT TO TROT | ☐ TUNNEL OF LOVE | ☐ HONEY WILDER | ☐ WET SHOTS | ☐ STELLA STARR |
| ☐ PIECE OF THE ACTION | ☐ NIKKI RANDALL | ☐ SAUNA SEX | ☐ BOX LUNCH | ☐ TAMMY REYNOLDS |
| ☐ FEEL THE HEAT | ☐ PURPLE PASSION | ☐ TRIPLE PLAY | ☐ HOTEL HOOKERS | ☐ SEDUCE ME |
| ☐ EBONY ORGASMS | ☐ KRISTA LANE | ☐ OPEN WIDE | ☐ WELCOME WAGON | ☐ TREASURE CHESTS |
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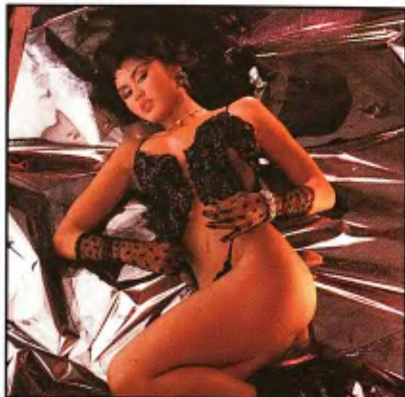
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Easyriders

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 for the 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 like this—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 airfare 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 December 1, 1991. It's easy. Look the girls over and note the extension number of the lady who entices you the most, then call 1-900-933-3358, and the Den Mother will answer and take you through the motions. You'll get to

find out just how far these girls will go to get your vote. If you're not into her comments about our lifestyle, you can vote for another girl. If, for some reason, Ma Bell's on the rag and you can't get through, write the name of the girl you like on a postcard or the back of a sealed envelope and sent it to #223 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

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

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



Here she is, bros, the eighth monthly winner in our 13th Annual Fox Hunt, Paula, #404, from Indianapolis, Indiana. See more of her next issue.

FOX HUNT
Box 3000
Agoura Hills, CA 91301

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

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

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
 for model

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

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

223

PARTS BOX

Tell 'em Snake sent ya



Ridin' Rocker

Something for the biker kid. This was created by a biker who wanted to build something with scooter class that was appealing to children. You can build it any way you want by using this brother's patterns and instructions. Send \$26 to Ab. Seaward, Dept. ER, 260 Woodland Dr., Ft McMurray, Alberta, Canada T9K-1A5.



Skull Pushrod Covers

This product reeks of class. I've got a set on my FXR. It takes a minute for people to see 'em, but once they catch their eyes, it's nothin' but nonstop comments. Contact George of Ultimate Performance, 38-54 11th St., Long Island City, NY 11101, (718) 482-9600, for details.



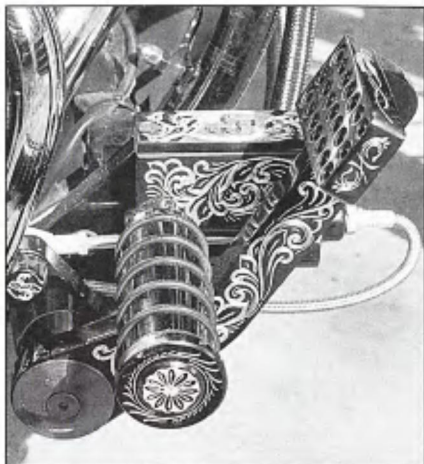
FTW—X

There once was a biker who produced such a raunchy video that he had to go to Mexico to escape the heat. He was gone five years, but now he's back and he's mustered the courage to let the world see his video again. To order these naked puppies for a rank, gross, and disgusting holiday present, send \$37.66 to FTW Video, Box 668, Redondo Beach, CA 90277.



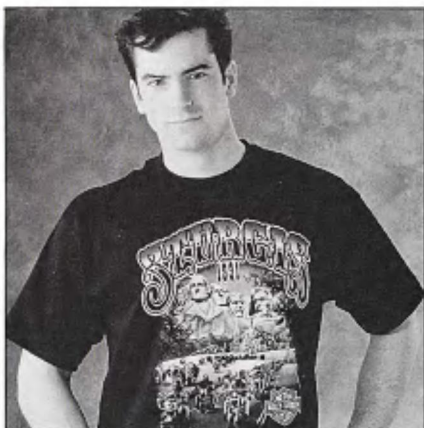
Easyriders Tool Chest

At last, a toolbox for bikers by bikers. No shit, we got together and designed the tools in this sturdy crate with Harleys in mind. It was created with the help of Keith Ruxton, our Streamliner crew chief, master engine builder, and in-house know-it-all. Keith came up with a detailed list (attached to the inside of the lid) of what tools fit what. For more info call (800) 247-6246.



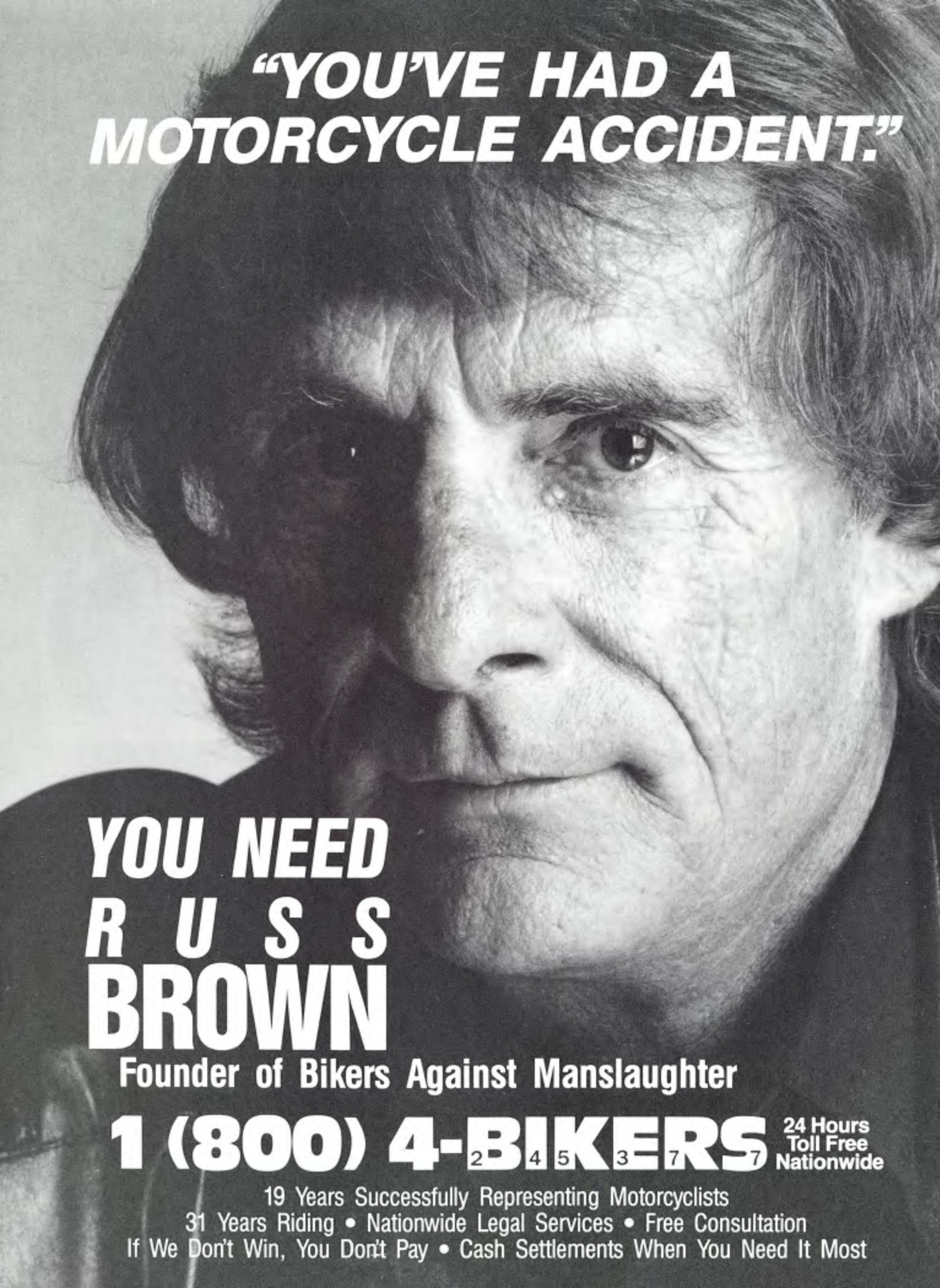
Swirling Gifts

Sumax engraves everything and powder-coats them in a rainbow of colors. They also distribute Jay Brake disc brake systems. Hell, that's all I've got to say. For all the fine points, get their catalog by sending \$3 to Sumax, Dept. ER, 337 Clear Rd., Oriskany, NY 13424; or call (315) 768-1058/FAX: (315) 768-1046.



Did Ya Miss Sturgis?

Holoubek, Harley-Davidson's longtime licensee, has introduced a 1991 Sturgis Line to dealers across the country. They come in seven styles. If ya missed out in Sturgis, a few might be leftover at H-D Dealers. ●



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Kyle Vanzwienen, Chepachet, Rhode Island 1982 XLH Sportster

Not long ago, I headed up to Big Bear, California, for a camping trip. After a few beers at the Buck 'n' Doe Lodge in Fawnskin, I rode over to a secluded (or so I thought) site I'd stumbled upon some years earlier. As I pulled up, I saw a bunch of tents, teepees, and folks dressed up like they were in the 1800s. My camping spot was the scene of a Mountain Men's gathering.

Dressed in 19th century garb, and peddlin' wares they'd made, hunted down, or come across in their travels, these people were havin' a ball. So what am I getting at? Well, our Foxy Rider, Kyle Vanzwienen, is into the same type of stuff. She's into buck skinning, black powder shooting, fur trapping, and looking and behaving like a frontierswoman from the early 1800s.

In keeping with her preference for the wilder, freer, Western-type of lifestyle, Kyle also likes being in the wind, opting for a more modern breed of horse. When she isn't spending her weekends pioneering, she's riding her '82 Sporty around the scenic byways of New England.

As you can see by the paint job on her tank and fenders and the leatherwork on the saddlebags, she's incorporated both her passions into one rolling representation. And to keep gas in the bike and powder in the rifle, she works as a correctional officer.

Keep it in the wind, Kyle, and stay as wild and free as the frontier.

—Two Step

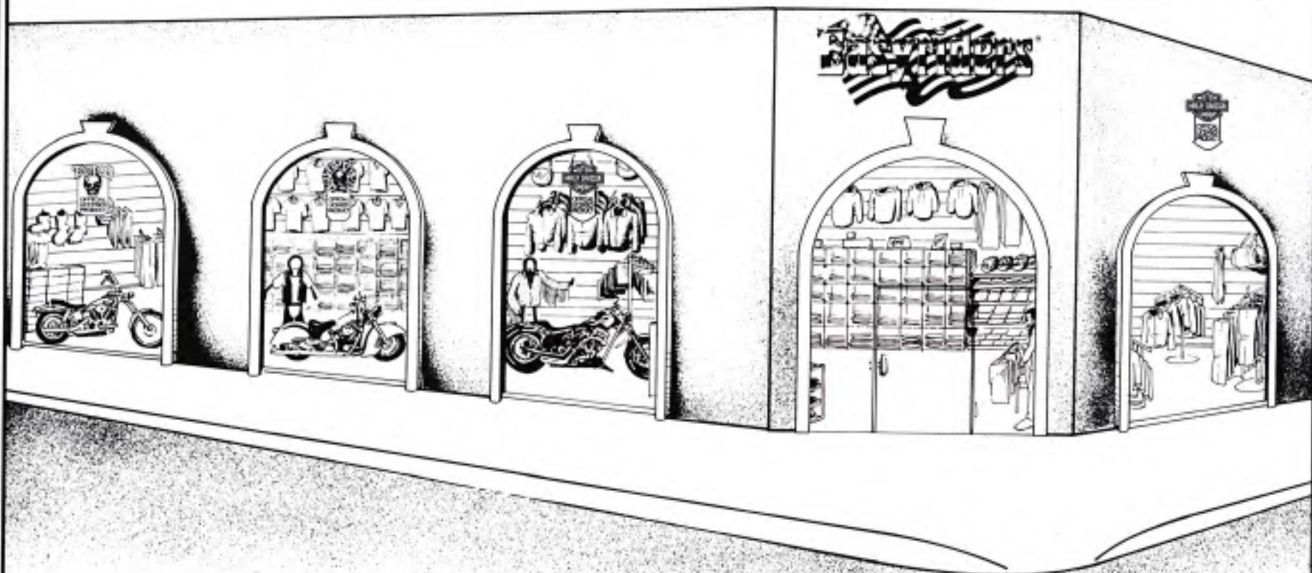
General		Forks	
Fabrication by: Dick Malo		Type: stock	
Year and make: 1982 H-D		Builder: Forking by Frank	
Model: XLH		Special features: shaved & chromed	
Chroming by: Brown's		Accessories	
Engine		Bars: Eagle Iron	
Year and model: '82 Sportster		Lights: H-D; rear: catseye	
Rebuilder: Dick Malo		Gas tank: CCI	
Displacement: 1000cc		Oil tank: side tank	
Transmission		Seat: Jackie	
Shifting: 4-speed		Other: toolbag, saddlebags by Jackie	
Trans sprocket: 21-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Finish		Size: 19-inch	Size: 16-inch
Color and type: black, Imron		Tire: Dunlop	Tire: Dunlop
Special paint: House of Kolor		Brake: disc	Brake: disc
Frame		Special features: Custom paint by	
Year and builder: 1982 H-D		Billy Streeter, leatherwork by Jackie,	
Type: swingarm		beadwork by owner. Special thanks	
Alterations: none		to Dick Malo. Murals inspired by	
		Ken Schmidt and Chuck Ren	



Photos by Sioux Ann



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HOG *X*ILLA

An Evo Eliminator

Photos by Steve Coonan



X first ya take a dash of Texas funk-strut, next ya add a pinch of rhythm-rockin' Delta blues, then ya stir in some wicked-minded boogie riffs and crank the volume into orbit.

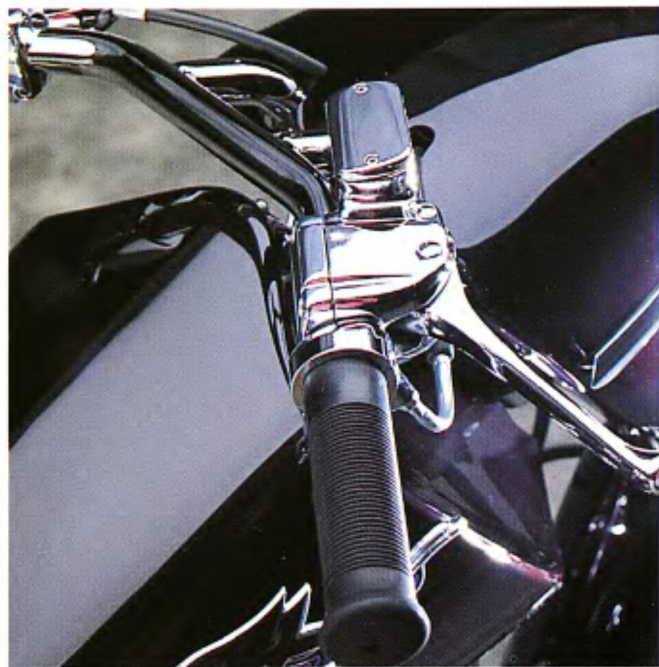
Whaddaya got? The sound of ZZ Top, of course.

But, wait, let's give this recipe a little more spice: Give the sound a V-twin heart, pump some 60-weight through its veins, and feed the beast some high-test octane. Your next move is to stand clear, Pilgrim, 'cause now ya got the sound of ZZ Top on wheels. In stereo, natch.

It's a project that was three years in conception, but less than two months in the doin'. This minor miracle took the dedicated efforts of various virtuosos, stretchin' from Milwaukee to the West Coast.

Easyriders[®]





It all started South of the Border; late one night in the haze of a smoke-filled Mexican cantina. Billy Gibbons, ZZ Top's guitarist, vocalist, and semi-mystical musical icon, was shootin' the shit with Left Coast hot rod legend, Pete Chapouris. The topic was bikes, of course, and when the bar finally closed they were makin' plans to build one.

Unfortunately, Billy was involved with his tour and Pete had some projects he was already workin' on. So the plans were left simmerin' on the back burner.

Well, time passed, and in its course, Larry Erickson designed CadZZilla, Billy's distinctive '48 Cadillac. Then Larry, Billy, and Pete were struck with sudden inspiration—buildin' a coupla escort bikes for the Cad. The next day, Larry got the sketches. But the time frame still wasn't right. Another year or so slipped by.

What finally fanned the spark into full-blazin' flame was a chance encounter between Billy and Willie G. and Bill Davidson at an airport. The three quickly headed for the nearest waterin' hole and bench-raced the long-awaited project right off the





drawing board and into reality.

The plan was simple, really. The chassis and drive trains were to be totally stock, and they needed to be ready in time for Bike Week. (It was November and Bike Week's in March, remember?)

Enter Peter Chapouris again, along with his partner Bob Bauder. They had just formed a partnership called Syntassein, a Greek word that means making things happen.

And happen they did.

"We had a 90-day window to complete the project," Pete recalls, "but by the time the bikes finally arrived, there were only 58 days left to finish in."

Mere mortals mighta given up. But Bob and Pete assembled a team of the most gifted and dedicated craftsmen around; the kinda folks willing to sweat 14 hours a day, every day of the week.

"The design parameters were to change the bike dramatically, yet maintain all Harley-Davidson equipment," Pete says. "We massaged and adapted a lot of the early-model Harley stuff to fit the '91."

"The bikes are virtually stock underneath," Pete says. "There were a lot of special things we did, but it all came back looking like the bike could've come right off the line." Pete admits that it was still one helluva challenge, though.

Each of the shells, for instance, took 295 man-hours to handform. During the final

Owner(s): Billy Gibbons		City: Hollywood, California	
General		Frame	
Fabrication by: Syntassein		Year: 1991	
Year and make: 1991 FLSTF		Builder: H-D	
Model: Fat Boy		Type: Softail	
Value: \$60,000 (each, Bubba)		Rake: nope	
Assembly by: Pete Chapouris, Bob Bauder		Stretch: nah	
Time: 58 days		Other alterations: sheet metal struts with 6061	
Chroming by: Hi Desert Plating		T-6 built by Harper Machine	
Engine		Accessories	
Year: 1991		Bars: Custom by Syntassein	
Model: Evo		Risers:	
Rebuilder: factory		Fender(s): Davis Race Cars & Motorcycles	
Ignition: stock		Headlight: Davis Race Cars & Motorcycles	
Displacement: 1340cc		Taillight: Jim "Jake" Jacobs	
Lower end: H-D		Speedo: no	
Balancing: stock		Front pegs: H-D	
Pistons: factory		Electrics: Bob Bauder	
Cases: H-D		Gas tank: Davis Race Cars & Motorcycles	
Heads: stock		Oil tank: stock	
Cam: 48 state		Oil system: factory	
Lifters: hydraulic		Primary cover: H-D	
Carb (s): CV		Seat: Custom Auto Upholstery	
Air cleaner: high density foam elements		Sissybar: none	
Pipes: stock		Height: n/a	
Muffler(s): H-D		Material: n/a	
Transmission		Forks	
Modifications: stock		Type: '92 Dyna Glide	
Year: 1991		Extension: stock	
Shifting: the usual way		Builder: H-D	
Engine sprocket: factory		Special features: fairing	
Trans sprocket: H-D belt		Wheels	
Wheel sprocket: stock		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: none		Hub: custom	Hub: custom
Painter: John's Rod & Custom		Rim width: 3-inch	Rim width: 3 1/2-inch
Color: black candy purple		Tire: Dunlop	Tire: Dunlop
Type: House of Kolor		Brake: factory	Brake: stock
Special paint: John Kosmoski		Other special modifications: Aluminum body work, trim, special badges. Special thanks to: Billy, Larry Erickson, Bill Davidson and Willie G., Louis Netz, the factory, Karen Davidson, Jack Chisenhall, Steve Davis, Tiki Alvarez, Ron Mangus, John Carambia, Tim Beard, L'il Louie, Jim "Jake" Jacobs, Vic at Hi Desert, Jeff Haywood, Rick Rogers, Danny Bauder, and the team.	

week, the team was slavin' 24 hours a day, with four hour breaks, followed by one last 36-hour marathon.

But just like the mean boogie riffs and raw-blues licks of a ZZ Top jam session, these heavy-metal Michelangelos of Milwaukee mythology brought it all home in a last-minute burst of adrena-line-fueled artistry.

And the bikes were ready to lead the parade in Daytona.

So call 'em a fantastic fusion of Texas strut and two-wheeled putt. Call 'em a V-twin vision of kick-ass rock 'n' roll. But whatever ya call 'em, these HogZZillas are gonna blow out yer speakers.

Better find some cheap sunglasses, quick. —Mark Petterson

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Bruce Johnson and Charles C. Umbenhauer

Harrisburg, Pennsylvania

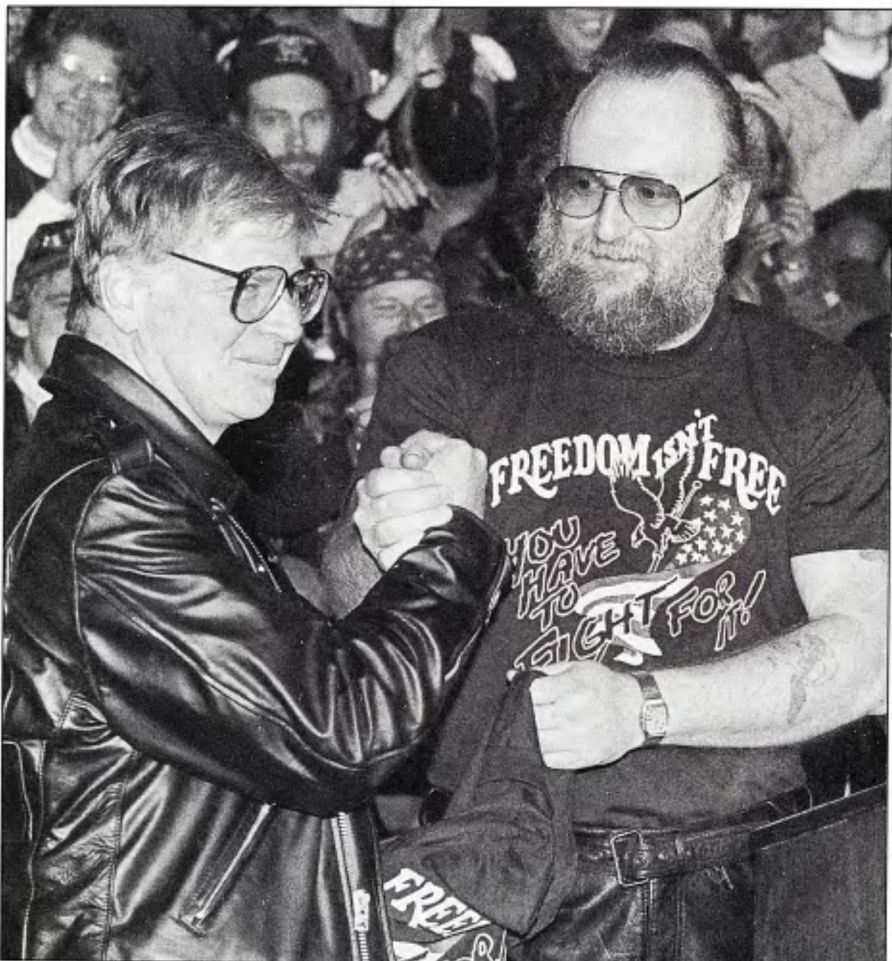


Photo by Fred S. Prouser

Bruce Johnson (left) and Charles Umbenhauer have been leading the legislative efforts for ABATE of Pennsylvania for quite a few years now. Bruce is ABATE's lobbyist, Charles its legislative coordinator. They are seen together several times each month at various political fundraisers for influential legislators, which the Bikers' Political Action Committee (BIKEPAC) makes possible.

Through their efforts, ABATE has had two helmet amendment bills introduced in this legislative session. The House version passed the Transportation Committee with a unanimous vote but was defeated by the

full House in June. Clarence Bell, ABATE's ally in the Senate, has introduced yet another amendment bill (S-1326) which would make the penalty for operating a motorcycle without a helmet a secondary violation, unless he or she is also convicted of another violation which occurred at the same time.

Bruce and Charles also coordinate ABATE's annual Motorcycle Rights Rally and Legislative and Leadership Seminar. They are two busy guys who keep fighting for the rights of Pennsylvania bikers.

—Rusty Andrews

Fred Rizzo

Streator, Illinois

For Fred Rizzo, the love for motorcycles began when he was a youngster, washing and repairing his older brother's bikes. Soon thereafter, he started selling Hendersons and Excelsiors out of his garage, but later moved downtown, where he also sold James, Mustang, and BMW bikes as well as lawnmowers.

Now Fred is 88 years old and retired. But he still likes to take out his old 1930 Henderson every once in a while and give her a good spin into the country. And he still likes to repair bikes, which he sometimes does "for good friends," some of his old riding buddies who still come over every now and then to shoot the breeze with him.

He carries with him many memories of the old ridin' days. Why, he even used to train Streator men who got jobs with the state police how to properly ride their bikes and how to fall off without getting hurt too much.

Though a lot of folks have shown interest in buying Old Faithful from Fred, he ain't ready to sell. May they never stop riding together.

—Red Baron



Photo by J. Crozier

Shack O' Shame

Richard Shelby Montgomery, Alabama

Dave "Animal" Reid, of Millbrook, Alabama, did what everybody says to do: He wrote a letter to his senator, Richard Shelby, and asked Shelby to vote against the helmet provisions in the recent transportation bill.

Shelby voted for the bill anyway, but he did reply to Reid, saying that, "If one life is saved by this law it will be worthwhile. and



its benefits will off-set any infringement on a persons (sic) rights."

We've been hearing this "save one life" stuff for close to 25 years now. It was first used to justify seat belts in cars, then the 55-mph speed limit, and then helmets, and it shows no sign of ending.

Maybe the time has come to turn the argument around: If helmets can kill, then to eliminate helmet laws might well "save one life" and more. The Man will promptly deny that helmets kill, and if presented with irrefutable proof, will then claim that, "Well, even if helmets kill some people, they might also save some lives, and so we ought to keep our helmet laws."

In other words, the state is willing to kill those that helmets kill to protect those that helmets might protect. This puts the state in the business of deciding whose life is worth saving—and the state has no business making judgements of that kind. The state has no right to look at all riders and declare that some may be sacrificed to protect some unknown number that might be helped by helmets that are good for impacts up to about 13 mph.

Think about this one: Helmet laws aren't a matter of saving some. They are a matter of killing some to satisfy an unfounded theory of safety. This argument hasn't gotten much attention and you have a right to demand that your legislators answer it.

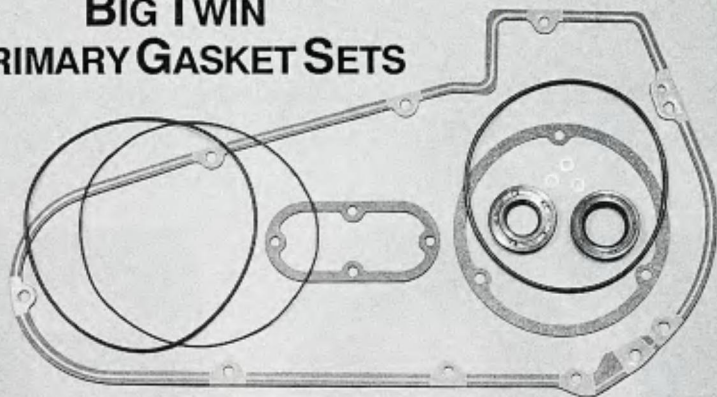
—Toejam

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IT'S TIME TO FIGHT

Twenty years ago—when *Easyriders* was just getting started—our form of motorcycling was threatened on two fronts. First, the D.O.T. told us they were going to pass laws to stop us from riding anything but a stock motorcycle. (We won on that!) Next, they told us, okay, but you have to wear helmets—*Easyriders* started ABATE and we're still fighting that one, along with many other fine organizations. And we have to keep on fighting at the legislative level through these organizations. **But** there is another approach that has been tried a few times in the past and almost made it. The courts may have found helmet laws unconstitutional except for the "Public Burden Theory." Since then the "Public Burden Theory" has been shot to hell by the D.O.T.'s own statistics! ***IT'S TIME TO TRY AGAIN!!***

Two years ago I asked you to help *Easyriders* put together a team to bring the World Land Speed Record back to the United States—on July 14 of last year we did it!

Now I'm asking you to help *Easyriders* put together a team to take the helmet issue to the Supreme Court to find helmet laws unconstitutional. With your help and support, we can do it! We must take this fight to the federal district and Supreme Court—until every state is free of helmet laws. If we are successful, even riders in other countries will have the basis to overturn helmet laws in their courts.

To bring public attention to our fight, we must stage the largest helmet protest the world has ever seen—not only across the country but across the globe and in Washington, D.C.—all on the same day in 1992!

I'm asking you to enlist in *Easyriders* Freedom F.I.G.H.T. (Freedom From Inept Government Helmet Tactics), and you will have my solemn promise to FIGHT helmet laws 'til my dying breath.

—J.T.

Read on—then turn to page 59 and JOIN UP!

It was late 1970 when the Department of Transportation called to ask if I wanted to provide any input before they moved to outlaw all modifications to a stock motorcycle. Damn right I did—"Just name the place and I'll be there." The place was Milwaukee, Wisconsin in the dead of winter for the initial meeting, then again in the spring of '71 at the Ontario Speedway in California. I promised to bring six or seven mild to wild choppers and riders out to the Speedway so they could put us through the roadrace course and prove to us that those long front ends and funny handlebars were just plain dangerous. The day came, and the D.O.T. officials were there with some borrowed Japanese machines. They put us through the paces—stopping, turning, sliding, etc.—and lo and behold, the choppers did just fine. Then came the acid test: "Every-one out on the roadrace course and run some laps." They couldn't believe their eyes. Bill Carter with his rigid panhead, 1 3/4" rake, 20" over springer, and ape hangers was lapping the Jap bikes with



ease! As a matter of fact, most of us on choppers were making the D.O.T. officials on their Jap bikes look sick.

Well, they were impressed but not convinced. They felt they needed to get their hands on one of these "choppers" for some extensive testing in Washington, D.C. My ears couldn't believe what my mouth was saying — "If it will help convince you, I'll loan you my bike." Me and my big mouth. I had just gotten this brand new scooter up and running. It was a complete new Jammer chassis and a fresh-out-of-the-box '71 shovelhead engine! And now it was going away for six months! But it had to be. I couldn't face what Harley was building in those days—you had a choice of maybe two models and three colors, and they all scraped the ground if you tried to corner over 15 mph. Since then, Harley has learned to listen and is probably the most heads-up company in the U.S. today—maybe they woke up when their engine sales were soaring and they couldn't give the complete bikes away.



**I COULDN'T BELIEVE IT,
THE DEPARTMENT OF
TRANSPORTATION TOLD
ME I WOULD HAVE TO
WEAR A HELMET FOR
THE REST OF MY LIFE
AND THEN THEY TOOK
MY BIKE AWAY.**

Anyway, the D.O.T. must have liked my bike. They kept it nine months, put several thousand miles on it, and decided not to outlaw custom bikes (you may remember the April 1972 issue of *Easyriders* with "Government Approved?" stamped across the cover).

As the day drew to a close at the Speedway, I thought we had made great progress, then came the bombshell. "We noticed none of you guys are wearing helmets—that's going to change—we've been looking into helmet use and we're going to require that all states pass a helmet law or lose their federal highway funds." I couldn't believe it, the Department of Transportation told me I would have to wear a helmet for the rest of my life and then they took my bike away. Now I was sick.

Later, back at the magazine office, I met with Lou and Keith. I told them I thought things looked good on the modification issue, but the D.O.T. wouldn't even talk about helmets—their minds were made up. Before the next issue of *Easyriders* hit the stands, Lou had come up with a logo and the ABATE name, and Keith had started a letter-writing campaign to bros he knew around the country. ABATE was born and you responded. You formed one of the best grass roots political organizations this country has ever seen!

continued on page 59

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David M. Mann

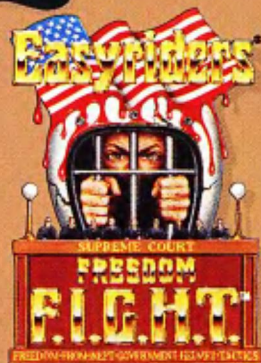
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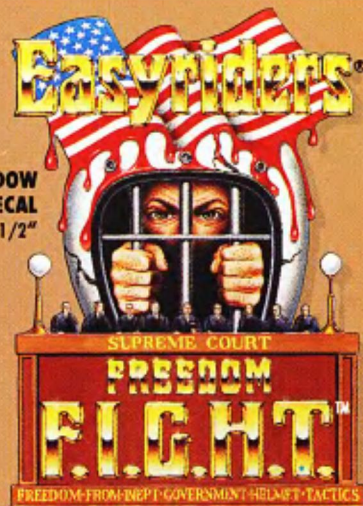
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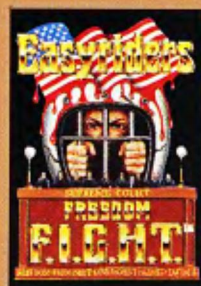


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UP... GHT TO RIDE FREE!

continued from page 55

Before the tide started to turn, helmet laws were passed in 49 of the 50 states (all except California). Since then, the helmet law has been repealed or modified in 32 of these states. A remarkable feat! But now, even California has fallen, and the D.O.T. is again using its underhanded tactics to force all the states to reinstate full helmet laws. You must continue to support and be active in ABATE, M.M.A., C.B.A., A.M.A., C.M.A., and M.R.F. organizations. But we need to do more! If we don't do more now, we are definitely going to have a *national* helmet law!

We should take a lesson from General Stormin' Norman Schwarzkopf on how to win a FIGHT:

- 1) Make the public aware and get them on your side (protest rides and public appearances).
- 2) Unite your allies (all biker rights organizations must work together).

3) Use every weapon at your disposal (state and federal lawmakers, state and **federal courts**). Use your Freedom Fighter Handbook and your vote.

4) Make sure we have an adequate war chest (support your

**IF WE DON'T DO
MORE NOW, WE ARE
DEFINITELY GOING TO
HAVE A NATIONAL
HELMET LAW!**

rights organizations and join **Easyriders Freedom F.I.G.H.T.**)

If Stormin' Norman had just used a frontal attack, our troops would still be eating sandburgers. He hit them with everything he had and got the job done — and that is what we have to do.

One of the most potent weapons

in our arsenal is not being used — **the federal court system**. Like the Patriot Missile, it's not cheap — we need to hire the best attorneys, the sharpest experts, gather the best data, and make the public aware that our right to choose what's best for us is being trampled on! That's what *Easyriders Freedom F.I.G.H.T.* is all about.

Easyriders is going to put \$5.00 out of every sale of a Freedom Fighter's Kit into a war chest to take the fight to the federal court system. And that's where **you** come in — we need **you** to wear the F.I.G.H.T. T-shirts, and patches, display the decals and bumper stickers. Give a kit to your non-riding buddy for Christmas and make him a supporter.

The time has come to stand up and be counted. Join the *Easyriders Freedom F.I.G.H.T.* — Do it while we still have a fighting chance to ride free.

— J.T.

Important! All Bikers' Rights Organization presidents: Please contact Susan at (818) 889-8740 to plan a worldwide helmet protest rally for summer 1992.

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Big Twin Primary Oiling System

'65 to '84

By Keith Ruxton

Anyone who's had a 1965-1984 Big Twin model is probably aware of the fact that these bikes had a primary oiling system that used motor oil in the primary case to lube the chain—and anything else in there. This was better than the total loss method used on '64 and earlier models, but it introduced a new problem.

Motor oil in the sealed, aluminum primary wasn't a bad idea—the fact that it was run back through the engine, however, was. Chain and sprocket wear particles and dust from the clutch plates are washed out of the case and fed back to the engine with no filtering of the oil. This usually results in reduced engine life at best, or if you weren't so lucky, you had an engine

weld itself together when a starter ring gear tooth broke off (because the en-

The problem was solved on later models when the factory sealed up the primary

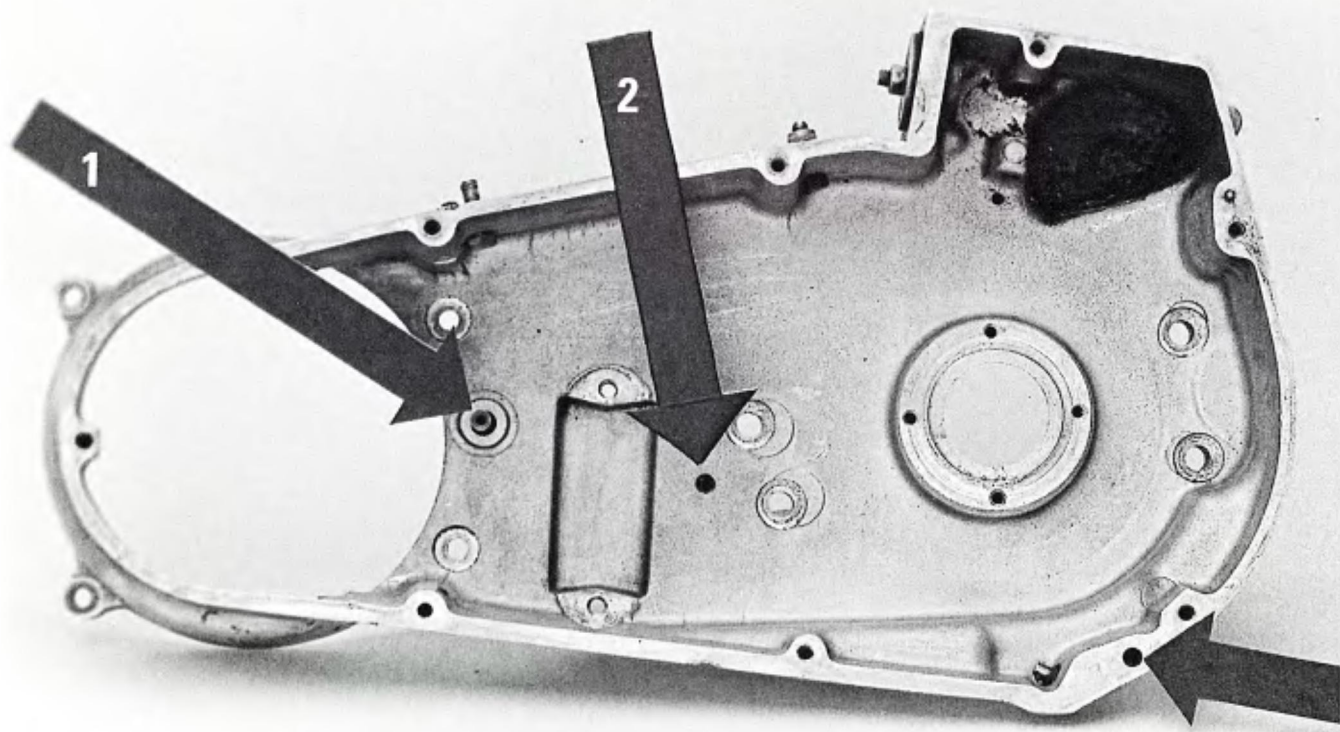
gine was getting harder and harder to start) and found its way to the oil pump.

This problem was solved on later models when the factory sealed up the primary and gave it its own oil supply. This can be done to the earlier models

also, but because of the clutch being a "dry" clutch the oil level must be kept at a lower level. The level is determined with the bike on its side stand and should have oil just touching the outer edge of the clutch basket for dry clutch models.

The operation to seal your primary is reasonably simple. You need to plug the oil feed hose. The simple procedure is to slice the small line at the oil pump and plug it. Take the remainder of the small line and leave it open hanging down out of the way behind the primary. This line then becomes the primary vent, hanging lets it vent without catching water or dirt, or allowing it access to the clutch and chain.

The primary vent, which is attached



1. This is the oil feed hose which needs to be plugged at the engine. The line is left hanging down by the primary for proper venting.
2. This was the vent line from the engine. It can be removed and plugged at the primary and eliminated at the oil bag T.

to the center of the primary, is T'd into an oil return line at the oil bag. Take the T out and splice the line from the engine to the oil bag. Plug the line into the primary by removing the fitting and using a pipe plug.

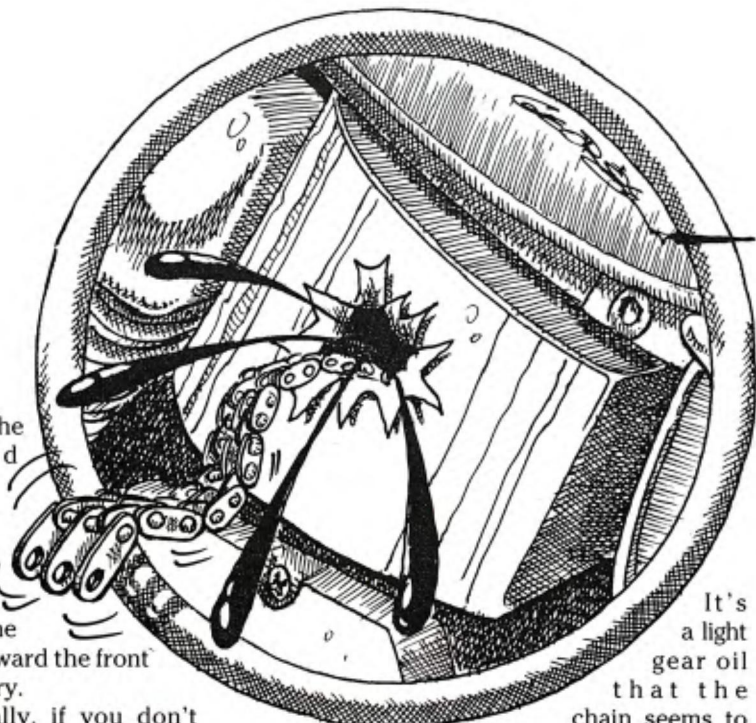
The last puppy is the return line at the lower rear of the inner primary. This line needs to be plugged at both ends. Use an 1/8-inch pipe plug in the primary and cut the hose off, or take the fitting off the engine by the oil pump and braze it closed. Or, you can leave a small length of line on the fitting, run a 3/8-inch bolt into it and clamp it with a hose clamp.

If I stumbled through any portion of the above, just remember that all the lines to the engine must be plugged,

along with the center and lower rear holes to the inner primary. The only hole left open is the small one toward the front of the primary.

Incidentally, if you don't have an electric starter ring gear on your clutch basket, you might as well stop reading. The ring gear is what throws oil on the chain.

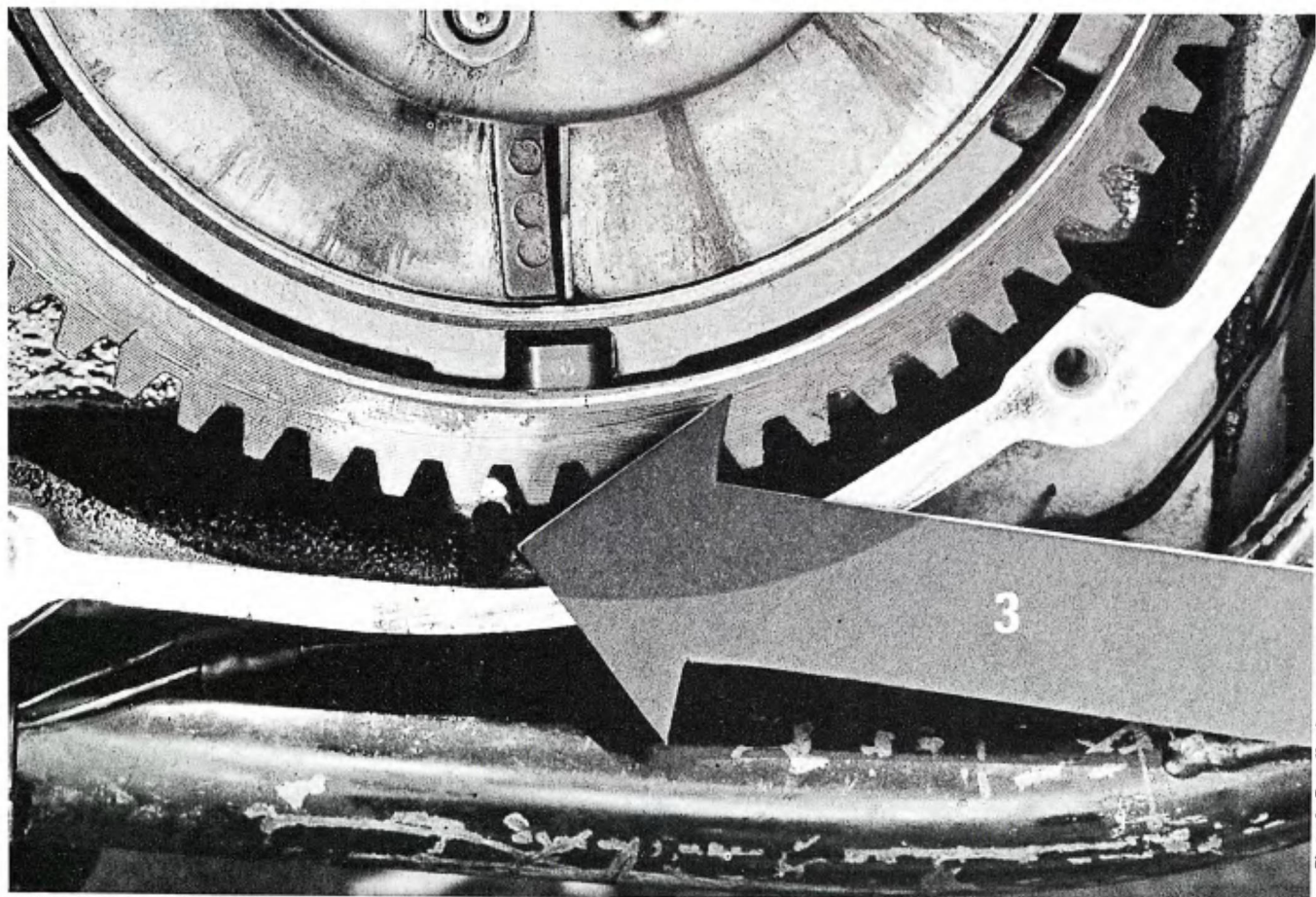
I've tried many different types of oil, from 10w30 to 70-weight, and have found that the best oil to go with is the same type that the factory is currently using.



It's a light gear oil that the chain seems to like better than motor oil.

Next, you'll find that with more oil in your primary, your "dry" clutch will begin to slip under power and drag (or not release as well after a while). The cure is to use a Barnett "Wet or Dry" plate set.

Nothing to it. ☉



3. This is the last return line. It must be plugged at both ends. Remove and plug at the primary and plug behind the pump on the engine.



Larry Rozen, St. Petersburg, Florida 1989 Heritage Softail

It's a long way from the halls of higher learning at Villanova U., in Philly, to ownin' and managin' a slew of titty bars in Florida, but Larry wouldn't have it any other way. If he ever forgets what his employees look like, all he's gotta do is take a look at the paint on his done-up and tricked-out Heritage Softail.

Larry's had H-Ds on his mind since the age of 13. In between he's played ice hockey, then went physical as he got into powerlifting. He's lifted 525 pounds, a record at the time in the Class-A division of the National Powerlifters' Association.

After graduating in 1980, Larry moved to Florida and opened a feed store, which was located down the street from Jim's H-D. The dealership sparked Larry's old scooter memories and inspired him to buy a stock Heritage Softail in 1989.

He handed it over to his wrench, Jay, givin' him carte blanche to "create a machine like no other." Helpin' to make that happen was Gary Smith, an airbrush artist from St. Pete, who worked from photos of erotic entertainers doin' their thing at Temptations Adult Entertainment nightclubs. Larry's clubs are strung throughout the Gator State in Tampa, Orlando, Bradenton, and Clearwater.

Larry enjoys puttin' his wife, Rebecca, and two sons, Joseph and Christopher, along the Gulf Coast. If ya can't catch up to Larry's 120 hp Hog, you can be tempted by his workin' women at Temptations.

—Raider Rider

General		Forks	
Fabrication by: Jay (Worm)		Type: wide glide	
Year and make: 1989 H-D		Builder: H-D	
Model: Heritage Softail		Special features: chromed	
Chroming: Atlantic Plating		Accessories	
Engine		Bars: early Super Glide	
Year and model: 1989 Evo		Lights: factory w/spots	
Rebuilder: Jay		Gas tank: fatbobs	
Displacement: 106 cubic inches		Oil tank: chrome horseshoe	
Transmission		Seat: boa/Neil's Upholstery	
Shifting: electric shift for racing		Other: boa on floorboards	
Trans sprocket: belt		Wheels	
Wheel sprocket: belt		Front	Rear
Finish		Size: 16-inch	Size: 16-inch
Color and type: Dupont lacquer		Tire: Avon	Tire: Avon
Special paint: Gary Smith		Brake: Perf. Mach.	Brake: Perf. Mach.
Frame		Special features:	
Year and builder: 1989 H-D		Sputhe pistons, Mackie heads, Dyna	
Type: Softail		ignition, Leineweber cam, Invader	
Alterations: chromed rear		mags, 4 5/8-inch stroke, dual plugs	



Photos By Pat Randall



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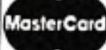
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Nearly Cooked Near Cook's Corner

Photos by Raiko Hartman



Joe Zallar built the rigid-framed ride you see here in just six months, after being away from riding for 14 years. But that's not what makes this story unique. This is a story about a man's life and his love for motorcycles; a love that culminated on a highway in Orange County, California, when a woman in a new Volvo made an illegal left-hand turn directly in his path.

But let's start at the beginning. Bikes and the biker lifestyle entered Joe's blood at an early age. When he was 12, his room was covered with Hells Angels posters and biker paraphernalia. By the time he hit 16, he'd scrounged up enough cash to buy a 1951 panhead. It was a traditional chopper with a 16-over,

stock springer, raked rigid, molded-in peanut tank, and a purple-and-lace paint job. He was cool going to school until the suicide shifter left him lying in the middle of an intersection one day. Then there was the time he was checkin' out the girls at the beach, along PCH, and looked up long enough to see his front end implanted in the back of a truck. Long front ends save lives. So much for the panhead.

So Joe, being a macho dude, joined the Army and was transferred to the 2nd 75th Rangers in Washington for four years. Along the way, he met his wife and started having kids. It wasn't until 1980, when the ol' lady bought him an iron head 1974 Sportster, that his riding days began again.

Joe's a big guy, so he eventually sold the Sporty and began building the rigid-framed runner you see here. It took him six months to pull the major components together, then he went to Cris Burchinal, at Burchinal's Custom and Performance H-D, in Anaheim, California, to get the final details handled. As you can see, Cris did an admirable job. The scoot has that naturally nasty flair.

But with the addition of more kids into the clan and the purchase of a new crib, Joe was forced to put the bike on the block. That's when Jerry Ibanez, from Belmont Shore, California, came into the picture. He checked out the bike, saw it for the quality street fighter it was, and they agreed on a price. So on a weather-perfect, →



Southern California Sunday, Joe wound up his creation for a final blast through Laguna Canyon and out to Cook's Corner, one of Orange County's finest weekend scooter stops. The sky was as clear as fresh chrome, the road was wide and open, and that '87 rigid was calling out the wild in Joe. He cracked the slide on that SU coming 'round a canyon curve and the open road caressed him like a silk dress would the curves of a woman's thighs. There was only one blemish in the road: A nondescript, brand-new Volvo was rolling toward him.

Joe paid little attention. His mind played on the beauty of the day, the road before him, and the warmth of the afternoon sun. The road followed a downhill straight, and Joe goosed

the throttle. The bike lurched under the power and he felt the muscles along his back twitch with the excitement of holding onto 90 horses framed in less than 450 pounds of motorcycle. He loved the bike, but he had to sacrifice it for the good of the family, which made this final ride even more special.

The Volvo registered like all obstacles in a biker's mental computer would. Joe could see a pretty blonde at the wheel and a small child strapped in beside her. The traffic lights were green in both directions, meaning the arrows for left-hand turns were both red.

Then Joe noticed a movement in the Volvo. What she was about to do was totally illegal. She was just going

for it. She swung, weaving in her lane, then swerved left, right across his path. At that point she saw Joe, and it was like she woke up from a daze and didn't know where she was. His brakes locked and smoke billowed from his rear tire. Joe looked directly at her, as if they were sitting across a restaurant table, about to enter into a raging argument. She looked at him as if to say, "Oh, shit, my husband's going to be pissed, if I come home with a biker implanted in the grill of my new car."

The bike went down and Joe pushed off. It slid on the extended JayBrake pegs and the SU velocity stack and, fortunately, missed the car. It screamed the cry of metal against pavement at 40 mph. When Joe



kicked the bike loose he tumbled, spun through a couple of somersaults, and landed on his feet looking right into the eyes of the stunned woman. Even after the metal violence he had just experienced, her composure and integrity collapsed before his.

At that moment her mind failed to register anything but fear and selfishness; she sped away from the accident she had just caused. She failed to register concern for another human, or to show strength in front of her child.

Joe managed to stay on his feet for a few more moments, just long enough to see the blonde escape from view. Then he collapsed on the pavement, in shock, until he could collect his thoughts, get to his feet, and deal with the destruction of his motorcycle.

Both Joe and the bike fared well. He was scraped and bruised, while his bike split its intake manifold, bent a pushrod, and wasted

Owner(s): Jerry Ibanez		City: Belmont Shore, California	
General		Frame	
Fabrication by: Burchinal's Performance		Year: 1987	
Year and make: 1987 H-D		Builder: Paughco	
Model: Evolution		Type: rigid	
Value: \$13,500		Rake: 1/4-inch	
Assembly by: Burchinal's Performance		Stretch: none	
Time: six months		Other alterations: rear fender molded in	
Chroming by: nobody		Accessories	
Engine		Bars: Ness	
Year: 1987		Risers: none	
Model: Evo		Fender(s): CCI, rear: welded/bobbed	
Rebuilder: Cris Burchinal		Headlight: CCI	
Ignition: Morris Magneto		Taillight: catseye	
Displacement: 80 cubic inches		Speedo: Police Special	
Lower end: H-D		Front pegs: JayBrake	
Balancing: Burchinal's		Rear pegs: JayBrake	
Pistons: H-D		Electrics: 12-volt	
Cases: H-D		Gas tank: 3 1/2-gallon fatbobs	
Heads: shaved		Oil tank: horseshoe	
Cam: EV-3		Oil system: H-D	
Lifters: solid		Primary cover: yes	
Carb(s): SU		Seat: Gisen Upholstery	
Air cleaner: velocity stack		Sissybar: fender struts	
Pipes: CCI		Height: n/a	
Muffler(s): none		Material: rolled steel	
Transmission		Forks	
Modifications: none/stock		Type: narrow glide	
Year: 1987		Extension: 2 inches under	
Shifting: high speed		Builder: Burchinal's	
Engine sprocket: yes		Special features: polished	
Trans sprocket: belt		Wheels	
Wheel sprocket: belt		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: yes, Pig Paints		Hub: RevTech	Hub: RevTech
Painter: Jake, Pig Paints		Rim width: 3-inch	Rim width: 4-inch
Color: black and yellow		Tire: Avon	Tire: Continental Tour
Type: lacquer		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: by X-CaliberPaint			
Other special modifications: Burchinal's: brake and pedal, clutch lever, tank panel, steering stabilizer bracket, tach bracket, primary engraving.			

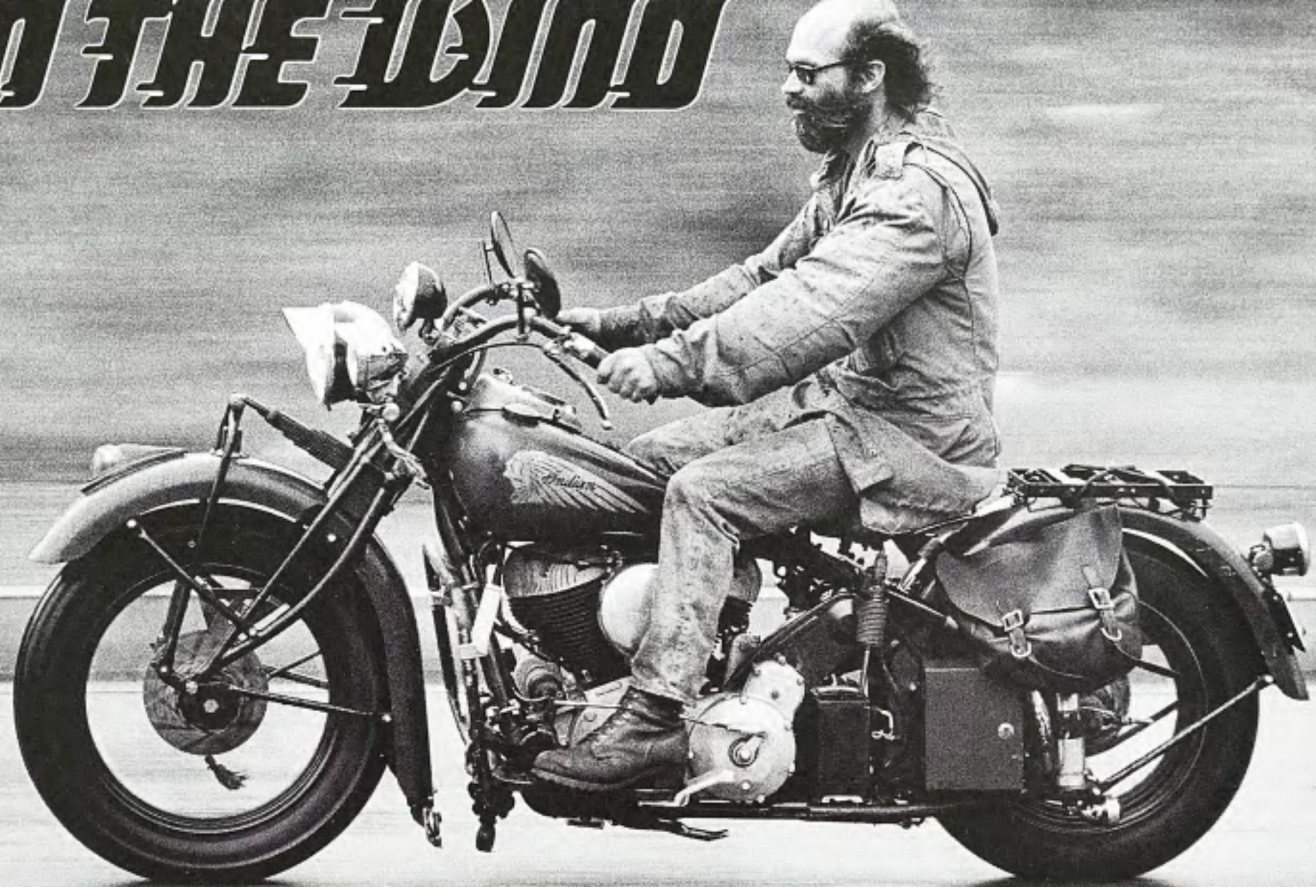
its foot pegs, velocity stack, and carb. But there were no cracks in the frame, no scratches in the tank, and no damage to the drive train or front end. He had it repaired and in Jerry's hands in two days.

As you can see by the photos, Joe wasn't done with ridin'. In less than two months he had already collected parts for his latest ride, which was also built with the assistance of Cris Burchinal. So watch out for blonde Volvo drivers and don't forget to jump clear.

—Bandit

P.S. I'm sure you didn't miss our Fox Peggy, from Fontana, California. She's still a dancer, after four kids and a long life on Harleys. After the shoot her ol' man Kevin rode out to pick her up. He's gotta be 6'5" and 250 pounds, a monster by any standards. No one messes with Peggy. ☺

IN THE WIND



—Jimmy Olsen, Ventura, Calif.

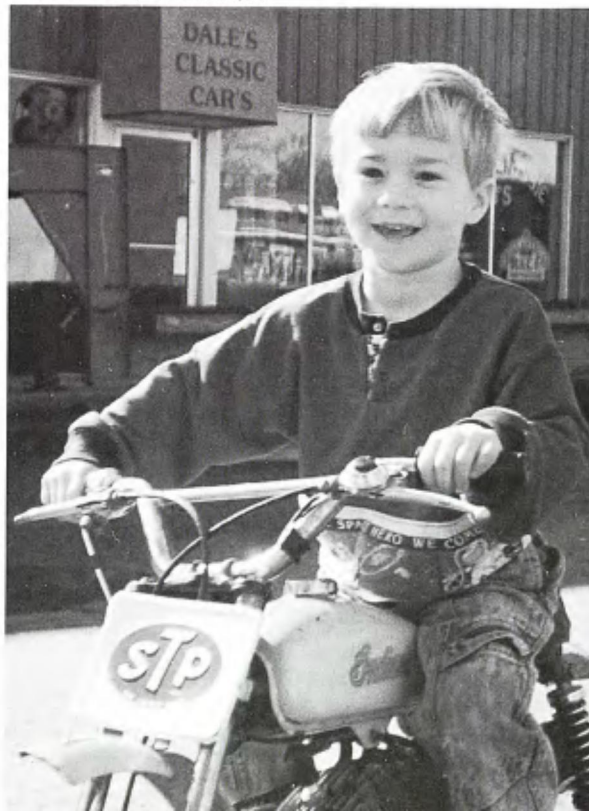
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—Loudmouth Ralph, N. Ft. Myers, Fla.

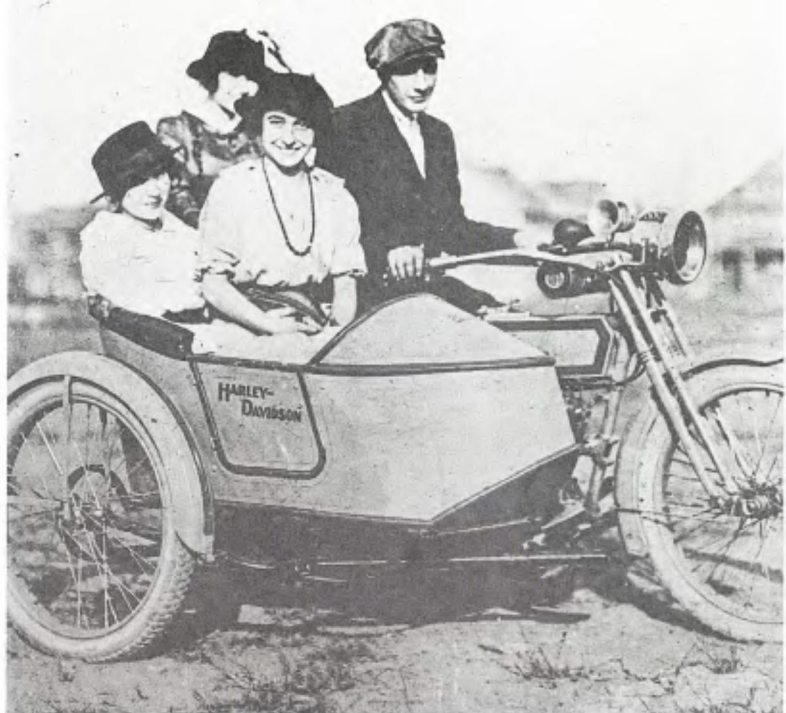


—Dale Walksler, Mt. Vernon, Ill.

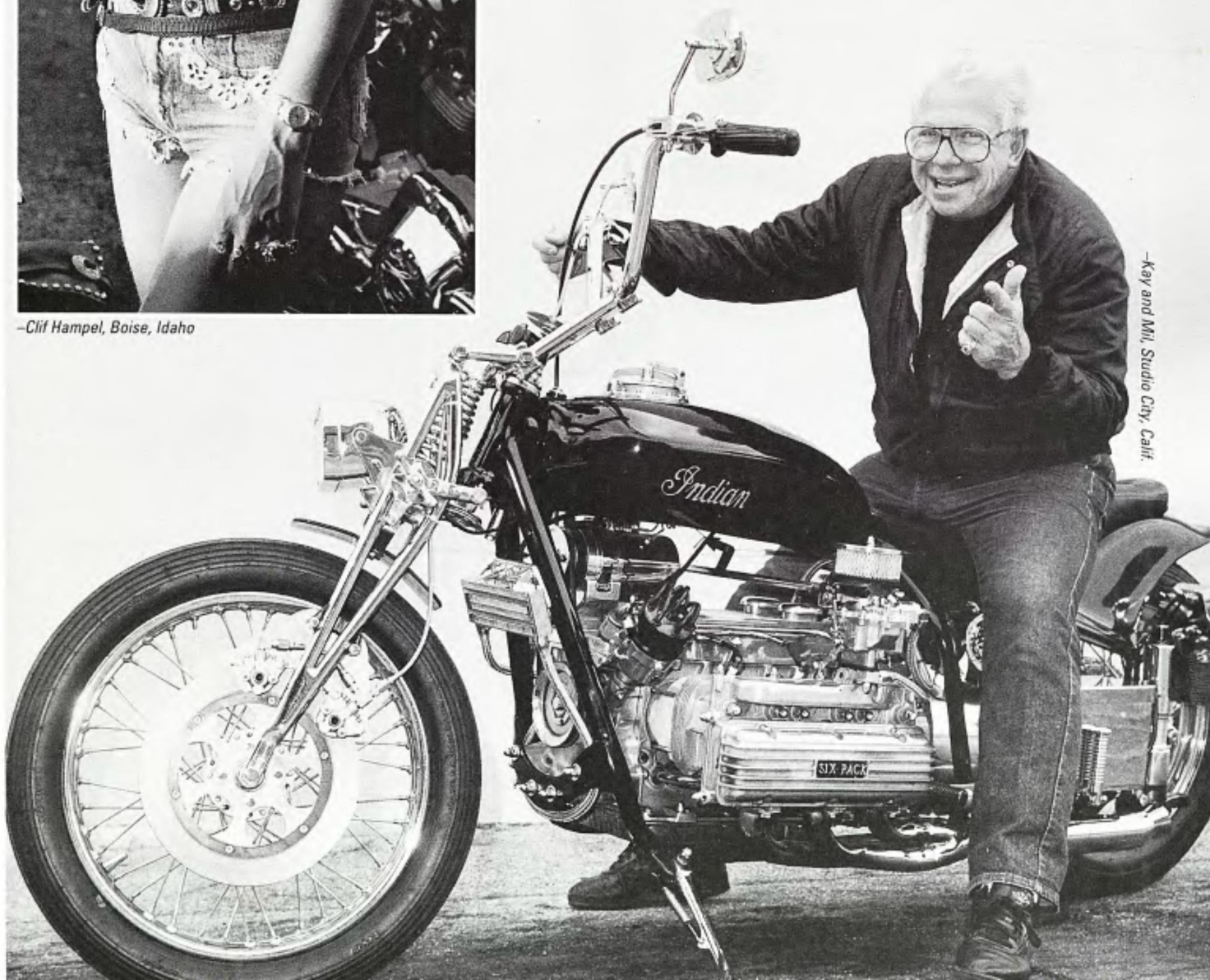




-Clif Hampel, Boise, Idaho



-J.J. Cerilli, Chandler, Ariz.



-Kay and Mtl, Studio City, Calif.



—Mary Morris, Overland, Mo.



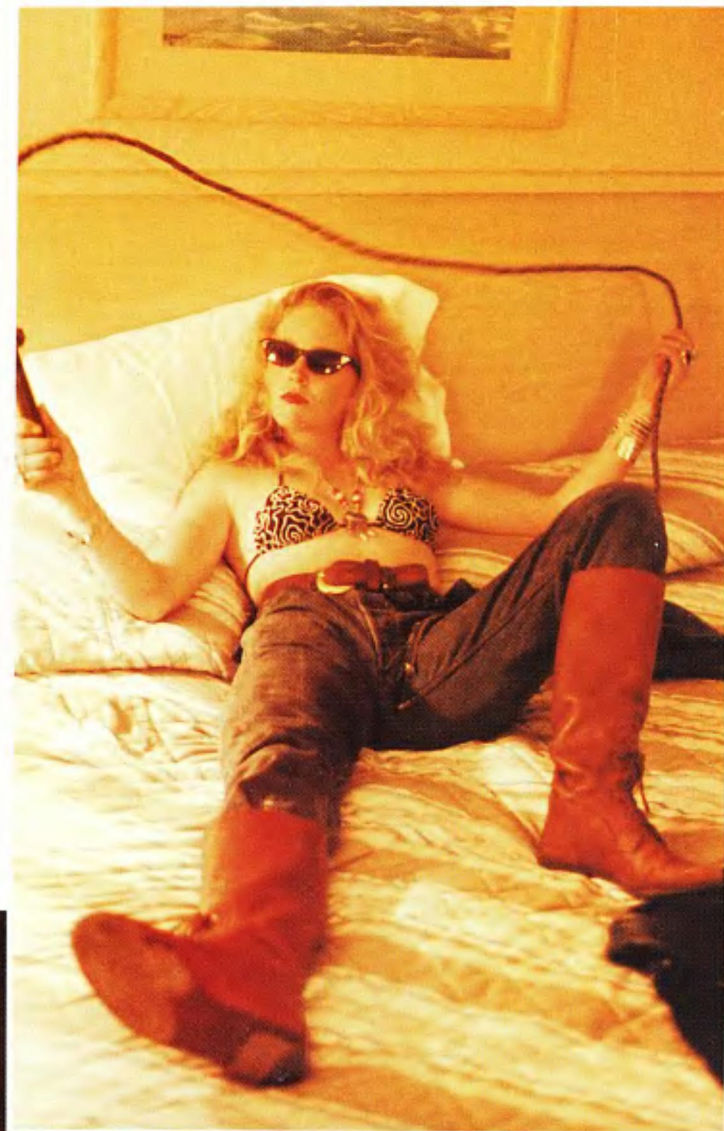
—Yosemite and Blond Dee, Ashford, Conn.

—George Roberts, Morrow, Ga.

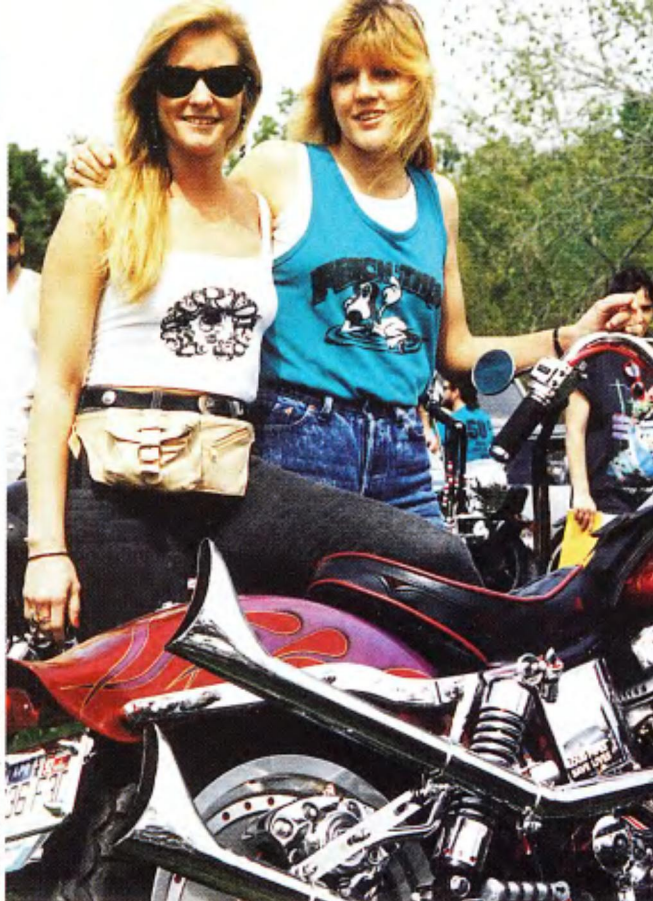


—John Lewis, Flint, Mich.



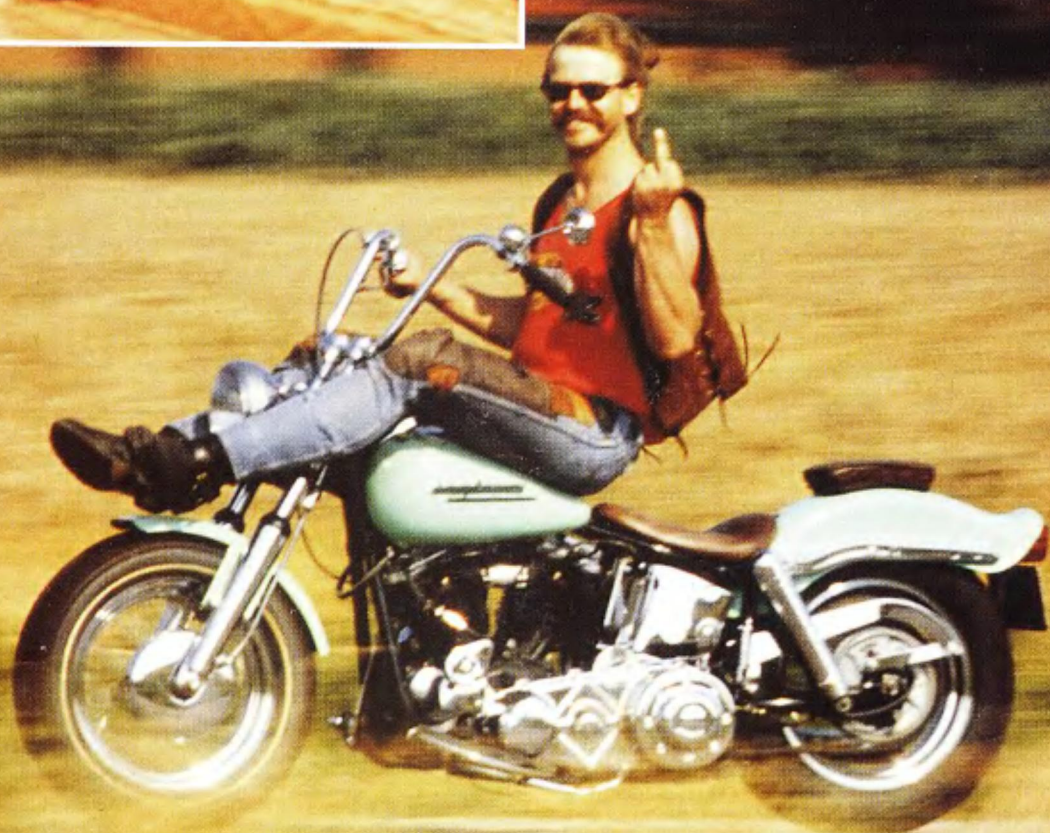


—Les Holt, LaPorte, Texas



—Good Time Sally, Costa Mesa, Calif.

—Volker "Lupo" Anneck, Dorsten, Germany





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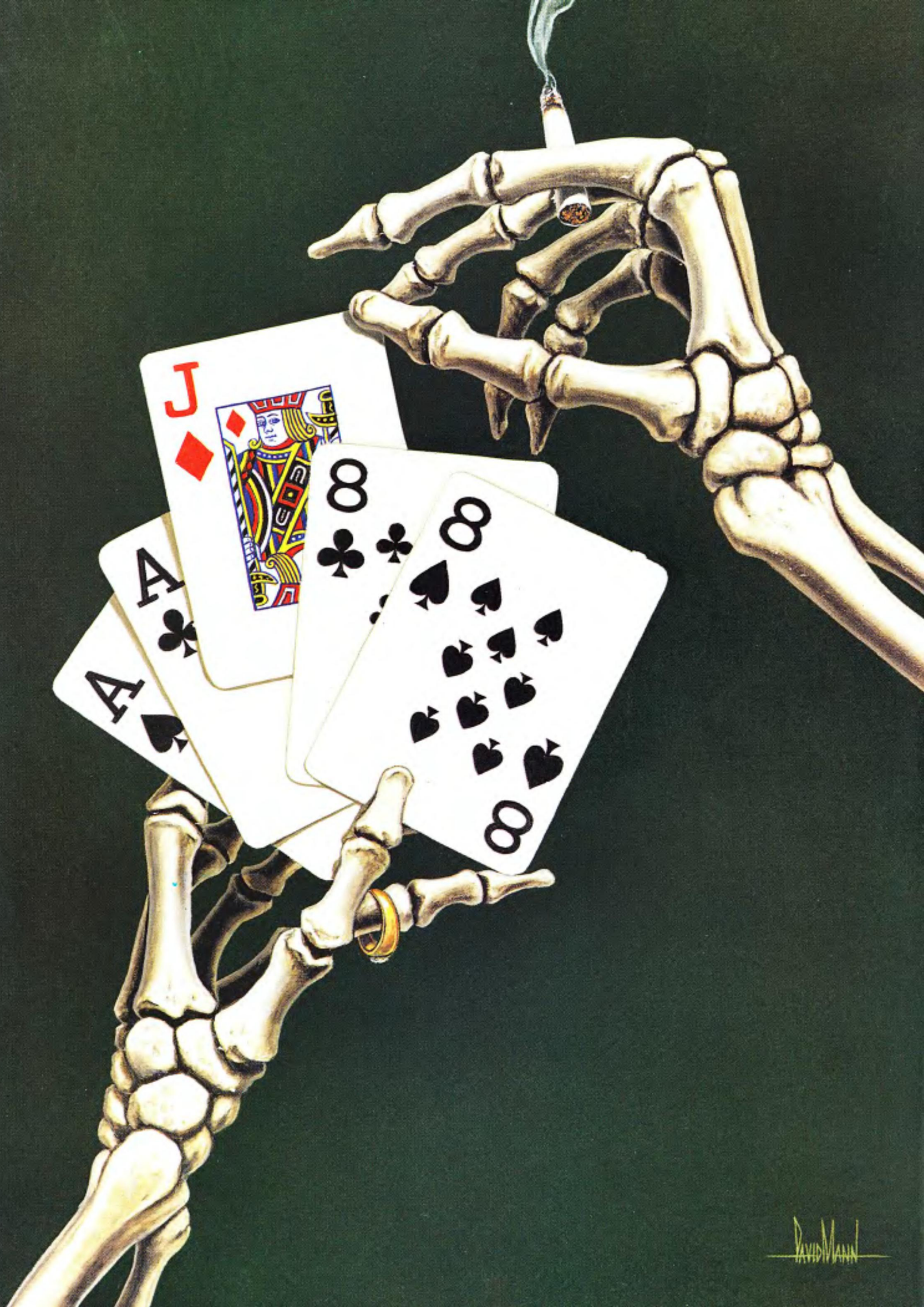
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David Mann

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♠ Rebel was up over \$8,000. The money was stacked neatly in front of him. Hundred dollar bills on the bottom. Fifties next. Then 20s, 10s, fives and some ones on top. It made a nice pile of green. The cards had been running his way tonight. ♠ A glaring bulb hung down on a frayed wire over the center of the table, casting a harsh light around the inside of the small, dilapidated trailer. Outside the dirty window, Rebel watched a neon sign flash through the rain. The sign read *Magellen Bros. Salvage*. ♠ "Ante up," Oglevie said. He was narrow and stoop-chested, with an unshaven face the color of old fish skin. He sold cars or something. Rebel shoved a dollar toward the middle of the green felt. ♠ Next to Oglevie sat the Professor. The man wore a dark wrinkled suit with twin holes frayed in the elbows. Old food stains crusted his tie. ♠ Then came the Magellen brothers: Frankie and Joe. Or Joe and Frankie, Rebel still couldn't tell them apart. Thick and squat as tree stumps, they hunched over the table collecting their cards with hands the size of catchers' mitts. ♠ The game they were playing was seven card stud, two cards down and one up to start. The Professor drew a queen, high card on the table. He smiled, showing long yellow teeth like a horse. "Open with twenty," he said. ♠ The play came around to Rebel. He showed an eight. Without looking at his hole cards, he called. The Magellen brothers glared at him. ♠ "Don't even look," Frankie said. Or was it Joe? ♠ "Cocky sonuvabitch," Joe said. Or maybe Frankie. ♠ Rebel just smiled. After all, it was mostly their money in front of him. And besides, they had invited him to play in the first place. ♠ He had been riding since dawn, thundering across the flat, wide open stretches of the Great Plains. Two days behind him was Chicago. Up ahead? Who the hell knew? He was traveling west in a vague sort of way, just letting the big Harley beneath him scout the path. ♠ He'd quit his construction job in the city. He didn't want to spend another freezing winter riveting steel. He'd used his panhead for a down payment and with the rest of his savings bought this brand-new dresser. He was out to find a warmer climate, and he was going to find it in style. ♠ It was late afternoon when the boiling black thunderheads had appeared on the horizon, rushing forward to bury the blue sky in gray sheets of rain. He goosed the bike past 90, trying to outrun the storm. But it was useless, the air soon turned the color of →

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DEAD MAN'S HAND

gun metal and fat splatters of water slapped him in the face.

The town rose up in the distance, just in time. It had a one-pump service station, a shabby tavern, a boarded-up country store, and a fenced-in salvage yard. Rebel pulled in under the tavern awning just as the clouds let loose.

The Prof pointed and Rebel turned through an open gate in the chain-linked fence. He steered around massive piles of rusted metal and the carcasses of old cars. A flash of lightning illuminated the towering jib of a tall crane, a huge electro-magnet swinging from the cable. They headed for a tiny trailer near the back. A faded sign above the door said OFFICE.

Three men were sitting around a stained table. They looked up as Rebel

They caught a temporary lull in the storm and roared off on Rebel's bike

Inside the bar it was warm and dry. Neon signs advertised beer. Rebel slid onto a barstool and ordered a boiler-maker. A waitress in a greasy uniform served him without speaking.

He threw back a swallow and felt the welcome heat sink to his belly. Then he looked around. The tavern was totally vacant except for someone sitting at the end of the bar. The man nodded at Rebel. "How do," he said. "They call me the Professor."

Rebel introduced himself and the man signalled for another round.

"Thanks," Rebel said.

"Nice motorsickle," the Professor said, indicating Rebel's bike.

Rebel nodded. "Bad weather for riding, though."

"Front moving in," the Professor said, "be storming all night."

Rebel sighed. This was the kind of roadhouse that closed up early. "Anything to do around here?"

"Depends on what you like to do," the Professor answered.

"A little action. A little fun. You know."

"Fraid we're a hundred miles from any of that," the Professor said.

"So whaddaya do? Just sit and drink?"

"Sometimes, yeah. Then again, sometimes I head over to Magellen Brothers Salvage for a friendly game of cards."

"You mean poker?" Rebel asked.

"Just a small game among friends," the Professor said. "You like to play?"

Outside the thunder rattled the windows. Behind the bar the waitress started turning off the lights.

"Sure," Rebel said.

They caught a temporary lull in the storm and roared off on Rebel's bike.

and the Professor entered. "Now we got a game," one of them said, pointing at two empty chairs.

The Prof drew another queen to show a pair. He smiled. One of the brothers drew a second spade. He'd stay in hopes of a flush. The second brother got a jack to a 10, possible straight. A card skidded up to Rebel revealing an eight, pairing him up. Oglevie gave himself a four to go with his five. Another possible straight.

"Fifty," the Prof chortled, shoving his cash into the pot. Rebel figured the old man was sitting on two pair. The first Magellen twin tented his fat hands and stared at his hole cards.

"Fer crissakes, Joe," his brother complained. "Don't take all night."

Joe shot his twin a sullen grimace. "Call the fifty and raise a hundred," he said, pushing more cash into the pot.

"Shit," Frankie said, shaking his head. But he called, too.

It was Rebel's turn. It would cost him \$150 to stay. Outside the rain drummed on the trailer. He casually tossed in his money.

"Ya still ain't looked," Oglevie said.

"That's a fact," Rebel said. Oglevie exhaled and made the pot right. Then he dealt more cards.

An ace landed in front of the Prof. He nodded, satisfied. Joe pulled a deuce, another spade to give him three showing. Frankie got a king and Rebel caught an ace. Oglevie dealt himself the third bullet from the deck, building his wheel.

The Prof hesitated, then said, "Fifty."

His two pair was feeling the heat.

Joe smirked. "Queens up don't mean shit," he said. "I see your fifty and raise two hundred."

Frankie shook his head. "You always were a lying sack o' shit. I call."

It was back to Rebel. "You don't know what you're up against, boys," he said, calmly sliding his money in.

"How can I play right?" Oglevie whined. "The man still ain't looked at his cards."

"Play or get out," Joe ordered. Oglevie shook his head but put his money in. Then he dealt more cards.

A nine went to the Professor who winced just a little. Joe got his fourth spade and traded sour grins with his brother. A lucky 10 flew to Frankie, leaving him with a pair showing and plenty of potential. Then the last bullet landed in front of Rebel, making him tall at the table with aces up. Oglevie drew a promising deuce.

"Check to the power," Rebel said.

Oglevie rapped his knuckles on the table. "I check, too."

There was no hesitation on the Professor's part: "Three hundred," he said, counting out the bills.

Joe paused to relight his cigar.

"Your three and five more," he said.

"Fulla shit," Frankie said as he called.

It was Rebel's turn. He stared at his two pair.

"Aces and eights," the Prof said.

"They call that the dead man's hand."

"Superstition don't pay the bills,"

Rebel said, counting out \$800 and adding it to the pot.

Oglevie shook his head and flipped his cards face down. "You're making me fold a fuckin' straight," he grumbled. The Professor called the raise.

The last cards flew around the table, down and dirty. Rebel left his untouched as he watched the others.

The Prof rolled a cigarette nervously between his fingers. Frankie took a quick peek and smiled. Joe studied his cards like a motionless statue. Then they looked at Rebel.

"I'll bet a thousand," he said.

Frankie glared angrily. "You still ain't looked at your cards."

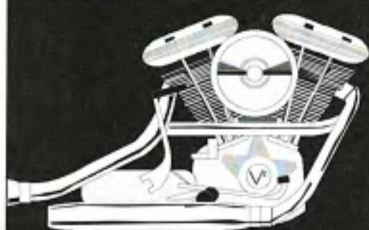
"Don't need to," Rebel said.

"You're a real wiseass," Frankie said. Rebel just shrugged.

"You calling or folding?" Rebel asked.

Frankie dug into his pocket and pulled out a wad of green. He began counting it. When he finished he said, "Seven thousand more says you look."

Rebel stared into the man's eyes. Then he picked up all the money in front of him and put it in the pot. "Wrong"



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DEAD MAN'S HAND

again," he said. "You look first."

The big man barked in triumph. "Hah!" He flipped his cards, showing kings full. "Read 'em and weep."

Rebel just smiled. Then he turned over his first hole card. It was an eight, giving him three for a full boat.

"Not good enough," the Prof cackled.

Rebel flipped his second hole card. It was a worthless six. Across the table, Frankie was smiling.

Then Rebel flipped over his last card. It was another eight, giving him four of a kind. The cigar dropped from Joe's mouth.

"You damn cheat," he roared, grabbing the table and heaving it over.

It happened so fast Rebel was thrown back in his chair. He leaped to his feet as the Magellens closed in. Joe swung wildly but Rebel managed to duck.

When Frankie lunged forward, Rebel caught him in the gut with his boot.

The big man cursed and dropped to one knee. Then Rebel twisted just in time to avoid another murderous blow.

Moving quickly, he chopped his elbow back into Joe's nose. Blood dribbled down the enraged man's lips.

Within seconds, Frankie was back on his feet and Joe was shaking the blood from his face. They charged in again. Oglevie had ducked into a corner and was groping behind the couch for something.

Rebel knew the odds were hopeless. He faked a roundhouse swing at Frankie and spun toward the door. But the Professor was standing there, blocking his way, his eyes rolling wildly as he held a chair above his head. Before Rebel could react, the Prof swung it down, crashing it over Rebel's head. There was the sound of splintering wood and then everything went black.

Rebel awoke to a growling, roaring sound. It wasn't thunder, it was something else, something mechanical. He shook his head, trying to clear the cobwebs. He touched the bulging lump on his head; it was sticky with blood. Then he opened his eyes.

He was slumped on his side, curled up uncomfortably. He felt around, touching torn upholstery and rusted springs. He realized he was in the back seat of a small car.

The mechanical roar grew. And then Rebel had the oddest sensation,

he felt like he was in an elevator. He struggled up and looked out through a busted side window. Below him the ground was rapidly falling away.

A gust of wind hit the car, twisting it slowly. As it turned, Rebel saw the lights of the salvage yard beneath him. Then the crane cab came into view, and with it another mechanical roar as the electro-magnet carried him high over the scrap heaps below.

Another grunt erupted from the crane and the car swayed to a stop. Rebel braced himself for the worst. The big electro-magnet holding his tin coffin would soon disconnect and he'd take the plunge to the hard ground.

The crane growled again, but instead of falling, Rebel felt the car gently lower. Whoever was in the cab had a delicate touch; Rebel had worked a crane before and knew the skill it took.

As the ground moved closer, Rebel grabbed the door handle in an attempt to leap out. But suddenly, all the light was blocked and he couldn't see. Then the car hit bottom.

The magnet disconnected with a scraping sound. The crane roared again, sounding distant and muffled. Rebel wondered where he was.

He reached out the car window and

touched metal. He was surrounded by four metal walls. He was inside some sort of steel box. But what sort of box?

The answer came with a deep, hydraulic hiss. The car shuddered as a wall pressed in. He'd been dropped inside the crusher.

The back bumper groaned and then shrieked, caving in under awesome

Something jagged ripped his shirt

force. Then the trunk slowly crumpled. In moments he would be pulped inside this metal tomb. He threw himself against the door but it wouldn't budge.

Behind him the back window shattered. The seat beneath him began to buckle. As he scrambled into the front he touched something above: the small opening to a sunroof. His fingers searched until he found the crank.

He spun the handle, watching the opening slowly inch back. Drops of rain fell on his upturned face as the

seats squashed together beneath him.

Something jagged ripped his shirt and points of metal grazed him like razored spears. More glass exploded as he twisted the sunroof handle with all his strength.

It broke off in his hand.

"Shit!" he roared, forcing himself up and into the small opening. He barely squeezed his head and shoulders through, then twisted frantically to clear his hips. Beneath him the car bucked and moaned like a dying animal. The hydraulic wall was near enough to touch now, and still closing in. He struggled to his feet and desperately leaped up. His fingers hooked the upper edge of the wall and he scrambled to freedom, chinning himself to safety at the last moment.

They were inside the trailer, counting money, drinking whiskey, and making jokes. Rebel peered in through a window, watching as they divided up the bills. He realized it had been a setup all along: They'd planned on robbing him. And with the addition of his dresser, they were making a helluva profit. Overhead the thunder rumbled.

Assaulting the trailer was out of the question. His bike was still where he'd parked it so he could simply ride on if →



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DEAD MAN'S HAND

he chose. But he'd left a lot of money inside. Besides, they'd tried to kill him.

The crane still smelled of exhaust fumes as Rebel crawled into the cab. He waited patiently, and when the next clap of thunder exploded he throttled the big machine to life.

He didn't have the same skill as the Magellens, but he managed to swivel the jib directly over the small trailer. Then he lowered the electro-magnet.

It landed on the roof with a terrible crash. But before anyone inside could react, Rebel jerked the levers and watched the cable strain. With a sudden tearing roar the trailer ripped free from the earth and rose up into the sky. Higher. And higher. And higher.

The trailer twisted and spun as it continued rising. At the last possible moment, Rebel jerked it to a stop. He looked up at the trailer and smiled. The wind was gusting it back and forth. Little voices shrieked down in anger and panic.

Inside the cab Rebel, watched the horizon flash brightly as another storm moved in. But he was patient, he could wait as long as it took.

Then it came, like hail, only green. He studied the tied-up bills as they plummeted down; stacks and stacks of cash, all neatly bundled against the wind. It was like money from heaven. Winner take all.

He climbed out of the cab and gathered all the money off the ground.

The storm got worse. Thunder crashed violently and forks of lightning stabbed through the black sky.

Rebel put on his slicker. It was a miserable night for riding, but it was a great night to be alive.

The roar of his bike was drowned out by the noise of the looming storm. Thunder shook the earth while lightning hurled fire at the ground. He slowly rolled off into the night.

Behind him he thought he heard yelling. But it was probably just the wind. Then a bolt of lightning exploded a tree not half a mile away.

Too bad there were no trees in the Magellen Brothers Salvage yard. There was only that tall metal crane holding a tinny trailer.

Rebel turned onto the wet asphalt and brought his big beast up to speed. The drops of rain drummed steadily down while all around him blazing lightning cracked apart the sky.

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WHOA, HELP, HELP, I'M REALLY DRUNK AND I'M ABOUT TO FALL ON MY SKULL FOR NO REAL APPARENT REASON... HELP!



GOOD GOLLY, I'VE FALLEN AND I CAN'T GET UP! AND WHAT'S REALLY SAD IS THAT I DON'T EVEN GIVE A DAMN... OH NO, A HUGE SPIDER, HEY, I REMEMBER YOU... DIDN'T YOU WORK AT THAT MOTORCYCLE MAGAZINE? YEAH, THAT'S IT, YOU WROTE THAT FUNNY SHIT!



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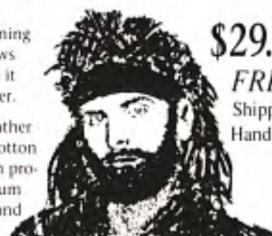
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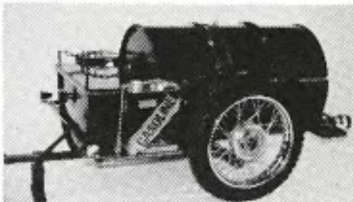
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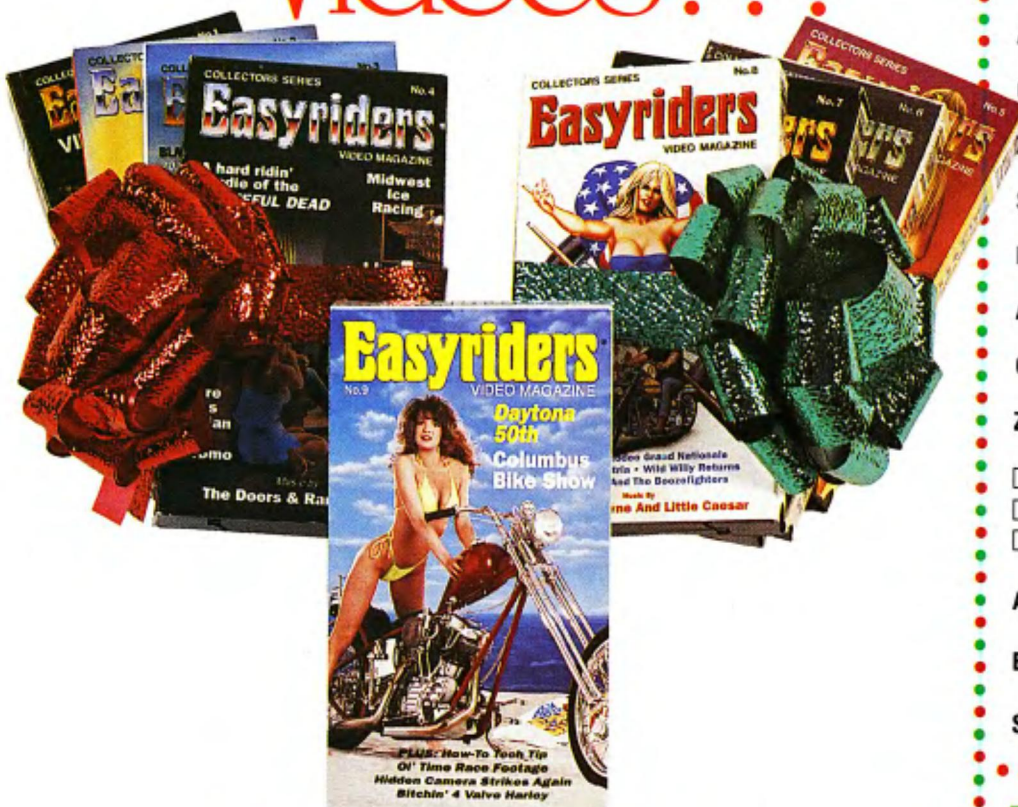
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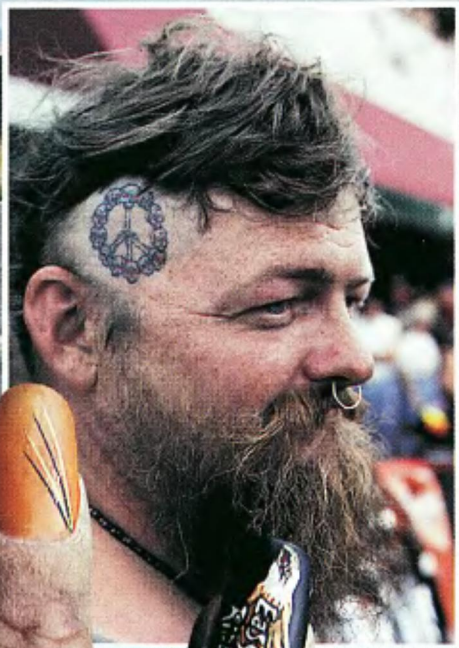
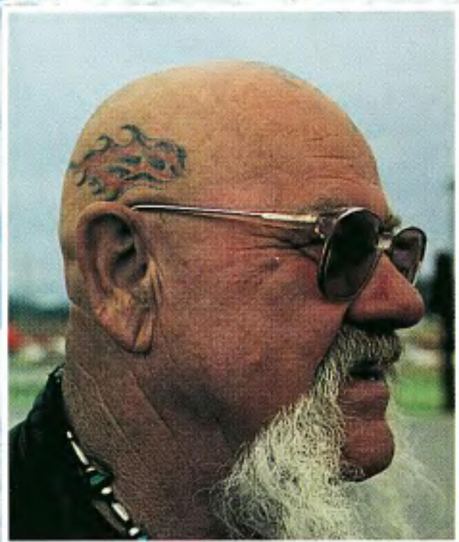
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Spirits By Rip

I just rolled in from Sturgis, where I survived the Great Credit Union Robbery. After last year's shoot-out at Gunner's Lounge, I wondered what it would take to top that? But first, let me back up to Minneapolis where I left off last issue. While in

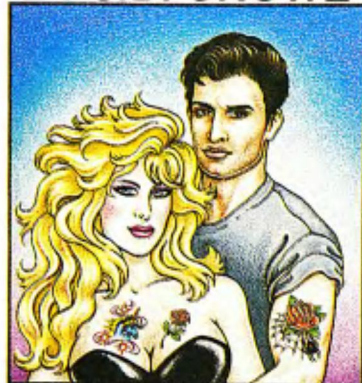
town I dropped in on Gus (AKA Pappy) Haag from ABATE of Minnesota and the Motorcycle Riders Foundation. I shot a picture of him and his crew with Freedom Bike Number 2. Its lucky winner was Jack Campbell of Massachusetts.

I also had Sugar serviced at Twin Cities Harley-Davidson North. They have two shops, one on the north side of Minneapolis and the other on the south side of town. They did a fine job, someone even washed and waxed her. It was the first time she'd



Partygoers at Bob and Corrine Lindsey's home, Denver, Colorado.

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At the 'Chip—Charlie Daniels plays his latest hit, "Renegade."

ever tasted wax. Generally, since I'm always on the move, I just wash off the big bugs that splatter on the front of her.

I tried to visit with Pete "The Mailman" Holseth, who had written to Rip's Run, but I couldn't reach him via telephone. Oh well, I tried.

From Minneapolis, I jammed south, reaching Albert Lea, Minnesota, later that afternoon. I headed to Bergdale's Harley-Davidson at 1100 S. Broadway. One of the owners had written and invited me. When I'd been in the area before, it had always been at night, or when they were busy getting folks on the road to Sturgis. On this visit, they were also busy, but they took time out to let me take their picture. After that I headed west on I-90.

About 300 miles from Sturgis, Sugar's low beam bulb burned out. I



ABATE of Minnesota and Motorcycle Riders Foundation group.

switched on the spotlights. Some truckers weren't real pleased with that, but the high beam would have been worse. Sugar's got a killer high-beam headlight.

I didn't pull into town until about 2 a.m. It was a bummer, 'cause I wanted to catch the Kentucky Head Hunters concert at Buffalo Chip. Our video crew got to see their act, though, and I visited with some of them. Later that night, Rick the Flick, our resident video boss, told me some of the roadies for the Charlie Daniels Band were fans of Rip's Run and wanted to meet and party with me.

I rode over to see them the next afternoon. I was just gonna hang out for a while but ended up staying pretty late. We saw one helluva lightning show, that is before it started raining down in buckets. We kicked-back and enjoyed the



The crew of Twin Cities Harley-Davidson North, Minneapolis, Minnesota.



Don't we bikers have good-looking women?

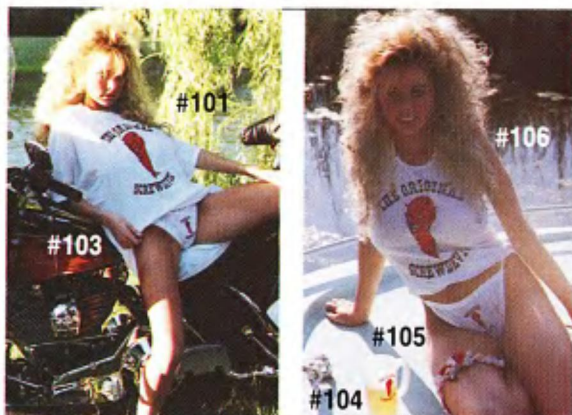
barbecue Cathead and the boys had whipped up. It sure was tasty. Don't ya just love the summertime? We talked about bikes and different places we'd been. They were great. I thoroughly enjoyed my visit.

While they were performing, they let me get up on stage to take pictures. Charlie's a down-to-earth man, he speaks his mind and has social conscience. Besides that, he gets down with a guitar and fiddle. Afterwards, we got on one of their tour buses and partied with Taz, the keyboardist, before they had to leave for another gig.

One of the highlights of this year's Sturgis (for me) was watching a drag racer doing burnouts on Main Street. He peeled-out, leaving a wide black streak on the pavement. It was cool. The man's name is known, but I'm not gonna give him up. If you want to



Charlie Daniels Band roadies at the Buffalo Chip campgrounds.



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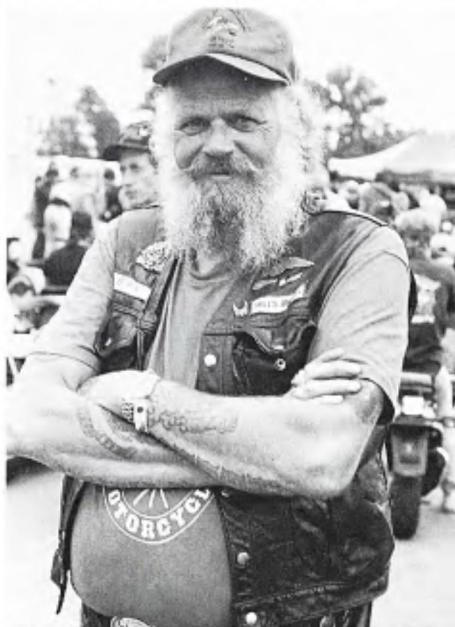


He brought his mom to the drag races.

find out who did it, you'll have to ask someone else.

The next night I went by the 'Chip and saw the Doobie Brothers in concert. They played a lot of old favorites. I spent the remainder of the week watching and taking pictures of the Harley drag racing stars. They were totally awesome. For full drag race coverage check out *In The Wind* number 49. Needless to say, I was impressed by the caliber of skill demonstrated by these men. Racer after racer commented how much they liked racing with the AHDRA folks. No doubt the \$42,000 spread out among them had a lot to do with it. Anyway, one rider came off, but was back the next day. (See *Dragnews* issue #222)

The traffic was light this year, nothing like last year's 50/20 celebration. However, there seemed to be an overabundance of peace officers on hand. The road back to town from the race track was crowded with



Andy, a Hells Angel from the San Fernando Valley in California.

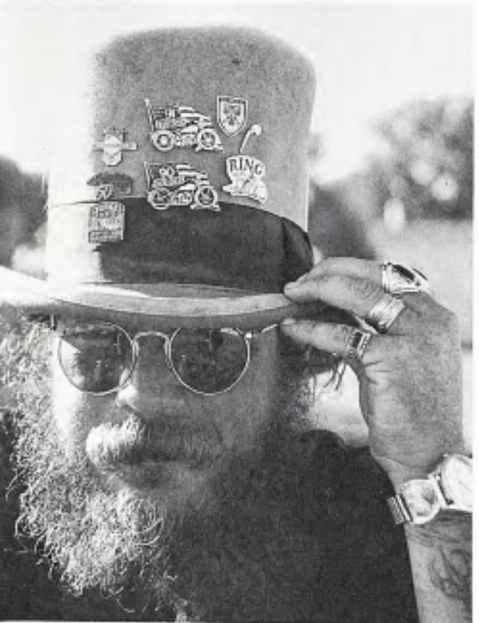


This bro's got his 'stash waxed down real good.

cops stopping people all up and down the road. The flashing lights went on all day and night. You had to ride the posted speed limit or you'd get a radar bust. That really sucked, although there were fewer fatalities than last year.

The bungee jumpers were fun to watch. I thought 55 bucks a pop was a bit steep, but I guess ya gotta get your thrills where ya can. I missed out on my chopper ride this year because by the time I got around to it, the pilot was gone. I wanted to fly over Bear Butte. It looks like the perfect place to have a hillclimb. Of course, that's not possible since it's sacred Indian land. I guess the Indian spirits would get pissed. But then again, maybe they would dig it.

I left Sturgis around noon on Sunday. Sugar and I rode out of town through Deadwood on Highway 85 to Lusk, Wyoming. From Lusk, we cut over to I-25, then headed south to Denver, Colorado. While I was in



Happy Ring racing fan, sporting a nice lid.

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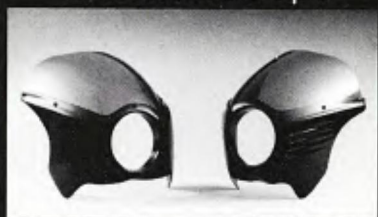
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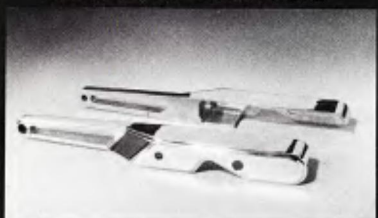
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Mike Roland breaks the Sturgis 1/8-mile track record with a 4.72 E.T.

Denver, I visited with Bob and Corrine Lindsey. I met them at the drags. They publish the *Mountain and Plain Motorcycle News*, a small rag that lets people know what's going on in the Rocky Mountain area. The best part is that it's free. Advertisers pay to have it printed.

Bob and Corrine put on a barbecue at their house that evening and lots of people showed up. We had a great time and, yeah, it rained again. In general, Colorado people are great folks. I like Denver. I remember the winters there from when I was a flyboy. They get lots of rain and snow, making Colorado a very pretty state. I don't think I'd like to spend the winter there now, though, because I couldn't ride my putt every day like I'm accustomed to.

Coming into Denver, I noticed that

Sugar Pai's rear wheel brake wasn't working like it should. Bob called around for me and we dropped Sugar off at Phil Howell's shop. He fixed her up with some new brake pads. The old ones were getting a bit on the thin side. Thanks for the pronto service. She's stopping just fine now.

I left for home from Denver the next morning about 9:30, heading west on I-70. It was cold on top of the Rockies, but it wasn't bone-chilling. Once you start dropping down into the Utah basin, it heats up rapidly. At first, I was just gonna ride about halfway, say around Beaver, Utah. As it turned out, I stopped and ate three meals. First it was at Mac's in Vail, Colorado. Next was near Aurora, Utah. I can't remember the third—could it have been at home?

All I know is that it was about a



Paul and Tricia Boughey, with Greg Stevens, from Palm Springs, California, at Parachute, Colorado, heading home from Sturgis.



Phil Howell and family behind bars at home in Denver, Colorado.



Don English, San Francisco Hells Angel, on his way to a win in Pro-Stock.

1000-mile ride. I should've written down the mileage before leaving Denver. When I got to seeing Las Vegas road signs, I went a little farther. Then I got to thinking: If I stopped and found a campsite, I'd have to ride through the desert during the heat of the day. That isn't the thing to do, especially if you're wearing a shiny black helmet. So I decided to keep riding.

I reached beautiful San Berdoo about 3:30 in the morning. That's about 17 hours in the saddle, taking in the one-hour time difference between Mountain and Pacific zones. I'd say it was a piece of cake, but I'd be lying. I'd done it before, so I knew what to expect. Yes, I was dingy for a while but I got over it with a lot of sleep and some TLC at home.

Well, I'm back in Cal, but not for

long. I've got a surprise in store for next month.

Yeah, I'm making a game out of this. Hopefully, while I'm entertaining myself, I'm entertaining you readers as well.

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Classified advertisements are accepted at the discretion of the publisher. Sample of catalog, pamphlets, leaflets, information packets, recipes etc. **must be submitted with payment**, and ad copy if applicable, or ad will not be accepted. Rates are 75¢ per word for private individuals, \$2.50 per word for businesses. 10-word minimum for all ads. Check or money order must accompany clearly written copy. No charge for zip codes. Box rentals are available with mail being forwarded unopened to the advertiser at an additional charge of \$6.50 per advertisement. Send check or M.O. and ad copy to: **Classified Department, Box 3000, Agoura Hills, CA 91301.**

For more information on the above and/or closing and on-sale dates call C.J. at (818) 889-8740, or write to the above address.

Notice: Readers are advised to use reasonable caution when dealing with a company or advertiser they do not know. False advertising is fraud and should be reported to the authorities whenever it is encountered.

JOBS: To \$1000 daily. **FREE** list. ZINCO, Box 585, Dearborn, MI 48120.

HOW TO PASS PRE-EMPLOYMENT TESTS. using clean and simple methods. Complete details, \$7. Wilshire Institute, 2521 Hazlett Ave., Van Nuys, CA 91410.

H-D PATCHES, official licensed product. Send \$3 for color catalog, refundable with first order of \$10 or more. A.B.E. Enterprises, Box 647, Fostoria, OH 44830.

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

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GOVERNMENT-SEIZED Vehicles from \$100. Fords, Mercedes, Corvettes, Chevys. Surplus. Buyer's Guide. (805) 962-8000, Ext. S-30007.

Beautiful ladies want friendship and marriage. Free photos and details. Latins, Box 1716-RJ, Chula Vista, CA 92012, (619) 425-1867.

22 cal. tire gauge gun plans. Simple, undetectable. Send \$6 to B&T Mail Order, Box 515, Hartford, MI 49057.

SELL YOUR GREASY 501s. Send men's blue, button-fly Levi's in any greasy, dirty condition except torn to B.D., Box 327, Bridgehampton, NY 11932 and we'll send you \$20. (212) 595-0920, weekdays.

LEATHER ROSES—LONG-stemmed, wrapped & ribboned. Red, Black, Pink; \$14 each. BCC, Box 135, Dept. 2B, Lamertville, NH 08530.

PHONY I.D.: Birth Certificate, High School Diploma, College Diploma, Certificate of Marriage, Certificate of Divorce, Baptism and Award. ALL FOR \$10. Send cash or money order to BENTON GRAPHICS, Box 16289, St. Paul, MN 55116.

Barry Maggot: Yes, indeed, I respect and love you much. Little Red Hen.

"Nick the Greek from Vegas": Downed 10 years. Framed, railroaded. Desperately needing assistance. Seeking "Froggie" Hunt, "Cookie" La Pollo, Robert Boyer, Terri Smith, Jim Carlsberg, Pagans. Complaining friends needed. Prayerfully seeking associations with anyone respecting strength, integrity, pride, honor, standup man. Never informer, coward, weakling. Needs assistance keeping faith. Inmates allowed. Everyone answered. Nicholas Brasic #184816, 3201 Bemis Rd., Ypsilanti, MI 48197-9307.

East German Army officer's hat with badge, similar to WWII type, grey & white piping (motorized units). State size. \$40 postage paid. #120, 4514 Chamblee Dunwoody Rd., Atlanta, GA 30338.

Women worldwide. Actual color photos. **FREE!!** Enclose 12, 29¢ stamps. Mike Brodenick, Box 6-3200, Eldorado, Panama, PANAMA.

B.J. BOGGENS Ft. Lauderdale: Write Donna Carlson, 2651 N. Harding, Chicago, IL 60647.

L.A. LINGERIE GIRLS, 1 hour VHS video only \$24.95. Send check or M.O. to CAVE, Box 874, Dept. ER, Hawthorne, CA 90250.

THE TIT-ILIZER for BRAZEN BREASTS. Kick-start your ol' lady with NON PIERCING nipple jewelry! Just cinch adjustable loops on her NUBS, watch them perk up, stay up. Sizzling chain in gold, silver, black, cherry, steel. Send \$16.95 to Club Fantasy, #210EZ, 11012 Ventura Blvd., Studio City, CA 91604.

AM/FM nonrecording stereo cassette players and G.E. SUPERRADIOS available. **FREE CATALOG.** The Conaid Company, 2302 230th St., Pasadena, MD 21122.

EASYRIDERS collection: Gutbustin' #1 thru #172. Cherry condition with all inserts, each in plastic. \$200 firm. Denver, (303) 466-6961.

WANTED: 1987 Daytona Harley Beer. Crash, 142 S. Roosevelt, Green Bay, WI 54301.

Happy 20th, Rugrat #1. Love Mom, Poppie, and the twins.

Tired of being neglected, having no one to turn to or doing time you don't deserve? If so, please contact **FREEDOM PRESS**, 525-K E. Market, Ste. 171, Leesburg, VA 22075, FAX, (703) 771-8413. We specialize in prison litigation, parole plans, job bank, employment counseling, civil and criminal research, disability and entitlements, discharge upgrading, Veteran's benefit problems; immigration. We cannot always work miracles, but we do not give up the ship either! For those needing legal aid or educational or other resource materials write Box 819, Winnie, TX 77665.

LOST: black/male Doberman, on 9/2/91 in Circleville, Ohio. \$200 reward for the return or any information leading to the dog. (800) 782-2361.

WORLD'S GREATEST CHILI, MADE EASY. Send \$2 cash and SASE to Chili, c/o Easyriders, Box 3000, Agoura Hills, CA 91301.

KUNKLES: What better way to start the new year than by letting U know how much U mean to me? Many R picked, few R chosen—I'm honored. My eternal, undying love is your reward for everything you've given me. The miracle of love will take away your pain if you'll only let it. Love, **SPIDER.**

Easywork! Excellent pay! Taking snapshots. Send Self-addressed stamped envelope to Photon, Box 421, Buffalo, NY 14223.

HANDCRAFTED LEATHER ITEMS, wholesale prices!!! For info and price list, send \$1 and SASE to: Sheila Harris, c/o Easyriders, Box 3000, Agoura Hills, CA 91301.

Dirk Moser: Yours forever and always. Micky Hauptman.

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

Earn money stuffing envelopes. Send SASE to KIDS DISTRIBUTORS, Box 1576, Westboro, MA 01581.

"45" or UL TOO SLOW? Trouble finding parts? Don't know anyone who's into these "obsolete" models? We're THE SOURCE of speed equipment and do-it-yourself booklets since 1971! Catalog \$1. KNS Cycle, Box 289, North Baldwin, NY 11510-0889.

Make your own alcohol! For recipe and instructions send \$40 cash to Box 5621, Hollywood, FL 33023.

BIG TITS! Own official Bike Week Daytona Miss Leather & Lace poster, handsigned by hot, hot, hot star; \$10. Lace c/o Easyriders, Box 3000, Agoura Hills, CA 91301.

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

Are you sick of all the Jap Crappolluting America? Get the T-shirt that tells it like it is. Original, Buy American T's, 50/50 blend, M-XXL, \$12 first shirt, \$10 second on same order. Send money orders only. LOVEALL, Box 554, Franklin, KY 42134.

AUTHENTIC EUROPEAN LICENSE PLATE. CURRENT ISSUE. I SELECT COUNTRY. \$35 no personal checks. William A. Lewis, Auberger Schnepp 2, 6902 Sandhausen, GERMANY.

KITTEN: I love and miss you very much. I understand why you had to get away. Things are not that bad, ask John. Bring back the sunshine and love! Remember our Vows? They are special and so are you. God I love you so much and I miss you dearly. Please get in touch. Forever yours, forever more. I love you, Bear.

T-shirts from the U.S. DEPT. OF PUBLIC BURDEN BRAIN POLICE CYCLE HELMET COMPLIANCE DIV. If you hate the brown shirts, get yours for \$13.50. Check or money order, free flyer. Get yours while you still have a choice. Write M.O.P., Box 287, 4457 2nd St., Windsor, WI 53599.

IMPORTANT NOTICE to inmates and convicts. Mail order hardcore magazines at discount prices. ASS MASTERS, CUM SHOTS, variety of top publications. All color magazines. 1 for \$12, 2 for \$24. We cater to prisons, no hold on state or federal checks or money orders. Fast service, 1st class mail. We are licensed with the Better Business Bureau for XX books. For FREE brochure, send stamp or SASE business size envelope to MANS, Box 19088, Philadelphia, PA 19138-0088 or call (215) 242-5830.

Talented Harley mechanic can find a home in a successful shop in the L.A. area. Don't bother to call unless you've got the know-how and the desire to get the job done right. Michah McCloskey's Custom Cycles, (818) 348-8967.

1951 Harley-Davidson three-wheel Servi-Car with rumble seat. Anthony Monaco, 601 Glencroft Cir., Folcroft, PA 19032.

ATTENTION: Due to unbelievable response, Northman is offering again simplified wiring diagrams for all 12 volt H-D V-Twins. Complete set; \$12. Northman Enterprises, Box 12214, Memphis, TN 38182-0214.

Looking for Gary "E.B." Beard. Former resident of Pendleton, Indiana. Home town, Princeton, Indiana. Write to David R. Wheatley, Box 1000-01960, Leavenworth, KS 66048.

WANTED: Biker/artists, photographers and poets for a graphics company in California. Pit Bull Graphics, 619 5th Street, Eureka, CA 95501, (707) 443-3723.

PRISON SUBS: Locked-down bros and sisters, subscribe to Easyriders for only \$15 a year (U.S. funds only, please). Also subscribe to American Rodder and Tattoo; \$11 a year each title. Biker, In The Wind for only \$8 a year, each title. Mail to: Paisano Publications, Inc., Box 578, Mt Morris, IL 61054. Allow 6-8 weeks for delivery of first issue.

Downbro needs letters and info to the whereabouts of Sprockett, Angel, Dianne, Wallace, 77 Chapter Atlanta Outlaws. Denny Pressley, Ware C.I. EF-252746, 3620 N. Harris Rd., Waycross, GA 31501.

BEAUTIFUL GIRLS, worldwide want correspondence, friendship, marriage. Photos, details \$2 (cash only). ROTHE, Box 270E, Berlin 61, GERMANY.

JIM MORRISON MUG SHOT POSTER! ON 12/10/67 JIM WAS ARRESTED ON STAGE during a Doors concert for announcing that he was maced in the face by police backstage because he was kissing a coed! Easy poster is a reproduction of authentic mug shots from this bust. Size 18" x 24", \$8.95 plus \$2 postage or 4 for \$29.99 including postage. Send cash, check or M.O. to Michael Watron, Dept. EZ, 2000 Pine St., #10, Waukegan, IL 60087. Allow 30 days for delivery. **SATISFACTION GUARANTEED OR YOUR MONEY BACK! ORDER NOW FOR CHRISTMAS!** Thanks for the hospitality at the Lake Heron Run. "Canoe Riders".

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

TATTOO DESIGNS FOR BIKERS and ol' ladies. 200 complete and different designs on 43 sheets; \$33. For further details send SASE to Superior Illustrators, 1408 Blazee Ave., Simi Valley, CA 93065.

Little Lor-Lor: Happy Thanksgiving. We all love you. Mom and Daddoo.

Jimmy Coopers, friend from Dix Hills, LI: The blonde who met you in Lake George is looking for you. How can I find you? Claudine Shwonik, 143 Beaver Dr., Kings Park, NY 11754.

"Thanks Vietnam Vets" black T-shirt and bumper sticker, \$12 for both. Bumper sticker alone, \$2. Both with war illustrations, state T-shirt size, postage paid. \$1 extra for XXL, \$2 for XXXL shirts. Recognition to those who served, fought or died in Vietnam. Printed by Vietnam Vets. Timothy Monson Co., Box 20151, Minneapolis, MN 55420.

Teri T. is no longer free. I've found my love, Rog, and he's special to me. Teri T. from the R.T.C.

LEATHER CARVINGS by Bob The Hammer. Custom work only, all handmade. Any picture reproduced with permanent color; \$5 per square inch. High profile belts, kidney and weightlifting belts, chaps, vests, tank straps and pouches, saddlebags, patches, book covers, cases, guitar straps, etc. Send SASE and \$1 for color photo to Bob The Hammer, 9185 107th Court, Vero Beach, FL 32967.

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

Trama, T'Aniya, Jesse & Friends? Please write Lisa, Box 483, Marysville, WA 98270.

NORTON, TRIUMPH PARTS CATALOG: \$1. Xanders' Britbikes, 1280 Stringtown, Groves City, OH 43123-9743, (614) 871-9001.

NEW CLUB: Peacekeepers MC. Rockers are white with black letters, bottom rocker, Tidewater, Va. Patch: Kneeling white knight with silver sword. Started by Desert Storm Veterans. Questions, objections, write Aaron, 501 Woodford St., Norfolk, VA 23503.

N. Carolin **JOLENE.** Can't find you. **CALL THUMPER.** (813) 366-6892 or (813) 954-1225.





DAYTONA

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Hotel	Location (approx.)	Minimum # Nights	Rate	Room Type	Biker Rating *
Atlantic Inn	1 mile north of Main St.	5	\$79	Street/Ocean	5.5
		4	98	Street/Ocean	
Carriage House	1 mile of Main St.	5	99	Street/Ocean	6.8
		4	109	Street/Ocean	
Daytona Inn Broadway	Main Street Area	5	68-108	Street/Ocean	6.0
		5	+10	Suite Upgrade	
Granada Inn	6 miles north of Main St.	5	79	Oceanfront	7.0
	(low traffic, 2 pools)	4	88	Oceanfront	
Hawaiian Inn	2 miles south of Main St.	5	98**	Oceanfront	"N"
Hilton Daytona Beach	3 miles south of Main St.	3	155	Most Oceanfront	7.8
Howard Johnson Daytona	1/2 miles north of Main St.	4	89-109	Street/Ocean	"N"
	(Featuring new Biker Bar!)	4	125	Jr. Suite	
Ocean Sands	1 mile north of Main St.	5	99	Oceanview	7.2
		5	112	Oceanfront Eff.	
Ocean Trillium (Formerly Americano)	1 mile north of Main St.	4	99	Oceanview	7.2
Quality Inn Marineland Condos / Other Hotels	35 miles north of Daytona Various locations & prices	4	69	Oceanfront	7.2

Room rates per room per night. Does not include taxes or charges for more than 2 in a room, (where applicable).

* As rated 1 to 10 (10 is best) by bikers staying during Bike Week 1991. "N" hotels were not in our survey.

** Includes some meal service. Please inquire.

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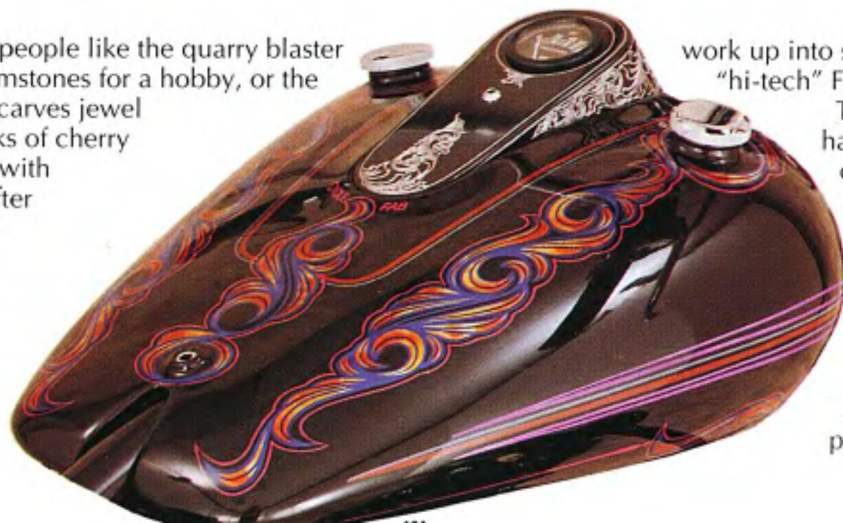
FAX 415 • 924 • 5573

PERSONAL PERFORMANCE

Photos by Mike Lichter



You know about people like the quarry blaster who polishes gemstones for a hobby, or the lumberjack who carves jewel boxes out of blocks of cherry wood. Same way with Mike Crawford: after heavy-duty welding on boilers for steam generators, he needs something light to relax with, something like a mess of Harley parts to



work up into something like his "hi-tech" FXE here.

The term "hi-tech" has to be used carefully, for it has lately come to include much that borders on the pretentious. On this execution of Crawford's artistry, "hi-tech" points to a multi-



tude of fabrications worked up to improve on the original. For the proof, start at the swingarm, go to the rear fender and bracket, on to the seat, and forward to the trees and front fender. Just about everything along the way is a piece Mike worked up at home.

In other words, he thought it out, designed it, then made it—and that's what "hi-tech" really ought to mean: a specific effort to solve a particular problem in a way that both works and looks good.

After 20-odd years, Mike knows what works and what doesn't. He started out with a '61 Sportster and

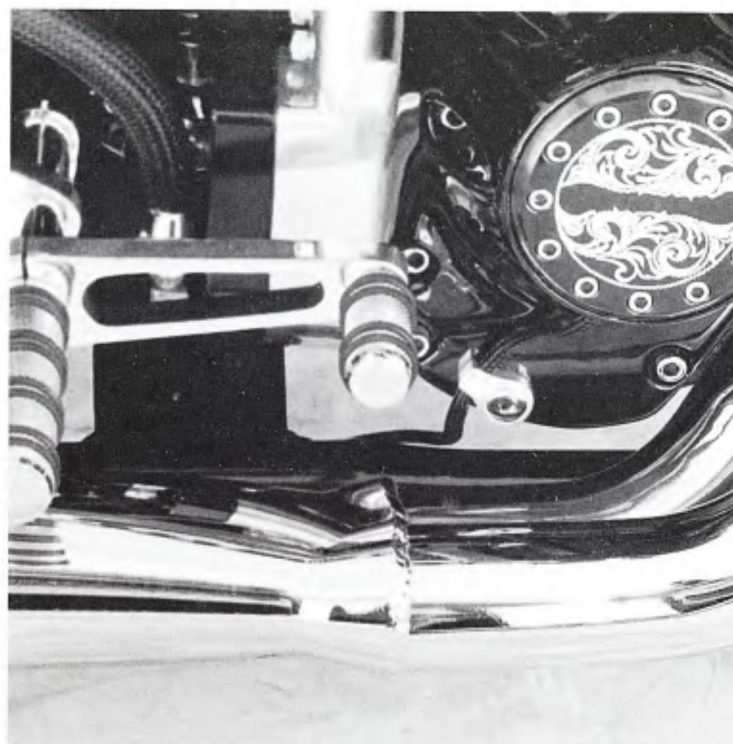
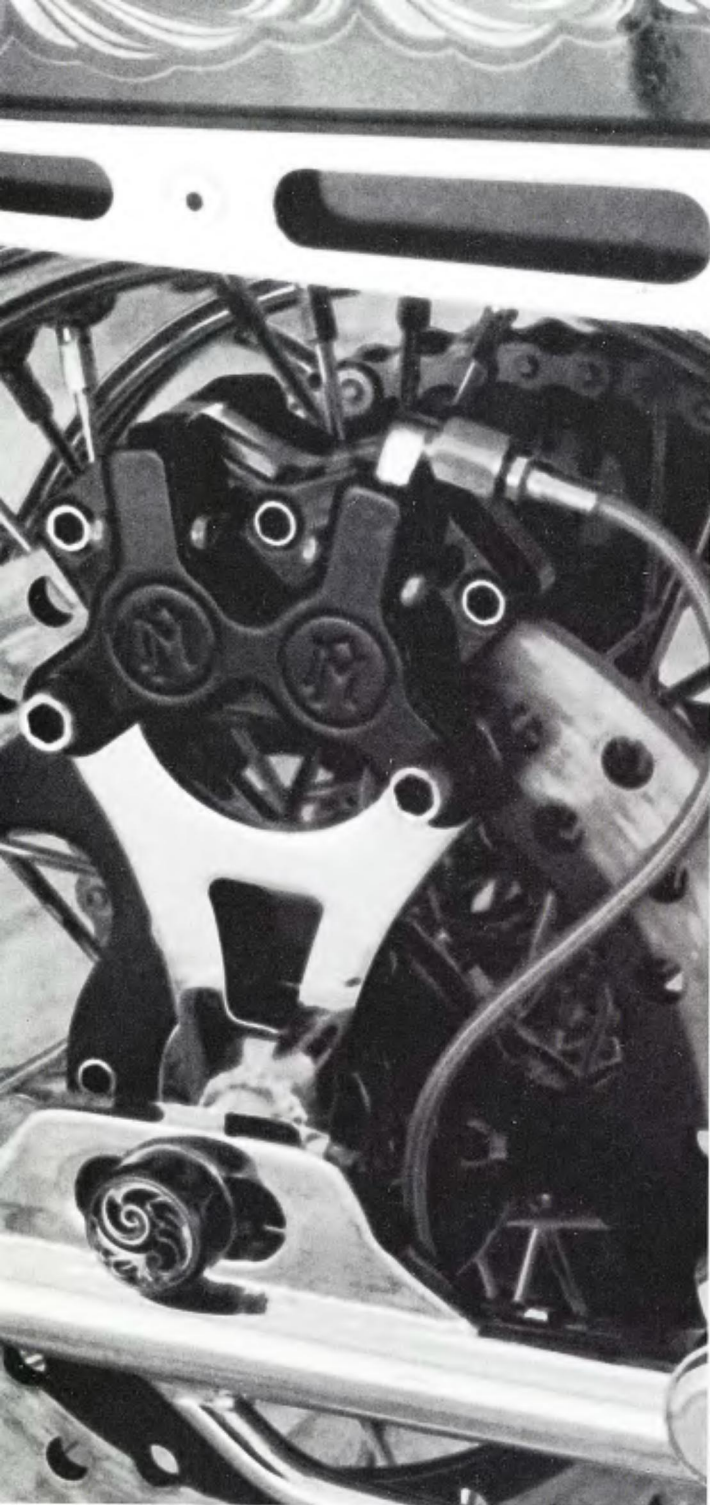
has run through more than a half-dozen bikes since. Usually, he rides them a few years while he thinks about what he'd like the bike to be, then goes to work on it. In his garage, he's got a lathe, a vertical mill, a glass beading machine, a Heliarc welder, and a mess of other tools—enough that his home garage is better equipped than some shops. →



After he finishes a project, he puts it in a show or two, and maybe rides it a little—but not much, because somebody always wants to buy it. Which is all right with him, because by then he has another idea he wants to try, so he's happy to get onto the next project.

On this FXE, he wanted a sleek, low look in a serious performer that wouldn't beat him to death on rough pavements. For the performance side of the equation, S&S supplied big cylinders, and "Moon Pie" Blevins, who runs B&M Cycle, which is down the road a piece in Franklin Furnace, Ohio, set up and balanced the bottom end.

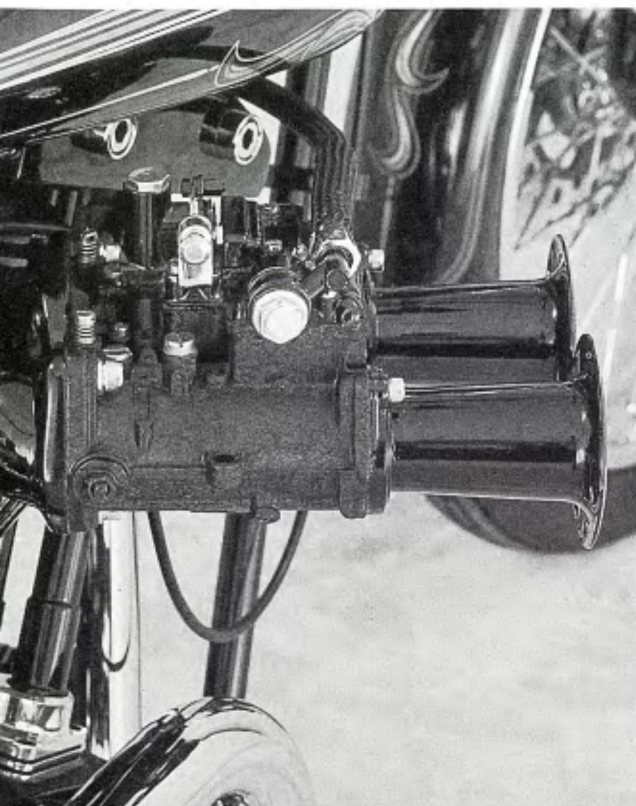
On top, "Moon Pie" installed the valves, and Mike



polished the ports and improved the oil drains himself. Then, they were ready for "Slats," a head specialist in Newark, Ohio. "Slats" has a real name, but the local bikers have been calling him "Slats" for so long that they don't remember it, but never mind: if you ask around in Newark, you'll find him.

"Slats" got the job of drilling the hole for a second spark plug—an operation that requires getting it right the first time or you ruin a head, or a whole engine. Put the plug in the wrong place or at the wrong angle, and you get poor combustion at the least or a totally destroyed engine at the worst. Suffice to say that "Slats" has been doing it a long time and he gets it right.

In the frame department, Mike didn't leave much of →



the original intact. He added 4 inches to the spine at the same time he got the seat extra low and built his own aluminum trees, meanwhile machining out his pegs and fender brackets. Those who've done it will appreciate what he went through to section, squeeze, and narrow 5-gallon fatbob tanks into the "skinny bob" you see here.

As you can further see, the visual impression works. The 4-inch-under forks combined with the raked frame and the low seat make the motorcycle look longer than it really is. At the same time, Mike says he got the ride and handling qualities he was after.

"It's stiffer than a stock, cushy FXR," he says, "firm and precise without being as stiff as a rigid."

One of the "underground" newsmags out here recently had a "Personals" ad that went something like this:

To the girl with brown hair and eyes who looked at me just as she got on the bus at Hollywood and Ivar at 3 p.m., Thursday. Call me. John. (ph.#).

With its mysterious dark cherry paint, its dash of scrollwork, and that flourish of chrome tailpipe, Mike's FXE reminds us of that girl: one seen in a brief, fleeting moment but who haunts the memory long after. This is not a bike to say, "Oh, wow" over and then go onto the next one. This motorcycle gnaws on you even after you think you've forgotten about it.

—Maestro

Owner(s): Mike Crawford		City: Portsmouth, Ohio	
General		Frame	
Fabrication by: owner		Year: 1975, about 1/4 original	
Year and make: 1975 H-D		Builder: owner	
Model: FXE		Type: swingarm	
Value: \$15,000		Rake: 37 degrees	
Assembly by: owner, Sam Meyers		Stretch: 4-inch	
Time: six months		Other alterations: lowered seat	
Chroming by: B&M Cycle		Accessories	
Engine		Bars: Arlen Ness	
Year: 1975		Risers: Arlen Ness	
Model: shovel		Fender(s): fiberglass, owner	
Rebuilder: owner, B&M Cycle		Headlight: Bates	
Ignition: Accel Supercoil, dual plugs		Taillight: early H-D	
Displacement: 96 cubic inches		Speedo: not supplied	
Lower end: S & S, B & M Cycle		Front pegs: knurled aluminum, owner	
Balancing: Moon Pie Blevins		Rear pegs: none	
Pistons: S&S		Electrics: in frame	
Cases: H-D		Gas tank: skinny bobs, owner	
Heads: owner, Moon Pie Blevins, Slats		Oil tank: fabricated, owner	
Cam: Andrews		Oil system: stock, extra drains in heads	
Lifters: Doherty		Primary cover: stock, cut down	
Carb(s): Dell 'Orto		Seat: Danny Gray	
Air cleaner: 3 1/2-inch stacks		Sissybar: none	
Pies: Arlen Ness		Height: n/a	
Muffler(s): sometimes		Material: n/a	
Transmission		Forks	
Modifications: belt drive		Type: redone FXE	
Year: 1975		Extension: 4 inches under	
Shifting: foot, 1 up, 3 down		Builder: H-D, owner	
Engine sprocket: stock, belt		Special features: aluminum trees	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: owner, Sam Meyers		Hub: Hallcraft	Hub: Hallcraft
Painter: Sam Meyers, Cycle Fab		Rim width: 2-inch	Rim width: 4-inch
Color: black cherry		Tire: Avon	Tire: Michelin
Type: lacquer		Brake: H-D	Brake: Perf. Mach.
Special paint: gold leaf by Cycle Fab		Other special modifications: 2-inch conger swingarm, cut out fender rails, fabricated mirror, flip-up seat.	



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Comin' At Ya



◀ Easyriders

This massive issue contains over 100 bikes and five detailed bike features. The annual issue, devoted to all the brothers and sisters who build custom American iron, is jammed to the fatbobs with custom ideas, concepts, and ways to build an out-of-this-world motorcycle. It doesn't stop there. The color will bring out the flesh tones of the lovelies, tech tips explain how to repair oil pumps and pick exhaust systems, and events like the Freedom Rally demonstrate the concern riders have for one another. Don't miss it. On sale December 24

▼ IN THE WIND

Come and take a gander at our new-lookin' *In The Wind* book. Number 50 is crammed with the best flicks our two-wheeled brothers and sisters send in to us. You'll see a legitimate hardbelly sweetheart on the cover, Alexis, and get a bonus monster poster of her stripped down to her basics inside, as she gets comfortable on

George's road-worthy shovel. Great bikes, frisky females, and hell-bent-for-leather riders from around the globe explode into yer eyes. It's all about livin' *In The Wind*. More top-quality color pages will show off yer dazzlin' pictures in a way you'll want to remember. If it's out there, it's in here.

On sale December 12



▲ BIKER

This is the laidback rag for dissenting bikers. Its fortes are kick-ass events and at least five bitchin' bike features each issue. Natch, we've also got beautiful, scantily-clad women, and there's even quality advice from Miraculous Mutha. It's improved, it's happenin' ... you'll like it!

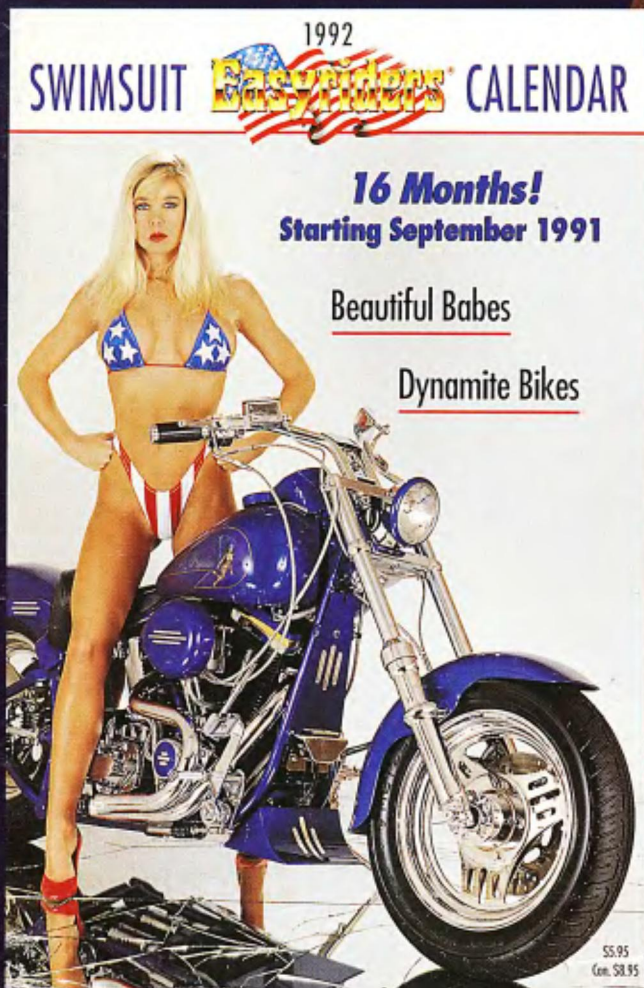
On sale January 9.

▲ TATTOO

Everyone had a huge time at the Expo in Pittsburgh and we were there to catch every minute of it. We have exclusive coverage of the big convention in Green Bay and a killer rock 'n' roll tattoo party in Hollywood with Little Caesar and The River Dogs. We've also got some of the most exotic collections of tattoos from around the world. You won't want to miss any of the hard-hitting ink action.

On sale January 7

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Part #014026

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to pose on the hottest bikes around.

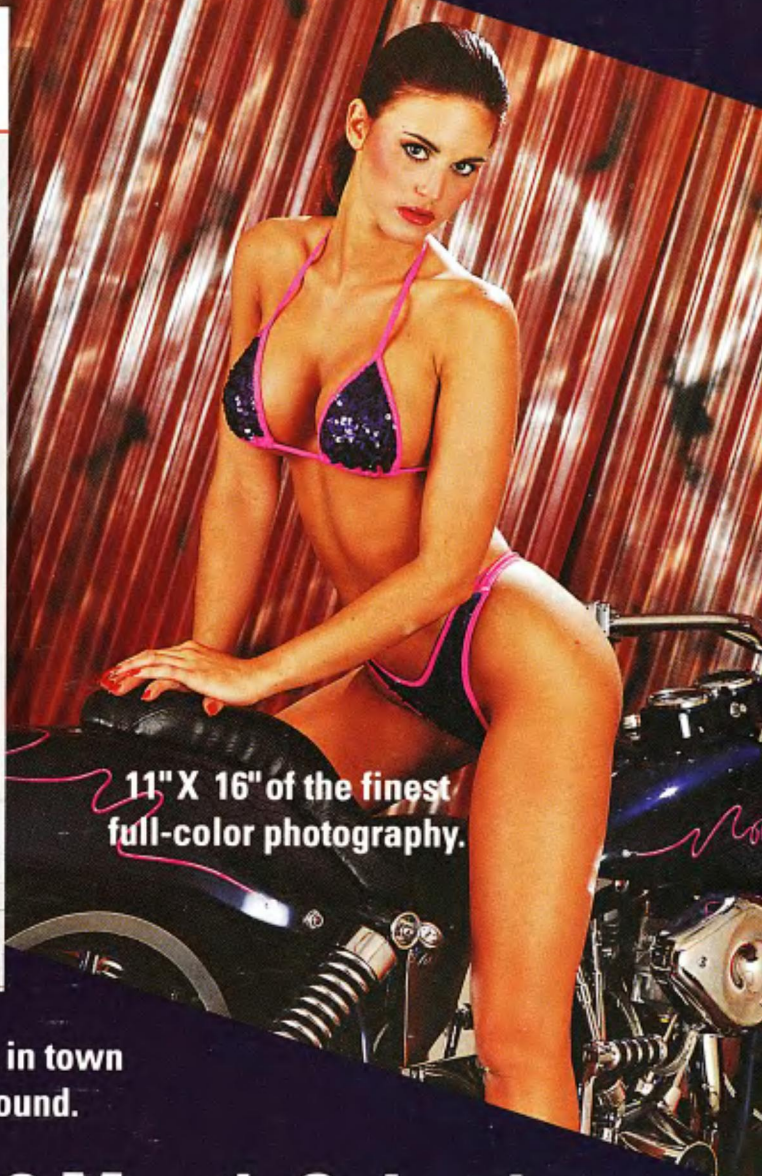
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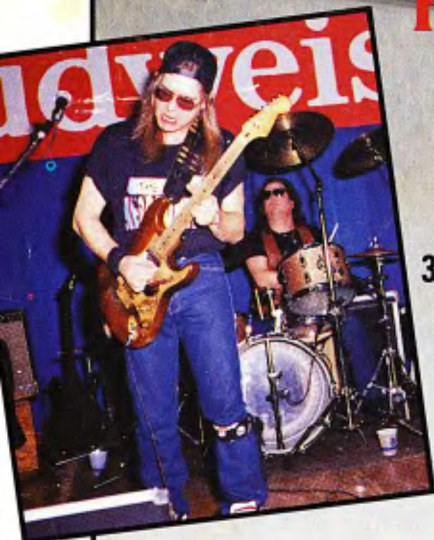


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