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MAGAZINE

NUMBER 224 ENTERTAINMENT FOR ADULT BIKERS FEBRUARY 1992

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The next liver-quiverin' issue of this rag goes on sale January 28.

Cover photo of radiant redhead Julia and Captain Kirk's completely powdercoated shovelhead by Raiko Hartman. Makeup and hairstyling by Teri Groves.



The
Audit
Bureau

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I've warned you guys for years that you shouldn't go to sleep before your ol' lady does. Here's the latest example. This guy was juicing it up and passed out while making love to his ol' lady. She hadn't climaxed yet and she was so pissed that she got outta bed, grabbed a Tampax, smeared it with Vaseline, and rammed it up his ass. When he came to, he felt something in his ass and ran around the house trying to get it out. It could be worse, but it's just a reminder to wait until your ol' lady goes to sleep before you nod off.

You explain this one to me 'cause I don't understand why someone would want such an item, much less steal it. This burglar in Colorado went to all the trouble of stealing 1,200 animal rectums from a meat warehouse. If he knew what he was stealing, he must have known what he was going to do with them. You figure it out.

When we started this magazine, we had 16 competitors, and it seemed that only one or two featured the Harley-Davidson motorcycle. Most of them (to capture the kids' attention, I guess) had bright covers showing bikes dashing across the road along with a banner saying that you could go 140 mph in 12 seconds. They were all interested in selling Jap bikes (or sewing machines) to the unsuspecting youth of America. The bike mags never cautioned the kids what would happen at that speed if they ran into a slow moving truck, like so many of them did. But, finally, the youth woke up and found there was more to riding a bike than riding around on a revved-up sewing machine. Now that we're old and gray, the popularity of Harley-Davidson has increased so much that they have 60 percent of the American market, and they've made inroads in the Japanese market whereby they now enjoy 6 percent of their market. The Japs have finally awakened and have discovered what a real motorcycle is all about.

Apparently the war in the Middle East has had another good effect on the Islamic religion. In the past, they would cut off a limb of anyone caught stealing, they stoned the whore trying to pick up a couple of bucks, and they flogged people who drank alcohol. But surprise, surprise! Now an Islamic judge is reviewing all sentences that formerly conformed to Islamic law, and he is allowing people to serve time rather than put up with such cruelty.

At last! The truth is known! After the Clarence Thomas saga on TV, it's refreshing to hear about a judge who says it the way he feels. This judge in Colorado was quoted as saying, "I'd just love to have a garden-variety rape case. It keeps you awake in the afternoon and provides you with a little vicarious pleasure." I always suspected that judges

were real people and got horny has hell just like the rest of us.

A Kansas court of appeals affirmed her challenge to the life insurance company's claim that her husband had committed suicide. Though he was found in his bathtub, clothed and charred, she said it was an accident, that he was a heavy smoker and had often burned himself. He lit matches near his ass when he passed burrito farts. This was evidenced by the number of burns near his scrotum. Shit, you can't do anything for fun anymore.

This dude was robbed for the second time in nine months and started screaming, "Why does this have to happen to me!" One of the robbers answered, "Don't be a crazy person. This is New York. Everyone gets mugged."

You want to know where to take your next vacation? Believe it or not, it turns out to be the state of Wyoming. The laws there allow up to 10 tons of marijuana with the same penalty if caught as they impose if you have only one joint of grass—both are considered misdemeanors. I'm just reporting the facts, man.

The state of Tasmania (Australia) recently went through a strange incident. Sixteen mallard ducks got horny has hell and attacked female ducks, killing them with orgies of love. What a way to go!

Here's a helluva job. Garage mechanics listen for pings. Piano tuners listen for plunks. This dude's job is to wait for the next pow! to shatter the silence of his laboratory. The pow means that a condom has exploded under pressure. So far his research has found that condoms can stand up to 7 1/2 gallons of air. Shit! We have a guy named Rip on our staff who can do better than that. So much for government research.

TAKING IT EASY

By Spider



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

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

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

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

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

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

Shovelhead, Panhead and Iron Sportsters are covered.

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WORDMONGER

Scholarship Recipient

□ I just thought you'd like to know about your MMI scholarship recipient, Mike Lowe. He graduated October 11 from the Phoenix campus. Mike said it was one of the hardest things he's ever done, and thanks to you, it was one of the outstanding accomplishments of his life. The school has done a lot for his sense of self worth.

America needs what MMI offers. These people learn directly from the factory and they learn a lot.

Susan Lowe
Bourdon, Ind.

Trumps are Tits

□ The '68 Trump Bonny in your July '91 issue is tits! Trumps are right up there with big V-twins. I have a real hard-on for 'em, and if I ever get ahead of the game, I'm gonna piece one together.

Till then stop being such fuckin' snobs and give them more paper space. Clean and crisp. Plain and simple.

Pat McPhee
Council Bluffs, Iowa

Good Party

□ Concerning your article on the 9th annual Red River Run: The boys with "Low Budget Blues" would like to thank all the bros who came out to party with us at the run while we rocked and boogied in the cool pines of Red River. We play biker parties all over the state of New Mexico, and the scooter people always treat us right. We look forward to seeing all the biker folks next year at one of the most beautiful and unspoiled places on Earth to party. And thanks to all the ladies who came up and showed us what they had.

Low Budget Blues
Montezuma, N.M.

Helmet Response

□ Jeff Zastrow's letter in the December issue encouraging California bikers to quit riding for one year to pressure the legislature into repealing the helmet law due to loss of revenues is not only ludicrous, but it's playing right into the hands of our opposition.

Those of us who've been fighting for bikers' rights know that there is a hidden agenda to get motorcycles off the road. The insurance industry is a major proponent of helmet laws, not because helmets provide the rider any degree of protection, but because helmet laws result in fewer motorcyclists.

Weekend warriors and posers will cease to ride. The *un-rider* will become a *non-rider*. New bike sales dropped 40 percent in Nebraska and

35 percent in Oregon after helmet laws were enacted. Nationally, there are 50 percent *fewer* riders per capita in helmet law states.

Insurance companies know their insured car drivers are at fault in more than two-thirds of the motorcycle accidents and that 85 percent of those unfortunate riders incur treatable injuries—translating into mega-buck losses for the insurance industry. Since nothing can be done to prevent drivers from hitting us, the next best solution is to remove the targets (us).

Furthermore, ABATE, Bikers Against Manslaughter (BAM), and the California Motorcyclists Association have already provided legislators with documented evidence that a helmet law could cost California \$13 million in lost registration fees, a \$9 million loss in sales tax collections, and millions more in lost corporate taxes, gas taxes and other motorcycle industry shortfalls. Don't bother giving up riding for a year to prove a point because our legislature couldn't care less.

Those who would quit riding because of the inconvenience of a helmet are not real bikers anyway. *Real* bikers will fasten their chin straps and pledge an oath to join the rest of us in fighting to regain our lost freedom.

Bill Bish, National Director
BAM
Los Angeles, Calif.

□ Just saw something about the helmet law in issue #220. You must all stand together! In Britain we face an all-out ban on custom bikes—nothing on the road. To try to stop this lunacy, all bikers have joined together, be they vintage bikers, little two-strokes, Jap riders, or the full-fledged hard-arse on his Harley. It doesn't matter—a biker is a biker, whatever he rides.

Do not allow yourselves to be driven into the ground by a bunch of dumb-fuck, half-witted politicians who think they know what is best.

Dayton Nelder
Great Britain

Needs A Map

□ Just got done reading your article about Scooter Haven. The article was great—now how about telling us how the fuck to get there.

Bear Dog
West Palm Beach, Fla.

□ Where do I write for info on Scooter Haven?

Scott Sorrels
Phoenix, Ariz.

■ Scooter Haven: 362 Butler Rd., Inglis, FL 32649; (904) 447-3686.

Garden of Paradise?

☐ I was just flipping through my November '91 issue. When I got to the "Fox Hunt" section, I noticed something. Is TLC from Kansas, standing in the garden of paradise or what?

Raymond Forsyth
Bessemer, Ala.

Apehangers

☐ Your article in September's issue regarding apehangers and jockey shifts was a joke to some of us back in Dubuque, Iowa. For one, my ol' man and I have been riding apes for a few years now, and there are other bikers back here who have been riding apes and jockey shifts for a lot more years than I can remember. So I don't think you're accurate in saying that Arlen Ness brought apehangers and jockey shifts back into circulation. The way I see it, he probably saw some of us bikers from Dubuque at a bike fest somewhere and got the idea to use it on some of his shit.

Krazy's Ol' Lady
Dubuque, Iowa

Questions

☐ Regarding "H-D Stock" in the October '91 issue, Terry mentioned foreign investors trying to gain enough stock to take over H-D.

Some of my bros and I are disturbed about this, and we'd like to know where we can buy odd lots of Harley-Davidson stock. Who sells it? How much per share? I've been encouraging other bros to purchase H-D stock so that a takeover can never happen again. We all ride Harleys and believe in America—and we want our American iron to stay American.

Birdman
Steilacoom, Wash.

■ Call a stock broker.

Who Is She?

☐ Who is that woman featured in your November '91 article, "Spaced Out"? Does she have her own fan club? If she doesn't, she should. I've never seen a woman more savagely beautiful.

Terry Kilcrease
Ft. Leavenworth, Kan.

A Righteous Ol' Lady

☐ I'd like very much to make my ol' man's 40th birthday truly special by giving him a '51 Harley, as that was the year he was born. If you have one, or know of one for sale, please contact me.

M. Hutchinson
Box 63
Jasper, MI 49248

Tune-Up Poster Praise

☐ Just a note to let you scooter tramps know that your tune-up poster was one helluva idea. Sure looks good hangin' on my garage wall.

Thanks to all and raisin pie for you tramps.

Mr. Dirt
Coraopolis, Pa.

A Spark Plug Short

☐ In response to the broad who "wrote a letter personally by herself" in the October issue: Hey, babe, I think you'd better get a quick oil change and a grease job. You're definitely a spark plug short!

Johnny Fats Greeley
Laurel, Md.

Evos Forever

☐ To Crock O'Dipshit who wrote the anti-Evo letter you printed in the December issue: Shove it up your ass, abcess brain.

The Evo is far and away the best engine H-D has ever produced. It's faster, more reliable, and better all around than any of its ancestors. As the owner of a stock displacement Softail, two shovelhead strokers, a knucklehead, and past owner of several iron head Sportsters and umpteen pans, I'm much better qualified than you to comment on just about anything, including the state of the fucking Union. A sty in your eye, butt fudge. I should be old enough to ignore mindless drivels from two-way valve Commie cocksuckers like you, but you piss me off.

Want to have a quick start contest in your hometown later this winter? I'll be on my way to the sunny south when the medics are still setting up a traction bed at Cincinnati Regional for your lame fucking ass. Or do you just abandon that antique altogether come October 1?

And what the hell's going on with you guys at *Easyrider*s that would lead you to publish a letter from an ignorant melonhead like that?

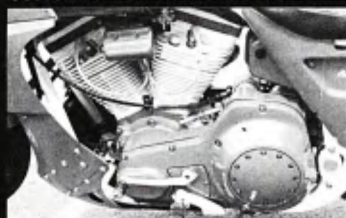
T. Johnson
Detroit, Mich.

■ **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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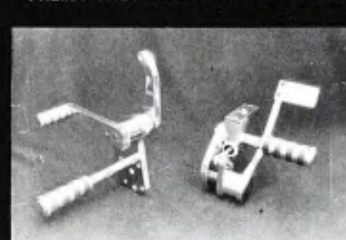
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It's Been Finched.

Photos by Mike Lichter

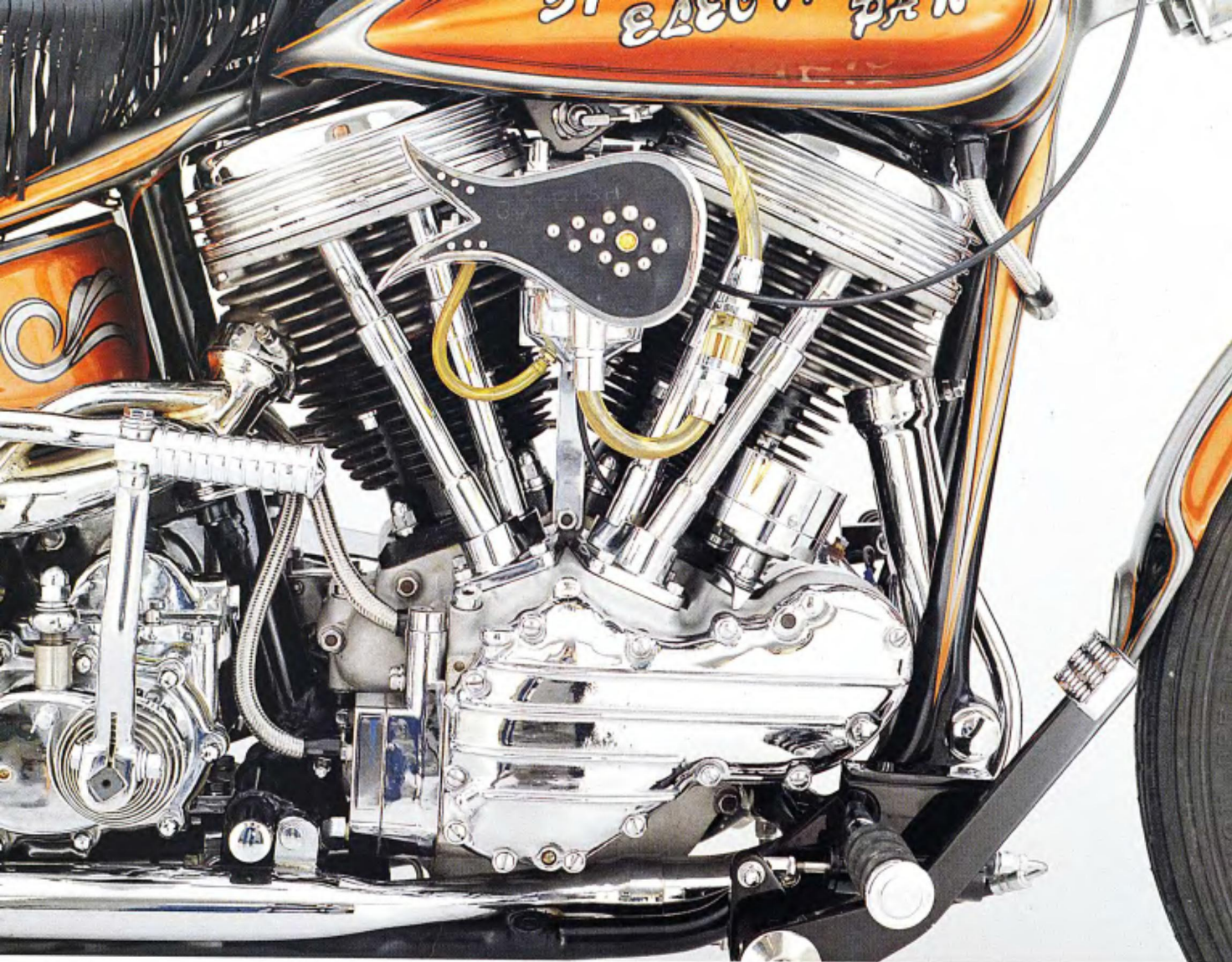


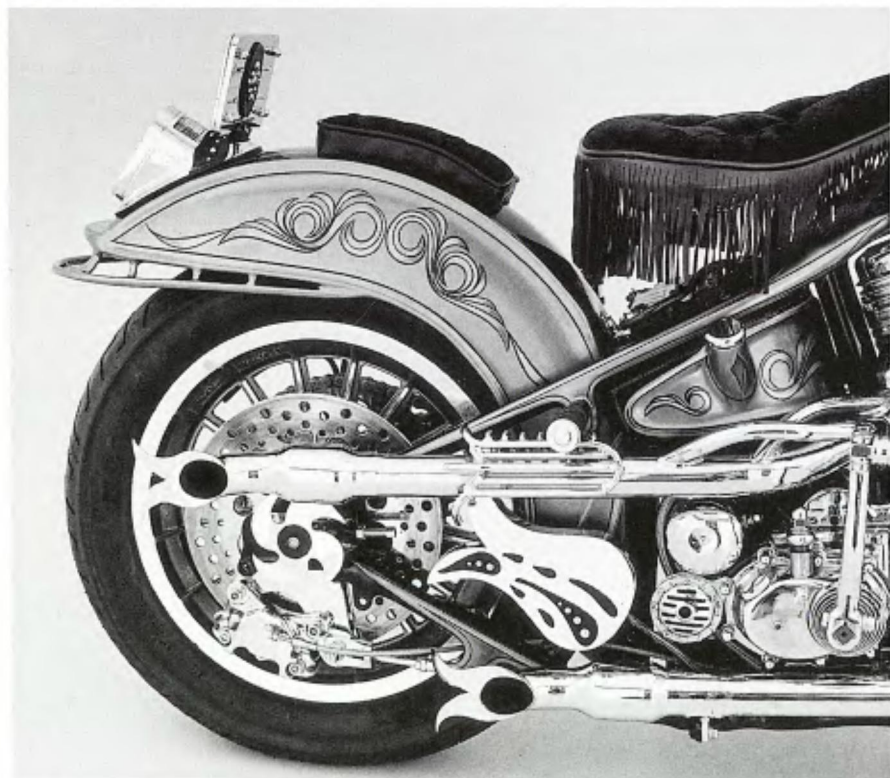
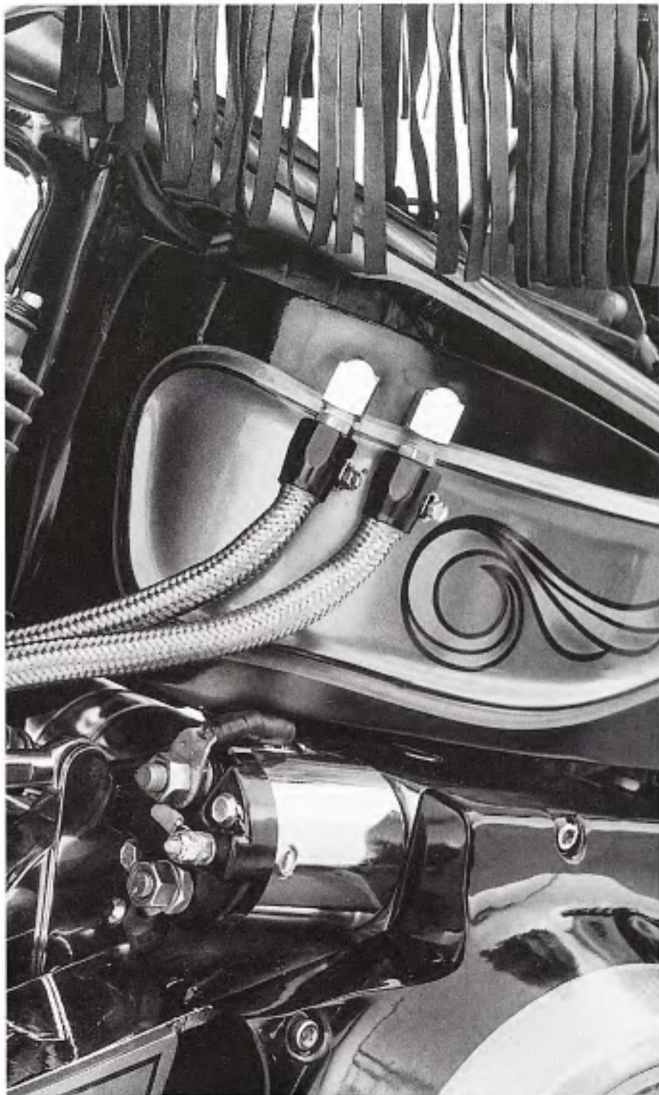


A Tribute In Style

I can't tell ya where Pete Smith, the creator of this amazing hunk of iron, came by the '57 panhead mill and frame that he built this baby around. Pete owns the Motorcycle Supermarket in Lockport, New York, and probably runs across deals from time to time that the rest of us only dream about. But I *can* tell ya what Pete did after he came by the mill and frame—He Finched it.

Yeah, you read right: "Finched." Ya see, Pete is good friends with Ron Finch, the Michigan bro who is noted for the fantastic bikes he builds, and Pete wanted to build a bike which would be a tribute to Ron's style, while showing Ron that he too could turn a piece of Milwaukee's best into a rollin' work →

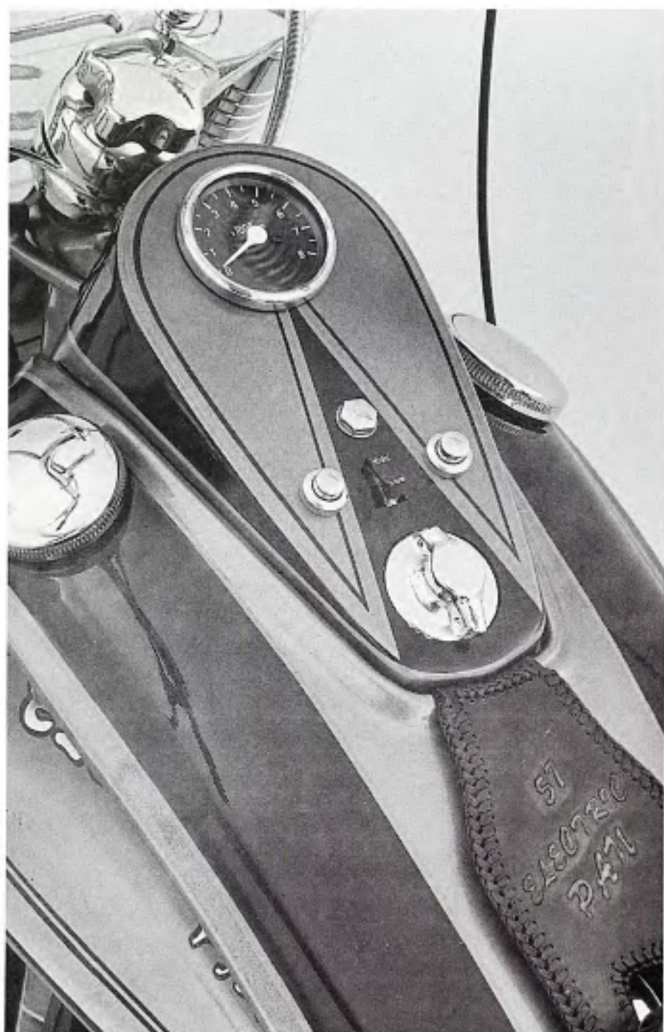




of art that you could get on and ride for 500 miles if ya wanted to.

But what does it take to Finch a bike? First and foremost, it has to be unusual. It can't be like anything else you're likely to see on an average day—or even average year—in the wind. But unusual itself isn't enough; it's gotta be fantastic. It's gotta be in perfect show *and* running condition.

The first thing Pete Finched was the mill. It got new jugs and cases, a Leineweber cam, shovelhead valves, an unleaded gas conversion kit, electric start (which took an unbelievable amount of work on the inner primary and cases to match up), and a System II atomizer. Then, when the mill was finished, and in as perfect condition as any new Harley, Pete went to work on the rest of the bike. The fenders were sculptured with metal



rods. The gas tank was caved in, sculptured, and molded to give depth to the dash. The stock oil tank was also modified, sculptured, and molded. The ring and visor on the headlight were welded together, and then it, too, was sculptured and molded. And the list goes on and on . . .

The rear fender, which began life as a stock FLH front fender but has since been reversed and sculptured, sets on a chrome-plated leafspring welded to the frame. The 18-inch highbars, which are 4 inches longer than any ya can buy, are grooved and handmade out of solid stock, with grooved sleeves to hide the welds. The stock wide glide forks have also been grooved. The rearview mirror is also handmade and fully adjustable.

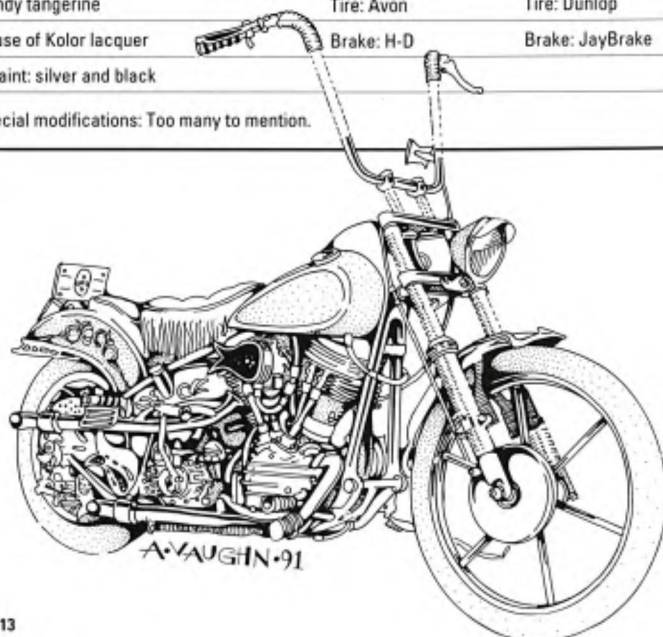
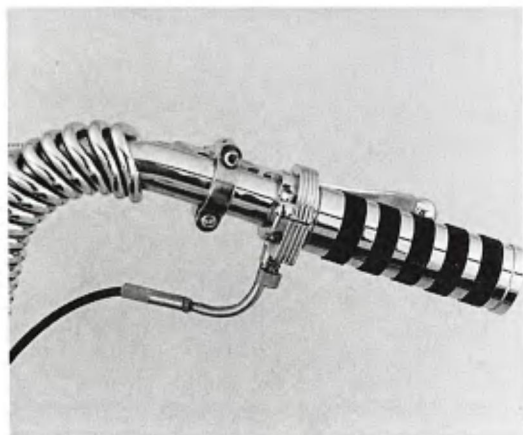
The pipes are a story in themselves. When they began assembling the bike, Pete realized the vibrator bar on the frame was going to be in the way of the front pipe. After they had adapted it to get around the vibrator bar, Pete was afraid he wasn't getting good exhaust flow, so he added a bypass. Then, after lookin' at it, he decided to add another. And when he was finished with that, he decided the front pipe looked so good he'd do the same thing to the back one. The mini mufflers are cut-down shorties. The flames, or fish fans, on the ends of the pipes are handmade pieces of artwork; as are the air cleaner, toolbox covers, rear axle nuts, and who knows what else.

'Course, Pete couldn't have done all this himself, so he wanted to give special thanks to Brian Golan for the motor work, Steve and Dan for the assembly, and Mike and Joe, from Niagara Custom Plating, for the chrome.

Hell, we'd like to thank 'em ourselves. This bike was a feast for tired ol' biker eyes. Who knows—maybe next month we'll do a feature about a bike that's been Smithed.

—Silent

Owner(s): Pete Smith		City: Lockport, New York	
General		Frame	
Fabrication by: Motorcycle Supermarket		Year: 1957	
Year and make: 1957 H-D		Builder: H-D	
Model: panhead		Type: rigid	
Value: \$25,000		Rake: none	
Assembly by: Motorcycle Supermarket		Stretch: none	
Time: one year		Other alterations: none	
Chroming by: Niagra Custom Plating		Accessories	
Engine		Bars: handmade and grooved	
Year: 1957		Risers: handmade and grooved	
Model: panhead		Fenders: front: stock FLH; rear: Paughco	
Rebuilder: Motorcycle Supermarket		Headlight: modified stock	
Ignition: H-D		Taillight: coffin	
Displacement: 74 cubic inches		Speedo: Drag Specialties	
Lower end: balanced		Front pegs: JayBrake	
Balancing: Gordon Auto		Rear pegs: JayBrake	
Pistons: stock		Electrics: 12-volt	
Cases: stock		Gas tank: modified 3-1/2 gallon	
Heads: unleaded converter kit		Oil tank: modified stock	
Cam: 4.75 Leineweber		Oil system: reversed	
Lifters: S&S solids		Primary cover: handmade	
Carb(s): handpolished S&S		Seat: K model	
Air cleaner: handmade fish fin		Sissybar: none	
Pipes: different		Material: n/a	
Muffler(s): handmade		Height: n/a	
Transmission		Forks	
Modifications: Andrews		Type: wide glide	
Year: 1965-78		Extension: 4 inches over	
Shifting: four-speed		Builder: H-D	
Engine sprocket: belt		Special features: grooves	
Trans sprocket: 24-tooth		Wheel	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Jim Hasting		Hub: H-D	Hub: H-D
Painter: Jim Hasting		Rim width: 2.25-inch	Rim width: 4-inch
Color: candy tangerine		Tire: Avon	Tire: Dunlop
Type: House of Kolor lacquer		Brake: H-D	Brake: JayBrake
Special paint: silver and black			
Other special modifications: Too many to mention.			



WHAT'S HAPPENIN'

Here's your guide to what's happenin' in your area in January, February, and March. 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

SACRAMENTO STORM FREEDOM RALLY—January 4-6. All Northern California riders meet at State Capitol and ride to Governor's mansion. All southern riders meet at Floyds 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 info call: (714) 554-0516, (714) 775-8658 or (805) 582-1247, or contact Box 3716, Huntington Beach, CA 92605-3716.

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.

B.E.S.T. OF THE WEST BIKERS' RIGHTS SEMINAR—March 27-29 in Denver. For information call: (303) 833-3195.

Florida

1ST ANNUAL POKER RUN—January 26 in Orlando. Location of run to be announced. Entry fee is \$10. Sponsored by Hooter's and IAFF #F252. For more info call MDA at (407) 677-6665.

CRAZY DAVE'S BAR—February 29 in Lake Monroe. Come join in on all the biker games. Voted one of the best biker bars in Florida. *Easysiders* truck will be there.

ART'S PLACE—March 1-2 in DeLeon Springs. Get out of town and take a ride into the country. All you can eat pancakes, fish fries, Art Burgers and more. Beer gardens, games, best buns contest, drunk relay, and more. The *Easysiders* truck will be there.

OUR PLACE WEEK LONG COOKOUT—Join the festivities during Bike Week. Wienie bite, bull ride, and various other biker games. The *Easysiders* truck will be there March 3.

SOPOTNICK'S CABBAGE PATCH—March 4 in New Smyrna Beach. 2nd Annual Cole Slaw Wrestling Championship. The *Easysiders* truck will be there.

SOPOTNICK'S CABBAGE PATCH—March 3. Annual Bike Blast "Battle of the Japs." Camping and showers will be available. The *Easysiders* truck will be there.

GILLY'S PUB 44—March 5-6 in New Smyrna Beach. Annual bike bash along with a wet T-shirt contest. The *Easysiders* truck will be there.

THE LAST RESORT BAR PIG ROAST—March 4 at 5812 S. Ridgewood in Harbor Oaks. Festivities begin at noon. Biker games, and a wet T-shirt contest at midnight. The *Easysiders* truck will be there.

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

EMMETT-T'S ANNUAL BIRTHDAY BASH—February 15-17. Sponsored by Hog Wild Motorcycle Repair. For more info call: (912) 776-9056.

Illinois

11TH ANNUAL M/C PARTS EXTRAVAGANZA—January 26, held at the Belle-Clair County Fairgrounds in Belleville. For more info call: (319) 462-6011.

11TH ANNUAL M/C PARTS EXTRAVAGANZA—February 16, held at the Will County Fairgrounds in Peotone. For more info call: (319) 462-6011.

7TH ANNUAL WORLD'S LARGEST INDOOR SWAP MEET AND BIKE SHOW—March 22, held at McCormick Place West (Donnelly Bldg.) in Chicago. For more info call: (319) 462-6011.

Indiana

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

11TH ANNUAL HANGOVER RALLY—January 1. 3105 Harding St. in Indianapolis. Sign-ups start at 11 a.m., first rider out at noon. Prizes, pins, refreshments, and trophies. Riders are \$10 admission, buddy-riders \$5. For more info call: (317) 638-4990 or (317) 787-5351.

Iowa

12TH ANNUAL M/C PARTS EXTRAVAGANZA—January 12, held at Downtown River Center in Davenport. For more info call: (319) 462-6011.

12TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA—February 23, held at Hawkeye Downs Fairgrounds in Cedar Rapids. For more info call: (319) 462-6011.

Louisiana

4TH ANNUAL HARLEY-DAVIDSON EXPO, SWAP MEET—March 15, at Shreveport Convention Center. Doors open at 10 a.m. For more info call: (214) 216-5520.

Minnesota

5TH ANNUAL PARTS EXTRAVAGANZA AND BIKE SHOW—March 8, in St. Paul at the St. Paul Civic Center, Roy Wilkins Auditorium (upstairs). For more info call: (319) 462-6011.

New York

2ND ANNUAL AM-JAM—January 18, held 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. Admission is \$6. For more info call: (518) 346-0521.

BUFFALO INTERNATIONAL MOTORCYCLE SHOW—February 29-31 in West Seneca at the Seneca Mall. Admission is \$6. For more info call: (716) 822-3227.

DEALER SHOW AND EXPO—February 28-31 in West Seneca at the Seneca Mall. For more info call: (716) 822-3227.

ROCHESTER MOTORCYCLE SPRING SWAP MEET—March 15, from 12 p.m. - 5 p.m. in Rochester at the Monroe County Fairgrounds. Admission is \$6. For more info call: (716) 822-3227.

HAMBURG MOTORCYCLE SPRING SWAP MEET—March 29, from 12 p.m. - 5 p.m. in Hamburg at the Erie County Fairgrounds. Admission is \$6. For more info call: (716) 822-3227.

North Dakota

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

FM CRUSADERS BIKE SHOW—March 21-22 in Fargo, location to be announced. For more info call: (701) 223-5609.

Ohio

4TH ANNUAL M/C PARTS EXTRAVAGANZA—January 12, held at Toledo Sports Arena. For more information call: (319) 462-6011.

EASYSIDERS 4TH ANNUAL INVITATIONAL BIKE SHOW—February 21-23 in Columbus at the Veterans Memorial. Indoor bike show, live music Friday and Saturday, leather fashion show, door prizes daily, trade show, "Easy Rider" movie replica bikes and have your photo taken with *Easysiders* Fox Of The Year. For more info call Lynn or Susan at (818) 889-8740.

6TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA—March 8, held at Franklin County Veterans Memorial Auditorium in Columbus. For more info call: (319) 462-6011.

Pennsylvania

4TH ANNUAL MOTORCYCLE PARTS EXTRAVAGANZA—March 29, held at Farm Show Complex in Harrisburg. For more info call: (319) 462-6011.

Texas

THE 12TH ANNUAL PRE DAYTONA AMA—February 23, at Devil's Bowl Speedway in Dallas. Gates open at 9 a.m. Half-mile flat track races and swap meet. For more info call: Bob Bagwell at (214) 216-5520.

HARLEY-DAVIDSON EXPO, SHOW, SWAP MEET—February 2 at the Waco Convention Center in Waco. 10 a.m. to 5 p.m. Admission is \$6. For info call Bob Bagwell: (214) 216-5520.

Wisconsin

BIGGEST AND BEST SWAP MEET—January 26 & March 29 in Green Bay at the Riverside Ballroom. For more info call: (414) 725-5516.

SEA OF BLUE TATTOO SHOW—February 1, at G's Catering in Lacrosse. Opens at 10:30 a.m., admission is \$6. For more information call: Boggie at (608) 857-3100, or write W4520, CTH. Q, Mindoro, WI 54644.

10TH ANNUAL MILWAUKEE M/C PARTS EXTRAVAGANZA AND BIKE SHOW—February 2, at the Mecca Convention Center in Milwaukee. For more info call: (319) 462-6011.

12TH ANNUAL MOTORCYCLE SWAPMEET—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.

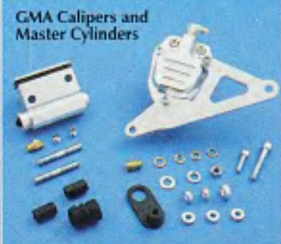
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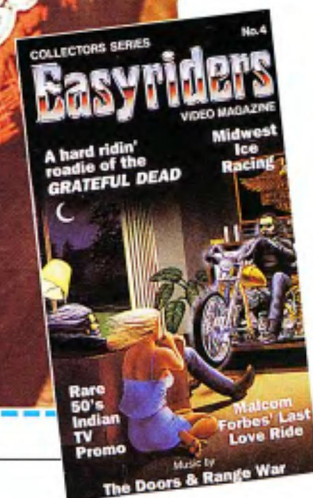
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If it's of interest to bikers, we'll print it

1991 MEETING OF THE MINDS A ROARING SUCCESS

The Motorcycle Riders Foundation's (MRF) 7th annual "Meeting Of The Minds" national seminar, held in Ames, Iowa, September 27-29, 1991, was a roaring success. This year's seminar, hosted by ABATE of Iowa, was successful in bringing about positive changes, in securing a financial base to continue operation of the MRF through '92, and, most importantly, in providing an educational and networking opportunity for the leadership of the bikers' rights movement.

The weekend started with an MRF Board of Directors meeting the day before the seminar. The directors appointed Paul Vestal, of Maine, as president of MRF. Paul had been serving as acting president since Gus "Pappy" Haag's resignation on August 21, 1991. Based on financial commitments from state motorcyclists' rights organizations (SMRO), the Board of Directors unanimously voted to continue operation of MRF. The directors also made the commitment to amend the organization's by-laws to provide for election of Board of Directors' members from the membership of MRF and from representatives of SMRO.

The main purpose of "Meeting Of The Minds" is to provide an educational experience, with networking and leadership development as the focus. Some 279 bikers' rights activists, from 38 states, gathered



Photo by Dan Waterfield

in Ames. Twenty-three workshops specializing in lobbying, organizational management, insurance, and communication were offered. The most popular workshops were the three dealing with lobbying tactics.

This year's Meeting saw the introduction of MRF's newly reformat information bulletin, *The MRF Reports*. The Reports will be published bi-monthly, enabling the MRF to communicate with its members on a more frequent basis.

At its August 16, 1991, Board of Directors meeting, MRF directors decided they had to raise a minimum of \$50,000 in donations and pledges from organizations and businesses by the Meeting of The Minds, or they'd have to close operation of MRF's Washington office and liquidate the organization. Due to the goodwill of 42 organiza-

tions and two clubs, between August 16 and September 28, the MRF raised \$80,835 in donations and pledges.

These donations and pledges amounted to the following levels of commitment to the MRF:

\$5,000 or more: American Motorcyclists Association, Jersey ABATE, ABATE of Illinois, ABATE of Indiana, ABATE of Iowa, United Bikers of Maine, ABATE of Ohio, *Easyriders*.

\$3,500 to \$4,999: ABATE of Arkansas, ABATE of Minnesota, New Hampshire Motorcyclists' Rights Organization.

\$2,000 to \$3,499: Connecticut Motorcycle Riders Association, ABATE of New York, Freedom of Road Riders Missouri, ABATE of Wisconsin.

\$1,000 to \$1,999: ABATE of California, ABATE of Colorado, ABATE of Florida, ABATE of Kansas, ABATE of Michigan,

ABATE of Montana, ABATE of Oregon, Bike Pac of Oregon, ABATE of Pennsylvania (Southern Chester County Chapter), ABATE of Utah.

\$500 to \$900: ABATE of Delaware, ABATE of Idaho, ABATE of Maryland, MMA of Massachusetts, Concerned Bikers Association of North Carolina, Rhode Island Motorcycle Association, Kentucky Motorcyclists Association/Kentucky Bikers Association, ABATE of Texas, ABATE of Virginia, Freedom Of The Road-Vermont, EFMC.

\$100 to \$499: ABATE of Arizona, MMA of Arizona, ABATE of Louisiana, ABATE of New Mexico, Last Chance MC, ABATE of Wyoming.

The MRF survives by the support of Bikers' Rights Organizations nationwide. They definitely need your help this year.

—Wayne T. Curtin

COSSACK MC, RUSSIAN STYLE



First, a little history lesson. The people of the Ukraine aren't Russians. They're Ukrainians, and have long been proud of it.

Back in the old days, they spent half their time fighting to stay independent of the

Russian czar, and the other half fighting to stay independent of the Turkish sultan.

In other words, despite being mostly farmers, they were a fair bunch of hard-asses, and the hardest of all were the Cossacks, who lived down on

the Don and Kuban Rivers and who were famous for the way they rode horses and danced over drawn sabers.

The hard-ass reputation, of course, led a motorcycle club over here to adopt the Cossack name. Just recently, though, a reporter for the San Francisco *Examiner* turned up some real ones in Moscow—the Cossack Motorcycle Club of Russia.

The club only has eight members, but that's a start, and the rules and characteristics of membership sound quite familiar: no women allowed as full members, no names given to reporters (because some of them have police records), tattoos, beards, leathers, and patches they make up for themselves.

As a motorcycle club, one of their main goals is to become the first official chapter

of the Hells Angels in Russia. On the opposite side of the coin, they would also like to become the first Harley-Davidson dealers in Russia.

But their most immediate ambition is to get more motorcycles. Right now, the eight club members share one bike among them—a lend-lease 1942 WL. They keep the WL in the best condition they can, given the lack of a convertible currency and their remoteness from parts suppliers, but right now they need a set of handlebars and a battery.

Unfortunately, that's not the kind of stuff we keep around the office, so we'll see if we can send them a few copies of *Easyriders* and *Tattoo*.

If the biker fraternity in Russia is going to grow, we want to get them off on the right foot.

—Toejam

WAKE-UP A NEW DAY IS DAWNING

Try this for the name of a biking organization: World Alliance Keeping Environmental & Universal Peace, or WAKE-UP, for short. Sounds sort of like a "flower child" bunch, and that's part of the intention.

WAKE-UP exists to remind us that the dictatorial laws that threaten bikers' rights and freedoms also threaten the freedoms of everybody else, too. Citizens from a wide variety of political colors, and bikers from persuasions that run from the Harley through the British and German and on to the Asian, can agree on that.

WAKE-UP cranked itself into existence with a run that concluded at the Rock Store, a popular Southern California biker spot, with a picture for use on a poster. Here's the poster and you get the picture: clean-cuts and beards-and-

ON THIS WE MUST AGREE
 "If we let them take our **RIGHT** to decide,
 Tomorrow they'll take our **RIGHT** to ride!
 UNIFY?"

POSTER RUN 1991

WAKE-UP is a non-profit organization. All proceeds go to the benefit of the environment.

ABATE
 ASSOCIATION OF BIKES AND TRUCKS
 1000 N. 10TH ST.
 SUITE 100
 OAKLAND, CA 94612

leathers with hands clasped in common purpose.

For a copy of the poster, call

1-800-300-WAKE. And study that critical word at the bottom: unify. If we can do that, we

can beat 'em. If we don't, we're literally dead under plastic.

—Maestro



Photo by Sputnik

TEXAS BIKERS: SAN JACINTO, HERE WE COME!

HW. "Sputnik" Strain, of Alvin, Texas (down in the "oil patch") tells us that the Texas Motorcycle Roadriders Association (TMRA) is "definitely going to make a difference" to the Texas helmet law.

For a flag to rally under, TMRA worked up a motorcycle-size modification of the "Don't Tread On Me" ensign Texans fought under during the Mexican War. TMRA urges each and every Texas biker who's registered to vote to fly the flag on their bikes—and, wear a TMRA T-shirt bearing the inscription, "I'm a Texas voter, and I'm MAD."

Aid to Injured Motorcyclists, the American Motorcyclist Association, the Christian Motorcycle Association, and local ABATE chapters have joined TMRA in its drive to get all of Texas' 755,218 licensed riders to register—and vote. Meanwhile, they're working up a constitutional challenge to the

Texas helmet law.

The Texas law allows medical exemptions from wearing a helmet, but requires the exemption to be renewed every 10 days. Riders, such as "Sputnik" himself, who left some of his facial bones in Vietnam, must constantly renew their exemptions, and they get hassled and cited even when they carry their exemptions with them.

By contrast, the Texas seat belt law provides for permanent medical exemptions. TMRA and its allies argue that the laws thereby unconstitutionally discriminate against bikers. "Sputnik" says they feel pretty confident about winning their suit. If so, he says, the Texas helmet law goes out the window. And, if riders register and vote, it won't come back.

Right on, Texas bros. Remember the Alamo. Remember Goliad. Now, on to San Jacinto.

—Perfesser

NEVER FORGET



We said this last month, so we'll say it again.

The day: May 24, 1992.

The time: 9 a.m.

The place: North Pentagon Parking Lot, Washington, D.C.

The purpose: To ride through Washington, D.C. with "Rolling

Thunder" to demand that the government do something about soldiers listed as MIA/POW.

For more information, call: Ray: (201) 857-1111 (N.J.), Artie: (201) 369-5439 (N.J.), Jake: (215) 935-2771 (Pa.), or Greasy (606) 674-6799 (Ky.).

HELP THE IDAHO BROS



After keeping helmet laws at bay for several years, the riding bros of Idaho finally got a seat at the legislative table. Some of them are members of the Motorcycle Task Force that is charged with writing a motorcycle safety law.

Bill Skelton, of Lewiston, says they've got to get the law written so that "safety" means training, not helmets. But, like

most bikers, he hasn't had much experience writing laws, so he needs help from riders who've been there.

If you know anything about writing laws that serve motorcyclists' rights, contact Bill at:

Bill Skelton
Banana Boat Cruisers
1516 Burrell Dr.
Lewiston, ID 83501

MAINE EVENT BRINGS 'EM OUT

Count 'em: Over 10,000 Maine bikers, strung out over 4 miles, rumbling through the state capitol in Augusta. Quite a show, and with Governor John R. McKernan and U.S. Representative Olympia J. Snowe leading the pack on a full dresser, complete with a personalized license plate reading HOG-1, they got through the traffic lights without a blink.

Along the way, the good citi-



Photo by Bill Frederick

zens watching from the sidewalks waved and cheered. They knew this parade, the annual United Bikers of Maine Toy Run, a run that brought riders from out of state, from Quebec, and even from Denmark, and this was the 10th time the people of

Augusta had seen it.

When they arrived at the State Office Building, the bros and their ladies filled three Salvation Army trucks with around \$150,000 worth of toys and stuffed animals.

That's a lot of toys for a state

with a population of only 1.3 million, and a state where no highway (except the one interstate) goes more than a mile or two without making a twisty curve through the hills or around the coastal inlets. In other words, those 10,000 had to work to make this run, and they did anyway.

Which may be one of the major reasons Maine still doesn't have a helmet law.

—Bill Frederick

WASHINGTON: BIKERS, 10—HELMETS, 0

As a route to a class action suit against the Washington helmet law, 10 members of the Okanogan County "Freedom Fighters" Chapter of ABATE of Washington deliberately got tickets for riding bare-headed. Represented by Attorney Owen Gardener, they all went to court.

Idiotic though it may be, the Washington helmet law exempts a rider from wearing a helmet if his motorcycle is equipped with a "rollbar" and a seat belt. Allen Fisher and Harry Tomlin reckoned the standard Harley-Davidson "crash bars" on their FLH bikes qualified as a rollbar, and a junkyard seat belt completed the exemption. The judge agreed and dismissed their tickets.

For the bros without rollbars and seat belts, the judge continued their cases for six months. If they don't get any helmet tickets during that time,



their tickets will also be dismissed. That's not total victory, but it is encouraging.

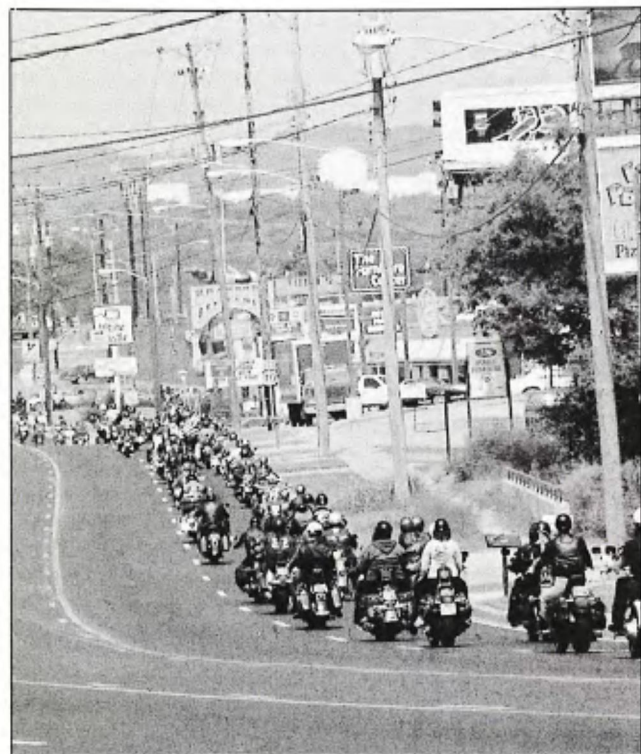
For his own part, Fisher rode

off from the county court and promptly got a ticket in the city of Omak. He's in the process of appealing that one up to the

state Supreme Court. Help him out, ABATE bros. It's not his fight alone.

—Maestro

"OLD HICKORY" LIVES



Freedom Rally riders heading for Legislative Plaza in Nashville.
Photo from CMT/ABATE

If you've never been to the state of Tennessee, you should go one day. You'll find the best combination of open interstates and twisty back roads you could hope for, the beginning of the infamous Natchez Trace, Andrew Jackson's homeplace, and the Jack Daniel's distillery. A place with all that is bound to have some serious bikers—like the Concerned Motorcyclists of Tennessee (CMT), which is pretty much the same as ABATE of Tennessee.

CMT set up a Freedom Rally in 1990 that gave riders from all over the state a chance to have their say on helmet laws. Last May, they persuaded the governor to rebuke U.S. Senator Jim Cooper for trying to force a helmet law on them by way of a highway bill.

Their September 1991 rally addressed rider training, the

dramatic element being the number of speakers who came from out of state: Bill Bish, from Bikers Against Manslaughter (BAM), Tony Sanfelipo, from ABATE of Wisconsin, and Sam "Bigfoot" Hinton, from the California/Connecticut Motorcycle Association.

What we see here is ABATE working across state lines to help each other, a recognition of the fact that the fight on the other side of the state line is your own fight right at home, and everybody's fight everywhere. ABATE leaders and members certainly have their hands full at the state and local level, but think about it: If all the state ABATE organizations can pull together, what a massive national influence they could exert. Keep extending those hands across state lines, bros. (Thanks to Pat Peoples and Mary Clark.)

GOOD WORKS FROM UP NORTH

With Sturgis, South Dakota, in the news every year, people forget that North Dakota has bikers, too, and an active ABATE organization.

Just recently, Attorney General Nickolas Spaeth gave North Dakota ABATE a Certificate of Appreciation for Significant Charitable Giving. The certificate thanks ABATE for "donating gaming funds to the benefit of the citizens of North Dakota." Since they're bikers, we assume "gaming" doesn't mean bingo (c'mon, guys, tell us it doesn't), but no matter. ABATE of North Dakota still gets the money. Last year, they raised almost \$121,000 for rider training and the promotion of motorcycle safety.

Our out-of-date Rand McNally gives the state population of North Dakota at about 700,000. Shake all riders out of

that, then shake all ABATE members out of the number of riders—and that many people raised \$121,000. Let that be an example, and inspiration, to you bros in other states.

North Dakota ABATE has just come up with another idea worth considering elsewhere. They propose a "crash fund" for ABATE members and their families. The fund would provide emergency pocket money for things like a motel and meals, travel to look after an injured relative, getting a bent motorcycle towed, and so on—the sort of nerve-racking expenses you experience right after a crash, a time when you may not have much cash on you.

It sounds like a great idea. Hope you North Dakota bros make it work. Everybody else, think about it. —Toejam

RECORD RATIFIED

EASYRIDERS STREAMLINER WORLD LAND SPEED RECORD NOW
IN FIM RECORD BOOKS

On September 2, 1991, at the *Easyriders* Chillicothe, Ohio, Rodeo, Dave Campos, on behalf of *Easyriders*, accepted the Federation International Motorcycle (FIM) ratification for the world's fastest motorcycle. Dave, our fearless Streamliner pilot has now accepted the last in the line of certifications for the *Easyriders* Streamliner's World Land Speed Record of 322.149 at the Bonneville Salt Flats on July 14, 1990.

This FIM ratification is the biggie. The board meets once a year in Italy to review records, course reports from the officials, timing reports, etc., to make sure nothing fishy occurred.

We now have certification for our record from the AMA (American Motorcyclist Association), the SCTA (Southern California Timing Association), the Bonneville Nationals Inc.,



Photo by Al Bulling

and the FIM.

Dave Campos and the Streamliner are touring over 200 car and bike shows in 1992. They'll be in Seattle, Salt Lake City, Houston, Atlanta, St. Louis, Chicago, New Orleans, New York, Dallas, Las Vegas, Indianapolis, Buffalo, Washington, D.C., and Omaha.

For specifics call (818) 889-8740 and ask for Kathy Stich. Be sure to check the Streamliner out, it represents American ingenuity at its best.

—Bandit

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THE MAGICAL AND THE MADDENING

Life is changing but the game society plays hasn't changed. Sure the masses are more conservative—fewer folks drink, do drugs, or mess with anything even remotely illegal. But that doesn't stop the political machine from persuing us. Our battle to ride free will soon be the peoples' battle to be left alone. The key will be getting everyone to wake up and go to the ballpark, with their sleeves rolled up, to play hardball....**Buck Boylan, a Bethlehem Steel employee** wrote to tell us that after 150,000 miles on a Kawasaki (three of 'em) he decided to try a Harley. He bought 35 mags, went to the factory in York, Pennsylvania, spoke to the employees, and decided on a Softail. He soon discovered the interest citizens have in Harleys and the great rapport bikers have amassed with citizens in general. After all, we're the cowboys of the era. So, Buck rode around for a while and made a list of all the small bumps and squeaks in his new bike. He was sure that the warranty and the dealerships would shuffle around every one of the 15 or so repairs he felt the bike needed. But after just two days at H-D of Baltimore, the bike was returned with a clean bill of health. And the bill—no charge. Another satisfied customer....**Reversing a longstanding but seldom-enforced policy**, the Air Force Court of Military Review has ruled that oral sex between consenting heterosexuals had constitutional protection. The court's decision stemmed from an appeal by an airman who pleaded guilty to oral sodomy with his 16-year-old girlfriend and to carnal knowledge of a 14-year-old girl. The three-judge appeals court threw out the sodomy charge but upheld the conviction for carnal knowledge of a minor. The court

resentenced him to seven months of confinement and a reduction in rank. A bad-conduct discharge was dropped....**I recently got a call from the Untamed Brothers MC** outta Peoria, Illinois. Seems they sent in \$25 to support our Land Speed Record-winning Streamliner, couldn't find their name on the side of the Liner (which is touring the states). We'd like to apologize to the bros of the Untamed Brothers MC. During the process of painting 10,000 names on the sides, top, and bottom of the Liner we may have missed one or two....**According to an Orlando newspaper**, renegade bike gangs are quietly growing while the cops are fighting the war on drugs and street gangs. Seems local law enforcement had a biker-gang summit in Orlando. It was an undercover agents meeting. One of the investigations discussed was a 13-month probe into the Warlocks MC. The investigation, dubbed Operation Easy Rider, resulted in charges against 48 members of the club. I hate it when they use our name out of context. The Man hasn't forgotten us....**On the lighter side**, the Center for Disease Control published some more activities that can contribute to our public burden: Eating raw pork intestines, poking one's eyes with mascara brushes, exposure to llama rabies, and entering unventilated manure pits....**More from the Center For Disease Control**. Seems about one out of five high school students in the country carries, or has recently carried, a gun to school. The CDC report says that armed high school kids have killed 11,000 people from 1980 to 1989. That's about 1200 a year....**Jimmy Swaggart, the infamous radio and TV Bible-thumper**, recently got busted in Indio, California. Swaggart had just picked up a hooker for a "date" when he was pulled over. The cop gave him tickets for driving on the wrong side of the road, driving an unregistered vehicle (an '89 Jag), and not wearing a seat belt....**We received quite a few clippings about the guy who turned up in the glacier**. For those who didn't hear the story, a crew of mountaineers in the Austrian Alps were checking out the face of a glacier and found the corpse of a man who had apparently fallen in a crevice about 4000 years ago. The frozen man was described as wearing leather clothing, carrying a knife, and bearing several tattoos. The editors of the Montgomery (Alabama) Advertiser had the best remark about it: They called the man Homo Bikerus and suggested the mountaineers go back and look for a 4,000-year-old Harley....**And, finally, a suggestion**. If you bros and brofinas want publicity in the rag about an event or an accomplishment, don't forget to send some print photos of the action along with your write-up. A complete package rocks and rolls....**I put 600 miles on my FXR** with a springer last weekend, and would like to get outta here today (Tuesday) and start again. Ride safe.

—Bandit

Bikers' Rights Organizations Nationwide

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

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(907) 248-7828
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- Ontario Road Riders Association**
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Torrington 82240

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.



"Hey! Did you come here to have your head chopped off, or did you come here to have your head chopped off?"

Why do tampons have a string on them?
So the crabs can bungee-jump.
—Tom Brussow
Atco, N.J.

Rugrats are Mother Nature's way of telling us chicks we should give more head.
—Robyne
Austin, Texas

When the biker's seven-year-old daughter came asking questions about the facts of life, her mother carefully explained how babies were made. For several days afterward, the child went over this fascinating new information with her mother.
"So the sperm from Daddy fertilizes the egg from Mommy, and the baby is carried in Mommy's tummy?" the little girl asked.
"That's right, honey."
"But how does the sperm get there?" she asked. "Does Mommy swallow it?"
"If Mommy wants a new set of riding leathers, she does," said her mother.

—Rex Keith
Pt. Charlotte, Fla.

How can ya tell when yer ol' lady is really horny?
The cat won't stop doing figure-eights around her legs.
—JxDx
Lockdown

A perfect secretary: one who never misses a period.
—Tom McClernan
Iona, Mich.

Definition of *cunnilingus*: tongue in chick.
—Berkowitz
Texas

The Geographical Ages of a Woman

From 15 to 25, she's like Africa: half virgin, half explored.
From 25 to 35, she's like Asia: hot, torrid, and mysterious.
From 35 to 45, she's like America: streamlined, efficient, and cooperative.
From 45 to 55, she's like Europe: devastated, but still damned good.
After 55, she's like Australia: everybody knows where it is, but almost nobody goes there.
—Ham
Veradale, Wash.



"Aaron here thinks the annual gang-bang oughtta be in alphabetical order."

Kneeless Pete was up late one night watching the early show, when his ol' lady suddenly started screaming bloody murder from the bedroom. He shagged ass through the bedroom door just in time to see a naked dude hightail it through the window.

"Who the fuck was that, a bitch?!" Kneeless Pete demanded.
"That sonuvabitch just raped me twice!" his ol' lady wailed.
"Twice? Whaddaya mean, twice?" roared Kneeless Pete.
"Why the hell didn't ya holler the first time?"

"Fer crissakes," his ol' lady whined, "I thought it was you until he started in a second time."

—Big John
On Top

After a half-hour of foreplay, Ralph's ol' lady was past the point of no return. "Fuck me, baby," she pleaded, "Oh, Ralph, fuck me hard, fuck me long, and fuck me now!"

But as Ralph hoisted himself into position, his leg suddenly began tingling intensely. "Just a minute, hon," he said, "I think my leg's gone to sleep." As he shook his leg to get the feeling back into it, he ripped off a series of loud farts.

"Sweetie," said his breathless ol' lady, "are you sure it's your leg that's asleep?"

"Yeah, doll, why do ya ask?"
"I thought it might be your asshole—I just heard it snoring."

—El Vee
America

Which toes do biker chicks like to scratch between the most? The two big ones.
—Fast Eddie
Graybar



"Oh, yeah? Well, being shipwrecked with you isn't as much fun as it used to be, either."

A state trooper pulled over a farmer for speeding, claiming he was going 65 miles per hour. "But, officer, this pickup truck won't even go 65," protested the farmer.

"Why, do you have a governor on board?" asked the trooper.

"Hell, no," snorted the farmer, "that's the fertilizer in the back."

—Big Tom
Newton, Mass.

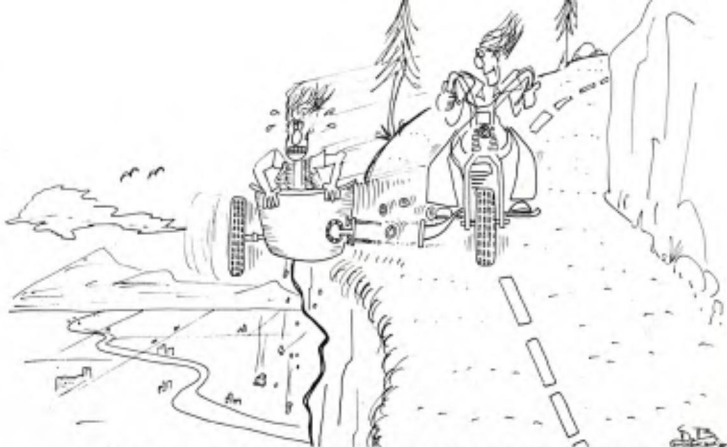
Didja hear about the guy who was prosecuted by the government for operating a monopoly? He owned two Kawasaki dealerships and a hospital.

—Al Troxler
Greensboro, N.C.

Whaddaya call 10 bleached pool? blondes in a swimming

An air pocket.

—Ron Klinge
Indy



Tech Tip #137: Make sure connector bolts are securely fastened when riding in a sidecar.

There's a new diet going around, where you eat nothing but fresh dog turds all day long. You don't lose any weight, but you look a lot thinner from a distance.

—Kippy
Down

"Ooh, what a treasure," cooed the new mother in the delivery room.

"Yeah," grunted her ol' man, taking a closer look. "Let's bury it."

—Joey
Inside

Charlie and Ace were tippin' a few brews after a run one Saturday, and pretty soon Charlie started moanin' again about how his ol' lady was such a cold fish in the sack.

"Hey, get ya some love beads, bro," suggested Ace, and when Charlie looked bewildered, he explained, "See, love beads will drive her wild—ya stick 'em up yer ol' lady's ass and then pull 'em out while yer eatin' her snatch. No shit, she'll get hot as a firecracker!"

A coupla weeks later Ace ran across Charlie again and asked, "So, how'd it go? Did yer ol' lady like the love beads?"

"Fuck, no—she really hated 'em!" said Charlie.

"She hated 'em?" said Ace, surprised. "Jeez, bro, ya musta been pullin' the string too fast."

Charlie stared at his buddy. "They're supposed to be on a string?"

—Leo
Niagara Falls, N.Y.

The traveling encyclopedia salesman stopped at a remote biker bar one afternoon for a cold one. Just as he lifted the beer to his lips, the bartender rang a bell and shouted, "Showtime!"

From behind a curtain, an old graybeard in a Harley T-shirt stepped into the spotlight to stand behind a table with three chestnuts on it. As a drumroll began, the old-timer unbuttoned his Levi's, pulled out his huge dick with both hands, and smashed all three chestnuts with it. Amid thunderous applause, the old tramp bowed and disappeared.

The salesman was astounded.

Twenty years later, he happened to be in the same area, so he stopped by the bar again. The cry of "Showtime!" rang out, and sure as hell, out came the same graybeard biker, dragging out his monster cock, and this time he shattered three coconuts with it.

"That's amazing!" exclaimed the encyclopedia salesman to the bartender after the show. "But why the switch from chestnuts to coconuts?"

"Hey, the old fella's eyes ain't what they used to be," explained the barkeep.

—Dave Chance
West Coast

After the doctor strongly warned the 96-year-old scooter tramp that marrying his 19-year-old fiancée could prove fatal, the old biker shrugged his shoulders and said, "Fuck it. If she dies, she dies."

—Chewbacky
Corcoran, Calif.

Why did the gynecologist go to the eye doctor?

Everything was looking kinda fuzzy to him.

—DeeCee
Countin'

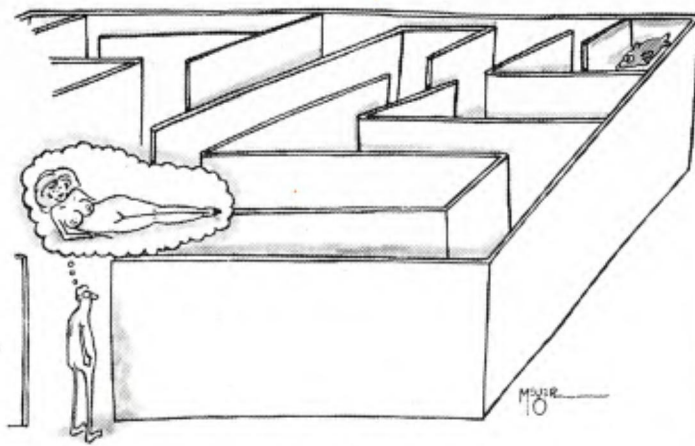
Sister Teresa ran into the Mother Superior's office, crying hysterically. The Mother Superior comforted her until the nun was finally able to stammer, "It was horrible! I was walking outside the convent when this man came running up. He knocked me out and violated me while I was unconscious. Oh, it was terrible!"

"That is terrible!" exclaimed the Mother Superior. "You missed the best part!"

—Bosco
Down South

Overheard at a lesbian bar when the head bull dyke walked in: "I hear she's hung like a doughnut."

—Victor
America



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

Exhaust Pipe Tuning

Picking The Right System For Your Scoot

Editor's Note: We've been hammering away at an exhaust systems article for months. Mike Stevenson, of Mike's Exotic Bikes, located in California's San Fernando Valley, (818) 780-0738, originated the piece below, and then Keith Ruxton, our esteemed Streamliner Crew Chief and engine builder, refined it some. Hard and fast rules are difficult to come by, though. The more we test these systems, the more we find that an exhaust system that works a particular way on a stock bike, will work a completely different way on a stroker. The key is to match the right exhaust system to the engine you've built and to your riding style.

The factory exerts a lot of time and effort into getting the stock exhaust system to be quiet and still run fairly well. At the same time, they are matching up cam specs and the carb size and jetting. But all their work to make things quiet is more often than

Photo A

not at the expense of performance.

Since about 1975, a crossover tube has been used on factory pipes. This was done to allow each cylinder to breathe through the system, because the mufflers substantially restricted flow. As noise levels have been clamped down, the mufflers have become even more restrictive.

doesn't come alive until it's approaching valve float. Now you stick some baffles in them because the neighbor's kids won't come out of their house until you quit making the windows rattle. The decibel level has gone down, but so has the power.

What do we look for now? The whole package—cam, carb, displace-

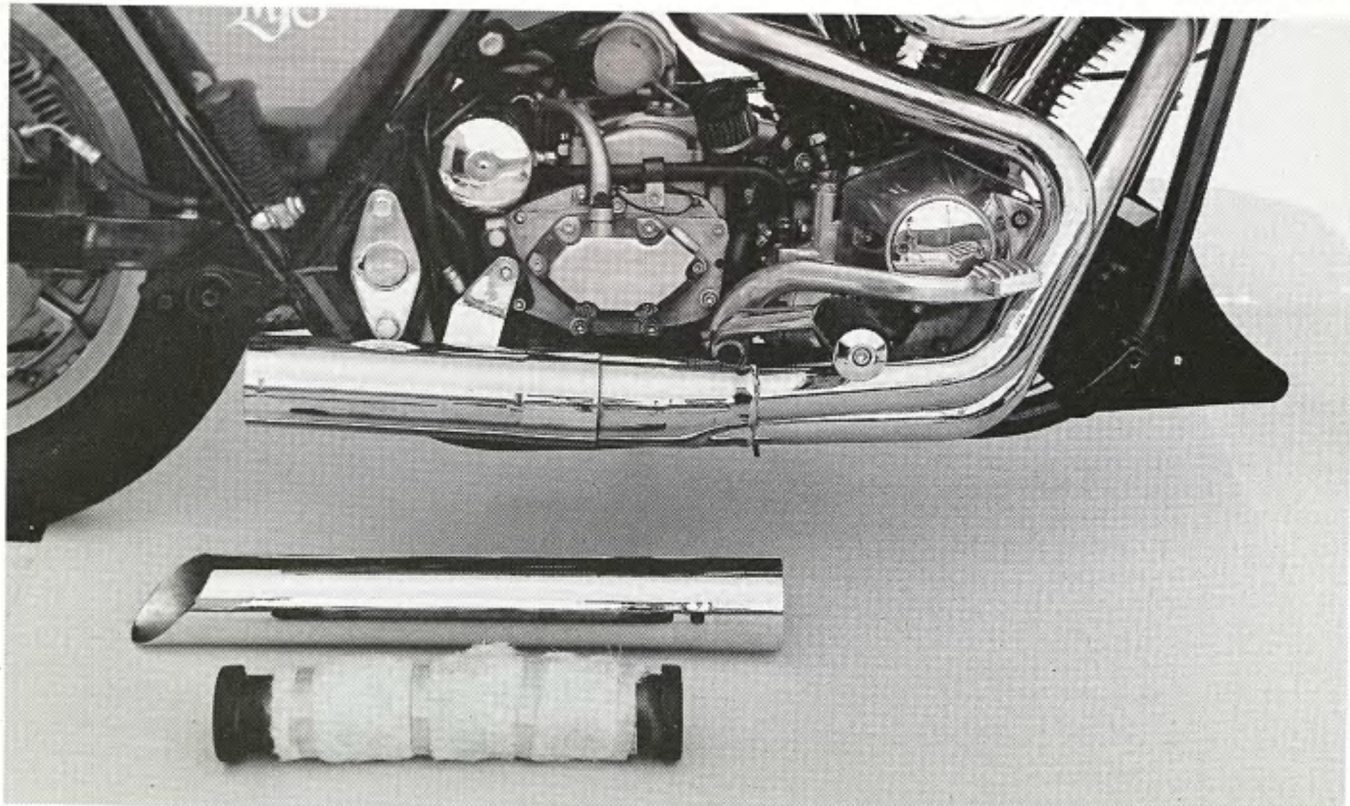
The decibel level has gone down, but so has the power

Okay, so let's try some 2-inch drag pipes. They are 40 inches long, have shiny new chrome, and the price is right. But, to make them work right, you need a 100-cubic-inch, cammed-up monster. They sound pretty good after you've gotten your carb jetted for them, but noise isn't horsepower.

What about 1 3/4-inch drag pipes? They will work better than 2-inch pipes, but your stock-size motor

ment, and exhaust system—needs to be matched up to how and where you ride. Everything's sophisticated, even mufflers. Some mufflers are loud, some are quiet, some work all right, some work great. But remember, your exhaust system is what makes the other parts of your engine package work.

The operating principle of the exhaust system is to get rid of the burned fuel and air at the end of the



exhaust stroke, when the piston reaches the top of the cylinder and the intake valve has started opening (valve overlap). You should use the velocity of that exhaust gas down the pipe to start pulling air through the carburetor, before the piston has even started the intake stroke. With too much back pressure, or too much valve overlap (too much cam timing for your engine), large amounts of fuel can be sprayed back out the throat of the carb. A freer-flowing exhaust system can prevent this from happening. But if the pipes are too large, then there's not enough exhaust velocity at the time of valve overlap to start the air moving in the carburetor—a tuning balance must be reached.

There is one more thing going on inside the exhaust system that you need to understand and be aware of. It is called the reversion pulse. The reversion pulse is caused when the exhaust valve closes and the velocity of the escaping exhaust gas is brought to a stop. At this point, the

exhaust left in the pipe wants to bounce back and forth up and down the pipe. If this bounce can be timed correctly, it will leave a vacuum at the exhaust valve in time for the exhaust valve to open (which helps get the exhaust flow started again). Back pressure increases the intensity of the pulse and decreases its ability to create the vacuum. The more the back pressure, the less the pulse or bounce.

There are several ways to achieve this reversion tuning. One way is to use the correct pipe diameter, muffler flow rate, and system length for your engine combination. Another method is the use of a "reversion dam" at some point in your exhaust system. What's a reversion dam? It's a "step" in the exhaust system that allows a smooth flow by it on the way out, but interferes with a reverse flow. A reversion dam can be placed almost anywhere in your exhaust system, but

best results are usually obtained when it's situated near the head. Drag Specialties distributes Python Pipes with a dam built in.

Another way to boost your exhaust flow is with a 2-into-1 system. But, again, the system you use must match up to your whole engine package. The 2-into-1 system uses the exhaust flow of one pipe to create a vacuum in the other. However, timing this vacuum pulse to happen when it's needed is "designed in" by the manufacturer. Some use equal length pipes, some use unequal length pipes. Supertrapp, RB, and Arlen Ness build this type of system. Some are adjustable, some aren't.

What works? They all will—if, as we've been emphasizing, the other components of the engine match up with each other.

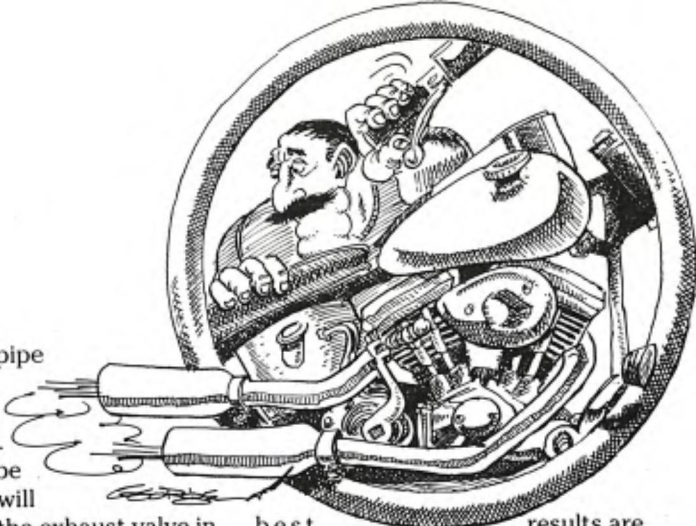


Photo B

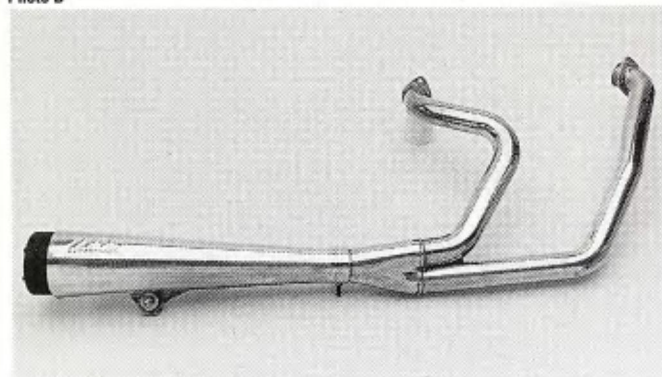


Photo D

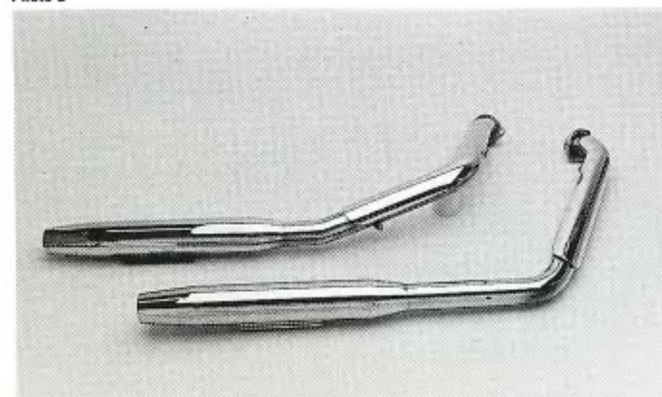


Photo C

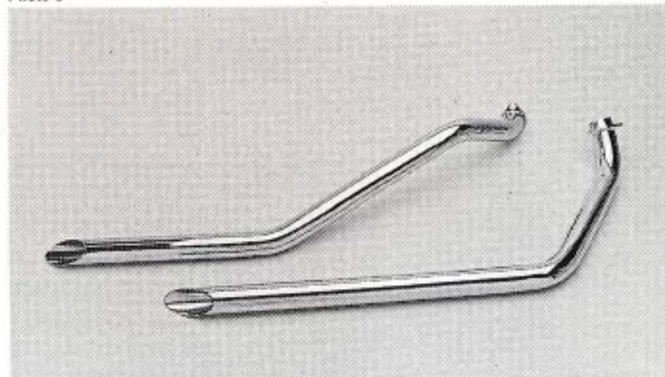


Photo A: R.B. Racing's collector-style exhaust system uses unequal primary tube lengths to help compensate for the unequal firing pattern of the Harley engine. These systems are also available with different types and lengths of collectors, and different size primary tubes up to a 2-1/8-inch diameter, for various engine sizes and cams.

Photo B: Supertrapp uses equal length primary tubes, with a venturi-type collector with interchangeable collector end caps and varying amounts of discs to control the amount of back pressure and noise level. They are also available in staggered dual systems.

Photo C: Here is an example of a basic drag racing exhaust system. They can be found in many diameters and lengths, although the most common sizes available are 1 3/4 inches and 2-inch diameter and anywhere from 36 inches to 44 inches long.

Photo D: The staggered dual exhaust system from Carl Morrow looks like many other brands, but incorporates removable baffles which can be modified to better match almost any engine tuning requirements. Carl's 114-cubic-inch FXR ran 155.9 mph at Bonneville (at a 4300-foot elevation) with these pipes.

B I K E R H A L L O F F A M E R

BROTHERS AND SISTERS WHO STAND OUT IN THE CROWD

Rev. Robert W. "Kaiser" Hershberger Somewhere In Florida



Photo by G.M. Guignet

The Reverend Robert W. "Kaiser" Hershberger of the Mission Church of Bikers International has:

- a) a motorcycle and
- b) an artificial leg.

He figured that if a wooden leg gets you a "handicapped" license plate for an automobile, it ought to get you one for a motorcycle, too. He fought the Connecticut legislature for eight years and finally got them to agree. Now he's down in Florida preaching the same gospel.

Sofar, the only thing the state of Florida has come up with is a little plastic dinky to hang on a rearview mirror, but Reverend Kaiser says that's not good enough. He wants a genuine "handicapped" license plate. In fact he's trying to get federal law extended to include "handicapped" license plates for bikers.

Sounds like good work to us: Get the nonbelievers to recognize that bikers have rights, too.

—Toejam

Louis Hines Pahrump, Nevada

When the Pahrump Pentecostal Church tried to give its perceived righteousness some heated expression, it was a bro named Louis Hines who, accompanied only by a can of beer and his common sense, sat in the church's 55-gallon trash can, where the books which the congregation had intended to burn were stored (see Shack O'Shame, opposite page).

We don't know who Louis Hines is, but we feel that he's more of a god-fearing, righteous individual than the combined congregation will ever be. Some church members referred to him as "Satan" and "Lucifer," obviously ignorant of his real name (or maybe he just reminded them of one of their relatives or friends).

At any rate, Louis stubbornly sat in that can, violating the congregation's "constitutional and



Photo by Marsh Starks

Christian right" to burn books until the frustrated congregation finally ripped up a few *Easyriders* and some comic books and burned them on the ground.

May the eternal fires of Hell burn their eyes and the putrid stench of the pollution of their souls fill their flared nostrils.

Better yet, maybe Rev. O.L. Timmons oughtta join his pal Jimmy Swaggart and go get laid—it might help his 'tude.

Hallelujah.

—Seen' Red

Paul "Blackhorse" Basaraba Lake Oswego, Oregon

Blackhorse left part of his left leg back in Vietnam in 1969. A couple of years after he had returned to the United States, he got one of our magazines into his hands and was inspired enough to start building his own motorcycle, a totally trashed Sportster, which he cleaned up and made into something worth looking at.

Twenty years later, Blackhorse, who earned himself a purple heart and a bronze star medal on his 'Nam tour, plays lead guitar in a rock 'n' roll band and has built himself, from the ground up, a brand-new scoot, which he aptly calls "Warhorse."

Time may not heal all wounds or bring back lost appendages, but it sure seems to have a way of bringing out the best in some of us.

—El Cuapo



Photo from Blackhorse

Shack O' Shame

Pahrump Pentecostal Church

Pahrump, Nevada

Hey, we're really moving up in the world! Or is it that certain parts of the world are just simply sinking into the slime of profound idiocy right next to us?

Whatever it is, the small but big-headed congregation of the Pentecostal Church in



Photo by Marsh Starks

Pahrump, Nevada, deemed us worthy of being burned in a blazin' hellfire. Now that's something to be real proud of, you see, because it points out that a lot of people, like the members of this church, still live in the Dark Ages when witches and sorcerers were burned at stakes and ignorance was the most common disease among men.

You think I'm kidding? Rockin' yer pew? Shakin' yer pulpit? Well, lemme quote the good ol' Reverend O.L. Timmons of Las Vegas, Nevada, who apparently was the leading witch hunter of that blasphemous gang. The good reverend set out to burn "books that had witchcraft and stuff like that in it." Among the "evil" books and magazines predestined to be burned right next to the oh-so-very-holy Pahrump Pentecostal Church were *Easyriders*, *Tom Sawyer*, and *Huckleberry Finn*.

Way to go, Rev! That'll get your name in the Who's Who of Religious Zealots, right before ol' Torquemada of the Spanish Inquisition infamy.

I'll be sure to send you a complimentary issue of this particular edition, Rev. It'll burn especially bright, what with your name in it and all.

—Red Baron

WIN!

THIS HARLEY
\$300



1992 Harley Davidson Heritage Softail Classic with Trailer DAYTONA BIKE WEEK GIVEAWAY

\$3.00 Each OR 5 for \$10.00

The Daytona Bike Week Giveaway... benefiting the EASTER SEAL SOCIETY of Volusia and Flagler Counties, Inc. . . . helps children and adults with disabilities.

The 1992 Harley Davidson Heritage Softail Classic will be displayed at many locations around Daytona during Bike Week 1992. Look for it!

To enter, fill out the coupon below. Enter as often as you wish. Write additional entries on a 3x5 piece of paper. \$3.00 (or 5 for \$10.00) donation requested with each entry. Void where prohibited by law.

Drawing will be held SATURDAY, MARCH 7, 1992 at 5:00 P.M. at the RAT'S HOLE CUSTOM CHOPPER SHOW. Need NOT BE PRESENT TO WIN!

Register Today!

**CENTURY 21
CROUCH
REALTY**

All mail entries must be received by March 5, 1992. Make checks or money orders payable to EASTER SEALS. For additional information call (904) 255-4568.

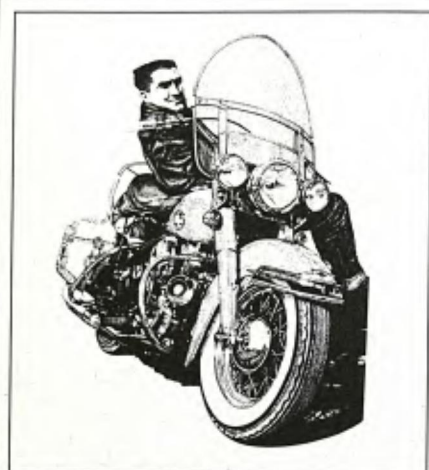
**COLUMBIA
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PARTS BOX

Tell 'em Snake sent ya



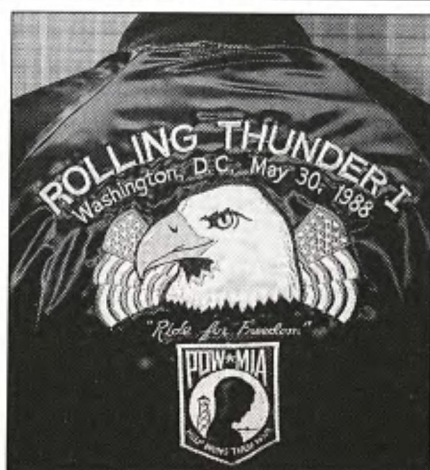
Kevin Wood T-shirts

Kevin is a helluvan artist. He's had his artwork grace these grease-coated pages on several occasions. Here are his 100% cotton Haynes Beefy T's, printed large on back and small on front. Black or white shirts for \$15.50, plus a buck for extra large. For the real thing, send your coin to Kevin Wood, Dept. ER, Box 1233, Lompoc, CA 93438.



GMA Master Cylinders

GMA Engineering, Inc. is manufacturing two new master cylinders. They have a 5/8-inch bore diameter which will provide even greater stopping power when combined with the GMA dual-piston brakes. They're CNC-machined from aircraft-heated aluminum alloy. These master cylinders will work with Grimeca and other aftermarket, dual-piston calipers. For the real skinny call (402) 734-6141.



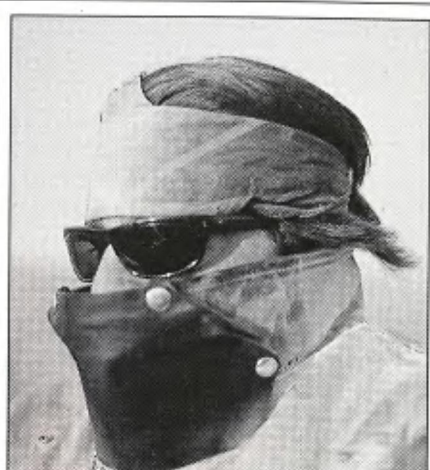
Rolling Thunder Jackets

Here's a product worth serious consideration. Ray Manzo, who has dedicated his life to the plight of the MIA/POW, believes in his heart that this quality, embroidered, satin jacket will be a success with all of our brothers who are vets and those who believe the servicemen (past and present) in this country deserve the utmost respect and recognition. For more info contact Scholastic Awards & Screenprinting, c/o Ray Manzo/Rolling Thunder I, Dept. ER, 492 Pompton Ave., Cedar Grove, NJ 07009 or call (800) 648-6724.



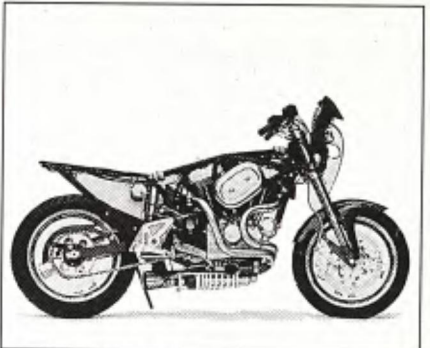
H-D Of Russia T's

I know this crazy sonuvabitch in Baltimore who doesn't know how to contain his creativity or his women. He's also trying to make a living, like the rest of us, so he can continue to create erotic T-shirt art for the local nightclubs (in exchange for drinks). This T-shirt is high-quality and licensed by the factory—a major seal of approval. The cost is \$21.50, plus \$1.50 handling. Send your bucks to: Jordan's Art Studio, Dept. ER, 229 Curly St. Baltimore, MD 21224. (301) 563-0021.



Roadworthy Jacket Collar

Now there's something more comfortable and convenient than scarves or bandanas for protecting your mug from bugs. This product is designed for the serious rider, for hardcore protection from the harsh realities of the road. It's sold in kit form to custom-fit all jackets with fold-down collars. For more info write Roadworthy, Dept. ER, Box 730204, San Jose, CA 95173-0204.



An American Motorcycle

No shit, these Buells are more American than the stock Harleys. They just don't look like it. They're powered by Harley Evolution Sportster 1200 engines and transmissions. The rest of it is all-American, state-of-the-art ingenuity. They are limited-edition motorcycles that currently hold title to the AMA/CCS Lightweight Super Twin National Championship and the National Fuel Class Speed Record of 190.796. Finally, we have an American challenger to the European and Jap sport bikes. For the hot scoop call the Buell Motor Company: (414) 363-3767. Or write to 214 Jefferson St., Dept. ER, Mukwonago, WI 53149.

1992 Easyriders Truck Tour Schedule!

RAIN! SNOW! SHINE!
An event that should not
be missed by anyone—
We will be in an
indoor exhibit hall
for Bike Show '92!

FEBRUARY 21, 22, 23, 1992
**EASYRIDERS 4TH ANNUAL
INVITATIONAL BIKE SHOW**
VETERANS MEMORIAL, 300 W. BROAD ST., COLUMBUS, OHIO
(Just west of the Scioto River)

Indoor bike show with over 200 custom bikes, live music Friday
and Saturday, leather fashion show, door prizes daily, trade
show, Easy Rider movie replica bikes and have your photo taken
with Easyriders Fox of the year.

DAYTONA BIKE WEEK 1992

All events will include daily barbecues and live music!

THE LAST RESORT BAR

5812 S. RIDGEWOOD HARBOR OAKS, FLORIDA

The Last Resort Bar will be home for the Easyriders Truck all week. Stop by
and check us out!

FEBRUARY 29—CRAZY DAVE'S HWY. 1792, LAKE MONROE, FLORIDA

Come and join in on all the fun biker games at Crazy Dave's, one of the best
bars in Florida!

MARCH 1, 2—ART'S PLACE

5115 N. HWY 17, DELEON SPRINGS, FLORIDA

Bikers get out of town and take a pleasant ride into the country. All-you-
can-eat pancakes, fish fries, famous Art burgers, beer gardens, putt-putt
golf, ping-pong, horseshoes, best buns contest, drunk relay, free helmet
decals and much more!

MARCH 3—OUR PLACE

2842 S. RIDGEWOOD AVE., SOUTH DAYTONA, FLORIDA

Cookout all week, wienie run, bull ride and various other biker games!

MARCH 4—THE LAST RESORT BAR

5812 S. RIDGEWOOD, HARBOR OAKS, FLORIDA

They will have a "Pig Roast" starting at noon, biker games, and a not-to-
be-missed wet t-shirt contest at midnight!

MARCH 4—SOPOTNICK'S CABBAGE PATCH

549 TOMOKA FARMS RD., NEW SMYRNA BEACH, FLORIDA

2nd annual cole slow wrestling championship! Camping and showers will
also be available.

MARCH 5, 6—GILLY'S PUB 44

1889 STATE RD. 44, NEW SMYRNA BEACH, FLORIDA

Annual bike bash along with a wet t-shirt contest!

MARCH 7—SOPOTNICK'S CABBAGE PATCH

549 TOMOKA FARMS RD., NEW SMYRNA BEACH, FLORIDA

3rd annual bike blast "Battle of the Japs"! Camping and showers will
also be available.

You, too, can have the attention grabbin' Easyriders Truck at your event for
quality product sales and prizes. For information on the truck's tour schedule or
if interested in becoming a full-line dealer, we would be happy to stop by your
shop and introduce you to the Easyriders product line (if our schedule allows).
Contact Leon Hatcher at (209) 299-0753, or call Easyriders—(800) 247-6246.



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213-658-8817



Easyriders Store East

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Easyriders and Harley-Davidson accessories, plus Easyriders' entire line
of leather clothing, is now available in two beautiful retail settings!

Call (800) 247-6246 for more information.

We'll make your shopping **EASY!**

FLYIN' FREE

A Forum For Women In The Wind

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

Sheila Matthews Carthage, Missouri



Sheila is this month's Flyin' Free profile for a number of reasons, including the fact that she made me think twice about complaining over life's little inconveniences. After spraining an ankle, and having to walk with crutches for a few

days, I did my share of whining about what an annoyance it was. But after reading Sheila's story, I was ashamed I'd even said a word about my "pain."

Sheila is a true example of a woman with strength of character. A near crippling spinal injury in 1989 took her

out of the wind and put her in a wheelchair. But Sheila never gave up the desire to fly free again. Despite warnings from her doctors, Sheila fought her way back—from the wheelchair to crutches to standing on her own again. At times the pain was so bad that she

screamed with each step, but her determination to get back on a motorcycle again compelled her to continue her rehab.

Sheila's doctors were adamant about the fact that she could no longer do any heavy lifting—which meant she couldn't hold up her Sportster. But that didn't stop her, either. Her ol' man bought her a sidehack, and piece by piece her Sporty was reconstructed. With medical bills and other recovery costs, money was tight, so it took more than a year to complete the project. But the dream of feeling the breeze in her hair and the bike beneath her again, made the time go by quickly.

Well, Sheila is back where she belongs now—rolling her '73 Sporty down the beautiful byways of southwest Missouri. I salute your strength, Sheila, and thank you for the lesson.

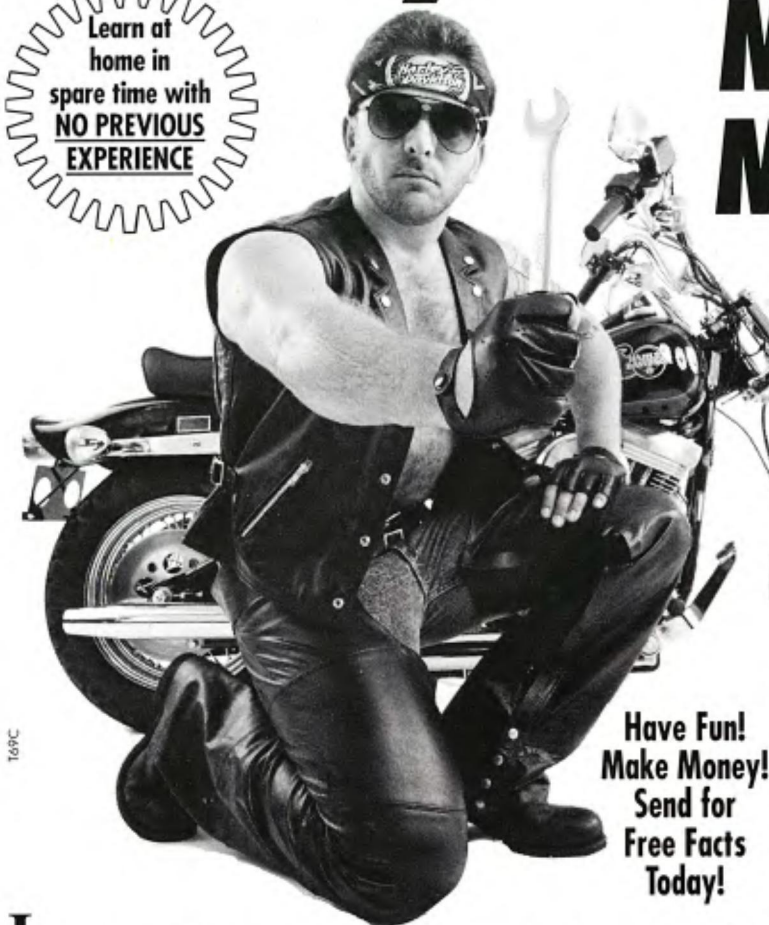
—Hop-a-long



Photos by Raymond Matthews

Now you can be a MOTORCYCLE MECHANIC...

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



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



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

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

You get the tools you need for a fast start

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

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

Motorcycle sales mean profits for repairmen

Cycles are big business...and so is fixing them! There are millions of cycles—street bikes, choppers, dirt bikes, trikes and others—on the road today. No wonder there is work for the skilled repairman!

Motorcycle shops employ qualified mechanics

Has your bike ever been out of action waiting for needed repairs? Some shops don't have enough mechanics on hand to take care of

everyone as fast as they would like. Opportunities vary from place to place, but the sale of hundreds of thousands of motorcycles a year in the U.S. ensures a continuing need for motorcycle maintenance.

More girls—more bikes each year

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

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

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

Plus, you can make extra dollars fixing motorcycles for friends and neighbors.

Start your own cycle repair business

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

Send for Free Information

Get all the facts you need to start toward this great lifestyle!

Mail Postage-Paid Card For Free Information

If card is missing, mail coupon to:



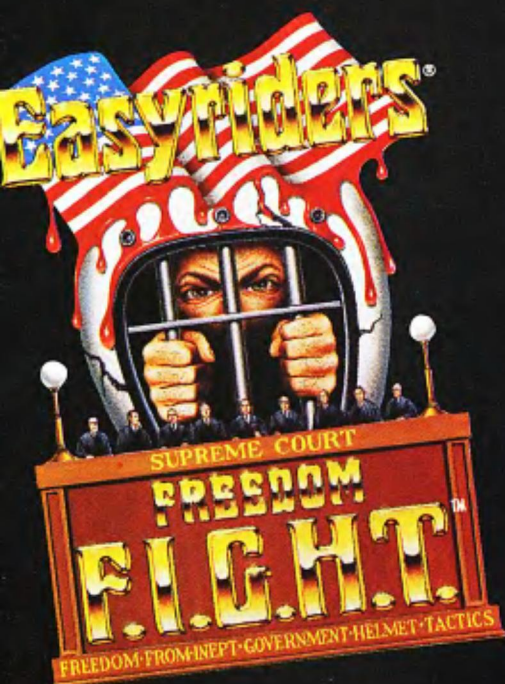
School of Motorcycle Repair, Dept. PEU0125

925 Oak Street, Scranton, PA 18515

Yes! Rush me **FREE FACTS** and color brochure that tell how I can train at home for a great career as a Motorcycle Mechanic! I understand I am under no obligation, and no salesman will visit me.

Name _____ Age _____
Street _____ Apt. # _____
City/State _____ Zip _____
Phone () _____

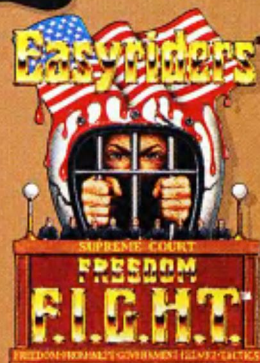
JOIN SUPPORT YOUR RIGHTS



Five-piece Freedom F.I.G.H.T. Kit — \$20

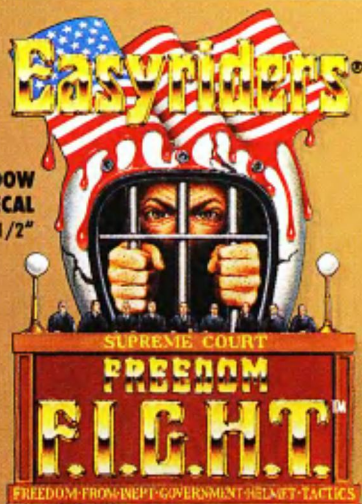
includes

- 1 100% cotton T-shirt
- 1 Bumper Sticker
- 2 Self-adhesive Decals
- 1 Color-printed Patch
(can be ironed or sewn on)

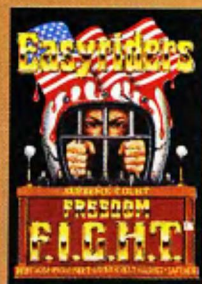


BIKE DECAL
4 1/4" x 5 1/2"

T-SHIRT
100% COTTON
M, L, XL, XXL



WINDOW
DECAL
8 1/2" x 5 1/2"



PATCH
23/4" x 4 1/4"



BUMPER
STICKER
3" x 11 1/2"

Easyriders is going to use \$5.00 from each sale to build up a Freedom F.I.G.H.T. War Chest and put together a team of attorneys and expert witnesses to fight helmet laws in the federal court system. Join up now before it's too late!

FREEDOM F.I.G.H.T.™ is a trademark of Paisano Publications, Inc. © 1991.

FREEDOM F.I.G.H.T. KIT

ORDER HERE

UP... FIGHT TO RIDE FREE!

As this is being written, legislation is moving through the U.S. House and Senate that will, in effect, make all states pass a helmet law.

If President Bush signs the bill, we will have a **National Helmet Law!** We can still win this FIGHT, but we have to move **NOW!** 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 rights organizations and **join Easyriders Freedom F.I.G.H.T.**).

IF PRESIDENT BUSH SIGNS, WE WILL HAVE A NATIONAL HELMET LAW!

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 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.

YES! I am ready to FIGHT! Send me my KIT(S)!

Name _____ ER223

Address _____

City _____

State _____ Zip _____

☐ Check or Money Order enclosed.

Charge My ☐ VISA ☐ Mastercard ☐ AMEX

Acct. # _____

Exp. Date _____ Signature _____

CREDIT CARD ORDERS CALL 800-247-6246!
24 HOURS! 7 DAYS A WEEK!

Qty.	Freedom F.I.G.H.T. Kits @ \$20.00 each Circle T-Shirt Sizes: M L XL XXL	Subtotal
Postage and Handling per order: U.S. add \$3.00. Canada add \$5.00. Foreign add \$10.00.		
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MAIL TO: <i>Easyriders Freedom F.I.G.H.T., 5Y</i> Box 1025, Agoura Hills, CA 91301		TOTAL

Send U.S. funds only, please.

Shops wanting to help sell these kits call 800-572-1386!

Art That Crosses Boundaries

Robert Kalafut— A Biker With A Nasty Habit

By Justice Howard



Robert Kalafut is an artist who explores his own unique version of the erotic in his work. His art is a combination of futuristic surrealism and horrific pain/pleasure coupled with sleek, shiny metal and smooth satin skin. Paintings of a pair of perfect breasts with pierced nipples of a Madonna with large, penis-like appendages

roaming her body like phallic snakes give Robert's artwork a range from fanciful to nightmarish. Viewing Robert's work immediately brings to mind the eerie indelible images found in the movies *Hellraiser* and *Alien*.

In his paintings you'll see tendrils hypnotically swaying in the moist hot air of a womb-like tunnel or a

crouching, slimy, penis-like creature staring invitingly with razor sharp teeth glinting out of his evil grin. Is he perhaps eternally waiting for another unsuspecting victim? Robert's paintings evoke feelings of repulsion and, maybe, for the weak of heart, fear. But the bottom line in all of his work can be brought together with just one



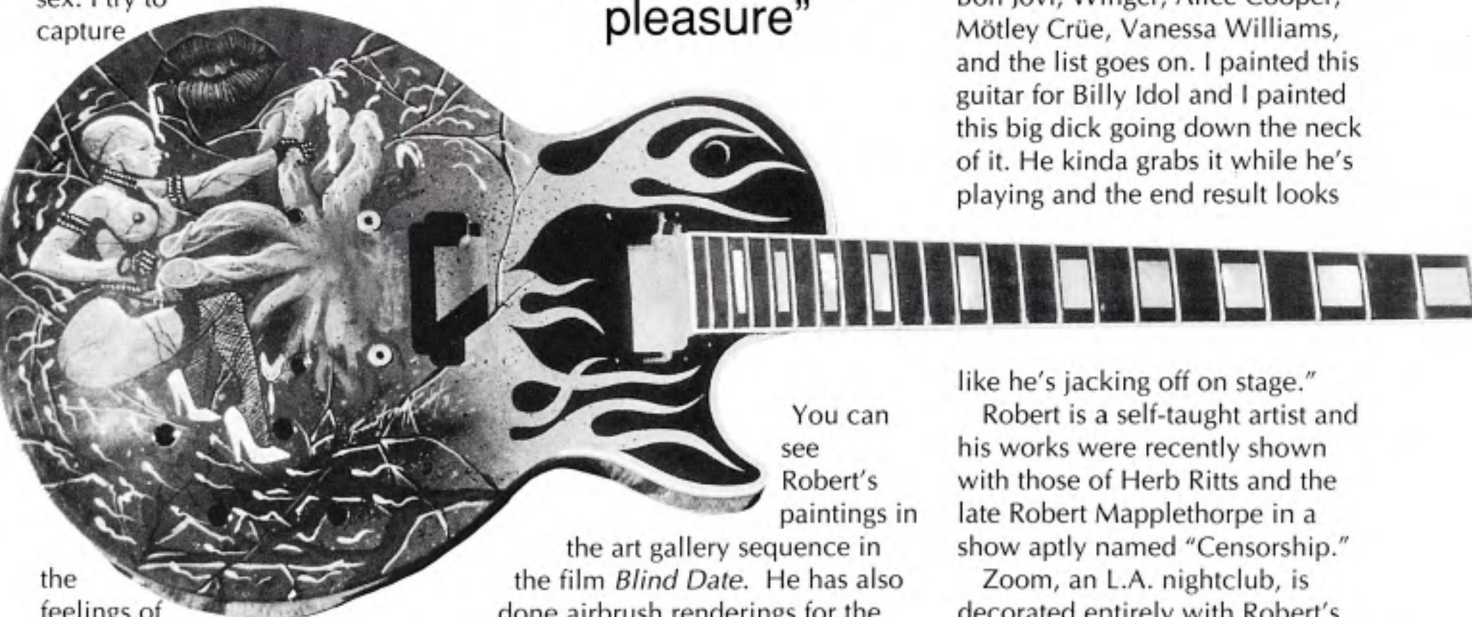
word: sex. Every one of his paintings has a sexual edge.

"People sometimes parallel me with H.R. Geiger, but he deals more with the mechanical type of drawing, plus the spiritual satanic stuff. My stuff deals mostly with sex. I try to capture

"My stuff deals mostly with sex. I try to capture the feelings of sexual pleasure"

everybody started wanting the jackets I did. Everybody loved them so I got started doing artwork on leather jackets, drum hats, guitars, and just about anything anybody wanted me to paint."

"I've done jackets recently for Bon Jovi, Winger, Alice Cooper, Mötley Crüe, Vanessa Williams, and the list goes on. I painted this guitar for Billy Idol and I painted this big dick going down the neck of it. He kinda grabs it while he's playing and the end result looks



the feelings of sexual pleasure, like with the paintings I've done of piercings. I try to capture what it actually feels like to have your nipples or labia pierced."

You can see Robert's paintings in

the art gallery sequence in the film *Blind Date*. He has also done airbrush renderings for the likes of Billy Idol, Kip Winger, Alice Cooper, and many other raucous rockers.

"I started doing artwork on jackets as a little hobby. Then

like he's jacking off on stage."

Robert is a self-taught artist and his works were recently shown with those of Herb Ritts and the late Robert Mapplethorpe in a show aptly named "Censorship."

Zoom, an L.A. nightclub, is decorated entirely with Robert's paintings. The entrance is painted to be a soft, dark, birth canal and the rest of the club is a visual tribute to the female anatomy.

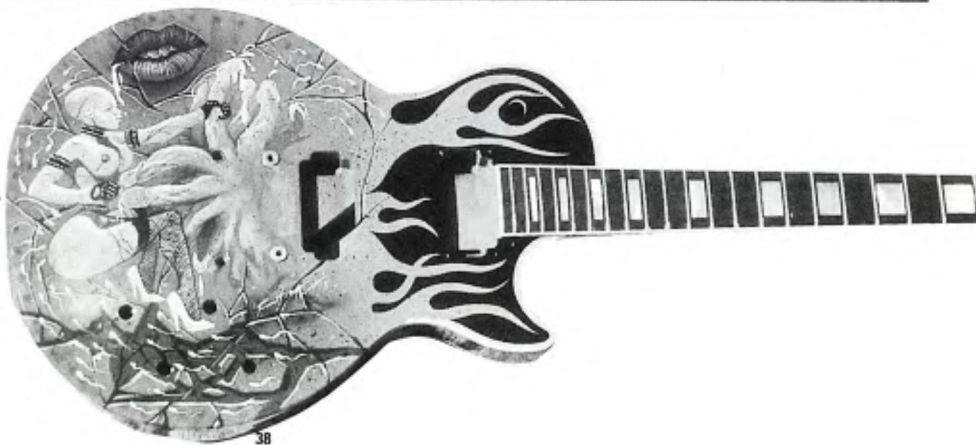
Robert has even done some →



cartoons on television: *He-Man*, *Ghostbusters*, and a lot of stuff for Hanna-Barbera Productions.

So by now you're probably thinking, "So what? What does all this have to do with motorcycles?"

Well, Robert has been riding for over 10 years. He builds his own motorcycles, and this past year he rode to Sturgis with a broken leg. Seems he got hit head on by a Mack truck and shattered his leg

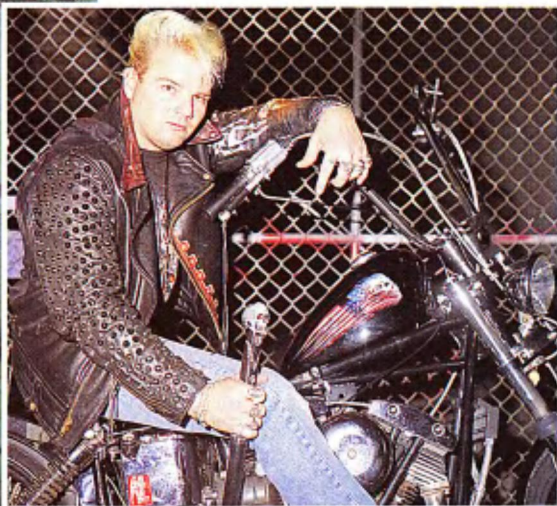




and ankle. So far, he's had five surgeries. After the fourth cut-up, he rode to Sturgis, with only nuts and bolts holding his leg together. The sucker wasn't even mended yet. That takes some guts. And if that wasn't enough, the motorcycle he rode there had a bicycle seat on it. Naturally, all of his sleds sport his unique artwork.

"I built a motorcycle last November that I took to Sturgis. It was a swap meet bike that I put together and painted. I rode it to Sturgis on a bicycle seat and with a peanut tank. It's got 21-inch-over apes on it—I got pulled over for them four times and I was ticketed twice."

A lot of people say, 'Why don't you do some jackets while you're in Sturgis? You would make a killing.' I tell them I go to the Black Hills for a vacation. I go to have a good time, party with friends, and



Photos by Justice Howard

just hang out—not to work."

When he's talking about Bike Week in Sturgis, Robert gets quite animated, and salacious gleams emanate from his eyes.

"I think what I like best about Sturgis is definitely the girls. I like the girls, the parties, the sex, the booze, the bodies—the whole package deal. I love it! One year I went there and got arrested for partying too much." (When asked to expound on that remark he simply replied, "No comment.")

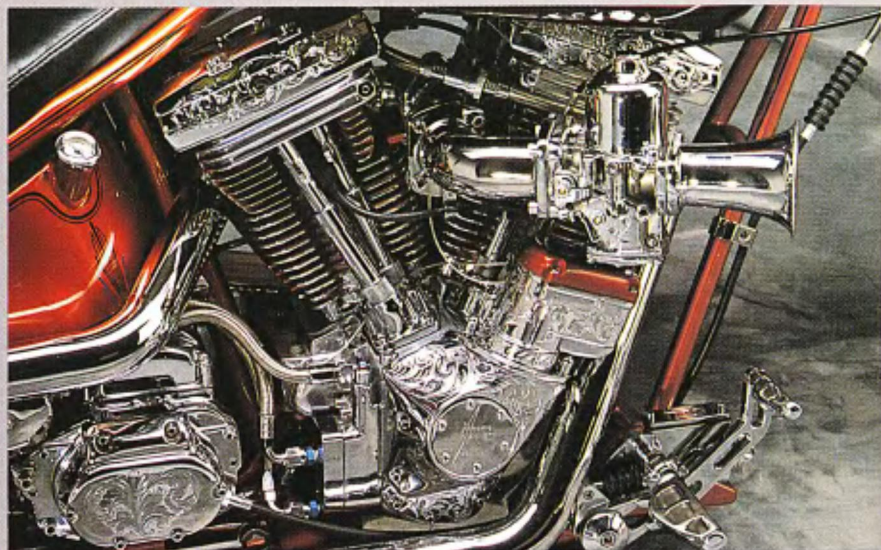
Scoots, sex, art, and rock 'n' roll—that's Robert Kalafut's classic combination to live by. ●

WILDMAN'S RIDE

Photos By Steve Coonan



Steve Dennison is a big man, bustin' out at 6 feet, 2 inches and better than 250 pounds. He's a barrel-chested, swaggerin', cement truck drivin', throttle twistin' kinda biker. And he likes bikes that move like lightning between storm clouds. →





He breaks bikes like some of us twist the ends off screwdrivers. He's recently owned an '87 FLXR, punched-out to 98 inches; an '88 FLR, boosted to 104 inches; and a 110-inch '89 FLXR. He has also mustered the wherewithal to own a 98-inch FLHTC with a sidecar.

But that was during his high-life days, when he was a partner in a cement mixer trucking company. Steve resides on Cape Cod in Massachusetts, on the other side of the bridges from Boston. He's a wild man in the truest sense. He rides hard. I've seen him twist a throttle so far open the slide wanted to pop out of the top of the carb.





During the 50th Sturgis bash he was street racing in Beulah, a burg west of Spearfish. Just watching the mad-man clench his teeth, squint his eyes, and twist that throttle made most of us back up for fear that either his bike or his body would explode. He hefted his massive chest over the tank and growled, as if to tell anyone in his way that they best move or be eaten.

Steve put on a similar show one swelterin' summer day on the Cape, after the consumption of many cold ones. Steve was packing an athletic girl, who was both buxom and beautiful. But that didn't stop him from entering that

deadly zone of drunkenness most of us try to avoid: unlimited bravery. You know what I'm talkin' about, that feeling of invincibility which leads to burn-out blitz or wheelie madness. Steve went for the later, twisting the wick as far as it would go and dropping the clutch as if he had a handful of wasps. The scooter went straight up in the air, and the girl, who wasn't aware of Steve's affliction, fell off the back of the seat, bounced over the taillight, and hit the pavement.

At over 40 mph the lovely lass was tumbling and sliding along the coarse asphalt surface like a ball bearing skipping along cement.

Steve was oblivious to losing the girl, he was lost in the high a perfect wheelstand brings on. He was out of it, but, unfortunately, a cop was onto it; his stunt didn't go unnoticed. An area patrolman had witnessed the spectacle, pulled out of a donut shop, and blazed by the bleeding girl lying in the street. Immediately after the cop sped past, the run van approached, the doors flung open, and the brothers scooped up the girl and headed for medical assistance. She survived.

As Steve's front wheel returned to the pavement, and he glanced in his rearview mirror, the first thing he noticed was the flashing red



Owner(s): Steve Dennison		City: Falmouth, Massachusetts	
General		Frame	
Fabrication by: Cycle Fab		Year: 1989	
Year and make: '87 Cycle Fab		Builder: Rick Sansone	
Model: Softail		Type: Softail	
Value: \$25,000		Rake: 37 degrees	
Assembly by: Dave Perewitz		Stretch: 6 inches out	
Time: one year		Other alterations: fender mounts	
Chroming by: Brown's, South Shore		Accessories	
Engine		Bars: Ness	
Year: 1987		Risers: none	
Model: Evo		Fender(s): Cycle Fab	
Rebuilder: Don Hotop		Headlight: Bates	
Ignition: Morris Magneto		Taillight: Cycle Fab	
Displacement: 96 cubic inches		Speedo: stock	
Lower end: S&S		Front pegs: P.M.	
Balancing: Hotop		Rear pegs: none	
Pistons: S&S		Electrics: 12-volt Accel, Larry Entwistle	
Cases: polished Delkron		Gas tank: Cycle Fab modified	
Heads: Rivera		Oil tank: stock	
Cam: Leineweber		Oil system: Russell	
Lifters: solids		Primary cover: polished, engraved	
Carb(s): Rivera SU, 2-inch		Seat: Danny Gray	
Air cleaner: velocity stacks		Sissybar: none	
Pipes: drags		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: close ratio gears		Type: '87 FXR	
Year: '87, rebuilt by H-D of Camden		Extension: 2 inches under	
Shifting: ratchet		Builder: Cycle Fab	
Engine sprocket: 22-tooth		Special features: Ness trees	
Trans sprocket: belt		Wheels	
Wheel sprocket: belt		Front	Rear
Painting		Size: 18-inch	Size: 17-inch
Molding: Don Perewitz		Hub: P.M.	Hub: P.M.
Painter: Dave Perewitz		Rim width: 2-1/2-inch	Rim width: 4-1/2-inch
Color: candy tangerine, House of Kolor		Tire: Avon	Tire: Avon
Type: acrylic lacquer		Brake: P.M.	Brake: P.M.
Special paint: striping by Roy Mason			
Other special modifications: Air dam by Hotop, engraving by Cycle Fab, Rick Sansone fender struts. Special thanks to: Dave and Don Perewitz, Dale, Fishy, and the Hamsters.			

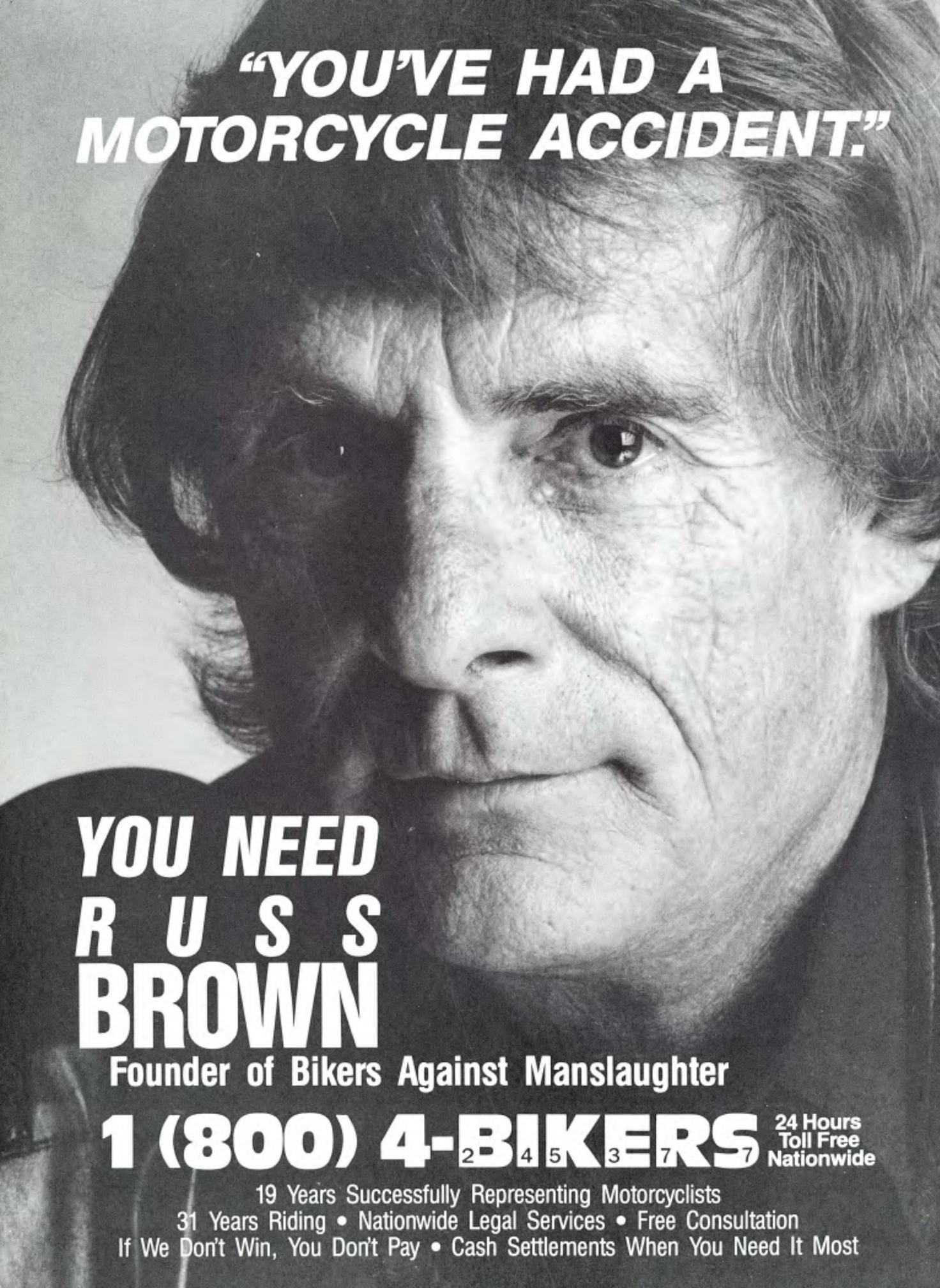
lights from the patrol car. After that he realized that his passenger had departed. Steve didn't hesitate, though, he was too high to stop. He grabbed all the throttle he could get and the chase began. The competition was stiff. Steve, blind with drunkenness, lead the cop, blind with rage. With each turn, Steve peeled the chrome off the exhaust pipes and rocked the chassis off the rear wheel. Outta nowhere, he spotted a friend's house up ahead with the garage door open. He had the lead, so he rode over the curb, rolled his tires across several

lawns, screeched into his bro's garage, and pulled down the door.

Seconds later the squealin' cruiser rounded the corner and sped past. Steve's heart was pounding harder than his pistons had been moments before and his adrenalin was pumping higher than his oil pressure. He tried to pull himself to his feet, only to stumble and fall. He knew he had to smooth out the lawn before the cop retraced his route. Needless to say, he survived to build this bike and be obnoxious again.

If not for the ugly color paint on this Softail, this would be one of the nastiest, lowest Softies I've ever laid eyes on. Natch, it's stroked, ported, fast, low and lean. Too bad it belongs to the most obnoxious man in Massachusetts.

—Renegade



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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. (low traffic, 2 pools)	5	79	Oceanfront	7.0
		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. (Featuring new Biker Bar!)	4	89-109	Street/Ocean	"N"
		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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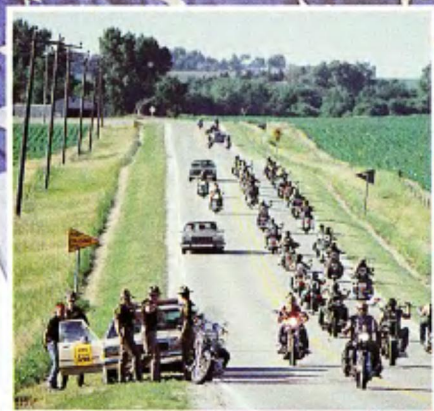
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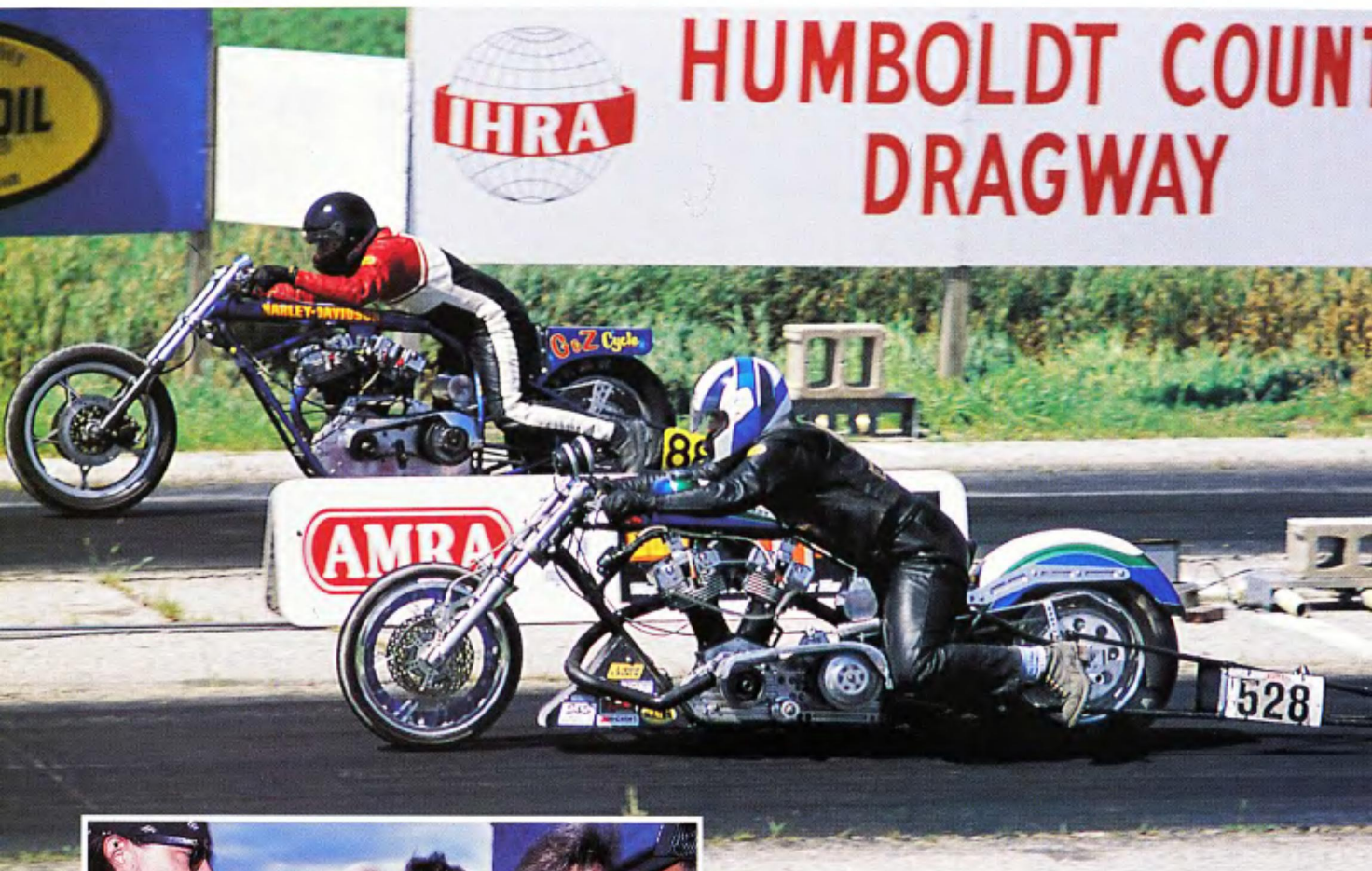
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Iowa's Freedom Celebration

Humboldt, Iowa, Hosts The 7th Annual ABATE Bash

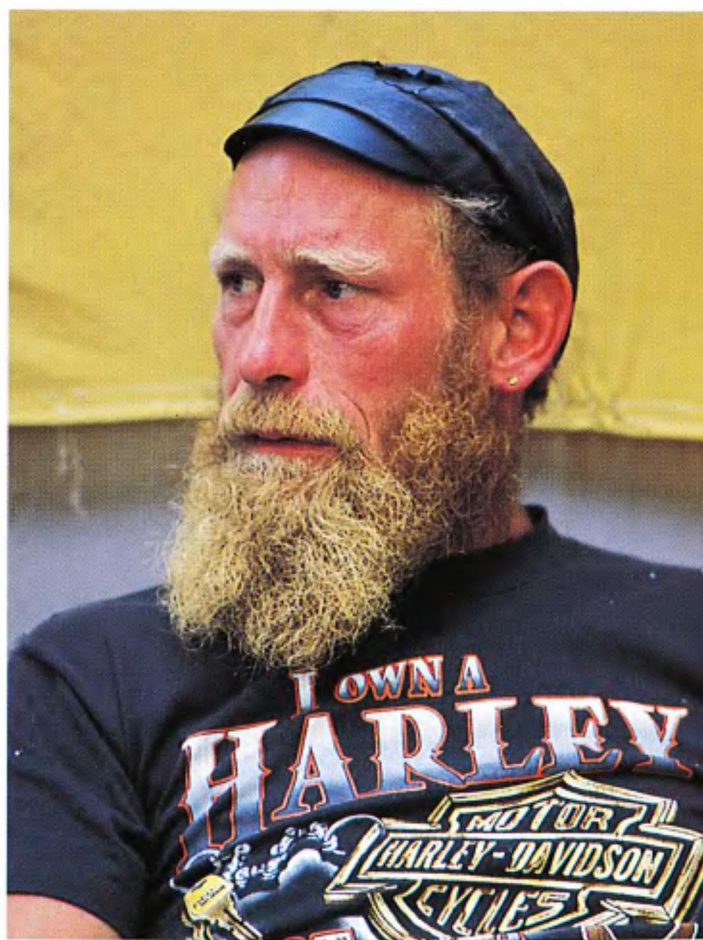
Independence Day had special significance this year, as American soldiers, from sea to shining sea, fought in the name of freedom and decency against Saddam Hussein. And while the war raged in a sandy land far away, the American people raised a flag of national pride that hasn't been seen for many years.





Humboldt, Iowa, showed its spirit and support by hosting the annual ABATE Freedom Rally, July 4, 5, and 6. And we showed our enthusiasm by partyin' up the cause. This year's Rally was dedicated to the late Clay Johnson, ABATE's first state coordinator, who passed away November 21, 1990. The new coordinator is Steve Eggleston. "Last year we had about 3,500 attend the Freedom Rally," said Eggleston. "The biggest attendance was 5,400. We hope to get back to numbers like that and we should."

The purpose of the Rally was straight-up and serious, but there was enough tomfoolery to make it a righteous biker party. They put on a rodeo, complete with all-Harley drags, vendors showed their support with discounted prices, and there was a wide variety of

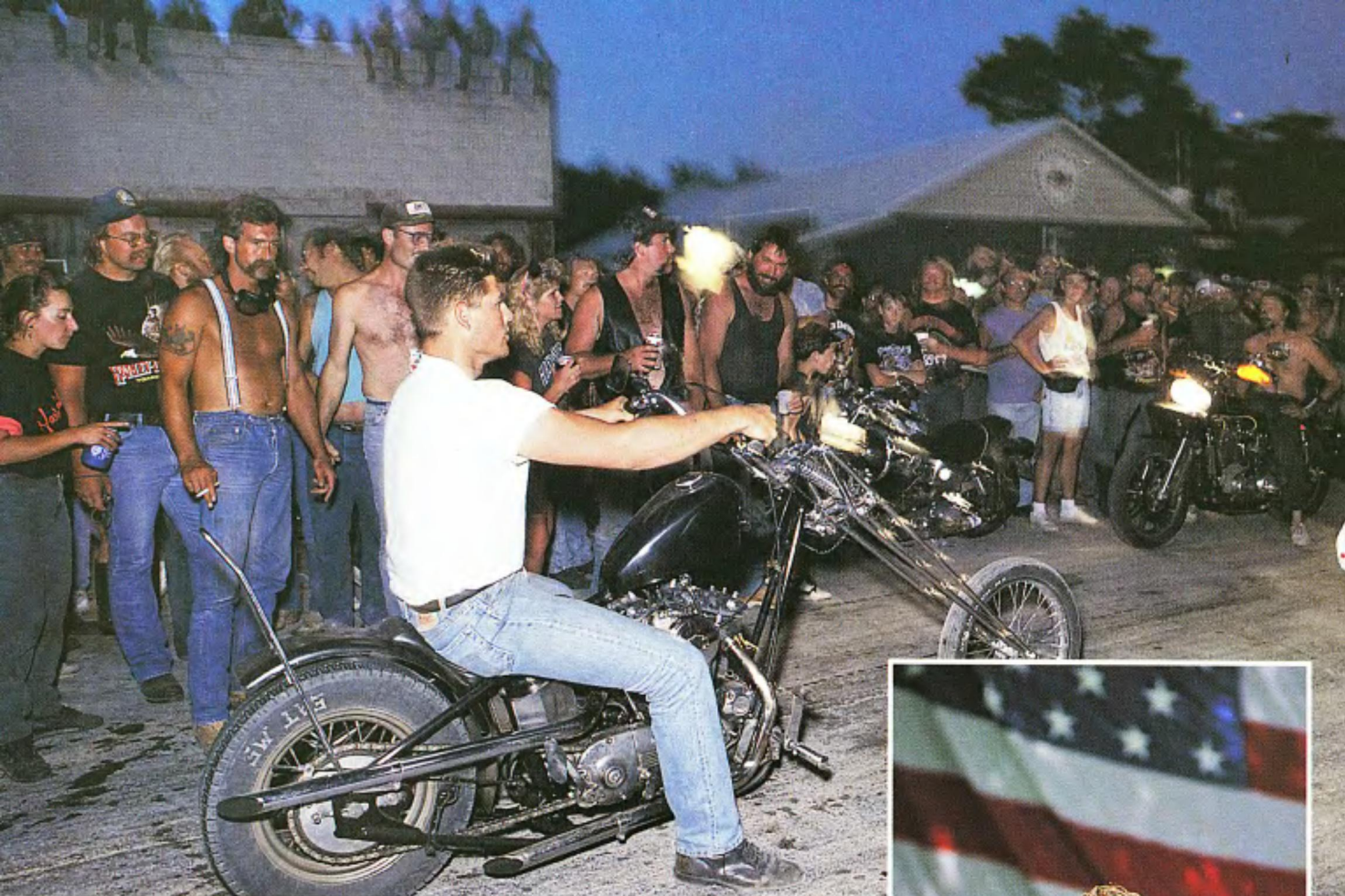




edibles and refreshments. Local and traveling bands, like Burnt River, Dave Chasdain and the Blue Rockers, Fazzmatazz, Bad Manners, Relayer, Mississippi, and Touch and Go, kept everything jumping, way deep into the nights. A Midwest band, Jerry Presley (he's the King's cousin) and the King's Mansion, put on a costumed Elvis show. The Backdoors, from Pennsylvania, did a medley of Doors tunes. And ROZE, outta central Iowa, always contributes their show to the cause.

This annual bash on the banks of the Des Moines River was a success on all accounts. Those who attended had a helluva good time, the local economy got a boost, and the Rally proceeds funded the causes of freedom and motorcycle safety. ABATE of Iowa now employs the services of a full-time lobbyist, Craig Walter. According to Eggleston, there are federal helmet bills in the works, and he urges every biker to shoot a kite to his appropriate representative before it's too late.





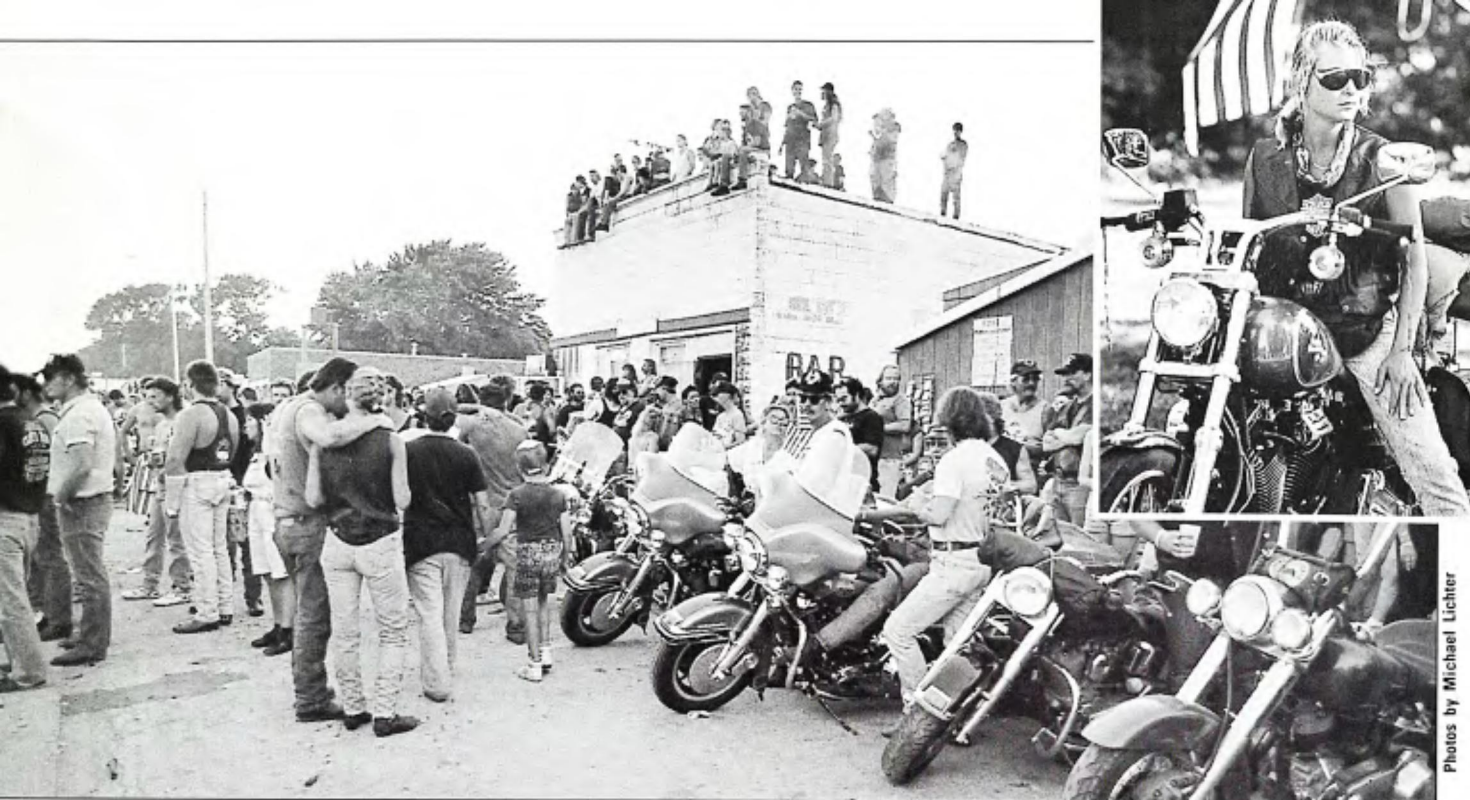
ABATE also sponsors a Rider Education program that Eggleston says is escalating faster than can be imagined. "If you haven't taken the MRC/RSS course yet, it would be a wise idea to get after it," he said. "The life you save may be your own."

ABATE's Iowa office can be reached, via Steve Eggleston, at (515) 858-5001, or write to Box 70, 1258 Washington, Eldora, IA 50627.

—Glider



Photos by Mike Lichter



Photos by Michael Lichter

Separate from the Rally, but held the same weekend each year on the other side of town, are the **AMRA National Motorcycle Drags**. These Humboldt, Iowa, drags are sponsored by Tater Gilmore's Chrome Horse bike shop, in Spencer, Iowa. A chart with the race results follows:

T/F	1st	Pete Hill, Greenville, S.C.	SM/FL	1st	Marley Slabaugh, Garden City, Mich.
	2nd	Gary Gilmore, Spencer, Iowa		2nd	Pat Matter, Minneapolis, Minn.
A/F	1st	Leo Hess, Sioux Falls, S.D.	M/XL	1st	Gary Milligan, Garden City, Mich.
	2nd	Mike Romine, Sturgis, Mich.		2nd	Rick Bledsoe, Nelson, Mo.
B/F	1st	Steve "Doc" Hopkins, Shawano, Wis.	XM/XL	1st	Michael Shute, Milford, Mich.
	2nd	Doug Whitmore, Madison, Wis.		2nd	Cary Wardenburg, Troy, Mo.
T/G	1st	Jack Larson, Belton, Mo.	H/S	1st	Danny Arnold, Olivette, Mo.
	2nd	Gary Sinks, Beloit, Wis.		2nd	Jeff Bradley, Maryland Heights, Mo.
P/S	1st	Rob Korn, Overland, Mo.	"D"	1st	Jim Dahling, Bellechester, Minn.
	2nd	Mark Pany, Montrose, Minn.		2nd	Carleton Rutt, New Holland, Pa.
S/FL	1st	Kevin Latimer, Canton, Ill.	"T"	1st	Garde Misegades, Marine, Ill.
	2nd	Don Alexander, Coweta, Okla.	SS/FL	1st	Todd Vail, Montrose, Minn.
EV/FL	1st	Louis Farmer, Muskogee, Okla.		2nd	Terry Walsh, Orland Park, Ill.
	2nd	Neil Stehr, Lake City, Minn.	SS/XL	1st	Rick Kern, Cedar Rapids, Iowa
S/XL	1st	Butch Cullison, Channahon, Ill.		2nd	Dean-O Vanek, Hopkins, Minn.
	2nd	Doug Parrish, Cedar Rapids, Iowa			
M/FL	1st	Neil Burgan, Brownburg, Ind.			
	2nd	Larry LeVeque, Big Rapids, Mich.			

AMRA— Race results from Iowa Hog Drags held at the Humboldt County Raceway in Humboldt, Iowa, on July 5 and 6, 1991.

Two-Wheeled History

Here's your chance to catch us chasin' women instead of studyin' history. Below is a listing of all the two-wheeled motorized vehicles produced in the United States between 1869 and 1979. It was

originally compiled by Michael Gerald and Jim Lucas, and published by *Road Rider* magazine in August of 1979. It has been altered some since then and with your assistance, we'll continue to improve it.

—Bandit



Name	Location of manufacturer	Year(s) in production									
Ace	Philadelphia, PA	1920-24	Eagle	Chicago, IL	1910-15	Manson	Chicago, IL	1905-08	Redman	?	1902-09
AMC	Chicago, IL	1912-15	Electra	?	1912	Marathon	Hartford, CT	1912	Reliance	Addison & Oswego, NY	1903-?
America	La Porte, IN	1904-06	Elk	Elkhart, IN	1911	Marmar	Inglewood, CA	1948	Riotte	NYC	1895
American	Chicago, IL	1911-14	Emblem	Angola, NY	1909-17	Marsh	Brockton, MA	1900-06	Rocket	Columbus, NE	1962
American	Louisville, KY	1921	Erie	Hammondsport, NY	1909-11	Marsh-Metz	Brockton, MA	1906-13	Rokon	Keene, NH	1967-77
American			Eshelman	Baltimore, NY	1954	Marvel	Hammondsport, NY	1910-13	Roper Steam		
Rocket	Monterey Park, CA	1952	Evans	Rochester/Albany, NY	1918-27	Maxim	Hartford, CT	1893	Velocipede	Roxbury, MA	1869
Apache	Denver, CO	1907	Excelsior	Chicago, IL	1907-24	Maxim	?	1914	Royal	Worcester, MA	1901-09
Argyle Scooter-			Fairchild	Pasadena, CA	?	Mayo	Pottstown, PA	1905-08	Royal Pioneer	Worcester, MA	1909-10
Club	Memphis, TN	1957-61	Feilbach Ltd.	Milwaukee, WI	1912-15	MB	Buffalo, NY	1916-20	Ruggles	Brooklyn, NY	1909
Armec	Chicago, IL	1911-13	Flanders	Detroit, MI	1911-14	McDonald	Chicago, IL	1905	Rupp	Mansfield, OH	1967
Arrow	Chicago, IL	1909-14	Flying Merkel	Pottstown, PA & Middletown, OH	1911-16	Meadowbrook	Hempstead, NY	1905	Salsbury	Oakland, CA	1936-42
Aurora	Aurora, IL	1912				Merkel	Milwaukee, WI	1902-22		Pomona &	
Autocycle	Philadelphia, PA	1907	Fowler Four	Cleveland, OH	1924	Merkel Light	Pottstown, PA	1909-10		Inglewood, CA	1945-51
Autoped (Eveready)	NYC	1915-21	Franklin	Mt. Vernon, WA	1899-1900	Meteor	Chicago, IL	1909	Schickel	Stamford, CT	1912-15
Badger	Milwaukee, WI	1919-21	Freyer & Miller	Columbus, OH	1902-07	Metz	Waltham, MA	1901-06	Scout	Detroit, MI	1911
Bayley-Ryer	Portland, OR	1913-17	Geer	St. Louis, MO	1905-09	Miami	Middletown, OH	1905-08	S.D.M.	Brooklyn, NY	1910-11
Barr Steam	Middletown, OH	1940	Gelbke Auto-Four	Chicago, IL	1971-72	Midget Bi-Car	Lynbrook, NY	1908-09	Sears	Chicago, IL	1912-16
Black Diamond	Philadelphia, PA	1905	Gerhart	Mt. Holly Springs, PA	1912-13	Militaire	Cleveland, OH & Buffalo, NY	1911-17	Saifcycle	La Crosse, WI	1945-50
Blackhawk	Rock Island, IL	1911-12	Gibson Mon-Auto	NYC	1915-17	Militor	Jersey City, NJ & Springfield, MA	1917-22	Shaw	Galesburg, KS	1912-14
Bradley	Philadelphia, PA	1905-12	Globeater	Joliet, IL	1946-49	Michaelson	Minneapolis, MN	1908-13	Simplex	New Orleans, LA	1935-42
Breed	Bay City, MI	1912	Greyhound	Buffalo, NY	1907-14	Minneapolis	Minneapolis, MN	1910-14			1945-64
Buckeye	Columbus, OH	1905	H & H	San Diego, CA	1902-03	Mitchell	Racine, WI	1901-06	Sinclair	Springfield, MA	1912-22
California	San Francisco, CA	1903-?	Harley-Davidson	Milwaukee, WI	1903-1909	MOHS	?	1967	Singer	?	?
Centaur	NYC	1961	Haverford	Philadelphia, PA	1909-14	Monarch	Oswego, NY	1912-15	Snell	Toledo, OH	1905
Century	Chicago, IL	1917	Hawthorne	Chicago, IL	1912	Monark	Chicago, IL	1950-55	Spiegel		
Champion	St. Louis, MO	1911-13	Heald	Benton Harbor, MI	1977	Moore Car	Indianapolis, IN	1917	Airman	Chicago, IL	1948
Chicago 400	Chicago, IL	1905	Henderson	Chicago, IL	1911-31	Morgan	Brooklyn, NY	1902	Springcycle	Los Angeles, CA	1938-42
Clark Cyclone	South Gate, CA	1947-48	Herring	St. Joseph, MO	1899	Morse-Beauregard			Spiral	NYC	1896
Clarke	St. Louis, MO	?	Hilaman	Moorestown, NJ	1906-12				Stahl	Philadelphia, PA	1910-14
Clemcut	Hartford, CT	1905-09	Hoffman	Chicago, IL	1906-07				Starlite	Crystal Lake, IL	1967
Cleveland	Hartford, CT	1902-04	Holley	Bradford, PA	1902-11	Motopede	Rutherford, NJ	1921	Steffey	Philadelphia, PA	1900-10
Cleveland	Cleveland, OH	1915-29	Horten			Moto-Glide	Los Angeles, CA	1937	Super X		
Welding	Cleveland, OH	1950	Autoette	Detroit, MI	1911	Mustang	Glendale, CA	1945-61, 1971	Thiem	Chicago, IL	1924-31
Columbia	Hartford, CT	1900-05	Hudson	Middletown, OH	1910-11	Nelk	Palo Alto, CA	1905, 1912	Thomas	St. Paul, MN	1903-14
Comet	Elwood, IL	1911	Imperial	?	1903	Ner-A-Car	Syracuse, NY	1922-27	Auto-Bi	Buffalo, NY	1902-12
Copeland			Imperial	?	1910	New Era	Dayton, OH	1909-13	Thor	Aurora, IL	1908-16
Steam	Phoenix, AZ	1885	Indian	Springfield, MA	1901-53	New London	New London, OH	1896	Thoroughbred	Reading, PA	1905
Crawford	Morgantown, WV	1913-14	Indian Scout	El Monte, CA	1968	Nilsson's Uno			Tiger Autobike	Chicago, IL	1915-16
Crescent	Hartford, CT	1905-06	Iver-Johnson	Fitchburg, MA	1907-15	Wheel	?	1936	Torpedo	Geneseo, IL	1909
Crocker	Los Angeles, CA	1936-41	Jack & Heintz	Cleveland, OH	1949-55	Nyberg	Chicago, IL	1913	Torque	Plainfield, NJ	1945
Crosley	Cincinnati, OH	1943	J. B. Special	Franklin Sq., NY	1950	Oakes	Johnstown, PA	1916	Tourist	Newark, NJ	1906-07
Crouch	Stoneham, MA	1905-06	Jeepette	Los Angeles, CA	1943	Orient	Waltham, MA	1900-05	Tribune	Hartford, CT	1903-?
Crown	La Porte, IN	1910	Jefferson-			Pam			Triumph	Detroit, MI	1912-13
Curtiss	Hammondsport, NY	1903-12	Waverly	Jefferson, WI	1911-14	Autocyclette	NYC	1921-22	Twombly	Portland, ME	1895
Cushman	Lincoln, NE	1938-42, 1945-47-?	Johnson	Terre Haute & South Bend, IN	1918-22	Pansy	?	1905	Valiant	?	1956
						Paramount	Columbus, OH	1917	Vard	Pasadena, CA	1944
C.V.S.	Philadelphia, PA	1911-?	Kaye-Pennington	Racine, WI	1895	Patee	Indianapolis, IN	1901	Victor	Cleveland, OH	1911
Cycle-Scout	Indianapolis, IN	1953-55	Keating	Middletown, CT	1901-02	Peerless	Boston, MA	1912-16	Wagner	St. Paul, MN	1901-14
Cyclemobile	Toledo, OH	1917	Kenzler			P.E.M.	Jefferson, WI	1911-15	Warwick	Springfield, MA	1903
Cyclone	St. Paul, MN	1913-15	Waverly	Cambridge, WI	1910-14	Pierce	Buffalo, NY	1909-13	Westover	Denver, CO	1912-13
Dayton	Dayton, OH	1911-18	Kokomo	Kokomo, IN	1909-11	Pirate	Milwaukee, WI	1913-15	Whipple	Chicago, IL	1906
Delaware	Delaware, OH	1909	Kulture	Rochester, NY	1909	Playboy	Oakland, CA	1956	Whizzer	Los Angeles, CA & Pontiac, MI	1949-62
Delong	Phoenix, NY	1902	Langford	Denver, CO	1917-21	Pope	Hartford, CT & Westfield, MA	1911-18		(attachment available earlier)	
Deluxe	Chicago, IL	1912-15	LaRay	Milwaukee, WI	1946-48	Powell	Compton, CA	1939-42	Williams	NYC	1917
Detroit	Detroit, MI	1910-11	Leo	Oakland, CA	1905				Wizzard	?	1957
Detroit Bi-Car	Detroit, MI	1911	Light	Pottstown, PA	1901-08	Pratt	Elkhart, IN	1911-12	Woods	Denver, CO	1914
Doodlebug	Webster City, IA	1954-58	Lowther			R & H	Brockton, MA	1905	Yale	Toledo, OH	1902-15
Duck	Stockton, CA	1905	Lightning	Joliet, IL	1949	Racyle	Middletown, OH	1905-11	Yankee	Chicago, IL	1922-23
Dukelow	Chicago, IL	1913	Lunford	Marble, NC	1916	Rambler	Hartford, CT	1904-14	Zimmerman	Cleveland, OH	1957
Dyne	St. Louis, MO	1903-06	Majestic	?	1912-13	Reading-Standard	Reading, PA	1903-22			
Dynacyle	St. Louis, MO	1949-52									
Eagle	Minneapolis, MN	1909									

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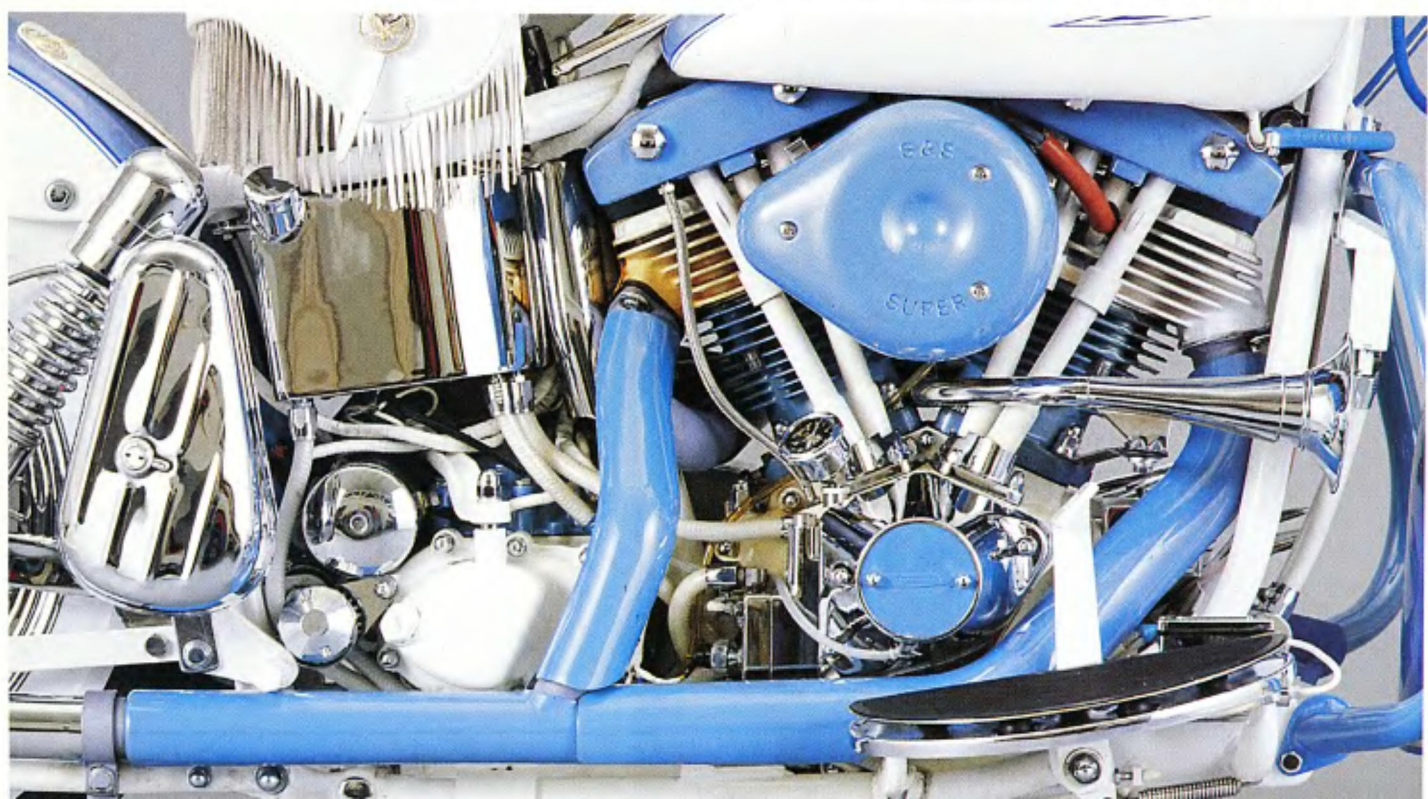
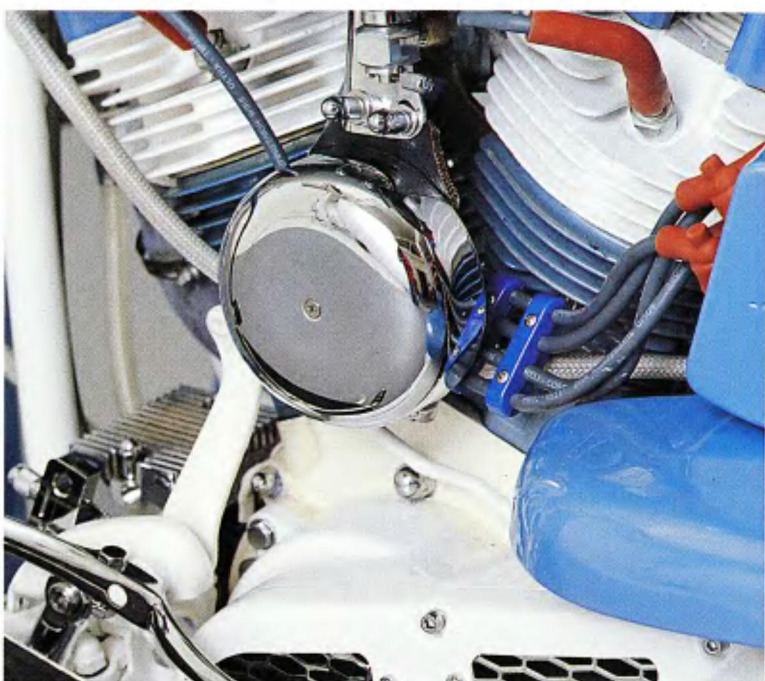


Photos by Raiko Hartman

Captain Kirk Builds A Warp-Speed Roadship For His Lady

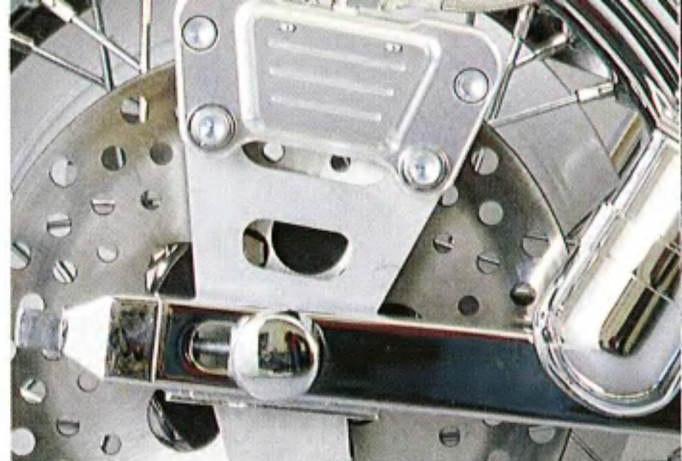
Beam me up, Scotty, there are hostile fuckin' helmets on this planet. Let's grab us some hardbutts and go where no man has gone before, where you can still ride free and the never-ending, glass-smooth roads glisten with skinny-dippin' holes and beer joints.

And speaking of dreams, feast your bleary orbs on the flagship of the "Dream Machine" series, created by Two Wheel Thunder, in Seaside, California. At the helm is Captain Michael Kirk, formerly of the "Screamin' Eagles" 101st Airborne. Cappy designed this putt for a French lady he was parlez-vous-ing. She had a thing for Elvis, hence the fringe and color scheme.



Easyriders







So if you've managed to stop slobberin' over the sweetie sparklin' up the story long enough to admire the bike's paint job, don't bother—there ain't none. This pup is powdercoated, stem to stern. Powdercoating, for those who've been hangin' out with ignorant Klingons, is a new process using negative/positive charging and ovenbaking and is like, bulletproof. Three thousand two hundred colors are currently available, and they can computer-match old, faded paint. They can even do chrome now. If yer interested, call Lloyd Smith at Spectrum Powder Coating, in Redwood City, California, (415) 367-4940. Just tell him Captain



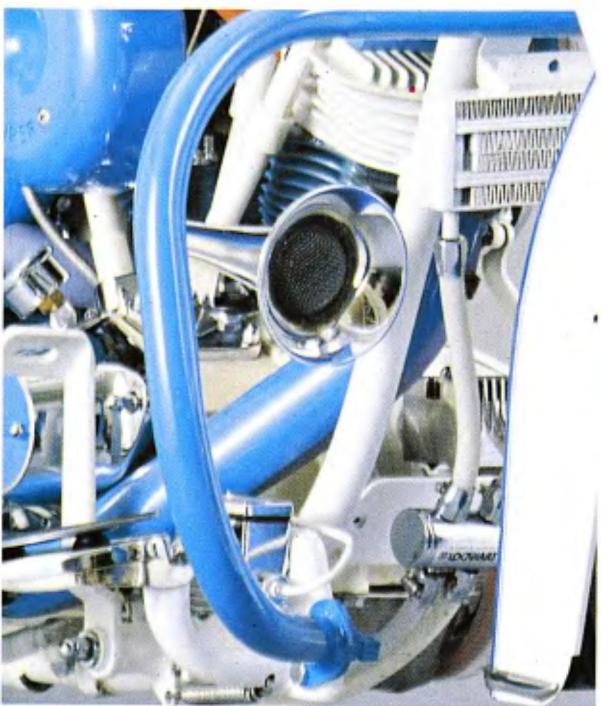
Kirk and The Glider sent ya.

Besides lookin' extra fine, Cappy's fine roadship has some added features, like the ability to attain warp speed. Cappy and his shop partners, Richard Travis and Marion Hecht, punched the mill out to 98 inches, not to mention porting, polishing, and balancing. Then, just for that added zing, they added nitrous. And for quick, feather-light shifts, they back cut the gears.

"If you grab a handful, you better be hangin' on, or this baby'll leave without ya," says the Captain.

Two Wheel Thunder now exports their creations (and used scoots as well) worldwide. Their "Dream Machine" series is really makin' dreams come true, too. They've made six of 'em, one of which was sold to a member of the Beach Boys.

And the Captain's French



Owner(s): Captain Kirk		City: Seaside, California	
General		Frame	
Fabrication by: Two Wheel Thunder		Year: 1979 L	
Year and make 1979-1/2 H-D		Builder: H-D	
Model: FLH		Type: swingarm	
Value: make an offer		Rake: none	
Assembly: Cappy and Southside Johnny		Stretch: every morning	
Time: eight months		Other alterations: not telling	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: Fat Boy	
Year: 1979-1/2		Risers: 3-inch pullbacks	
Model: FLH		Fender(s): factory	
Rebuilder: Southside Johnny		Headlight: H-D	
Ignition: Dyna S		Taillight: tombstone	
Displacement: 98 cubic inches		Speedo: works	
Lower end: S&S 4-3/4, polished rods		Front pegs: floorboards	
Balancing: 55% Dynamic Spun		Rear pegs: Iso-pegs	
Pistons: 3-5/8-inch S&S with total seal rings		Electrics: hot	
Cases: H-D, machined and powdercoated		Gas tank: yes	
Heads: H-D, ported, flowed, milled		Oil tank: wraparound	
Cam: Andrews #6		Oil system: slippery	
Lifters: solids		Primary cover: vented/open	
Carb(s): S&S Super G with NOS		Seat: custom Corbin solo	
Air cleaner: S&S, powdercoated		Sissybar: get real	
Pipes: drag with high-temp powdercoating		Height: n/a	
Mufflers: not in this lifetime		Material: n/a	
Transmission		Forks	
Modifications: all gears back cut 10-10		Type: H-D	
Year: 1979-1/2		Extension: none	
Shifting: works fine (feather touch)		Builder: factory	
Engine sprocket: turns clockwise		Special features: White Bros. spring kit	
Trans sprocket: ditto		Wheels	
Wheel sprocket: belt drive		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: all welds leaded		Hub: H-D	Hub: yup
Painter: Spectrum Powdercoating		Rim width: factory	Rim width: yup
Color: pearl white/baby mist blue		Tire: Hawg WW	Tire: Hawg WW
Type: 3M powder		Brake: GMA	Brake: GMA
Special paint: all of it			
Other special modifications: Dual plugs, no paint (all powdercoating), all Andrews gears, six angle valve job.			

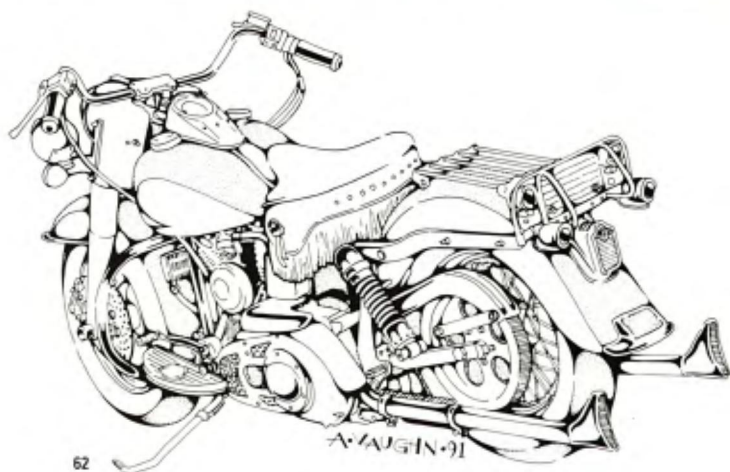
honey? Well, she never got her ride, sad to say. She took on a beer truck in her car. The truck won and she beamed up to ride with the Big Captain. Bon Voyage, Nina Evelana, your FLH is in Cappy's hands now. He'll keep her polished and runnin' fine. An' don't worry about him packin' nobody, 'cause he's leavin' the solo seat on, in your honor.

"No explanation needed," he says, "it was meant for her ass only."

So if you find yourself on the central California coast, cruise on to Seaside and check out their shop. You can't miss it, it's the one with two vintage, restored Indians dressin' up the windows. Maybe your dream's waiting there.

Okay, ready to beam up, Scotty.

—Glider



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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, here's your chance 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.

Fenders For Springers

☐ I have a '72 shovel in a '58 swingarm FL frame. I plan to add a new H-D springer front end and would like to know if any company makes an older-style dresser front fender that will work on the new springer with a 21-inch front wheel and still give me enough clearance for the tire travel. If not, is there an adapter kit that will allow me to do this? Any help would be greatly appreciated.

Sharkman
Pomona, Calif.

■ The new springers mount up to a fender by a different method than early springers. With some fender modifications it should bolt up easily. Or try the KuryAkyn fender-mounting kit.

Fender Medallion

☐ Do you know where I can purchase a 1982 front fender medallion (part # 99031-82)? They came on all 1982 models. I've been looking for one for the past two years, but have come up empty. I've tried swap meets and Harley dealers up and down the East Coast. I'm also interested in locating sales literature, posters or magazine articles on '82 FXS Low Riders.

Eric Stallworth
Holiday, Fla.

■ Contact "The Shop," 6541 Ventura Blvd., Ventura, CA 93003, (805) 656-6777. If they don't have it, they can find it.

Answer To September '91 Letter

☐ In response to Sydney Shell: I've owned a '55 panhead for 23 years. In a stock frame with a wide glide, a 4.5-inch x 18-inch rear wheel, a 3-inch x 21-inch

front wheel, and a 4-inch extension will set you level. This is my current setup and it is great for cornering and that extra ground clearance panheads never had. With a 1/2-inch rake and a wide glide, an 8-inch extension would probably set you level. Do not butcher another rare panhead frame. Buy the Paughco frame. They make excellent products.

Big Weas
Columbus, Ohio

Hard Case Saddlebag

☐ I know they are rare, but how can I get my hands on a set of hard case saddlebags (new, used, or aftermarket), with mounting brackets, for a Sportster?

Dave O'Leary
Taylor, Mich.

Santee Frames

☐ Here I am in the Persian Gulf, having a hell of a time. I've seen some really bitchin' Santee frames, but I can't find an address. Can you help me out??

D.K. Strehle
USS Cleveland

■ Try Jammer Cycle Products: 6417 San Fernando Rd., Glendale, CA 91201

Behind In The Corners

☐ I'm tired of having Japanese bikes leave me way behind in the corners on the way to Applejack's. I want to build a serious road racer that is street legal. I rode an 883 setup straight out of the Storz catalog and it didn't handle like a race bike.

Can you supply the names of any frame builders (aluminum frame desired) that can build a monoshock road race-style frame for a pumped Sportster? So far the only

performance frames I've come across are drag frames.

I want to have it customized and would prefer it to be built by an American shop, but the thought of (god forbid this unnatural union) stuffing the Sportster engine into a Jap rolling chassis has occurred to me, as well.

Rodney Miller
Redwood City, Calif.

■ Buell manufactures a completely American road racing machine. Call (414) 363-3767.

Twin Rectangular Headlights

☐ A few years ago Harley made a setup for twin rectangular headlights. I'd like to know where I can get one. Or, if someone has one, I was wondering if they could make a template for me, so I can make one.

D.L. Canute Sr.
Bay City, Mich.

■ Midwest Motorcycle Supply Distributors, Inc., 2222 S. Jefferson Ave., St. Louis, MO 63104-2298; (800) 325-3914. Part #11-16, the cost is \$19.45.

Where's Da Battery?

☐ I've got a question. In your October rag (#220), in the feature on Dick Clark's bike, where is the battery? Is there a spot in a CCI oil tank? I like the looks of a round oil tank but I need to know what kind of battery setup to use if I'm not using a magneto.

Rodney
Minnesota

■ On pages 102 and 104 there is a picture that shows a battery eliminator capacitor. With the correct (and proper working) regulator, this system will provide enough voltage to fire the engine at kicking speed with points or Dyna ignitions—no magneto required.

Raked And Stretched

☐ I heard somewhere that there's a company that will make frames with the necks stretched and raked to my personal specs. If you know of such a place, please tell me.

Bob Klein
Hudson, N.Y.

■ Paughco: Box 3390, Carson City, NV 89702, (702) 246-5738.

Custom Question

☐ I own a 1991 H-D Fat Boy. I'm searching for info on custom parts and accessories for it. I'm also looking for high-performance parts and any machine service available.

Mark V. Pangilnan Jr.
Agana, Guam

■ Write Nempco or Custom Chrome. For their catalogs see their ads in this issue.

Burning Legs

□ I'm the proud owner of an '84 XR-1000. The problem is I'm tired of burning my leg on the damned upswept pipes. In other bike rags here and there, I've seen XRs with two-into-one pipes routed down, under, and over to the opposite side. I think I've written every pipe company in existence to no avail. I don't want to have to hock the farm for custom made pipes. Any help would be most appreciated.

Billy Webber

Ashland, Va.

■ Steve Alstaedt at Fueling Engineering had a couple of XRs he used to drag race with these pipes. They were prototypes made by Supertrapp. I contacted Supertrapp, and they said that if there was enough demand they'd produce a batch.

More Military Mail

□ It seems like you've been getting a lot of mail from military types lately. Well here's another. I'm on an aircraft carrier USS Midway, out of Yokosuka, Japan. For the last year and a half I've been riding an '80 Sportster (it was badly neglected). I've been wanting to get a rigid frame for it but haven't really seen anything I like—until now. I fell in love with the frame on Boy's Sportster (July issue) by Atlas Precision. I'd like to get a frame like that if it's affordable. That has to be the finest Sportster I've ever seen.

Dan Bultman

FPO Seattle, Wash.

■ Atlas Precision: 16091 Kamana Rd., Apple Valley, CA 92307, (619) 242-9111. Contact a Drag Specialties dealer or call Tech Distributors to locate the nearest dealer. Tech Distributors/Jeff Emmons, (508) 750-8180

A Reply To "Say What?"—August '91

□ Hey Dick!! If we have to explain you wouldn't understand. Although I suggest you make your statements to some of the brothers and sisters in Phoenix—perhaps they could show you the way, Dweeb!

C.J.

Glenwood, Ill.

Tech Tips and Tricks

□ I just received Vol. II and it's great, especially since I own an '84 shovel. The Summer '91 catalog came with it—thanks.

On page 106 there is a product called 30-30 by Kal-Gard that you mention several times. Sounds like great stuff, but nobody this far north on the East Coast has ever heard of it. Hard to believe, living about 6

miles from the ocean and all that salt air and so on. I've got an idea for you to use next time. Take a 6-foot length of 2-inch conductor wire (lamp cord is good) and solder an alligator clip to each of the four ends. Roll it up small and put a tie wrap around it and stuff it inside your headlight.

You'll always have a real bright trouble light when you need it most. Just clip onto the battery and the headlight

(that you had to take out to get at the jumper in the first place) and you're in business; unless the battery is the reason you got stopped to begin with. I've carried one for years and never had to use it, but... you never know. Thanks for the plans for the bike bench on page 116. That's my next project.

David Jacobs

Dartmouth, Nova Scotia

TANK FIX MAKIN' DO ON THE ROAD

Two bros were about 100 miles into a 400-mile trip, when the bro on the rigid stopped to pay a toll and realized that he was dribbling high test onto the hot heads of his chopped knuck. A grade six mounting bolt had been pressing against the tank bottom, and the vibration caused the two metal surfaces to hammer at each other. The gas tank, being of softer metal, lost the battle.

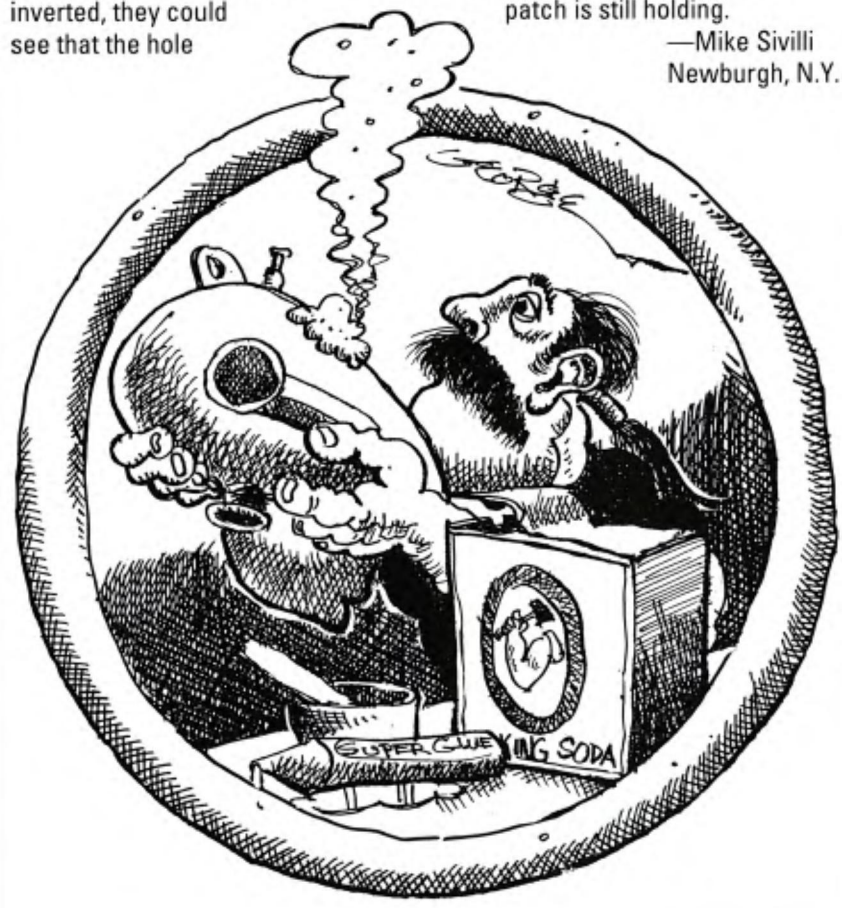
They stopped to assess the damage at a Stewart's ice cream store, and wound up buying a box of baking soda and a tube of Crazy Glue. With the tank off and inverted, they could see that the hole

was worn into the metal: a shallow depression from vibrating against the bolt. The bro filled the depression with the baking soda, so it was flush with the tank surface, then put some Crazy Glue on the baking soda. They ate ice cream while the whole mess hardened up, and the tank was remounted with some minor hardware modifications, to prevent additional contact.

I'm no chemist, so I don't know why it worked. All I know is that the bros rode another 300 miles that day, without a dribble. That was last weekend, and, last I heard, that patch is still holding.

—Mike Sivilli

Newburgh, N.Y.



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You got it—just make a purchase of 40 bucks or more and ask for your free copy of *Easyriders* from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

Alaska

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

Arizona

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

California

H-D of Glendale, 3717 San Fernando Rd., Glendale
Jammer Cycle Products, 6417 San Fernando Rd., Glendale
Gordon's M/C Madness, 1586 Morse Ave., #1, Ventura
Curtis Custom Cycles, 6204 Rogers St., Bakersfield
Dale's Modern Cycle, 225 E. Baseline, San Bernardino
H-D of Orange Co., 2131 E. 1st St., Santa Ana
RPM Cycle, 1727 National City Blvd., Nat. City
Triple T Chopper, 15606 Gale Ave., Suite D, Hacienda Heights
South Coast Harley-Davidson, 345 E. St., Chula Vista
Bartels' H-D, 8910 Washington Blvd., Culver City
R.A.M. Enterprises, Same Owner Bros., 1524 Camden Ave., Campbell
B&B Motorcycle, 15541 A. Product Lane, Huntington Beach

Colorado

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

Connecticut

D & S Cycle Supply, Box 245, North Windham

Florida

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

Georgia

Blue Ribbon Cycles, 2137 Dixie Ave., Smyrna
Banshee Cycle, 2507 N. Lumpkin Rd., Columbus
Southern Cycle, Inc., 4982 North Ave., Buford

Illinois

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

Indiana

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

Iowa

Walkers H-D, 101 Broadway, Red Oak

Kansas

Central M/C Inc., 13010 W. 63rd, Shawnee

Maryland

H-D of Washington, Inc., 9407 Livingston Rd. S.E., Ft. Washington
Foggy Hollow M/C Shop, 3803 Norrisville Rd., Jarrettsville

Massachusetts

Dave Franks Motorcycle Sales, 81 Bridge St., Salem
H-D Freedom Center Inc., 220 Boston Rd., N. Billerica

Michigan

Motor City Harley-Davidson, 8755 Inkster, Westland
Saginaw Valley Motorworks, 2663 N. Euclid, Bay City
Detroit Motorcycle Parts, 16297 Eleven Mile Rd., Roseville
Double A Cycle, 22040 Desquindre Rd., Warren

Minnesota

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

Missouri

County M/C Parts, 7348 North Lindbergh, Hazelwood

Nebraska

Butterfields M/C Parts, 8025 Blondo, Omaha



Nevada

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

New Jersey

Tramontin H-D, Box 157, Hope
Kosco H-D, 8 E. Garden Place, Pompton Plains

New Mexico

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

New York

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

North Carolina

Carolina H-D, 1994 Remount Rd., Gastonia
Deal Harley-Davidson, 3618 Sycamore Dairy Rd., Fayetteville

North Carolina Contined

J&E Harley-Davidson, 1008 Dickinson Ave., Greenville
Cyclone Cycle Parts, Box 9, 104 N. Central Ave., Landis
Iron Horse Motorcycles, 1905 Roosevelt Blvd., Monroe
Gene Lummus Harley-Davidson, 1000 U.S. 70 E., Asheville
Harley-Davidson of Metrolina, Inc., 2429 S. Tryon St., Charlotte

North Dakota

The Scooter Shak, 2424 Memorial Hwy., Mandan

Ohio

Don's Custom Cycle, 8619 Harrison Pike, Cleves

Oklahoma

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

Pennsylvania

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

Puerto Rico

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

South Carolina

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

Texas

American Cycle, 116 W. Highway 190, Killeen
Stubbs H-D, 4436 Telephone Rd., Houston
D&M of Dallas, 11620 Plano Rd. #3, Dallas
H-D of North Texas, 11320 Harry Hines Blvd., Dallas

Tennessee

C&S Harley-Davidson, 6014 Charlotte Ave., Nashville
The Eagles Landing, MT Rt. Box 61 A, Spencer

Utah

Tadd American M/C, 1280 Redledge Rd., Washington

Virginia

Departure Bike Works, 3093 Hull St., Richmond
Rabbit Custom Hog, Rt. 1, Box 35, Hays
H-D Cycles, 4648 Jefferson Davis Hwy., Richmond

Washington

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

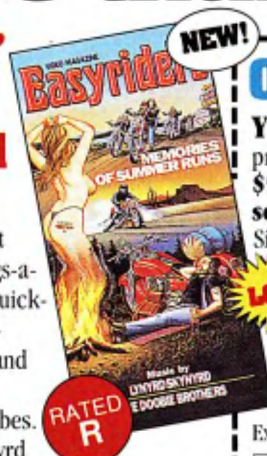
Wisconsin

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

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Fourth Annual

Invitational Bike Show

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We want your opinions about the bikes we feature, styles you like, and the models you're interested in. After all, *Easyriders* is put together by scooter maniacs for you, and you have the inalienable right as a rider of American iron to express yourself and vote for the scoots and the Fox you feel deserve recognition (no matter where you live).

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- 1) Look through the next 32 pages and choose the five bikes you like the best, and note the two- or three-digit number in each photo. You may cast one vote apiece for your five favorite bikes.
- 2) Look over the Foxes on pages 90-92 and decide which one of them, or all of them, you'd like to hear a recorded message from. She'll tell you in her own words why she wants to be the *Easyriders* Fox of the Year. Be sure to note the two- or three-digit number in her photo.
- 3) Dial our national 900 number: 1-900-933-3358. You'll be lead step-by-step through the process of voting for the bikes and the *Easyriders* Fox of the Year. You can also leave a recorded gripe or raisin pie remark for the staff (if we have it comin').

The charge for the call is just \$1.50 for the first minute and \$1.00 per minute thereafter. Most areas are accessible, but a few are not set up for 900 numbers yet. Go ahead, give it a try—if it doesn't ring through, there will be no charge to your phone bill. Oh yeah, you have to be 18 to vote, and yes, you need a touch tone phone. The 900 number will be available for voting 24 hours a day from December 10, 1991 to February 14, 1992. The Fox Hunt vote also shuts down February 14.

To find out more about the Fourth Annual \$25,000 Invitational Bike Show, February 21, 22, and 23, 1992, at the Veterans Memorial Hall, Columbus, Ohio—or how you can enter your bike—turn to the opening pages of the program

Easyriders®

Easyriders Fourth Annual Bike Review and \$25,000 Invitational Bike Show

Join Us In Columbus, Ohio, For The Biggest Show Of The Year
—And You're The Judge



The Program Includes:

- All the Bikes Featured In *Easyriders* 1991 Issues
- All The Readers' Rides and Foxy Riders Published In *Easyriders* 1991 Issues
- All The Knockout Monthly Fox Hunt Winners Featured This Year
- All The Bikes Displayed In *In The Wind* During 1991
- All The Bikes Ya Saw In *Biker* Throughout 1991
- Feature Bikes From *Easyriders* Video Magazines (Series #7-#10)
- David Mann Even Painted Somethin' Righteous For This Remarkable Issue

**MORE
SHOWS!
SEE AD PG.93!**

4th Annual Easyriders \$25,000 Invitational Bike Show

**Added Attraction!
TATTOO SHOW
\$2500
In Prizes
and Trophies!**

Indoor Bike Show

Trade Show

Door Prizes Daily

Easy Rider Movie
Replica Bikes

Have your photo taken with
Easyriders Fox of the year.



**Friday • Saturday • Sunday
February 21, 22 & 23**

**Veterans Memorial
Columbus, Ohio**

300 W. Broad St. (just west of the Scioto River)

**Friday 5 pm-midnight
Saturday 10 am-midnight
Sunday 11 am-6 pm**



Live Music!
8 pm to midnight on
Friday and Saturday

**Leather
Fashion Show!**
on Saturday & Sunday

Awards Ceremonies starting at 5:00 pm, Sunday

**Featuring Harleys seen in *Easyriders*
and preview bikes for future issues.**

Seller Spaces Available—Call Gloria Lucero (818) 889-8740

For accommodations at the Official Easyriders Hotel Headquarters, call Travel Craft, (800)-541-1223

Sponsored by
Easyriders
Magazine—
Promoted by
Teresi, Inc.

Trophies
sponsored
by Bikers
Against
Manslaughter



Invitational Category

Classes—Prize Money—Trophies

Here's how it works. All the bikes that appeared in *Easyriders*, *In the Wind*, *Biker*, and *Easyriders* Video Magazines, during the 1991 cover-dated issues, are listed in this 32-page section. You, the readers and spectators at the event, pick the winners by voting on the 1-900-933-3358 phone number or at the show. The bikes on these pages must be displayed at the show to be eligible to win. No bike may win more than one class; for example, if overall Best of Show winner is a shovelhead, then the shovelhead with the next greatest number of votes takes first place in the shovelhead category, and so on.

Invitational Class

\$20,000 & Trophies & Contingency Prizes

Best of Show—\$10,000

1st \$5,000	2nd \$3,000	3rd \$2,000
Shovelheads* \$2,000 1st 2nd 3rd 4th \$1,000 \$500 \$300 \$200	Blockheads \$1,000 1st 2nd 3rd \$500 \$300 \$200	Panheads \$1,000 1st 2nd 3rd \$500 \$300 \$200
Knuckleheads \$1,000 1st 2nd 3rd \$500 \$300 \$200	Sportsters \$1,000 1st 2nd 3rd \$500 \$300 \$200	Restored \$1,000 1st 2nd 3rd \$500 \$300 \$200
Readers' Rides \$1,000 1st 2nd 3rd \$500 \$300 \$200	Fox of the Year \$1,000 Plus transportation, lodging & <i>Easyriders</i> outfits	Foxy Riders \$1,000 1st 2nd 3rd \$500 \$300 \$200
* Shovelhead class pays more because there are many more shovelheads competing.		

Contingency Sponsors Include:

- B.A.M.
- Performance Machine
- Nempco
- Cobralinks
- Custom Chrome
- Osprey Ltd.
- Crane Cams
- Drag Specialties
- Chrome Specialties

Enter Your Bike, Too!—Preview Category \$5,000 & Trophies & Contingency Prizes

Yes, you can enter your bike, too, and the staff's gonna be on the lookout for 1992 feature bikes. So you can score double—win some bucks and a trophy this year and you may be eligible for the bigger bucks next year! Only votes cast at the show will determine the 15 winners of the Preview class. You must call (818) 889-8740 (ask for Lynn or Susan) before February 12, 1992, to reserve your space. But when they're gone, they're gone, so do it NOW!

1—\$2,000	2—\$1,000	3—\$500	4—\$300	5—\$200
6—\$100	7—\$100	8—\$100	9—\$100	10—\$100
11—\$100	12—\$100	13—\$100	14—\$100	15—\$100

All entries will receive a participation trophy and admission for two for all three days.

01 Little Monster

Owner: Miguel Matuk
City: San Martin, California
Builder: Sammy Newsom
Model: 1990 XLCR, Sportster
Issue: *Easyriders* January '91
Photo: Raiko Hartman



Easyriders

Feast your road-weary eyes on each and every bike from the 1991 issues of *Easyriders* all rolled into one for your voting pleasure. Sit back, relax, and take your time voting on your favorite rides.

Remember, the only judges in this annual contest are you scooter tramps. We've included each shot's feature title, owner, builder, and the issue it was published in. That way you'll be able to get additional info from the exact rag in which it was originally shown. Cast your votes by calling 1-900-933-3358 (\$1.50 for the first minute/\$1 thereafter).

02 Lethal Tendencies

Owner: Steve Tausan
City: San Jose, California
Builder: Bay Area Custom Cycles
Model: 1990 Evo
Issue: *Easyriders* January '91
Photo: Raiko Hartman

03 Legal Lightning

Owner: Dragon Precision Mach'ing
City: Colorado Springs, Colorado
Builder: Mel Bernstein
Model: 1990 shovelheads
Issue: *Easyriders* January '91
Photo: Michael Lichter



04 Spin's Fenders

Owner: JayBird
City: Desert Hot Springs, California
Builder: Spin's Customs
Model: 1990 Heritage
Issue: *Easyriders* January '91
Photo: Peter Dokus

03



04



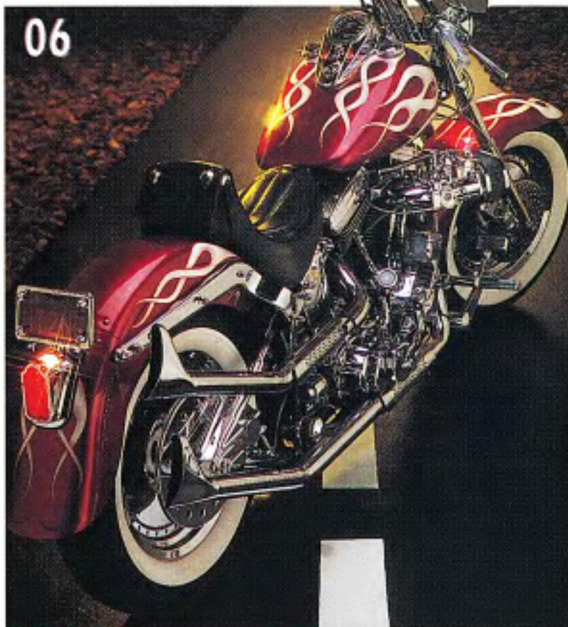
05



07



06



08



Call 1-900-933-3358 (\$1.50 first min./\$1 thereafter)
and cast your votes

**05 The Flywheels
That Could Fly**

Owner: Bob Fernandez
City: Wolcott, Connecticut
Builder: owner/Cycle Engineer
Model: 1988 shovelhead
Issue: *Easyriders* February '91
Photo: Steve Coonan

06 Born Again

Owner: Joel Meyer
City: Phoenix, Arizona
Builder: Dave Sutton/Hwy. Choppers
Model: 1988 Softail
Issue: *Easyriders* February '91
Photo: Randy Logan

**07 Marvelous Machine
From Massachusetts**

Owner: Mark Shadley
City: Hanson, Massachusetts
Builder: owner/Brad Lovely
Model: 1988 Evo
Issue: *Easyriders* February '91
Photo: Michael Lichter

08 The Partnership

Owner: Mike Easterday
City: Chino, California
Builder: Precision M/C Concepts
Model: 1990 shovel, '78 engine
Issue: *Easyriders* February '91
Photo: Raiko Hartman

09 1st True Love

Owner: Denny Yeagy
 City: Hagerstown, Maryland
 Builder: Castle's Custom Cycle
 Model: 1950 panhead
 Issue: *Easyriders* February '91
 Photo: Michael Lichter

10 Born Legend

Owner: Mark Berres
 City: Riverside, California
 Builder: owner/Action Choppers
 Model: 1957 FLH
 Issue: *Easyriders* March '91
 Photo: Raiko Hartman

11 You Can't Judge A Book By Its Cover

Owner: Craig Shelley
 City: Jamestown, North Carolina
 Builder: Dicky Beggs
 Model: 1948 EL panhead
 Issue: *Easyriders* March '91
 Photo: Bill Ellis

12 Evo Antique

Owner: Donald E. Wright
 City: Wauwatosa, Wisconsin
 Builder: Kennedys Custom H-D
 Model: 1990 Evo
 Issue: *Easyriders* March '91
 Photo: Raiko Hartman

10

Call 1-900-933-3358 (\$1.50 first min./\$1 thereafter)
 and cast your votes

09**11****13****12****FEATURE BIKES**

14



15



16

**13 English Innovation**

Owner: John McIntyre
City: Milton Keynes, England
Builder: owner/Hejira Racing
Model: 1980 shovel/Road Racer
Issue: *Easyriders* March '91
Photo: Crossbow International

15 Daytona Rollin' Stock (Virginia Fire Breather)

Owner: Dave Harris
City: Springfield, Virginia
Builder: owner/Zipper's Cycle
Model: 1979 shovel
Issue: *Easyriders* April '91
Photo: Michael Lichter

14 Daytona Rollin' Stock (Kentucky Cherry)

Owner: Barry Wright
City: Neon Junction, Kentucky
Builder: owner/Wright Bros.
Model: 1981 shovel
Issue: *Easyriders* April '91
Photo: Michael Lichter

16 Pro-Fection

Owner: Joe Procopio
City: Woburn, Massachusetts
Builder: Cycle Fab/Dave Perewitz
Model: 1978 FX shovel
Issue: *Easyriders* April '91
Photo: Steve Coonan

17 Lookin' Good

Owner: Tim McNalley
City: North Hollywood, California
Builder: Cory Ness
Model: 1987 FXRS
Issue: *Easyriders* April '91
Photo: Raiko Hartman

Call 1-900-933-3358 (\$1.50 first min./\$1 thereafter)
and cast your votes



17



18 Stock Sucks

Owner: Rob Rossbach
City: Cleveland, Ohio
Builder: Elyria H-D
Model: 1988 Evo Softail
Issue: *Easyriders* April '91
Photo: Chuck Emery

19 A Fine Madness

Owner: Arlen Ness
City: San Leandro, California
Builder: Arlen Ness, Bob Munro
Model: 1983 shovelhead
Issue: *Easyriders* May '91
Photo: Steve Coonan



19



Call 1-900-933-3358 (\$1.50 first min./\$1 thereafter)
and cast your votes

20



23



FEATURE BIKES





21

20 Patience

Owner: Rick Poster
City: Fort Pierce, Florida
Builder: C&L Hog Shop
Model: 1974 shovelhead
Issue: *Easyriders* May '91
Photo: Silvermoon

22 The Classic Crocker

Owner: Joseph A. Damiano
City: West Palm Beach, Florida
Builder: Damiano & Sons
Model: 1938 Crocker
Issue: *Easyriders* May '91
Photo: Silvermoon

21 Glacier Run

Owner: Jamie Burton
City: Phoenix, Arizona
Builder: Highway Choppers
Model: 1960 FLH, panhead
Issue: *Easyriders* May '91
Photo: Randy Logan

23 Dreamer's Knuck

Owner: Wymond Walkem
City: Georgetown, Ontario
Builder: owner
Model: 1946 knucklehead
Issue: *Easyriders* July '91
Photo: Raiko Hartman



22

24 Tuf Shovel

Owner: Michael Essman
City: San Fernando, California
Builder: owner
Model: 1958-1987 shovelhead
Issue: *Easyriders* July '91
Photo: Raiko Hartman

Call 1-900-933-3358 (\$1.50 first min./\$1 thereafter)
and cast your votes



24



25 At Last

Owner: Gary "Mr. D" de Paris
 City: Napa, California
 Builder: owner
 Model: 1963 FLH custom shovel
 Issue: *Easyriders* July '91
 Photo: Raiko Hartman

**26 Twice the Speed**

Owner: Boy Rojas
 City: La Puente, California
 Builder: Boy & Crazy Jerry
 Model: 1960 Sportster
 Issue: *Easyriders* July '91
 Photo: Peter Dokus



26

Call 1-900-933-3358 (\$1.50 first min./\$1 thereafter)
 and cast your votes

27 Swedish Ride

Owner: Anders Johansson
 City: Ljung, Sweden
 Builder: owner
 Model: 1971 shovelhead
 Issue: *Easyriders* August '91
 Photo: Peter Dokus



28

**28 Drag Bike**

Owner: Jeff Fox
 City: Edgerton, Wisconsin
 Builder: AJR
 Model: 1988 FXR Evo
 Issue: *Easyriders* August '91
 Photo: Silvermoon

30 Blame It On The King

Owner: David Kilgore
 City: Hernando, Mississippi
 Builder: Southern Cycles
 Model: 1947 FL knucklehead
 Issue: *Easyriders* August '91
 Photo: Michael Lichter

29 Big Inch Hauler

Owner: Mike & Marilyn Henderson
 City: Canyon Country, California
 Builder: Tom Foster
 Model: '91 Henderson-shovelhead
 Issue: *Easyriders* August '91
 Photo: Raiko Hartman

Call 1-900-933-3358 (\$1.50 first min./\$1 thereafter)
 and cast your votes

29



30



31 Double Trouble

Owner: Jim & Anna Converse
City: S. Lake Tahoe, California
Builder: Darrell Hayes, Bob Munro
Model: 1953 FLH panhead
Issue: *Easyriders* September '91
Photo: Raiko Hartman

32 Wild One

Owner: Jim McDermott
City: Malibu, California
Builder: Brouett/McCloskey
Model: 1989 Softail
Issue: *Easyriders* September '91
Photo: Raiko Hartman

33 Active Evo

Owner: Vince Chelland
City: Los Angeles, California
Builder: owner/David at Bartels'
Model: 1987 Evo
Issue: *Easyriders* September '91
Photo: Peter Dokus

34 Double Or Nuthin'

Owner: Mike Roach
City: Dartmouth, Nova Scotia
Builder: Toad's Cycle Works Ltd.
Model: 1980/1975 double shovels
Issue: *Easyriders* September '91
Photo: Michael Lichter



Call 1-900-933-3358 (\$1.50 first min./\$1 thereafter)
and cast your votes



FEATURE BIKES



35



Call 1-900-933-3358 (\$1.50 first min./\$1 thereafter)
and cast your votes

38



36



35 The Classics Keep On Rollin'

Owner: Pat Simmons
City: Northern California
Builder: Thor Power Tool Co.
Model: 1913 Thor
Issue: *Easyriders* October '91
Photo: Michael Lichter

37 Minimum Flash

Owner: Dick Clark
City: Chatfield, Ohio
Builder: owner
Model: 1969 shovelhead
Issue: *Easyriders* October '91
Photo: Silvermoon

36 Cherokee Princess

Owner: Linda Ferraro
City: Pompano Beach, Florida
Builder: Bros III of Pompano
Model: 1982 shovelhead
Issue: *Easyriders* October '91
Photo: Silvermoon

38 Choppers Rule

Owner: Arlen Ness
City: San Leandro, California
Builder: owner
Model: 1990 panhead
Issue: *Easyriders* October '91
Photo: Michael Lichter



37



39 Spaced Out

Owner: Mack Thrasher
 City: Baltimore, Maryland
 Builder: Race Visions
 Model: 1990 T/F Drag Bike (shovel)
 Issue: *Easyriders* November '91
 Photo: Steve Coonan

40 Sophisticated Softail

Owner: Tony Maniscalchi
 City: Glendale, California
 Builder: Grady Pfeiffer/Bob Brouett
 Model: 1987 FXSTC
 Issue: *Easyriders* November '91
 Photo: Raiko Hartman

41 Jack's Bike

Owner: Harry Chaves
 City: Santa Clara, California
 Builder: Harry and Bill Chaves
 Model: 1973 Sportster
 Issue: *Easyriders* November '91
 Photo: Michael Lichter

42 Back To Basics

Owner: Steve Munk
 City: Broomfield, Colorado
 Builder: owner
 Model: 1979 shovelhead
 Issue: *Easyriders* November '91
 Photo: Michael Lichter



Call 1-900-933-3358 (\$1.50 first min./\$1 thereafter)
 and cast your votes



FEATURE BIKES





43

43 Pork's Hawg

Owner: Pork
City: Chicago, Illinois
Builder: owner
Model: 1990 Spec. Const. shovel
Issue: *Easyriders* December '91
Photo: Chuck Emery

45 Christmas Classic

Owner: Frank Simpicio
City: Pacoima, California
Builder: owner
Model: 1965 panhead
Issue: *Easyriders* December '91
Photo: Raiko Hartman

44 Wild Indian

Owner: Brad Mullins
City: Oceanside, California
Builder: owner/Indian
Model: 1946 Indian Chief
Issue: *Easyriders* December '91
Photo: Mark Sokol

46 Turn-Key Pleasure

Owner: Jammer Cycle Products
City: Glendale, California
Builder: Jammer
Model: 1989 Jammer /Evo
Issue: *Easyriders* December '91
Photo: Peter Dokus



44



45



46

Call 1-900-933-3358 (\$1.50 first min./\$1 thereafter)
and cast your votes



4th Annual
**Easyriders \$25,000
Invitational Bike Show**

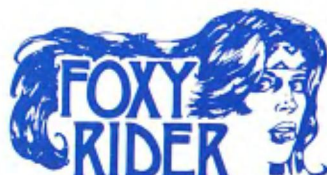


Friday • Saturday • Sunday
February 21, 22 & 23

Veterans Memorial
Columbus, Ohio



READER'S RIDE



47

47 Tony Mills

City: Tulsa, Oklahoma
Builder: owner/Jerry Orcutt
Model: '65 Police Special shovel
Issue: *Easyriders* February '91
Photo: John Southern

49 Steve "Captain Neusch" Neuschwander

City: Cascadia, Oregon
Builder: owner
Model: 1968 XLCH Sportster
Issue: *Easyriders* March '91
Photo: Tony Overman

48 Joe C. Little IV

City: Tipp City, Ohio
Builder: owner
Model: 1973 FX shovelhead
Issue: *Easyriders* March '91
Photo: Michael Lichter

50 John R. Tanner

City: Lee's Summit, Missouri
Builder: owner
Model: 1949 panhead
Issue: *Easyriders* April '91
Photo: Michael Farabaugh



53

48



51 Benny Lindberg

City: Stockholm, Sweden
Builder: owner/Pro Bike
Model: 1987 Evo/Softail
Issue: *Easyriders* April '91
Photo: Michael Lichter

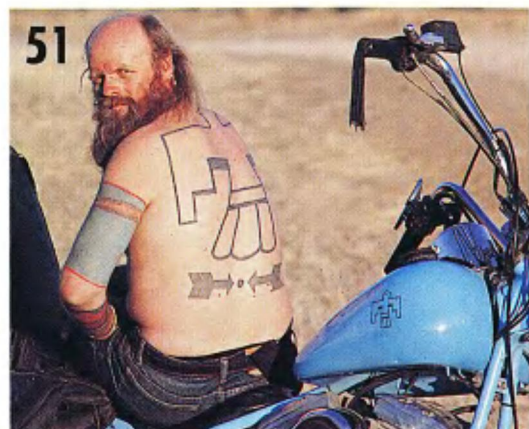
52 Clayton Baker

City: Pittsburg, California
Builder: owner
Model: Special Const. panhead
Issue: *Easyriders* May '91
Photo: Joe Hughes

54



Call 1-900-933-3358 (\$1.50 first min./\$1 thereafter)
and cast your votes



53 Claire Newcombe

City: New Port Richey, Florida
Builder: Jay
Model: 1974 FLH shovelhead
Issue: *Easyriders* January '91
Photo: Pat Randle

54 Patty Crandell

City: Minneapolis, Minnesota
Builder: Bill Mesenbrink
Model: 1973 Sportster
Issue: *Easyriders* March '91
Photo: Michael Lichter

55 Janice Brown

City: Lancaster, California
Builder: Bear
Model: 1979 Sportster (trike)
Issue: *Easyriders* April '91
Photo: Kim Peterson

56 Laura Hanson

City: Midway City, California
Builder: owner/Al Burnham
Model: 1980 FXWG shovelhead
Issue: *Easyriders* April '91
Photo: Kim Peterson



57 Happy Ring

City: Dayton, Ohio
 Builder: Ring Racing Team
 Model: 1988 Drag shovelhead
 Issue: *Easyriders* September '91
 Photo: Rip

58 Tony Stewart

City: Malibu, California
 Builder: owner
 Model: 1937 El knucklehead
 Issue: *Easyriders* October '91
 Photo: Kim Peterson

62**64****59****63****59 Ron Mapes**

City: Rochester, Michigan
 Builder: owner/Ron Finch
 Model: 1968 Bonneville
 Issue: *Easyriders* July '91
 Photo: Billy Tinney

60 Steve Curran

City: Tacoma, Washington
 Builder: owner
 Model: 1949 panhead
 Issue: *Easyriders* July '91
 Photo: Douglas Buchan

61 Doug (Kusstom) Day

City: Mesa, Arizona
 Builder: owner
 Model: 1981 FX shovelhead
 Issue: *Easyriders* August '91
 Photo: Jim Kelso

61**65**

62 Rose Kelley

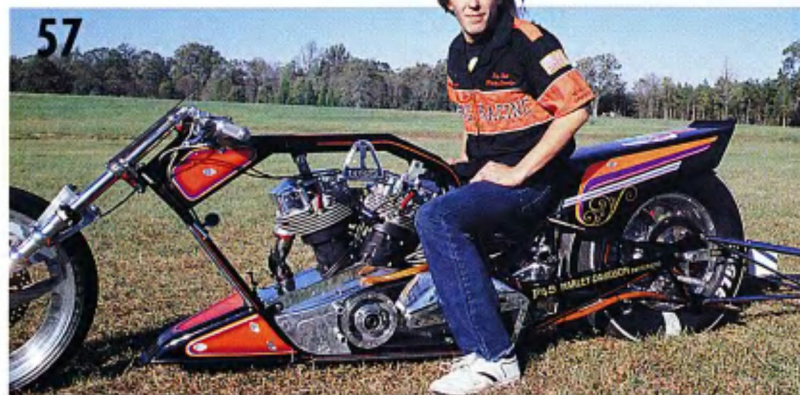
City: Golden, Colorado
 Builder: owner/Tony Drexler
 Model: 1981 FX Super Glide
 Issue: *Easyriders* May '91
 Photo: Michael Lichter

63 Dianna Edwards

City: Studio City, California
 Builder: Bartels'
 Model: 1988 H-D 883 Sportster
 Issue: *Easyriders* July '91
 Photo: Kim Peterson

64 Lee Ann Sherman

City: Fairfield, Connecticut
 Builder: Longrider Pete
 Model: 1980 shovelhead
 Issue: *Easyriders* August '91
 Photo: Stephen Ogilvy

**65 Kristin Wilson**

City: Tampa, Florida
 Builder: Robert Wilson
 Model: 1973 shovelhead
 Issue: *Easyriders* September '91
 Photo: Pat Randle

66 Devon Pearson

City: Safety Harbor, Florida
 Builder: John Clapper
 Model: 1986 Sportster
 Issue: *Easyriders* October '91
 Photo: Michael Lichter

67 Olivia Baan

City: Mathews, North Carolina
 Builder: Rick Doss
 Model: 1985 FXR
 Issue: *Easyriders* November '91
 Photo: Michael Lichter

68 Sondra Halstead

City: Aguanga, California
 Builder: Buzz Halstead
 Model: 1979 FLH shovelhead
 Issue: *Easyriders* December '91
 Photo: Kim Peterson

**Call 1-900-933-3358 (\$1.50 first min./\$1 thereafter)
 and cast your votes**





Billie Jean kicked up her tarheels, when she danced into our lenses from North Carolina, and got close to Dragon Man's double shovel.

69 Billie Jean

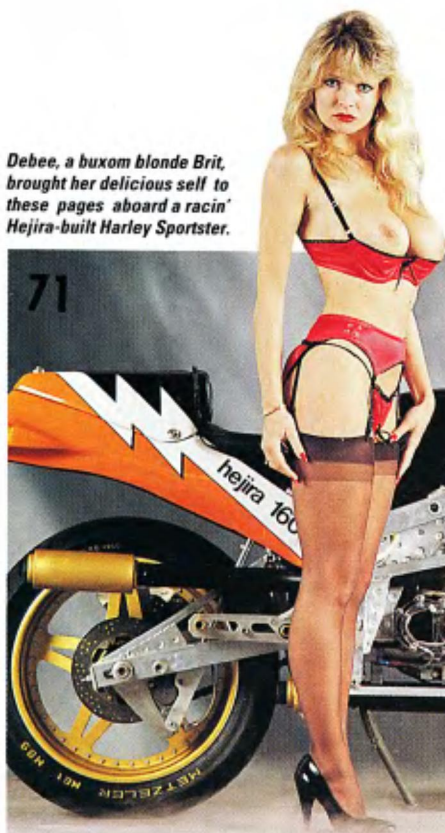
City: Charlotte, North Carolina
Month: Aug. '90 Fox Hunt winner
Featured: *Easyriders* January '91
Photo: Michael Lichter

70 Rebecca

City: Weiser, Idaho
Month: Sept. '90 Fox Hunt winner
Featured: *Easyriders* February '91
Photo: Randy Logan

71 Debee

City: London, England
Month: Oct. '90 Fox Hunt winner
Featured: *Easyriders* March '91
Photo: Crossbow International

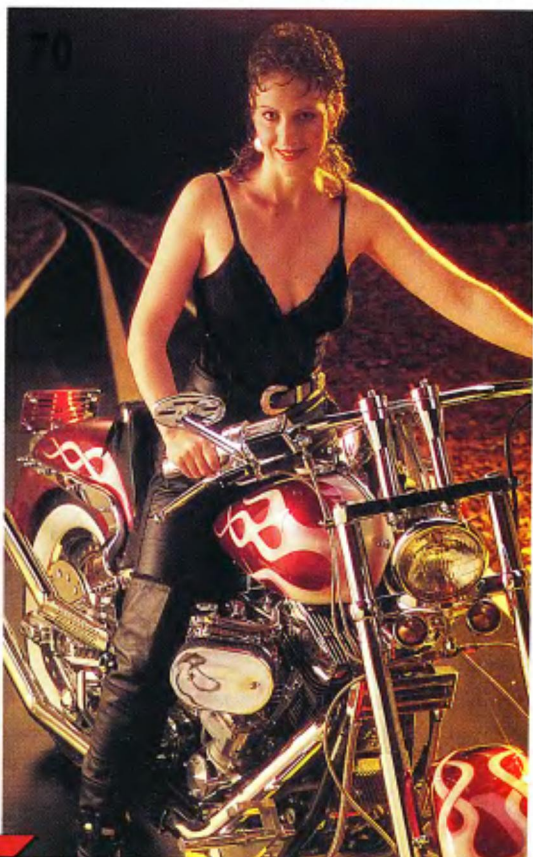


Debee, a buxom blonde Brit, brought her delicious self to these pages aboard a racin' Hejira-built Harley Sportster.

Fox Hunt

When your eyes get tired from all that gleaming iron, you might want to treat 'em to something a bit softer. Here are all the 1991 *Easyriders* Fox Hunt winners. Now it's up to you to vote on which one goes to the Bike Show, wins \$1,000, and becomes Fox of the Year. Here's how it works. Each contestant will attempt to personally persuade your vote. Simply call 1-900-933-3358 (\$1.50 first minute/\$1 thereafter) and each girl will take turns trying their hardest to entice you into voting for them with a "persuasive" message. The winner will be representing us at our 4th Annual *Easyriders* Invitational Bike Show, in Columbus, Ohio, so choose carefully.

Rebecca comes from strong Harley stock, rides, and put it on display for her Idaho bros.



FOX HUNT WINNERS



73



Sylvia was a wild blonde, then turned into a redhead. Either way, she's an awesome sight.

Call 1-900-933-3358 (\$1.50 first min./\$1 thereafter)
and cast your votes

74



Michelle was swell,
heated up on Henderson's hefty
Harley hauler.

72 Carla

City: Keene, New Hampshire
Month: Nov. '90 Fox Hunt winner
Featured: *Easyriders* April '91
Photo: Steve Coonan

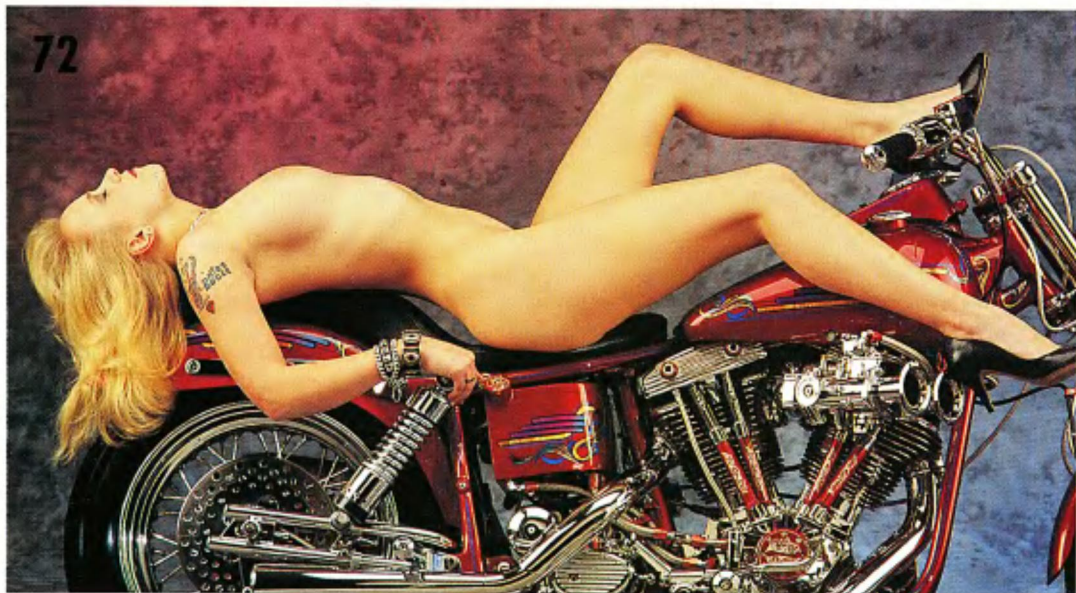
73 Sylvia

City: San Jose, California
Month: Jan. '91 Fox Hunt winner
Featured: *Easyriders* July '91
Photo: Raiko Hartman

74 Michelle

City: Moorpark, California
Month: Feb. '91 Fox Hunt winner
Featured: *Easyriders* August '91
Photo: Raiko Hartman

72



Carla rocks like no other, her
bodacious bod's filled with
tats of her favorite bands.

Call 1-900-933-3358 (\$1.50 first min./\$1 thereafter)
and cast your votes

75 Kim

City: Edmonton, Alberta
Month: March '91 Fox Hunt winner
Featured: *Easyriders* Sept. '91
Photo: Peter Dokus

Shawne's tight, Florida-built
body fit like a glove around
Franco's swap meet pan.

Angela's hard, hot form flew in
to us from Honolulu and took us
by storm on Jack's Sporty.

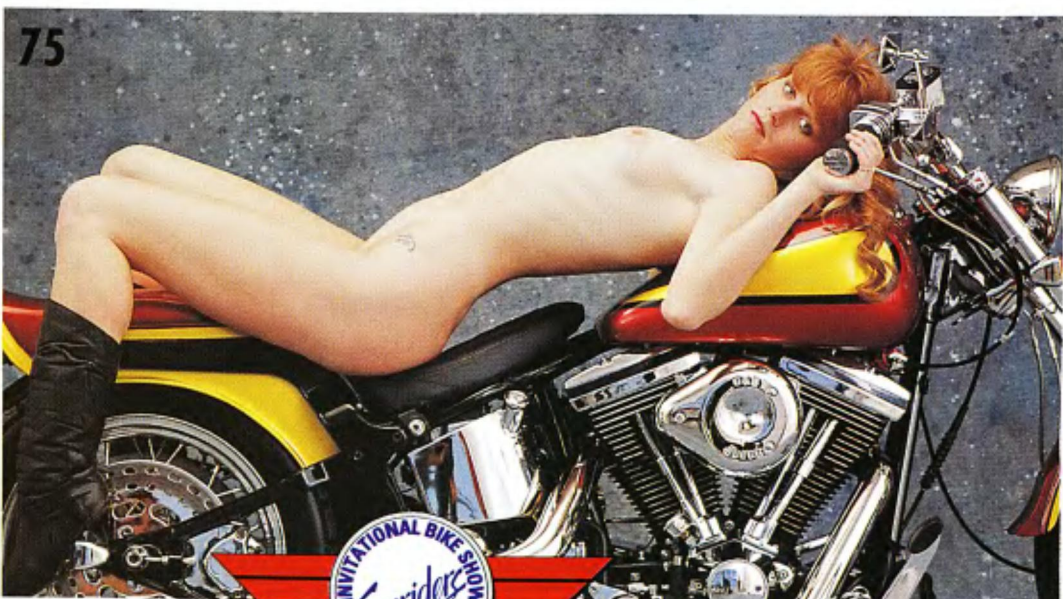


76 Angela

City: Honolulu, Hawaii
Month: May '91 Fox Hunt winner
Featured: *Easyriders* Nov. '91
Photo: Raiko Hartman

77 Shawne

City: Pompano Beach, Florida
Month: July '91 Fox Hunt winner
Featured: *Easyriders* Dec. '91
Photo: Raiko Hartman



Kim, a lean and lovely lass
from icy Alberta, can't get
enough puttin' an' partyin' in
her rigid bones.



FOX HUNT WINNERS

Easyriders Bike & Tattoo Show Tour

★ Vallejo, CA
March 6, 7, 8
Solano County
Fairgrounds

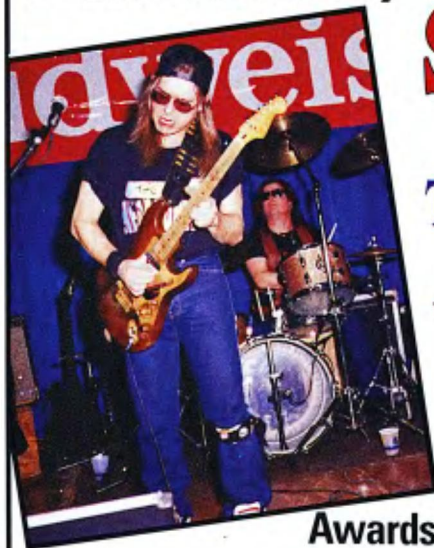
Columbus, Ohio ★
February 21, 22, 23
Veterans Memorial

★
Middletown, NY
April 10, 11, 12
Orange County
Fairgrounds

Pasadena, TX ★
March 20, 21, 22
John Ray Harrison
Convention Center

- **LIVE MUSIC**
8pm to midnite,
Friday & Sat.
- **Fashion Show Sat. & Sun.**
- **Trade Show**
- **Door Prizes Daily**

\$50,000
In Cash Prizes!
Trophies All Classes!



Awards Ceremonies Starting at 5:00 pm, Sunday

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This section of *Easyriders* 4th Annual Invitational Bike Show spotlights scoots from all of 1991's infamous *In The Wind* books. Whether it's a pretty pan that grabs ya, or a notorious knuck, we wanna know what *you* have to say about 'em. In order for the riders here to get your valued opinion, were hopin' you'll give that cold one a rest long enough to give us a jingle (1-900-933-3358).

78 Doc

City: Clio, Michigan
Builder: owner
Model: 1982 FXRS
Issue: *In The Wind* Jan. '91
Photo: John Lewis

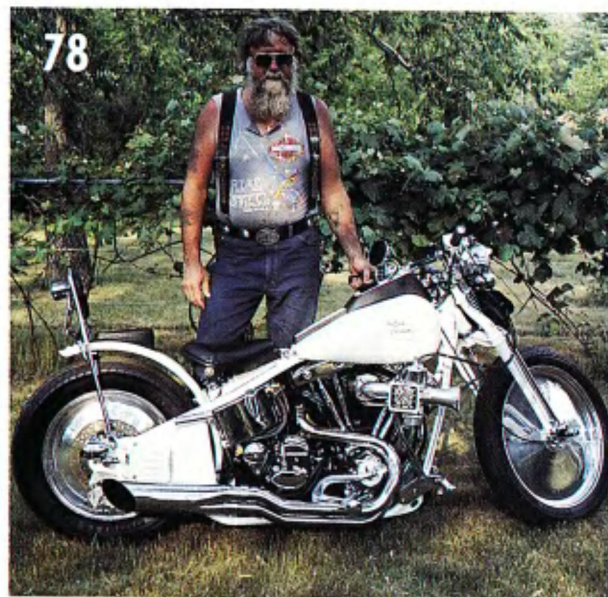
80 Jim DeZego

City: Oviedo, Florida
Builder: Jim's World of Wheels
Model: '74 shovelhead/Roadster
Issue: *In The Wind* March '91
Photo: Rip



79

78



80





**81 Goran "Fimpen"
Quarnstrom**

City: Stockholm, Sweden
Builder: owner
Model: 1969 FL
Issue: *In The Wind* May '91
Photo: Michael Lichter

82 Jamie Di Cuia

City: Fort Lauderdale, Florida
Builder: owner
Model: 1947 Knuckle
Issue: *In The Wind* May 1991
Photo: Silvermoon



82



84 David Arnott

City: Southern Florida
Builder: owner
Model: 1978 FXS
Issue: *In The Wind* September '91
Photo: Billy Tinney

85 Michael W. Zittle

City: Roseville, California
Builder: owner
Model: 1987 Evo Softail
Issue: *In The Wind* November '91
Photo: Wild Billy

**Call 1-900-933-3358 (\$1.50 first min./\$1 thereafter)
and cast your votes**

BIKER

These are all the bikes we previewed throughout the pages of 1991's *Biker*. There are some big bucks ridin' on your votes, so try to be as fair as possible. And if any of you scooter pushers want specifics on one of the featured bikes, you can order the appropriate back-issue. All of the *Biker* scoots featured in '91 are subject to your votes and will be invited to the Bike Show in February. Call: 1-900-933-3358 (\$1.50 first minute/\$1 thereafter).



86 Rich's Keeper

Owner: Rich Zehr
City: Sarasota, Florida
Builder: Pete Smith
Model: 1969 shovelhead
Issue: *Biker* February '91
Photo: Michael Lichter

87 Long Hauler's Haul

Owner: Larry Roberts
City: Danville, Virginia
Builder: Rick Doss
Model: 1985 Evo Low Rider
Issue: *Biker* February '91
Photo: Michael Lichter



91

**88 No Advice**

Owner: Rocky Dvorak
 City: Westminster, Colorado
 Builder: George's Custom
 Model: 1978 shovelhead
 Issue: *Biker* April '91
 Photo: Michael Lichter

92 Fire & Ice

Owner: Jim & Loraine Bass
 City: Livingston, California
 Builder: Jim Bass
 Model: 1989 shovelhead
 Issue: *Biker* August '91
 Photo: Rogue

89 Cruisin'

Owner: Allan Shapiro
 City: Franklinville, New Jersey
 Builder: Southern Cycles
 Model: 1954 panhead
 Issue: *Biker* April '91
 Photo: Michael Lichter

93 Silver-on-Silver

Owner: Howard Coffee
 City: Palm Bay, Florida
 Builder: owner
 Model: 1981 shovelhead
 Issue: *Biker* August '91
 Photo: Rogue

90 Baker's Dozen

Owner: Mike Belo
 City: Visalia, California
 Builder: owner
 Model: 1967 shovelhead
 Issue: *Biker* June '91
 Photo: Peter Dokus

94 100% Restored Flathead

Owner: Joseph Damiano & Sons
 City: Lake Worth, Florida
 Builder: owners
 Model: 1946 flathead
 Issue: *Biker* October '91
 Photo: Dennis Evans

91 Rock 'n' Roll

Owner: Stanley Stawiarz
 City: Springfield, Massachusetts
 Builder: owner
 Model: 1973 Sportster
 Issue: *Biker* June '91
 Photo: Michael Lichter

95 100 Yards of Duct Tape and Baling Wire

Owner: Smitty
 City: Flatlick, Kentucky
 Builder: time
 Model: 1946 restored knuckle
 Issue: *Biker* October '91
 Photo: Michael Lichter

93



94



92



95



96 Shotgun Sporty

Owner: James Liner
 City: Oneonta, New York
 Builder: Skeeter
 Model: 1988 XL 1200 Sportster
 Issue: *Biker* December '91
 Photo: Michael Lichter

96**97 Red-Hot Ecstasy**

Owner: David Spagnuolo
 City: Liverpool, New York
 Builder: Kram
 Model: 1988 FXST Evo
 Issue: *Biker* December '91
 Photo: Michael Lichter

97**99 Gone But Not Forgotten**

Owner: Bill Loeschke
 City: West Seneca, New York
 Builder: Puppet, Race Vision
 Model: 1978 shovelhead
 Issue: *Biker* December '91
 Photo: Michael Lichter

98**100 She Ain't What She Used To Be**

Owner: Pancho Bustamante
 City: Tucson, Arizona
 Builder: owner & sons
 Model: 1947 Flathead Servi-Car
 Issue: *Biker* December '91
 Photo: Jim Kelso

99**100**

VIDEO

Here are all the rides featured in our 1991 *Easyriders* Video magazines. So, pop out the tape yer watchin' now, grab another cold one, throw the Lazy Boy back, and check out these bikes up close in a rag format. You can vote by dialin' in 1-900-933-3358 (\$1.50 first minute/\$1 thereafter).

102



103



101



101 Dan Hawkins

City: Sellersville, Pennsylvania
Model: 1954 panhead
Issue: Video No. 9
Photo: Dan Hawkins

103 Ronald Ruse

City: Martinsburg, West Virginia
Model: 1990 shovelhead
Issue: Video No. 8
Photo: Ron Ruse

102 Mark Nelson

City: Ocean Beach, California
Model: 1991 shovelhead
Issue: Video No. 9
Photo: Jim Kaiser

104 Dave "Rat" Morgan

City: Westminster, Colorado
Model: 1983 pan/shovel
Issue: Video No. 10
Photo: Rat Morgan

104



VIDEOS



EAGLE IRON® SPREADS ITS WINGS.

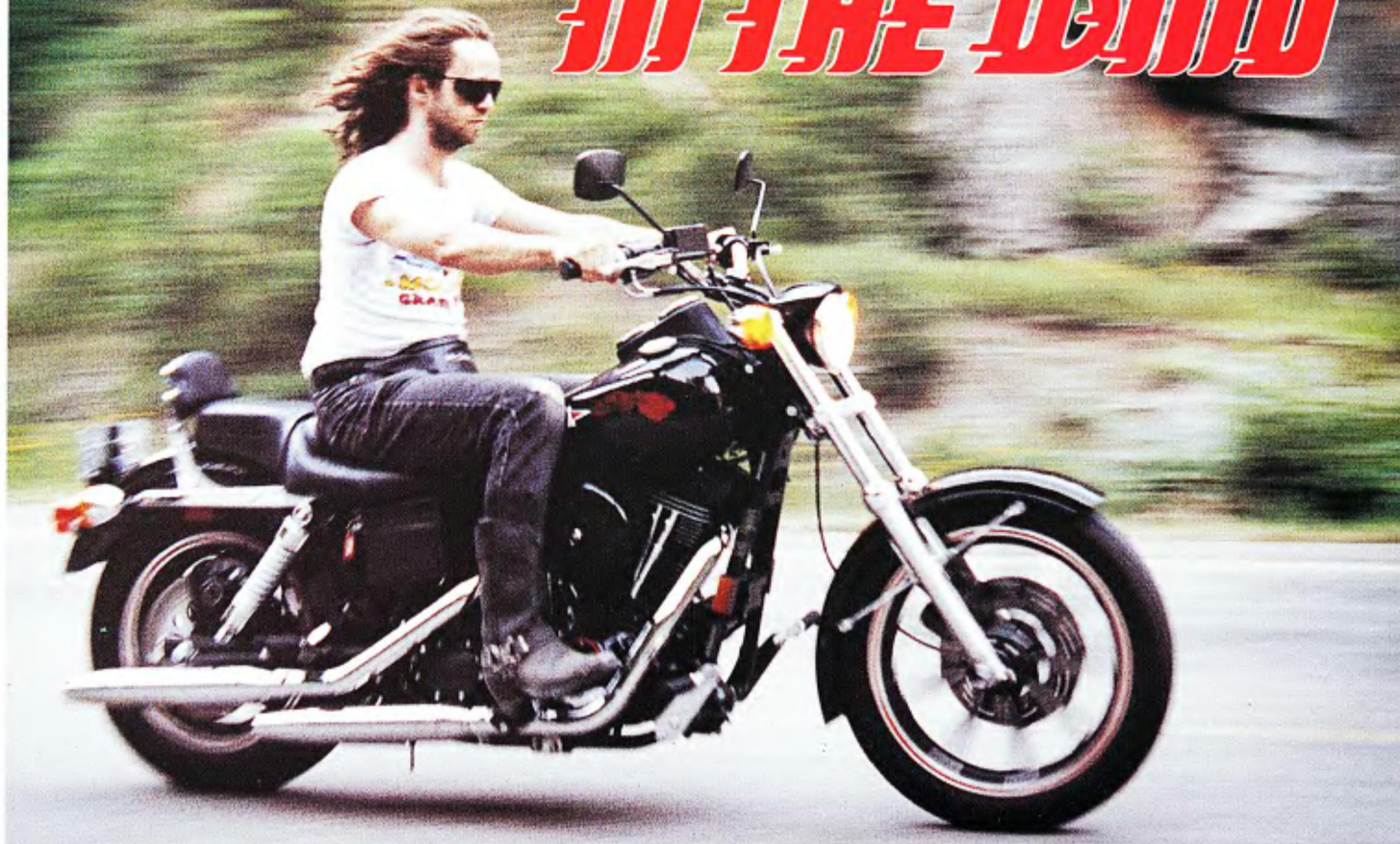
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IN THE WIND



—The Sheriff, Lammhult, Sweden

Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2 1/4 X 2 1/4)—nothing else. Whether it's the exhilaration of a dude and his chick flyin' down the highway or the let-it-all-hang-out exuberance of a biker bash, or the eyeball-poppin' sight of a sexy honey showin' her stuff—these photos typify the fun, excitement, and freedom of

biking. (Oh, yeah, dig this—we now pay \$30 for every black-and-white photo we print, \$100 for every color photo we print full page \$50 for every color photo we print half-page, and \$40 for every color photo printed smaller than half-page.) Please label all the photographs you send in with your name and address. Also, include a self-addressed, stamped envelope if you want your photographs returned. Send photos to In The Wind, Box 3000, Agoura Hills, CA 91301.

—Cyclops, Embden, Maine



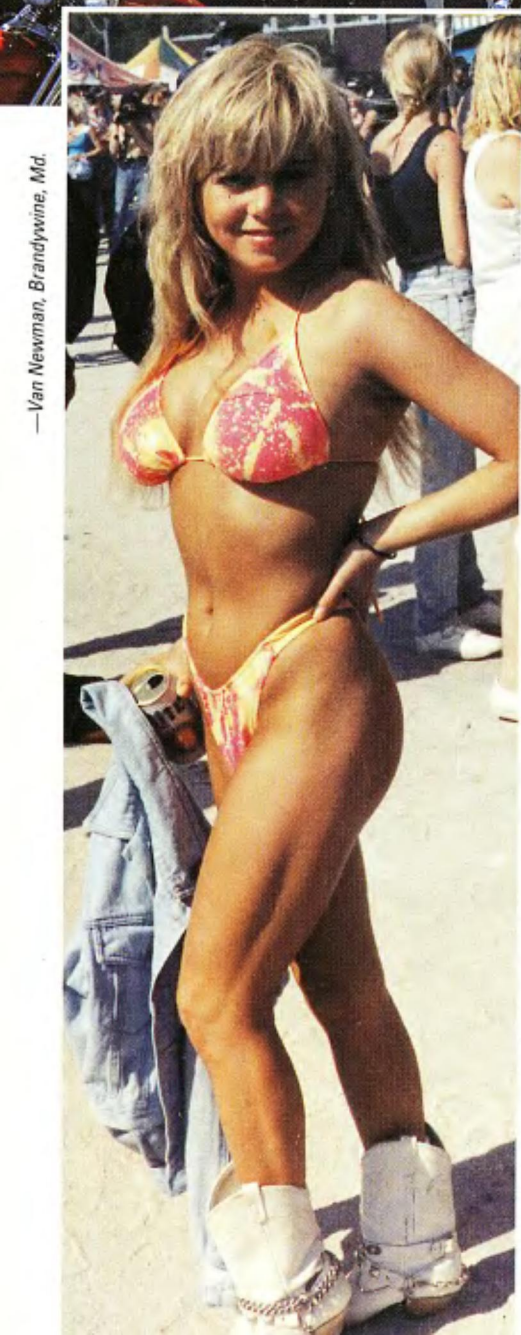
—Thunder, Myrtle Beach, S.C.





—Glen Bowen, Brock, Neb.

—Kim Peterson, Naples, Calif.



—Van Newman, Brandywine, Md.



—Steve Woge, Hermitage, Pa.





—Ghost Rider, Ellenville, N.Y.



—T.L. Wilson, New Richmond, Wis.

—Buck Simpson, Escoheag, R.I.

—T.L. Wilson, New Richmond, Wis.



—Friendly Fire, Goshen, Ind.





—Jim Betlach, Minneapolis, Minn.



—Blue Bike Mike, Newburgh, N.Y.

—Clark Crouse, Leucadia, Calif.



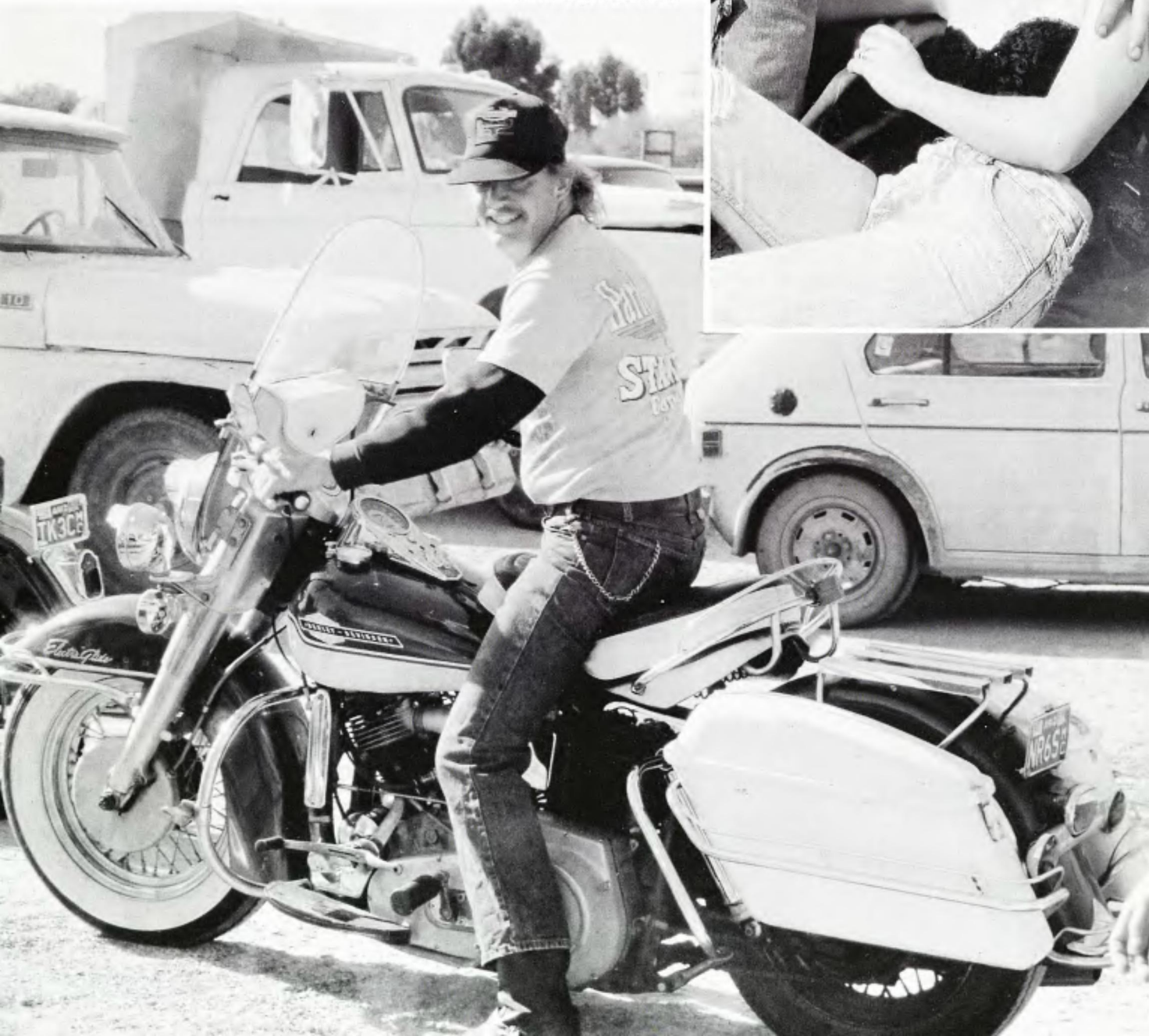
—Cynthia Payne, Denver, Colo.





—Steve Schrillo, Santa Monica, Calif.

—Bill Randall, Tucson, Ariz.



—Wild Bill, Kansas City, Kan.





—Blue Bike Mike, Newburgh, N.Y.



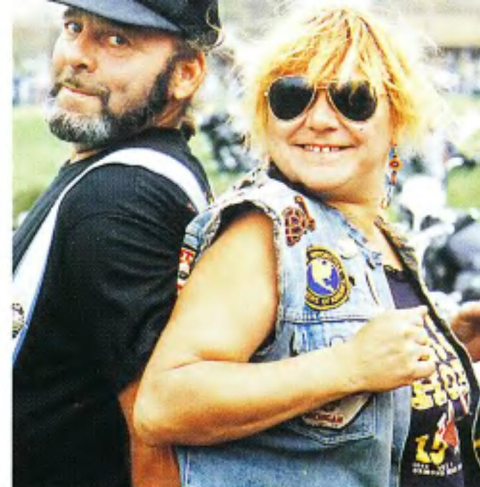
—Leroy and Dorothy Merrikin, Woodville, Ontario

—Kodak Bill, Memphis, Tenn.





—Bruce Decato, Concord, N.H.



—Olive Oyl, Lansing, Mich.



—Dub Cross, Strang, Okla.

—Stuart Stetson, Pilzen, Czechoslovakia



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This extraordinary book brings you an approach to the law no one else has dared to present—the perspective of the citizen-lawbreaker. While there's no such thing as complete security for those choosing to disobey the government, there is a zone of protection in which one can expect both privacy and a lower burden of punishment if caught. The establishment doesn't want us to know precisely where this "zone" is or how to take advantage of it because that would greatly diminish its level of control. That's why this important information never appears in the media, the standard literature, or the teachings of establishment institutions.

THE COMPLETE GUIDE TO LOCK PICKING

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This illustrated manual covers lock-picking techniques thoroughly, in an easy-to-understand manner. Topics covered in-depth: basic principals and general rules, how to mount practice locks, warded locks, disc tumbler locks, lever tumbler locks, pin tumbler locks, wafer tumbler locks, lock modifications to thwart tampering and how to overcome them, and various other ways of bypassing locks and locking mechanisms.

FIGHT YOUR TICKET

8 1/2" x 11", 320 pp., indexed, soft cover
Order #120 \$17.95
Although this book is primarily based on California laws, a look through it will convince you it's beneficial no matter where you live. Another traffic ticket can add \$100s to your yearly auto insurance premium. And whether the ticket is deserved or not, it also means paying an expensive fine. What can you do? FIGHT IT! ...when I got a ticket recently, I ran out and got your book, *Fight Your Ticket*. Yesterday, I went to court and won my case in less than five minutes."

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We Are Looking For Strange And Unusual Books

WILD HORSES

An Urban Cowboy's Ferocious Ride

Photos by Raiko Hartman





Easyriders





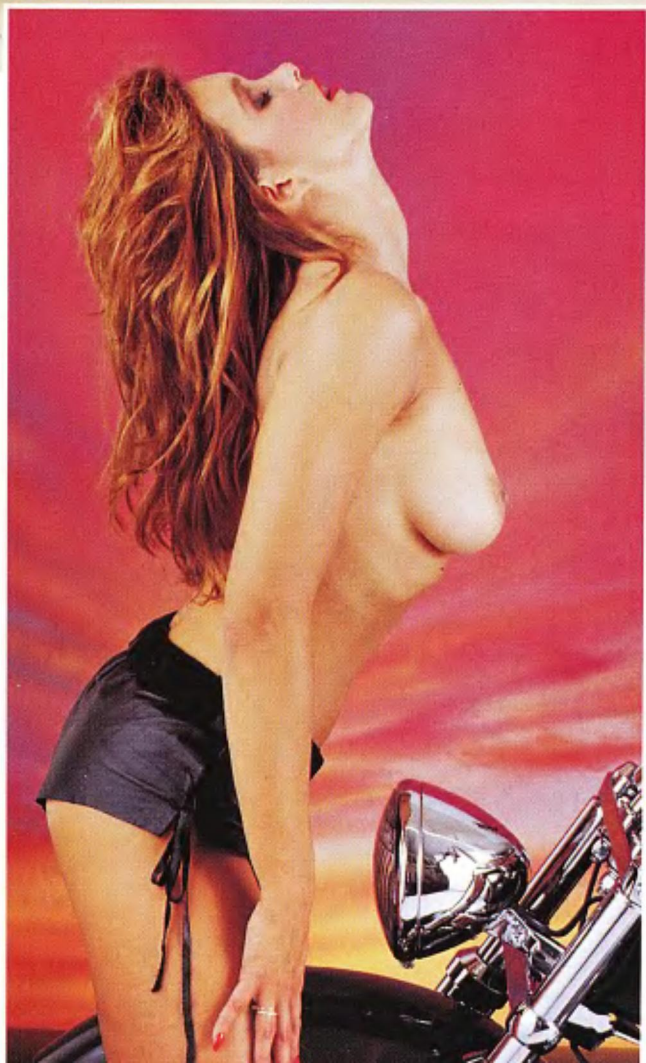
Rick Bramlette crashed his first motorcycle when he was eight years old, and he hasn't stopped since.

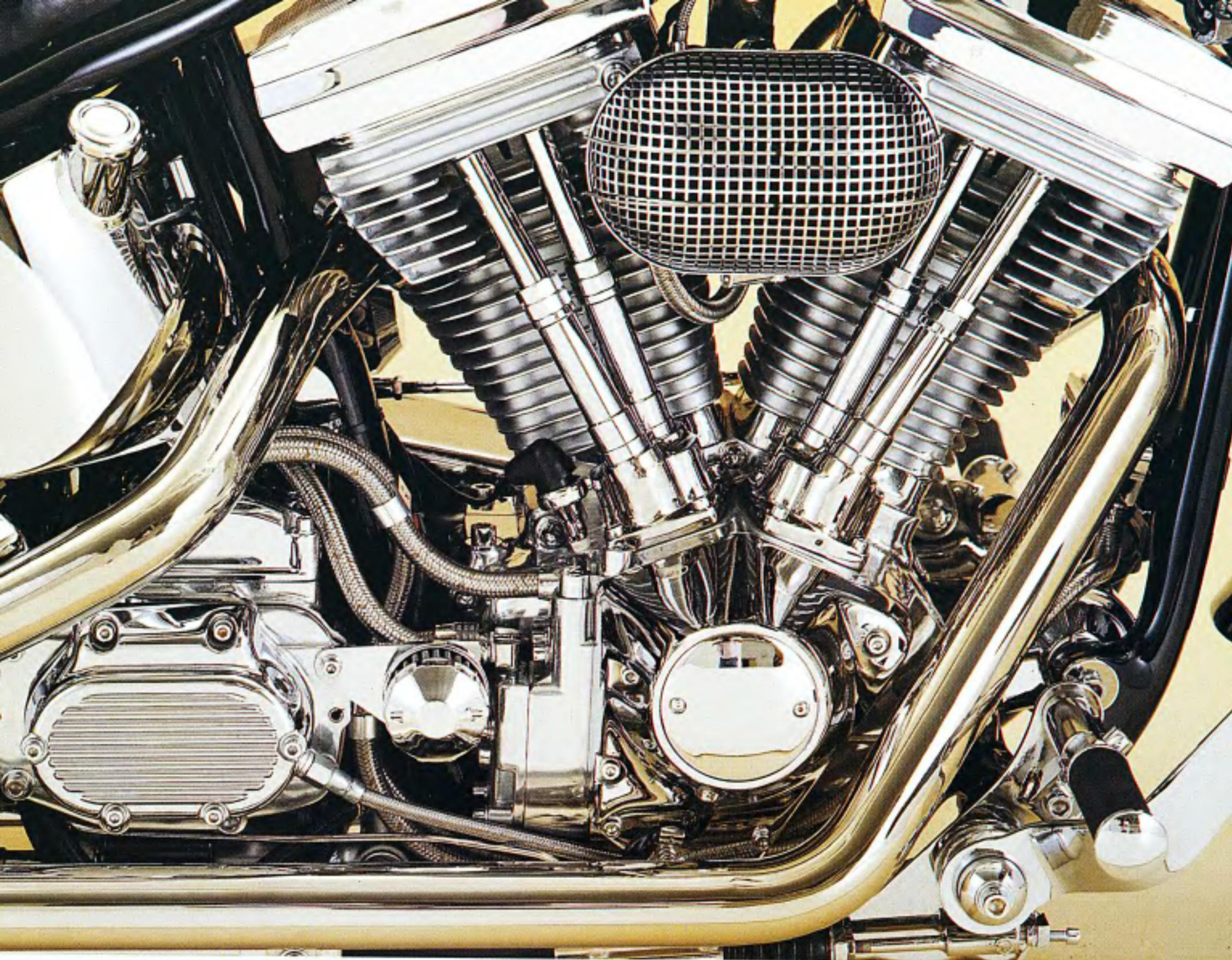
Hey, just kidding! But Rick has been riding since then on a more or less constant basis. He's even done some racing, up in Palmdale, a 'burb of L.A., but he admits to having lost the nerve to seriously compete with some of the young kids nowadays who, as he puts it, "are a lot smaller and have balls *this* big!" He cups his hands to form something the shape and size of a soccer ball.

"I've gotta be back at work Monday mornig, healthy and in one piece," he adds. Life on his '87 Softail, which he calls "Wild Horses," may be a bit slower, but don't let its basically stock engine fool you. Beefed up by an Andrews EV-5 cam and Axtell heads, this powerful set of wild equines is barely restrainable in its 80-cubic-inch stable and can easily rip your face to shreds if you twist the wick a little too hard.

Rick is self-employed and works as an independant sound mixer around Hollywood. He used to mix the sound for musicians like Keith Richards, David Bowie, and many more, but he got tired of the constant travel involved.

So now he stays in town, close to his putt and his ol' lady (not necessarily in that order) and mixes the sound for live TV-shows and special events, such as the recent MTV Awards Show. And in whatever little spare time he's got, he likes to ride his awesome sled around,





without mufflers of course, so everyone can hear him comin' around the corner.

"They're real loud," he says about his pipes, "but I haven't gotten a ticket yet. Matter of fact, twice some cops came ridin' up to me, and the only thing they said was, 'Hey, man, nice bike'."

His friend and builder of much of the bike, Joe Kroninger, keeps trying to tell him that a muffler might not be a bad idea, not just to cut down on the megadecibels, but also for better performance in general. "Every time I put 'em in, Rick takes 'em back out. So now I've given up. Some people you just can't reach." Joe shrugs his shoulders, gets on his own bike and brings it to life with a deafening roar. My eardrums are still reverberating long after he's left.

In the photo studio, everyone's attention in the male-only audience shifts from Rick's not-so-soft Softail to the oh-so-tight-looking hardtail doing her drool-evoking number for the fogged-up camera. Judging by the oohs and aahs echoing through the studio, our September Fox, Paula, is doin' a helluva job. She has 'em falling all over each other as they fight for the honor of helping her with taking off her leathers or moving her sweet little ass just right for the lighting. You can never have



enough light on cute buns like these, can ya?

Paula, who came out to L.A. from Indianapolis with a buddy, is a sweet young thing who works as a landscaper and a dancer. The palm trees and the California sun sure made it very difficult for her to go back home to the vacuity that is Indianapolis.

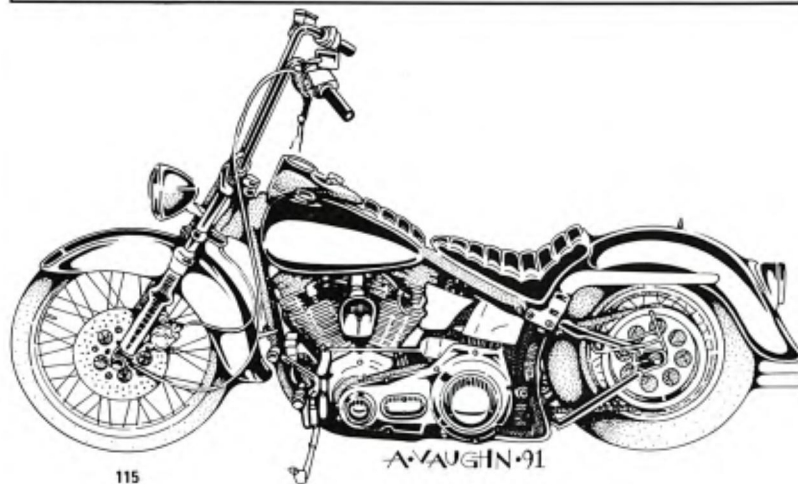
Paula likes to ride and party. During her four-day stay in L.A., she had a total of about 10 hours sleep. She tried to check out as much as possible of the local scene and consequently partied down at a reggae club, checked out a major movie studio, tasted some homemade Mexican eats, and in general had "the time of my life."

Let's hope she's gotten some sleep by now.

—Red Baron



Owner: Rick Bramlette		City: Los Angeles, California	
General		Frame	
Fabrication by: Elvis Hawg-Dawgs		Year: '87	
Year and make: '87 H-D		Builder: H-D	
Model: not-so Softail		Type: black	
Value: for sale		Rake: stock	
Assembly by: Joe Kroninger/Hawg-Dawgs		Stretch: none	
Time: 16 months		Other alterations: fender struts molded	
Chroming by: Brown's		Accessories	
Engine		Bars: Joe's 18-inch apes	
Year: '87		Risers: stock	
Model: V-Twin		Fender(s): glass	
Rebuilder: Joe Kroninger		Headlight: old Springer/halogen	
Ignition: Screamin' Eagle		Taillight: tombstone/molded	
Displacement: 80 cu. in.		Speedo: Joe Ponce/Jim Torre	
Lower end: left alone		Front pegs: yes, two	
Balancing: factory		Rear pegs: also two	
Pistons: H-D		Electrics: hidden	
Cases: polished		Gas tank: Bob's	
Heads: two; Axtell		Oil tank: H-D	
Cam: Andrews EV-5		Oil system: braided lines	
Lifters: H-D		Primary cover: shiny	
Carb(s): Chrome Zenith		Seat: Le Pera	
Air cleaner: one; on the right		Sissybar: none	
Pipes: shiny and long		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: shiny		Type: wide glide	
Year: '87		Extension: none	
Shifting: on the left		Builder: owner	
Engine sprocket: H-D		Special features: shiny/caps	
Trans sprocket: spaced-out H-D		Wheels	
Wheel sprocket: shiny		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Jim Torre		Hub: shiny	Hub: shiny
Painter: ditto		Rim width: 2-1/2-inch	Rim width: 4-inch
Color: dark		Tire: Metzeler	Tire: Metzeler
Type: wet		Brake: shiny	Brake: shiny
Special paint: flames by Bob Moon			
Other special modifications: Joe's adjustable lowering, lots by Jim Torre and Elvis; special thanks to Kendall Racing			



BLUE MOODS BEHIND THE B

By Twiggy

California never had a helmet law, but we will come January 1, 1992. What's going to happen out here when the new helmet law goes into effect?

That's the question a lot of people asked me. "You drive an 18-wheeler," they said, "so you must talk to a lot of cops. What are they gonna do about the new helmet law?"

Well, I'd been wondering the same thing, so I started asking around.

I started with the California Highway Patrol (CHP) and talked to some 75 officers. A few of them sincerely believe in helmets. Others personally endorse freedom of choice. Either way, they're duty bound to enforce the law—and they all wish they didn't have to. They see the helmet law as another burden.

CHP officers regretfully expect the new law to generate a lot of hostility. One female officer mentioned her brother, a long-time rider who's always supported her as a CHP officer. After the law passed, he called and said they'd come to a parting of the ways. In no way was he going to wear a helmet.

"My brother's never been in trouble with the law in his life," she said. "Now, he's going to become an 'outlaw' over this helmet thing. He really made me ask myself what good I am supposed to be doing by enforcing the helmet law."

Other CHP officers repeated her theme. "This helmet law puts the CHP into direct confrontation with law-abiding motorcyclists," said one, "and from what I hear over the grapevine, it's going to create an absolute mess."

He went on to say that too many riders know too well that the helmet law has nothing to do with saving lives. Once Assemblyman Richard Floyd, who sponsored the bill, admitted that he used false figures to argue for the helmet law, and once Governor Pete Wilson said he'd sign the law despite the fact that it was based on false numbers, many riders were disgusted by the political system.

"Too many people out there are just flat pissed-off," the Bay Area officer said, "and they're willing to go 'outlaw' over it. And the CHP expects us to fight the battle on the highways. My own commander, who hasn't been behind the wheel of a unit in years, told us to 'just get out there and do it.' Sure, sure."

In contrast to the anger expressed by

A LOT OF CHP MOTORCYCLE COPS OWN BIKES OF THEIR OWN, AND MANY OF THEM REJECT HELMETS

the Bay Area CHP, three CHP officers from the Imperial Valley area had a simple solution: just ignore the law—at least, as much as possible. One officer gave this example: If he saw one rider among a group without a helmet, he would look the other way. When pressed on the point, he said, "It's not worth our time to enforce a law that the general biker population has no respect for." His CHP bros agreed.

A lot of CHP motorcycle cops own bikes of their own, and many of them reject helmets. These anti-helmet officers see a different kind of problem arising from the helmet law: dead bikers.

"I've been riding for 12 years," an officer from Sacramento said. "When I bought my first ride (a Honda) the dealer told me I had to wear a helmet to be 'safe'. I bought the helmet, and about five days later, I went to make a lane change and almost got wiped out by a car passing on the left—a car I couldn't see and never heard. I took that helmet off and haven't worn one since."

"Now, if we make all riders wear helmets, if we hamper their hearing while they're riding, we're going to have bikers falling left and right. Even experienced riders will have trouble, because wearing a helmet is so contrary to their experience—and this is Governor Wilson's idea of safety? It's going to kill people—

and I'm supposed to enforce it? Thank you Governor Wilson."

Beyond the arguments for or against helmets, other CHP officers said the timing of the law couldn't have been worse. "We had the Rodney King thing in L.A.," said one, "and that soured people on the police. Then, we had a series of civil suits against cops—and the juries penalized the hell out of the cops every time. The public is mad at us, and now we have to go out and make them even madder."

"So what are you going to do about it?" I asked a "good cop" from San Diego, a man with over 20 years in the CHP.

"Retire," he said. "Get out. The job just isn't worth the risk."

"Risk?" I asked. "What do you mean?"

"Violence," he said. "The guys who ride bare-headed aren't kids. They run from 30 to 60 years old. They've been around. As a peace officer, I'm scared."

"You mean, you're afraid of what the 'outlaws' might do?"

"Not the 'outlaws'," he said. "The 'outlaws' aren't stupid. They won't start a war with the CHP. What I'm afraid of is the ordinary guy who goes over the edge. You pull someone over 'cause he's not wearing a helmet, and that just happens to be the last straw for the guy that day, so he goes apeshit and pulls out some iron and starts blasting away. A lot of that kind of thing happened after the 55-mph speed limit went into effect."

"That means we'll have cops blasting back," I reminded.

"Yes," he said, "and that worries me just as much. We have a lot of gung-ho, officers who are hungry for advancement. I'm afraid we're going to have a lot of dead bikers and a lot of dead cops—and all from a helmet law that's supposed to make you 'safe'."

"Do you know of any others who are quitting?" I wondered.

"Two others," he said, "but that's all I know of. Most of them have to stick it out, or lose the benefits they've accumulated. If we'd gotten a helmet law eight years ago, when Floyd first tried it, I probably would have stayed in, too."

So the helmet law will cost the CHP three veteran patrolmen, and maybe others we don't know about.

The CHP, of course, can't speak for, or represent, the attitudes of local police or county sheriff's departments. To find out what they thought, I started right at

UE LIGHTS

home, in Lompoc. Our police chief, Bob Hebert, is a 26-year veteran who runs a department of 42 officers.

Chief Hebert sees himself as a professional committed to enforcing the law, whatever it is. "If we see a motorcycle rider without a helmet," he says, "we'll give him a ticket. That's all there is to it."

"Suppose," I asked, "that 500 bikers rode through town as a protest, and none of them had a helmet. What then?"

"Well," he said, "we know better than to bite off more than we can chew. If there are more Indians than cowboys, we'll back off."

What about the county sheriffs?

If the Santa Barbara County Sheriff's Department is any example, they'll be just as vigorous. Tim Gracey, public information officer, says the Department will begin enforcing the law the minute it goes into effect—and that he expects "the paper will fly."

So traffic tickets will be flying around like a ticker-tape parade. Then what?

Christie Schultz, Assistant District Attorney for North Santa Barbara County says, "Nothing," as far as her office is concerned. "Helmet violations will be 'infractions'," she reminded me. "The case will be heard by a judge and the DA's office won't be involved at all—unless a rider stopped for violating the helmet law has outstanding warrants."

Think about that one. Right now, if you have an outstanding warrant for a minor offense, a cop won't find out unless he stops you. But he can't stop you without "probable cause"—and riding bare-headed will constitute probable cause.

"What if," I asked, "a hundred bikers rode up to the police station without helmets to get themselves arrested as a form of protest? Could the court system handle that many?" Schultz said she had complete faith in the ability of the court system to handle even massive instances of civil disobedience.

Obviously, we'd be better off if we could just get rid of the law before it goes into effect. ABATE of California has hired a law firm to challenge the law.

Maybe this should be our New Year's resolution: Join ABATE and add our dues to the legal fund. Register to vote. Write letters to our reps in the assembly. Write letters to local newspapers. Speak up on the radio and TV.

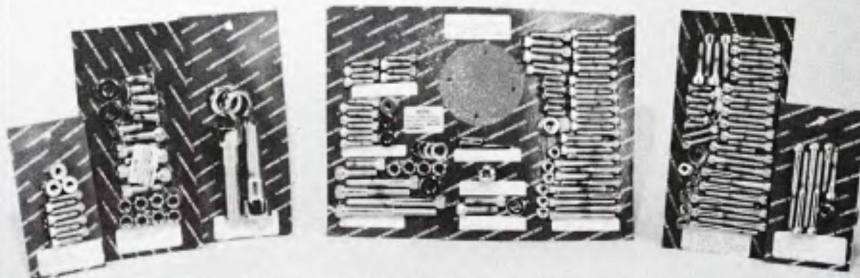
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Mark Reid, Ventura, California 1990 Harley-Davidson Evolution

Mark wanted to demonstrate what could happen if you took an Evo and surrounded it completely with aftermarket parts. He wasn't after a fancy, thrill-seeker type of ride. He just wanted something to show what can be done with what's available out there at your friendly neighborhood unauthorized Harley shop. The result is this unique motorcycle, unlike the dime-a-dozen, garden variety Evolutions we've seen so many of.

Mark built his scoot from scratch, at his shop, Mark's Custom Cycles, in Ventura, California. It took him over a year and a half, in between working on customers' jobs. That's what happens when you own your own shop, your stuff goes to the back burner. Anyway, he's holding on tight to it, mainly 'cause it's his last remaining vestige of a dream life gone sour—you know, the relationship trip. This bike has proven to be a mental lifesaver, though. No tellin' what coulda happened without the mind-relaxin' powers only a ride can provide.

Mark's also into Triumphs, old and new, and is a good source for Trump info and parts at his shop. He can be reached at (805) 658-9199. He may be out searchin' for new adventures, but he'll get to ya.

—Buster

General	Alterations: none	
Fabrication by: Mark's Custom Cycles	Forks	
Year and make: 1990 H-D	Type: wide glide	
Model: custom Evo	Builder: H-D	
Chroming by: everyone	Special features: 2-in. stretch	
Engine	Accessories	
Year and model: 1990 Evo	Bars: high	
Rebuilder: Steve Alstaedt heads	Lights: round, Triumph taillight	
Displacement: 86 cubic inches	Gas tank: 5-gallon fatbobs	
Transmission	Oil tank: Paughco	
Shifting: foot, Andrews gears	Seat: Arlen Ness	
Trans sprocket: 24-tooth	Other: V-Twin primary	
Wheel sprocket: 49-tooth	Wheels	
Finish	Front	Rear
Color and type: black lacquer, Chevy red	Size: 21-inch	Size: 16-inch
Special paint: arctic white tank	Tire: Avon	Tire: Cont.
Frame	Brake: disc	Brake: disc
Year and builder: 1990 Paughco		
Type: swingarm		
Special features: Paint by Steve Friedman, lower legs cut down, cases by House of Horsepower		



Photos by Kim Peterson



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SEPTEMBER *Fox Hunt* WINNER



Paula, our foxy babe for the month of September, had the guys drooling at the photo studio, when she took it off for all to see. This native of Indianapolis is a dancer and a landscaper, who loves to party and have a good time. Matter of fact, her sheets barely got wrinkled during her four-day stay here. On the other hand, some of us visibly aged just trying to keep up with her. Check her out on page 109 with Rick Bramlette's Evo.

—Horndog Red



I like the way the bikes look and the way they feel.
 Melissa, West Virginia — 900-933-3358 — Ext. #401



Going from the Black Forest to the Black Hills was the best.
 Reni, Germany — 900-933-3358 — Ext. #402



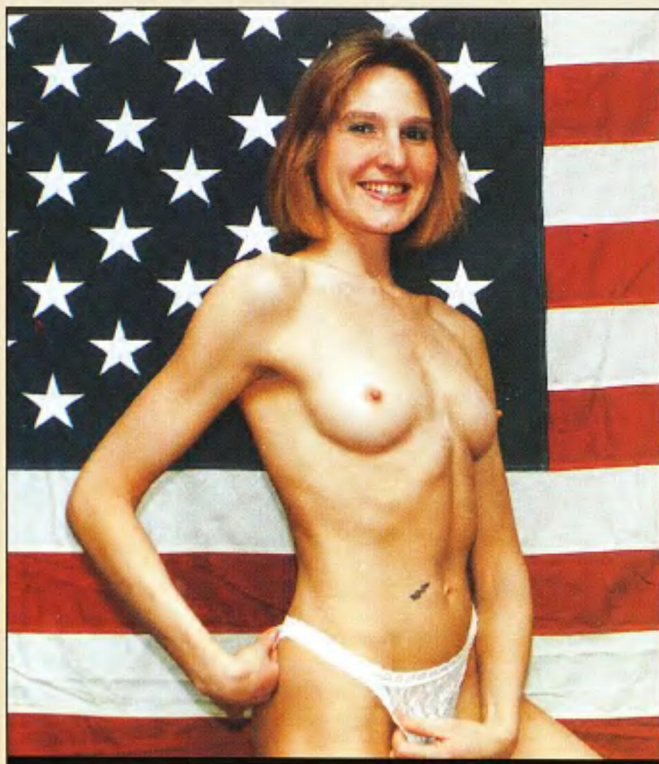
Flatheads, knuckleheads, panheads, shovelheads, blockheads,
Easyriders and me.

Victoria, Oregon — 900-933-3358 — Ext. #403



My fantasy of riding naked with my man on his Harley
is in my thoughts daily.

Megan, Texas — 900-933-3358 — Ext. #404



Working out is my thing, but showing off my stuff
on a bike is what I like doing best.

B.J., Massachusetts — 900-933-3358 — Ext. #405



I like the biker spirit and attitude, and roaring
through the mountains on a putt.

Laurie, California — 900-933-3358 — Ext. #406

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☐ TONISHA MILLS
☐ FELINA FABRE
☐ CAMEO
☐ APRIL RAYNE
☐ ALEXANDRIA QUINN
☐ BEBE LE BADD
☐ RUSTIE RHODES
☐ BRIGETTE AIME
☐ CICC
☐ LINETTE GEYSER
☐ MISSY WARNER
☐ BLONDIE DOLL
☐ MADISON
☐ DESIREE
☐ HEATHER LERE
☐ CINDY LABERE
☐ GENIE
☐ DEJU
☐ KIRSTI ALLIN
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☐ STEPHANIE ADAMS
☐ HEATHER TORSO
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☐ JADE EAST
☐ KATHLEEN GENTRY
☐ NIKKI KNIGHT
☐ AJA
☐ MEGAN LEIGH
☐ CASSI NOVA
☐ ELISE
☐ ELLE RIO
☐ ROBIN LEE
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☐ KITTY LUV
☐ PENNY LANE
☐ CHARLOTTE LEIGH
☐ VANITY
☐ AMANDA TYLER
☐ JAQUELINE
☐ RAVEN RICHARDS
☐ BECKY EASTON
☐ SCARLETT O
☐ KRISTARAH KNIGHT
☐ SHERI SLOANE
☐ CONSTANCE MONEY
☐ JOANNA STORM

HOT BLONDES DE JOUR



☐ KELLY BLUE
☐ JEAN AFRIQUE
☐ STACY DONOVAN
☐ LYNN LEMAY
☐ JESSICA LONGE
☐ ALLENA FERRARI
☐ DESSIREE FOX
☐ CHERI HILL
☐ FARREN HEIGHTS
☐ SUSAN VEGAS
☐ KRISTIE LEE
☐ CHELSEA DALLAS
☐ KIMI GEE
☐ NIKKI WILDE
☐ SAMANTHA STRONG
☐ ANGELA BARON
☐ CAROL CUMMINGS
☐ LEAH LYONS
☐ SAMANTHA COY
☐ FAWN ROBERTS
☐ LORI LOVETT
☐ SUZANNE ST. LORRAINE
☐ DANA LYNN
☐ HEATHER SINCLAIR
☐ STELLA STAR
☐ TABITHA STEVENS
☐ SUNNY DAY
☐ CHARLIE WATERS
☐ DENISE STEVENS
☐ BROOKE SUMMERS

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☐ ERICA BOYER
☐ RACHEL ASHLEY
☐ PENNY MORGAN
☐ SHARON MITCHELL
☐ NINA HARTLEY
☐ SHARON KANE
☐ TALIA RAE
☐ ONA ZEE
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☐ BIONCA
☐ RAVEN
☐ LAURYL CANYON
☐ DANIELLE
☐ KARI FOX
☐ GINGER LYNN
☐ SEKA
☐ PURPLE PASSION
☐ BLONDIE BEE
☐ BARBI DAHL
☐ NIKKI CHARM
☐ BUNNY BLEU
☐ BRIANNA STARR
☐ GAIL FORCE
☐ PORSCHE LYNN
☐ STEPHANIE RAGE
☐ JANETTE LITLEDORVE
☐ CODY NICOLE
☐ SHANNA MCCOLLOUGH
☐ KRISTA LANE

SLIDE DOWN MAMMARY LANE



☐ VIVIANA
☐ CHRISTY CANYON
☐ BUSTY BELLE
☐ TRINITY LOREN
☐ BETTY BOOBS
☐ BUFFY DAVIS
☐ EBONY AYES
☐ PATTY PLENTY
☐ CARLA CRUZ
☐ TAMMY REYNOLDS
☐ LAURA LEI
☐ CHAMPAGNE
☐ ALI KRAMER
☐ MEDINA
☐ KEISHA
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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 this way—if your entry is selected as the monthly winner, you get \$150 for sendin' in the photo; the cutie gets \$350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip 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 January 1, 1992. It's easy. Look the girls over and note the extension number of the lady who entices you the most, then call 1-900-933-3358, and the Den

Mother will answer and take you through the motions. You'll get to find out just how far these girls will go to get your vote. If you're not into her comments about our lifestyle, you can vote for another girl. If, for some reason, Ma Bell's on the rag and you can't get through, write the name of the girl you like on a postcard or the back of a sealed envelope and send it to #224 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

The deadline for voting for this month's crop of cuties is January 31, 1992. We'll print the winner in the June issue.



Here she is, bro, the ninth monthly winner in our 13th Annual Fox Hunt, Christy, #406, from Baltimore, Maryland. 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.

224

Model's Name _____
 Address _____
 City _____ State _____ Zip _____
 Daytime Phone () _____ Evening Phone () _____
 I am _____ years of age, born _____
 I will pose Topless _____ Full Nude _____
 I will give a 30-second taped interview _____
 Model's Signature _____
 Notary _____

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

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

Notary Seal

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

Oil Pump Blues

EPA-Approved Oil Pump Service

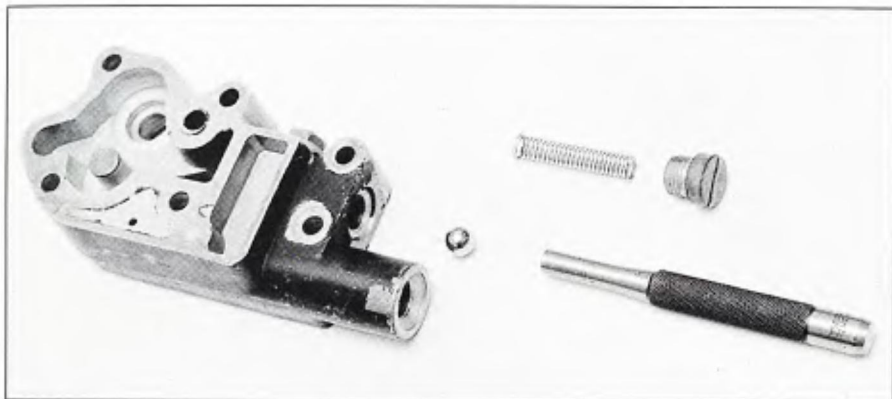


Photo 1

Does your garage look like the Exxon Valdez berths there? Is your ol' lady threatening to amputate certain body parts if you don't stop tracking oily bootprints 'cross the floor? Maybe payin' some attention to your Hog's oiling system would eliminate these hassles. Repairing leaks isn't what we're talking about here. We're going to be curing problems in the heart of your engine's lubrication system: the oil pump.

Harley engines sometimes exhibit the nasty trait of puking oil out the breather pipe when they're started—quite unacceptable behavior at best. Even the sleekest Hog is a sorry sight parked over a mound of Speedi-Dry. In almost all cases, this can be traced to one of several problems, which are all within the oil pump itself.

Most folks don't realize that, although the basic design is somewhat archaic, H-D oiling systems are quite complex. They rely on a delicate balance of pressure and scavenge pumps, crankcase pressure and breather timing to supply oil to the engine (and primary drive on some models) and to scavenge (return) it back to the oil tank.

When an engine loses oil at the

breather, it means there's too much oil in the crankcase. This may be caused by one of several potential defects in the oil pump, or, simply overfilling with oil. You must understand that there's no appreciable amount of oil actually stored in the crankcase. The oil belongs in the oil tank—if there's more than a few ounces in the engine at any time there's something wrong. "Wet-sumping" is the common term for what happens when oil drains out of the oil tank and into the crankcase when the engine isn't running. The scavenge side of the pump is unable to handle the excess oil at start-up, and crankcase pressure blows it out through the breather system and onto the ground. We're going to talk about how to keep that oil in the tank.

Overfilling, which is more common than you'd think, happens quite easily. For example: You decide you want to go for a Sunday morning putt: You go out to the garage, roll the bike out, and check



Photo 3

the oil. What's this? Down 2 quarts! Oh, well, I guess the engine's just showing it's age. You top off the oil tank and away you go. Only now there are 6 quarts in there instead of the 4 that belong there: The missing 2 quarts weren't burned off like you thought, they were actually hiding in the crankcase, where they'd slowly drained down to while your scooter was sitting in the garage.

Correcting this used to be easy; almost all older models had drain plugs which could be removed to drain excess oil. On current models, though, only the XL has a drain plug. If you think you have an over-filling situation, drain 1 quart from the oil tank and operate the vehicle for a few miles. The oil pump, which enjoys a substantial scavenge/feed volume ratio bias, will gradually bring the oil back up into the tank where it belongs. If the tank fills right up to the top again, you may need to repeat the procedure until the oil level stabilizes and you can then fill to the proper level.

The defects in the oil pump, which can cause wet-sumping are: poor sealing at the feed side check ball (dirt present or damaged ball/seat), a loose idler gear shaft in the pump body, and a leaking oil seal at the pump drive shaft. Any one (or a combination) of these will allow the oil held in the tank and feed side of the pump to slowly drain down into the crankcase.

Note: Although these procedures are shown being performed on a '68-'80-style Big Twin oil pump, they are directly applicable to both later Big Twin pumps and 1976 and earlier XL pumps.

Now let's get to the heart of the matter: checking and correcting the possible defects we've mentioned.

Servicing the oil feed check ball can be done simply, and usually without removing the pump. A high percentage of problems can be cured here without going into the pump (refer to photo #1). The first step is to obtain two H-D #8873 check balls (these replace the previous steel ball, H-D #8866). Drain the oil from the tank or pinch off the feed hose close to the pump. Remove the plug and spring above the check ball. Remove the oil check ball by fishing it out with a mechanic's pocket magnet. Clean out the oil and debris from the check ball cavity. Drop in one of your new check balls and, using a steel drift punch and *small* hammer, give the ball a sharp rap to "seat" it into the pump body. Not too hard! If you give it the gorilla treatment, you'll end up buyin' a new pump. Remove this ball and *throw it away*. Install the other new ball and reassemble. If problems persist you'll have to take the pump off to lap in the check ball seat and/or check for other problems.

Lapping in the check ball seat is a fairly easy procedure, but it requires the fabrication of a simple, special tool (see photo 2). Weld a new check ball and a piece of steel welding rod together as shown. A piece of rubber hose slipped over the end makes the tool much easier to use. Coat the ball end with very fine lapping compound and lap the pump body's valve seat (just like lapping a valve seat in a cylinder head) until an unbroken lapped band appears all the way around the seat. Clean the pump thoroughly. Remove *all* traces of lapping compound. Repeat the seating procedure performed previously with two new check balls.

Your next step is to check the pump's idler gear shaft for fit in the body. This part has a press (interference) fit in the body. You should *not be able to move it at all* using hand pressure or even with a *light* tap on the end with a *small* hammer.

See photo 3. Repairing a loose idler gear shaft can be done easily by using this procedure: Clean the pump body and shaft thoroughly (remove *all* oil from mating surfaces of shaft and body). Using high-strength Loctite, assemble the shaft to the body. Be sure the ends of the shaft are *perfectly flush or below* the body's gasket surfaces or it may bottom against the crankcase or pump cover surfaces when you assemble your pump.

See photo 4. Use the idler gears as aligning tools: Slip 'em on the shaft just enough to make sure that it's straight and square in the body while it's curing. Allow it to cure for several hours. Be *certain* there is no Loctite between the gears and the shaft or you will end up with everything glued together—*not good*. This is a reliable (and cheap) fix when done properly. I've used it many times and have had excellent results.

Replacing the pump's drive shaft oil seal is fairly simple, but the pump body should always be removed to do it. Be sure the sealing lip of the seal faces *toward* the feed gears (see photo 5, which shows the sealing lip side of the seal). Check the pump's driveshaft for wear and/or scoring. Use a machinist's fine India stone to remove burrs around the shaft's retaining ring grooves and keyways to prevent damaging the new seal when installing the pump body over the driveshaft.

Oil pump gaskets aren't a good place to choose to save cash. High-quality gaskets are necessary. My choice for oil pump gaskets are those from the James Gasket Co. Their gaskets are made from OEM-quality (or better) materials and, most importantly, they're the exact thicknesses required to maintain the proper internal clearances necessary for optimum pump efficiency. Use



Photo 5

H-D's torque specs of 50-60 inch-pounds for Mylar (plastic) gaskets and 90-120 inch-pounds for paper ones. If you choose to use gasket sealants, use 'em sparingly, they may squeeze out and

block oil passages if applied too heavily.

Caution: If you remove and replace your oil pump without removing the case cover, be sure the driven gear key doesn't fall out inside the gear case while you're working. If it does, the pump won't function. Verify that the drive keys for the feed and scavenge gears are in place. Make sure the pump turns with the engine before putting the outer cover back on.

Do a careful, workman-like job here; you're risking catastrophic engine damage should you fumble this one! This info won't do you any good if your pump's not healthy to start with. If it has a scored body, chipped or worn gears, etc., these fixes probably won't help much. If your pump's gone South on ya, call Jim—he'll be happy to help you out.

If you've followed these instructions carefully, your oil pump problems should be cured.

This article was furnished by Jim Thompson of Thompson's Cylinder Head Service Co., 186 River St., Dedham, MA 02026. (617) 326-8380 or FAX: (617) 320-9351.

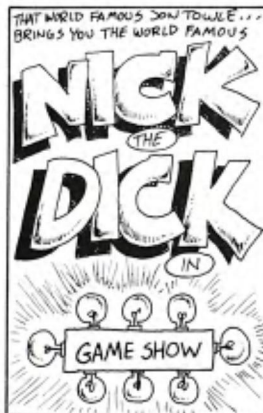
Photo 2

ity
sary
ity re-
My choice
pump gaskets
those from the
Gasket Co. Their
are made from OEM-
quality
(or better) materials
and, most importantly, they're the exact thicknesses required to maintain the proper internal clearances necessary for optimum pump efficiency. Use



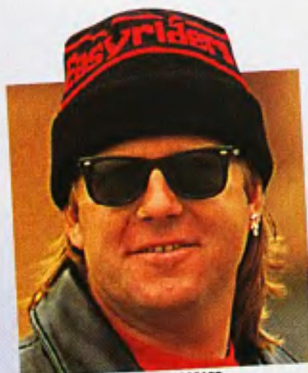
Photo 4

Photos by Michael Coppola



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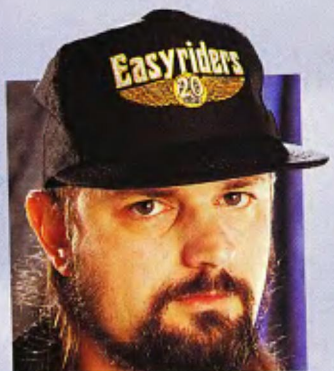
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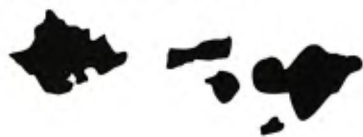
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Hawaii Revisited By Rip

Hawaii. Just the sound of the word conjures up all kinds of exotic and exciting thoughts. I'll bet if you tell a friend that you're going to Hawaii he will probably say one of two things: "It must be nice" or "You're damn lucky, I wish I was going."

Anyway, it had been a little over two-and-a-half years since I visited the islands, so I thought I'd fly in (and boy are my arms tired). You old

time "Rip's Run" readers probably remember my last trip to Hawaii, where I opened up the color page with a shot of the center of the volcano on the Big Island (ER 191, May 1989). This time I thought I'd do something different.

After riding in from Sturgis, I stopped in L.A. long enough to pack a few things, grab my favorite redhead, and catch a plane to Hawaii.

I was going to visit with the

Lineriders MC. They live on the Big Island and do an annual benefit. The benefit this year was for the Hilo Association of Retarded Citizens and Kona Krafts. This association trains people in useful professions.

The last (and first) time I'd been to Hawaii, I stayed a short time and it rained every day. This time the weather was perfect. Although it was overcast, it did not rain. I got to do

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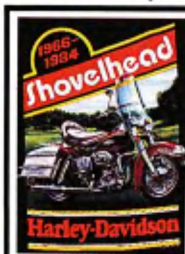


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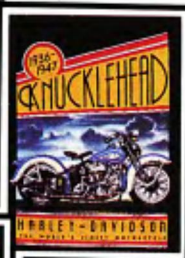


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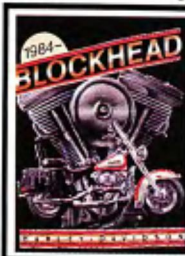
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Lucky bike show winner.

some of the things the tourists do, such as checking out some Hawaiian culture. We saw *Pu'uhonua o honaunua* or the City of Refuge. If you fucked up, this was the place that you could go to escape persecution (if you swam across the shark-infested bay to reach it). It was also for noncombatants or defeated warriors or people who were kapu breakers. Kapu was the sacred law. The ancient Hawaiians had a strict code they lived by.

The Friday before the big Labor Day rodeo the Lineriders were sponsoring, a group of us rode over to Hilo to party with the Aliis (Royalty) of Hawaii, Unit 5. It's about 125 miles from Kona to Hilo on the route we took. We had a great time. These

are fun-loving people who know how to party and they cooked up some mighty fine grub. We pigged out while listening to some Hawaiian reggae provided by the *Mauna Kea* (White Mountain) band. They played some original tunes. The one I liked best was called "Leave Hawaiian Land in Hawaiian Hands." While rapping with some of the local brothers and sisters, I discovered that they are worried about foreign investors (as in the Japanese) buying up all the property. Seems they're buying everything they can put their hands on.

The Aliis provided security at the Lineriders Labor Day shindig and they also helped erect and tear



Don Snyder and the wienie bite winners, Kona, Hawaii.



Hi ya, Beth.

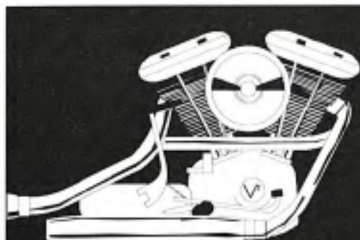
down the bleachers at the old airport park where the rodeo was held. *Mahalo* (thanks). En route to Hilo for the party, we stopped at Kilauea Caldera—Hawaii Volcano National Park. We saw the caldera and craters with their steam vents and hot spots, and the lava tubes spewing a stinky sulphur smell. The road around the park is 11 miles long and can take →



Entrance to the Aliis clubhouse Hilo, Hawaii.



Hawaiian beauty.



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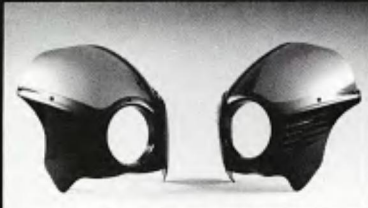
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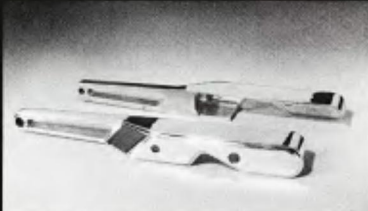
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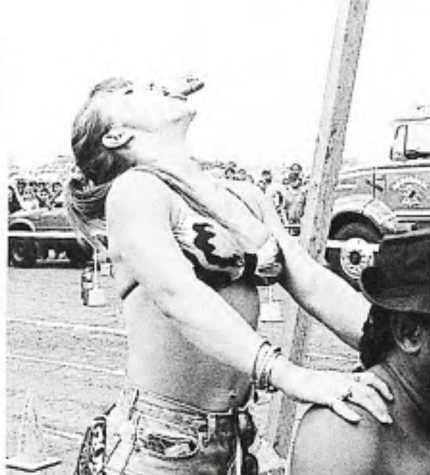


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one to three hours to get around, depending on how often you stop. The volcano has erupted as recently as 1991 and you can walk down near it. It takes about an hour each way. We didn't have the time and, besides, I hate walking, my feet ain't made for walking. Hey, doesn't that sound like an old Nancy Sinatra tune? Yeah, I know, I just couldn't help it. Getting on with it, the volcanic fumes are hazardous to your health. The Waha'ula Visitors' Center was destroyed by a lava flow in 1989. When the lava hits the ocean, hydrochloric acid and microscopic glass particles become airborne, which could destroy your lung tissue. It's best to keep a safe distance from this area.

Many clubs from Oahu attended the Lineriders rodeo, sending their bikes over on barges or in seagoing containers. They love it, since the island they live on is so small they can't get as much riding time in as

Captain Tom and Lu-Lu aboard his FXSTS.



Shaka-brah, hang loose.

they can on the Big Island. There were over 600 motorcycles in attendance. That's plenty big for Hawaii. The Lineriders want to thank everyone who showed up. And right here, right now, I'd like to thank the Anheuser-Busch, Inc. people and especially the Eagle Distributors, Inc., from Kailua Kona, Hawaii, branch manager, Don Snyder. While I'm at it I'd also like to thank Charlene T. Goo, the Keauhou Beach Hotel manager, for letting me stay at their fantastic digs. They have it all there, and then some. The Keauhou Beach Hotel is an oceanfront building.

If you ever make it to Hawaii, make sure you take time out to take a ride on the Atlantis Submarine. I wish I would have taken the sub ride earlier in the day, 'cause I would have gotten better light for my photos. We went down 102 feet and watched divers feeding the fish. It was quite a trip, as was the biplane ride Leroy and I took, on a brand-new 1935 reproduction,



Tony Carbonell, showing his championship form.

with Classic Aviation Corporation. We flew south to the Captain Cook Memorial, while the pilot strafed a diving boat in the bay. 'Course he didn't use real bullets, it was simulated. It was lots of fun, although I almost lost my camera when I tried to get some pictures. Leroy and I were protected by the windshield but when I stuck my lens around it I almost got it ripped out of my hands. We were doing about 110 mph or maybe that was knots per hour. Whatever it was, it was mucho fun doing a lazy 8 dancing through the air. It's like riding in a canyon without having to worry about traffic, white lines, or staying in your own lane. Leroy, my co-pilot, is an old bud of mine. He managed the North 40 bar when he lived in San Berdoo. He owns and operates Leroy's Custom H-D repair in Kona-Holualoa, Hawaii, an unauthorized shop.

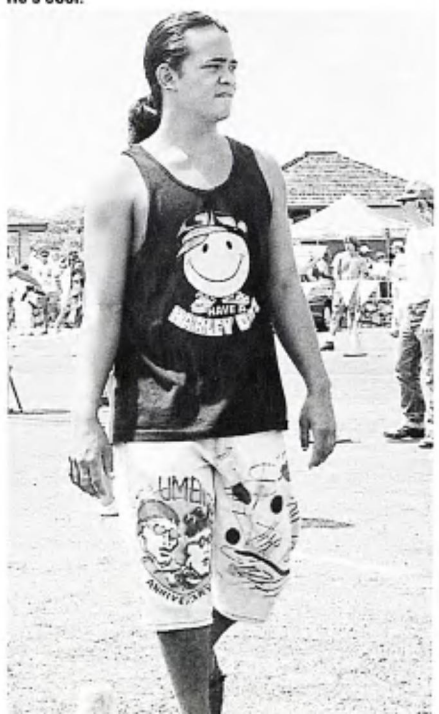
I'd also like to thank Captain Tom, a Linerider patchholder, who took a Cookin' up Hawaiian grub at the Aliis Labor Day Party.



group of us out fishing for Marlin. His boat is called The Shadow, we didn't hook up any Marlin although one of the guys caught a big bait fish that a porpoise grabbed while we were trolling. He left us the hook and the bait fish's head. If you're ever in Kona and want to go fishing, try the Shadow, 'cause the Shadow knows.

Well, enough of this, let's get to the Linerider rodeo. This was the sixth annual and it was a great hit with the locals. Lots of people turned out for this event, not only the bike riders but a lotta town people. Many merchants donated to the Big Island Charity Benefit. It went to a good cause. In the slow drags single (solo), Tony (Cabb) Carbonell took first place with a time of 49.36. His brother Dave came in second with a time of 48.85. In the slow drag double (or rider with passenger), Armond Jackson took first place with Cabb once again placing second. Cabb rides a 1973 FL and is from Kaneohe, Oahu. The board →

He's cool.



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Fine-looking couple.

walk was taken by Leonard Begano, Dano came in second. There wasn't any last name listed. Jackie Lutterman was the rider who won the wienie bite, I don't have the name of the passenger, although she bit off 4 1/4 inches. Steve Johnson was the rider of the second place bike. Again, there was no name of the passenger, but she bit off 2 1/2 inches. Leonard Begano won the barrel race and was



Riding in to the old Kona Airport.

declared the all-around cowboy. Haunani Merck was chosen as the Motorcycle Rodeo Queen.

They did have a quick wet T-shirt contest. I had to fight off a kid while jockeying for position with my video camera. They sure start them off early on the Big Island. His video camera was about as big as he was. It must have something to do with the sun. I said the contest was over



Nice ride, great flag.



Getting ready to do the slow drags.



Local boy Hawaiian-style ride.



Do you suppose they call him fishhead?

quickly 'cause I (and a few others, I'm sure) could have watched a bit more. But ain't that always the way it is with us males? We just can't get enough of that wonderful stuff.

Following is a list of the bike show winners:

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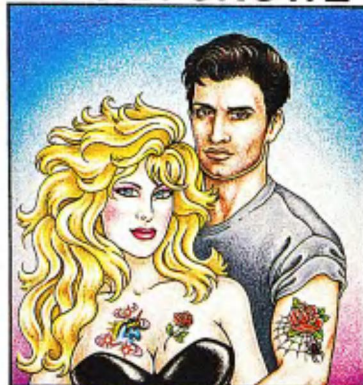
What can I say about the state of Hawaii? If you've never been there, you owe it to yourself to check it out. I have and I love it. The only riding problem is that the roads are short and narrow. But ya can't have it all. The weather is great and so are the people who live there. *Mahalo*, until then.

While you're kickin'-back this winter, waiting for the snow and ice to melt, drop me a line. I'm looking for places to go, neat bars, bike shops, and events.

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AGAIN

By John Radziejewski

Hammer it through my thick skull, will ya! Take a sledgehammer and nail it through this concrete block I call a brain.

It seems there are some things you just gotta learn again and again. Lessons. And this one was mine. There are some places you just don't belong, yet over and over I kept finding myself in places where I knew I shouldn't be: jail for one, church for another, any kinda office building or bureaucratic den, and here.

I grew up here, couldn't wait to get away. Tried and tried when I was a rugrat, but my folks kept snatchin' me back before I could

ever make a train or a highway. I finally got old enough to beat it on my own, and by that time they were so glad to see me go, there wasn't any argument. I was gone. Free.

I kept coming back, though. I don't know why. Every time I did, something bad would happen. But I kept returning. I guess I thought I had something to prove. Eventually I was able to figure out that I just didn't belong in this town.

"This town" is New York City and I know a lot of people think it's just the cat's meow, but it doesn't cut it with me. I think it has something to do with all that concrete standing up in the air. It makes me nervous. I like to feel it zipping by underneath me, that makes me feel free and alive. But up in the air, towering above me, surrounding me, it just makes me feel trapped. I don't like feeling trapped.

Last time I left the city, watching it grow smaller and smaller in the rearview mirror, I let out a holler and a whoop, 'cause I knew like I knew my name that I was never coming back to this stinkin' city. I'd learned my final lesson and I was never, ever coming back. So much for nevers.

I came back because of the bitch, er,

excuse me, ex ol' lady. We never did get along . . . even when we were together . . . even in the best of times . . . even in the sack. It was always her against me. Sometimes that made for some pretty exciting exchanges, but in the end it just made us both tired. So we called it quits. And even though there was always that glowing ember burning inside of me for her, which I tried to pass off as an ulcer, I just couldn't deal with it anymore.

Well, I guess that's what you get when you chase those thoroughbreds. If there was one thing Kris was, it was thoroughbred—through and through.

I don't have enough digits to count the

number of times we'd walk into a place and the bro's jaws would just drop.

Whatever it was, she had it. And she had the temperament to go with it, too. Temperament! Hah! Bitchiness was what it was. And the only reason she'd do it is because she could. Damn, I loved it, though!

Give me something that can kick me in the guts and I'm happy. Lord help me but I do like 'em with a little fire in their eyes. My experience is that fire usually runs all the way through, and when you get that kinda fire with my kinda fire . . . well, I don't want to start drooling all over myself here, so I'll just get on with my story.

I'm just trying to tell you why, when life was going well, when I thought that I'd finally had the pain of this wound licked, all packaged tight and locked away with the other memories, that I jumped like a hound after a hare when I got her message.

There I was, sitting in my favorite watering hole, Stones on the jukebox, my ride parked outside, sipping the head off the second of six brews I had backed up thanks to a run of luck on the pool table. I mean, I was enjoying life, man. And if I had any brains,

when Fast Eddie saddled up next to me and said he'd gotten a message from Kris, that she needed to see me, that it was urgent, I would've stayed right there waiting my turn to get back on the table. I wouldn't have blinked an eye. I woulda played it real cool and said, "Yeah, who gives a fuck?"

But when Eddie gave me the paper with her address on it, and that note in her handwriting that said "Baby, please," well, temporary insanity took over. In spite of all I knew about how it was, and how it would always be, there I was heading south on the turnpike, throttle wide open and my heart beating as fast as the custom bored and stroked Milwaukee iron between my legs. I was probably thinking some dumb shit, like, "I'm coming, baby. I'm coming." So much for shouldas.

Somebody do me a favor! Next time I get that glazed-over look in my eyes, and start mumbling that romantic, hero-type crap as I'm kickin' over the shovel, crown me with a crescent wrench. Don't worry about hurting me none, 'cause you'll sure as hell do less damage to me than I'd do to myself. Besides, I doubt anything can dent this solid steel noggin.

So there I was, romantic slobber spilling down the front of my leathers as I roared over the George Washington Bridge, then down the Westside Highway. I cut across 72nd Street, and before I knew it, there I was on Manhattan's fashionable East Side. Talk about places I don't belong.

I cut the motor, chained the bike to a signpost, and compared the address on the greasy piece of paper I pulled out of my Levi's to the one on the tall glass box in front of me.

Kris had always wanted the big time; that fast, flashy, glamour life you see on the tube and in the fashion rags. You know, a whole lotta rich assholes trying to show you how much better they had it than you. I always felt sorry for 'em myself. In my book, if you gotta impress someone in order to know who you are, then you're in big trouble.

That was just one of the things Kris and I couldn't get agree on. She actually liked all that crap and

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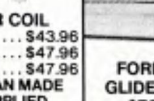
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AGAIN

expected me to like it, too. No way.

Well, now she'd gotten it. She was one of those pretty mannequins they paid thousands of dollars to. All she had to do was flash a little tittie, slip 'em a little fuck-me-darling smile, and look like the product was gonna make her cum like crazy.

Yeah, I kept track of her. Every once in a while I'd pick up one of those glamour rags—if I was taking a shit in some strange place—and there she'd be, staring up at me with that smile that used to turn me inside-out. Only it wasn't just for me anymore, it was for everybody. It was for anybody that had the cash. Bitter?

Yeah, I guess I was still sore about it. I'd always felt that if she could just relax and be happy with what she had, what we had, then we could have

given it a really good shot. Maybe we coulda gone all the way. Maybe done the whole bit. I was that hooked, man.

The only problem was that she was hooked on something else. The dream of me, her, the bike, and the road wasn't enough. She always badgered me about this shit and that shit, how this was the latest fashion, and how she just had to have more and more. Then she'd turn it on me, sayin' things like: "Maybe if you'd get out of those greasy rags once in a while..." and "What are you going to do with your life?"

I was doing exactly what I wanted to with my life, and told her so. When we'd first met it seemed like it was good enough for her, too, but toward the end, we just got tired of not seeing it each other's way. One day she just up and split; hitched a ride to the city and was gone. I didn't even know if she was happy with her new life, 'cause until Eddie gave me that note, I hadn't heard a word from her. But I was happy—for the most part. Man, if she just coulda relaxed. So much for couldas, right?

The glass box was impressive; fountain in the lobby, birds singing, that kinda shit. She'd come a long way from the tittie bars upstate where I'd first met her. But even then she had the right stuff. She knew it. So did I.

But standing there in front of her fancy high-rise, I somehow thought things had changed. I figured her message had meant she'd finally come around. I guess I was feeling a little smug, too. I was standing there all confident and manly as the snotty doorman sneered at my banged-up leathers and tattoos. I told him who I was there to see, and thank you she was expecting me. Now would ya mind scooting your pansy ass over to the phone and telling her I'm here, I thought.

Riding in the elevator, it hit me: What the hell was I doing? And as I searched down the hall for her apartment, Penthouse B (for Bitch?), I started moving slower and slower.

What was I doing? How did I get here? Did I even stop to think about it?

The dream of me, her, the bike, and the road wasn't enough

No. Did I really think she'd changed? Hah! And it was then that I decided. Fuck her. I'd show her. When she opened the

door, probably standing there in some lacy negligee, all perfumed and made-up, striking one of those \$2000-a-day poses, I'd tell her. I would tell her... well, I don't know what it was that I was going to tell her, but it sure as hell wasn't going to be what she wanted to hear. It was gonna be some surprise to her when I told her that I didn't need her and that I only came to tell her that. And maybe, maybe, if she begged, no, maybe if she pleaded, I'd consider letting her put her high-priced ass on the back of my ride again. As I rang the bell I got ready. This was going to be good. I'd show her. She'd have to make up for a lot of hard and lonely nights if she wanted me back. I didn't care how good she looked or how much I wanted her. I wasn't going to give in.

Damn! She looked like shit! I mean, at least that's what I could tell from the quick glimpse I got of her after the door flew open and before she collapsed in my arms, bawling, sobbing, choking, and sniveling, pausing in between to tell me how glad she was that I'd come. She bawled on about how she didn't think I would, after the way she'd treated me, and how she'd been sitting there thinking that I'd probably laughed and torn up the note. Then she told me she'd never felt so alone and helpless, and that she needed me, she really needed me.

I know what you're thinking: Tears

are the oldest trick in the book, they're what the man upstairs gave women to get even. I was thinking the same thing, but as her tears were softening up my leathers they were also softening my resolve. My leathers weren't having their best night. First they had to suffer my romantic slobber, then they had to deal with Kris's tears. Oh, well, they'd been through worse. Before I knew it, I was sitting on the couch, holding her in my arms and whispering, "Don't worry, baby, it'll be okay."

Damn, she really had looked better. With her face all red and puffy, mascara spilling down her cheeks, and snot running out of her nose, she sure wasn't the cast iron bitch I'd prepared myself to do battle with.

We sat on the couch and she cried and sobbed some more, unable to get two breaths together to tell me what was going on. Every time I tried to get up, move, or say something soothing, she'd just start bawling louder and louder. So I did the best I could, which was nothing much. She seemed all right with that, so I just sat there and held her. And with nothing else to think about, I thought about how good that felt, about how much I'd missed that feeling, and about how being back at the bar, with nothing but a pool cue to keep me company, was nothing like being in New York with Kris.

Damn I wish someone had hit me, popped me a good one just to bring me back to reality. Well, someone did, only it was the last person in the world I had wanted to do it.

She finally stopped crying long enough to look up at me. She told me how glad she was that I had come, how she was in a jam and didn't know what to do about it, and that she needed my help. Jeez, in the two years we were together I never once heard her say she needed anything from anybody. I was feeling mighty flattered. I should have been feeling mighty set up.

Jeff was his name. Jeff! Can you believe it? Man, if someone had hung a moniker like that on me I sure as shit would never admit it to anybody. Anyway, Jeff was his name and Jeff was the guy she hooked up with when she first got to the city. She hadn't really wanted to, she said, but she was just feeling so empty, so lost without me. That's when this guy Jeff came around. Don't misunderstand, she told me, he wasn't a replacement for me. No one could ever be what I was to her, she said. He was just a distraction, something to help her go on. He helped her put her life back together; helped her

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AGAIN

with her career. She wouldn't have made it in the business if it weren't for him. But she never stopped thinking about me. That's why things finally went sour for them, 'cause of what I meant to her. She could never get past that and now she wanted to get back with me, only.

The problem was that Jeff controlled all her money. He had power of attorney over her stocks and bank accounts. Even her apartment was in his name, and she had worked too hard to just let go of it all. That's

where I came in, that's where she needed me.

He was on his way home.

Yeah, he lived there.

Not full

time, though. He split his time between Kris and an old lady in Connecticut he'd

been married to for 13 years. He was in the city on weekdays and in Connecticut on the weekend. Anyway, he was on his way and she wanted to know if I could talk to him, reason with him, tell him what we meant to each other. And, if need be, bust his head a little bit. After that was taken care of we could just hop on the shovel and go to that place in the mountains we used to run away to, lock ourselves in and roll around in the sack for a couple of days. Just like old times. That's what she wanted more than anything, she said. But first she needed the money.

There was nothin' inside of me 'cept a hole where I used to have a gut, so I had plenty of time to take it all in: The gentle push of her nipple through the pale silk blouse, hair that smelt like spring, the two-thousand-dollars-a-day lips, lips that wrapped themselves around a now pleading and desperate mouth.

I also had time to think, and hard thinking was what I was doing. It was too easy, man, too easy. It had taken me two years to get over her. And just when I thought I had, Fast Eddie's bearing of tidings from her showed me how much I still cared for her, how I was little more than a walking zombie. Sure, I was making all the motions, but I was pretty hollow and I guess it took

Eddie's message to show me that. Now she was offering it all back. I sat there with her tears on my jacket, trying to put the pieces back inside of me. It was slowly coming together but there was one piece that didn't seem to fit. It was a big one, but the edges were all jagged and not real clear. The piece was named Kris.

I was trying to make sense of it all, trying to figure out all the angles, trying to decide whether she really wanted me back or she just wanted some muscle to get her money back, when I was brought back from my dream by the buzz of the intercom and Kris' desperate cry.

"Please," she begged.

There was nothin'

inside of me 'cept a hole where I used to have a gut

"That's him now," she said. "Please, honey, you gotta help

me. He's been mean lately, he's gotten rough. I don't know what he's

gonna do when he finds you

here. He gets real jealous. He thinks he owns me."

She sat there, a ball of desperate emotion, a bunch of nervous tics looking in every corner for a place to hide. I could see she was scared, but I couldn't tell how much of it was real and how much of it was an act.

The doorbell rang. Then someone pounded on the door and screamed, "Kris, open the door. Kris, open the damn door now!"

Kris didn't move. Not being able to think of anything else to do, I got up and opened the door.

He was bigger than I expected. He probably had 15 pounds on me—and I ain't small. He musta played some football in college, he had the look. But he was soft. He looked like too many deals done over three-martini lunches. He was hard around the eyes and had a mean mouth, monograms on the button down, and some custom-made boots that looked like alligator or somethin'. I figured he could get nasty if he needed to, but it looked like it had been a long time since he'd needed to.

His face registered surprise at seeing me open the door, but it was quickly buried and he shouldered his way past me (but only after a moments hesitation to see if he could). Not yet sure I wanted the hassle, I let him in.

He went straight to Kris.

"So, this is your greasy biker friend," he said. "I thought I told you

to keep away from the trash. Your slut days are over. You may still be a street whore on the inside, but that's not what got you here, and if you want to stay here then you better tell your friend... (He said "friend" like he was spittin' out a bucket of warm piss)... to beat it."

Kris looked at me. He looked at me. I stood there.

"Oh? What, is he the cavalry? Come to rescue you? Well, tell him you don't need it." Then he turned to me. "Beat it!" he yelled.

Well, I was in a quandary. My whole body had grown taunt. The asshole was just beggin' to have the livin' piss beat right out of him, but I really didn't feel like doing Kris any favors, and not being one to jump into any action before I felt it was absolutely necessary, I stood my ground and looked at Kris.

I shoulda seen it comin', but that's been the theme of this whole story, anyway. He caught me right above the left ear with a blow that felt like it had come all the way around the world from China. It toppled me a little bit and before I could gain my footing, he caught me again and I went spilling over the coffee table. All tangled up in myself and the furniture, I was trying to get back up when I felt one of his custom boot jobs land solidly where he'd aimed it. I wasn't sure but I thought I heard a rib crack. I just managed to roll out of the way of the next one, and kept on rolling as he chased me across the floor, trying to land boot kick after boot kick. I soon ran out of floor space, so I pulled a quick reverse, rolled in the other direction and watched Jeff, surprised by the change, lose his own balance and land on the floor. I was quick. So was he. We were both up and circling each other in the wink of an eye.

He swung first. I ducked and pulled one of my favorite moves. I kept heading down and when I hit the floor I threw a wide leg sweep taking out both his legs. He landed hard but was rapidly looking to get back up when I stepped over him and drove my fist right through the center of his face. Blood spurted out from both his nostrils and I felt bone and cartilage flattening under the force of my blow. Twice more I pounded him and he started to put his hands up, weakly trying to surrender. I always believe in finishing a job, otherwise you never know who's gonna get back up and finish you, so I swung my knee into his temple and watched his eyes roll back. I let go of him and he collapsed into→



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AGAIN

a pile of button-down and blood. His breath came in strong gasps and with each exhalation he'd spew out a mixture that looked vaguely pink. I stood up and stretched, trying to work the kinks out of my back. It was then that I heard Kris screaming. My ears were still filled with the sound of rushing blood, so it took me a minute to realize that it wasn't the sight of the blood that was making her scream.

"You asshole!"

She jumped up from the floor where she'd been thrown and ran over to me. I had to duck mighty quickly to avoid her manicured claw.

"You asshole!" she repeated.

She leapt at me again and began

pummeling me with her fists. I was in no mood, so I grabbed her wrists and hung onto her until I could shake out my head and maybe make sense of what was going

on. Kris always was a tiger and it didn't seem like she was ever gonna calm down, so I just let go of her and figured if she came back at me I'd just have to go to more lengths to calm her. But instead of continuing her attack, she ran to the geek on the floor and tried to revive him. I'd taken a knee a time or two, in almost the identical spot he had, so I knew he wasn't goin' to be coming around for a while. But I figured if it kept her occupied, it was all right with me if she tried.

"You coulda killed him!"

I pointed out that he had been trying to clobber me.

"That's because he didn't know any better"

Obviously.

"I just wanted you to get my bread, I didn't want you to hurt him! Do you know who he is?"

I said I didn't. She said he was some big shot in the advertising biz, and asked me what I thought was going to happen to her career now.

I reminded her that she said she

was giving it all up.

"You didn't actually think I would give all this up?" she said. "For what? To go back to those hick bars upstate with all your sleazy, fat, tattooed, smelly friends. Go back to dancing in titty bars, just so those guys can get a whiff of something they ain't worth? Well, piss on them and piss on you, too! You never did have any class. You wouldn't know a good thing if it ran you over!"

She turned back to her nursing duties and muttered something that sounded like "stupid fuck" under her breath.

It was then that I got it. As I've said, it sometimes takes a while for things to get through, but it all came slamming home at that moment. This time

reality came in the form of a 5-foot, 8-inch witch who wanted

**I was standing in
the midst of a
concrete cavern,
raging at no one
in particular**

nothing of me or anything to do with the kind of life I led. She just wanted what she could get for herself.

There wasn't much to do after that. I didn't have to defend my friends.

Besides, the description was fairly accurate. As for class, I knew that there was some of it in my life. It was parked right outside and about the only thing I wanted was to be on it and out of there. But there was one more thing I had to do. I just had to let her know.

I stood there for a long time, watching her coddle the yupster, her titties hanging over his face as she tried to bring him back around. I knew I'd put him out good, but I didn't realize how good. She finally threw in the towel, and sat down on the couch with a cigarette. It was then that she looked up and saw that I was still there.

"You haven't gone yet?"

It happened so fast I was surprised myself. I was over to the couch and had her up in front of me before she could finish. I held her by the arms and squeezed. First she struggled, but then I think she realized she wasn't gonna get anywhere, and so she just turned her best icy bitch stare on me. I stared back, not quite sure what I was doing myself.

First she played the bitch. "Put me the fuck down." Then she turned coy, "Baby, please, you're hurting me.

Baby, please." Then a more desperate tone came to her voice. "Baby, please?"

I held her with one hand, while I pulled back and cocked a fist with the other. The muscles in my arm were straining with rage. I had taken it from her for so long. I took it from her the whole time I was with her, I took it from her when she left, and I was taking it from her tonight. Every fiber of my being was ready. For one satisfying second I saw the fear in her eyes. I let fly. I probably broke my hand. I don't know about that, but I do know I left a mighty big impression—on her and in the wall where my fist landed, missing her face by an inch. I didn't turn to look back, I only heard her shudder relief as I left.

Three tickets! I'd only been inside an hour, tops! I looked up at the sign I'd chained the bike to. You guessed it, "No parking." Once again I was standing in the midst of a concrete cavern, raging at no one in particular, just the massive uncaring machine that governed it, and vowing to never return. Never!

The shovel fired over on the first kick. Can you believe it? I guess she sensed what kinda night I'd had. Not to mention the fact that in the mood I was in, I would have hoofed it all the way back home and started scraping together pennies and parts for a new ride at the first sign of temperament. But she held true and I was able to spend the ride home ruminating about the events of the evening.

Back at the watering hole, nothing seemed to have changed but everything looked different. Everything was the way I knew and loved it to be, but even more so. Fast Eddie and Smilin' Jack were standin' where they always do. Kathy was at the bar, sellin' brews and breakin' hearts. Polock was sitting in a corner, his eyes riveted on the pool table, one meaty paw around a pool cue and one meaty paw around Babs. And then there was the other assorted road trash, just hanging out and having a good time.

Yeah, there were some places that I didn't belong. But at least I knew there were some spots meant for those of us who didn't fit in with the rest of society; places where we *did* belong and could feel comfortable. This was one of those places.

As Kathy set up the shot and the brew I asked for, I decided to be bold.

"Hey, Kathy, how 'bout throwin' a dog a bone after you get off tonight?"

"Not on your life."

Yep, I was home.

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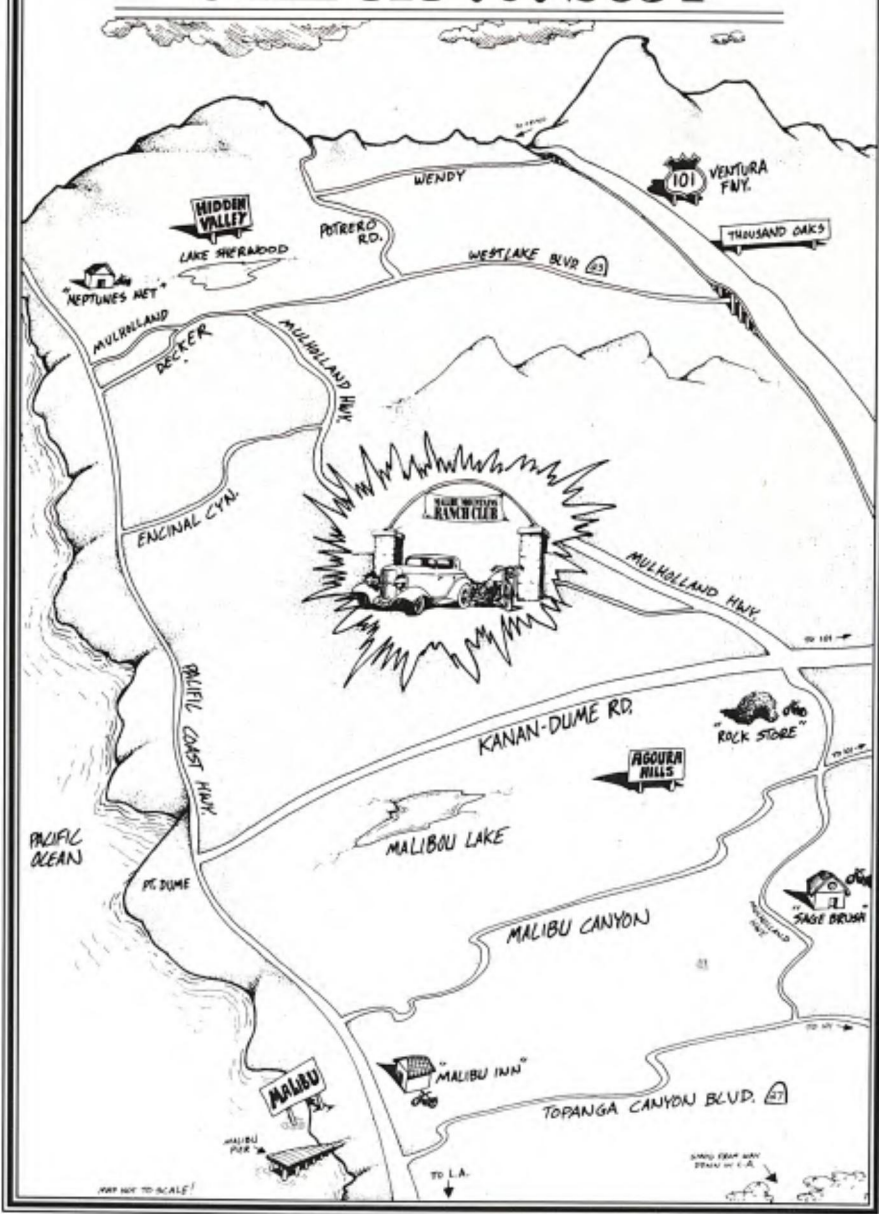
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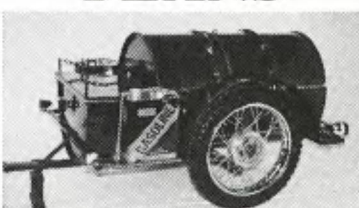
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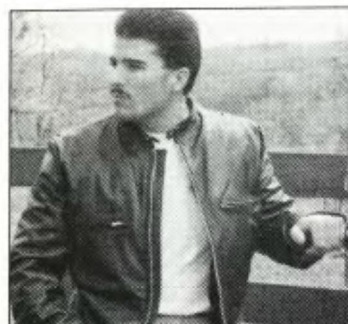
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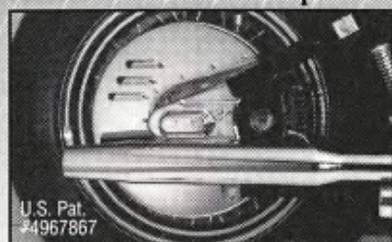
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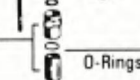


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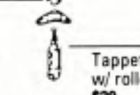
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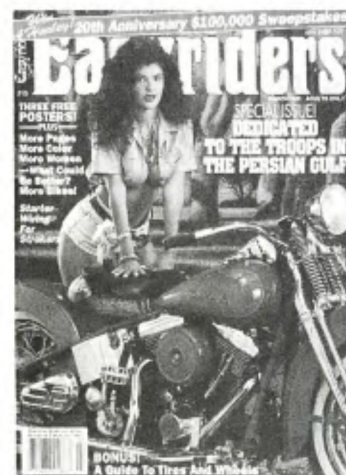
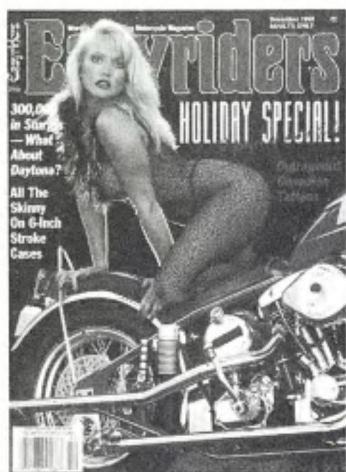


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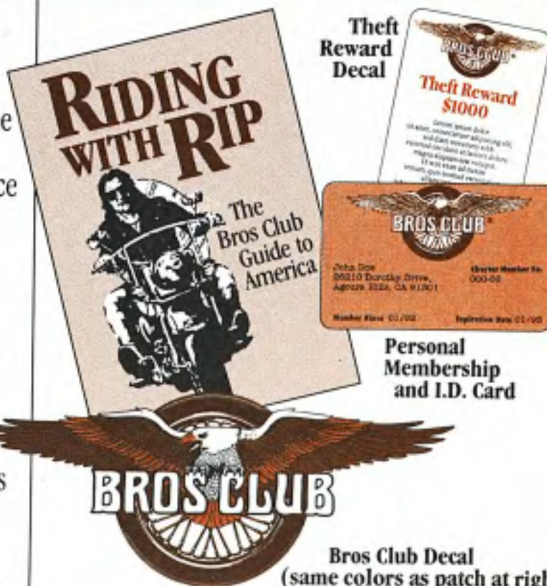
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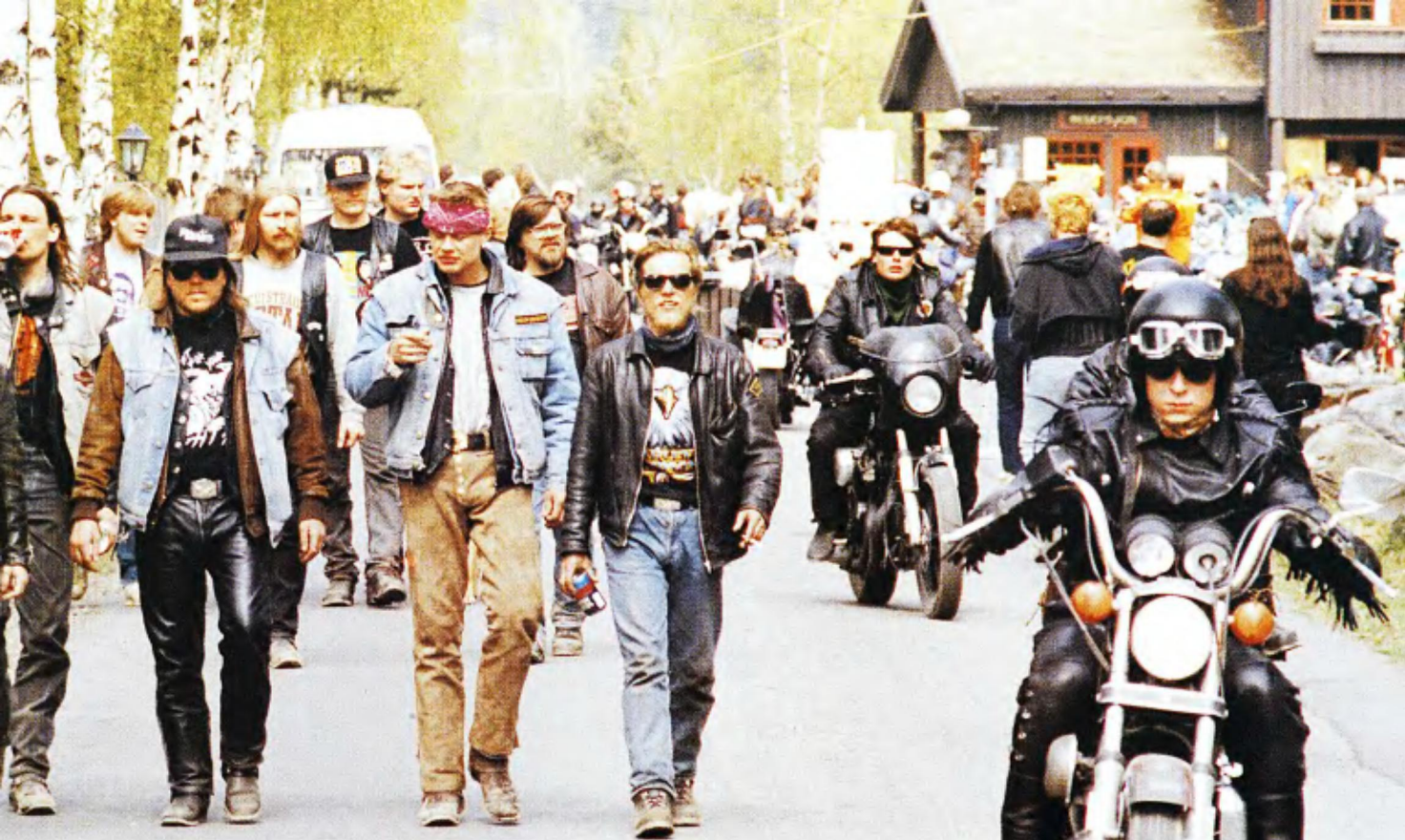


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COLD WINDS & WARM WOMEN

The Super Rally In Norway



By The Sheriff

Making your living as a freelance reporter is like being a soldier of fortune: You just gotta be where the action is. One week you might be roadside in Monaco, covering a Formula One race, the next you could be hobnobbin' with the celluloid heroes at the Cannes Film Festival, or you could be backstage at the latest Madonna concert, focusing your zoom lens on her, uhh, well, you get the idea.

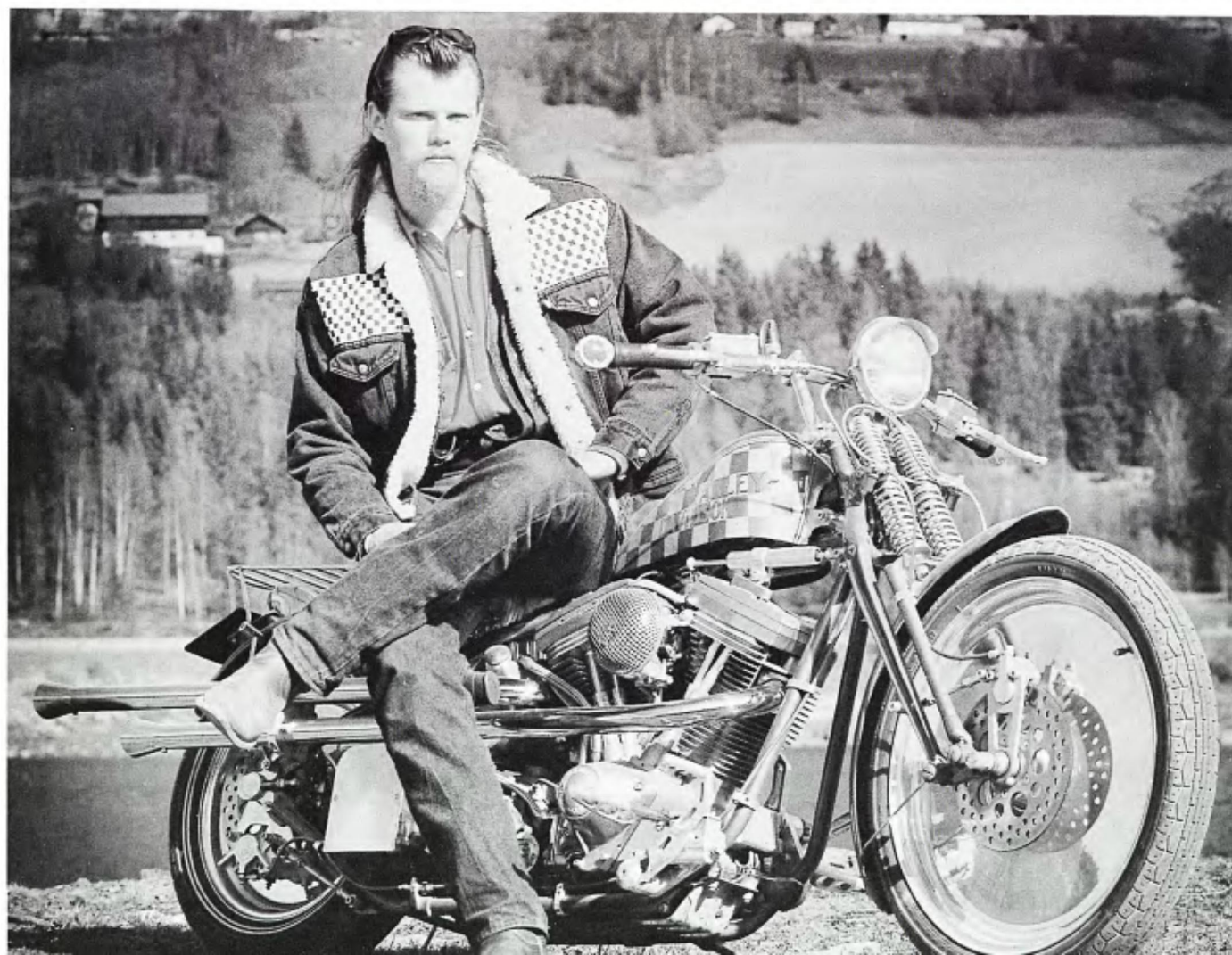
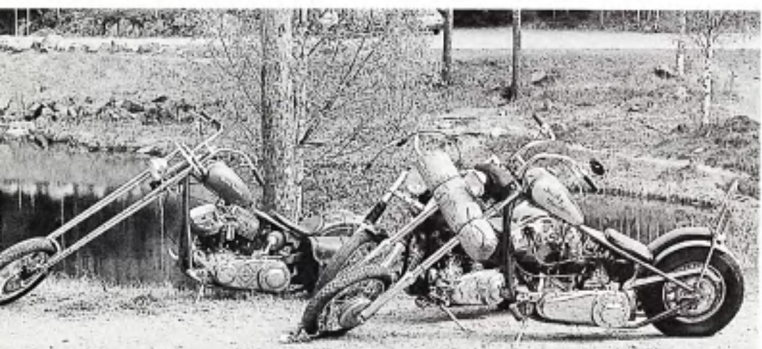
This time my assignment was not only action-packed, but also near and dear to this old scooter tramp's heart. I was sent to cover the Super Rally in Norway, Europe's version of Sturgis and Daytona.

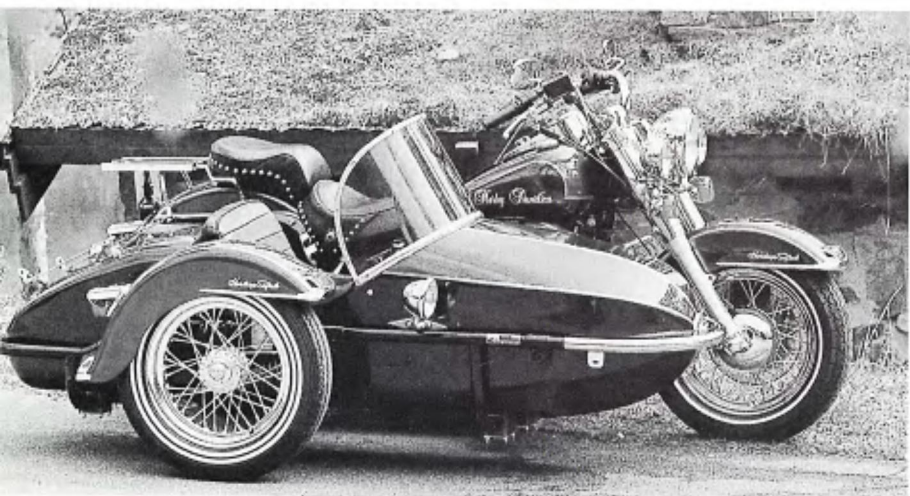
I hopped on my '89 Ultra Glide,

complete with a sidecar for my trusty photog, Stef, and left my home in Sweden. I was excited about the 500-mile trip, unfortunately the May temps weren't as heated as my spirits. It was raining, and in the low 40s. With a cruise speed of 70 mph we made it to the Norwegian border by dawn. Hunderfossen was only about an hour away, and the sun greeted us as we made our way through the mountains. We paid our 250 N.Kr. (\$40 U.S.) for tent space and rock entertainment. But with 4,000 bikes and 5,000 people it took a while to find an empty spot. Some folks put up their country's flag by their campsite, which came in handy if you had too much beer and needed to find your way home.

There wasn't much T&A—no nipples in Norway—but it was easy to let your mind do the wandering through the crowds of beautiful biker women. You could also do some gazing at the many fine rides there. The quality of the custom Harley fleet was excellent. Sweden dominated because of its liberal laws, but Norway was close and even some Finnish bikes were in show condition.

Unfortunately, there's a black cloud floating over the custom Harley world in Europe. With the onslaught of the European Market in 1992, a lot of new rules will be implemented which limit the modification of motorcycles. European bikers need to watch their politicians. →





Photos by Stefan Nilsson



After a food stop, we took our bike up in the high mountains surrounding the fjord. In the middle of May there was still snow at higher elevations which prompted an occasional spring snowball war. Rolling downhill, the landscape was reminiscent of the Black Hills of South Dakota.

Back in camp, the sunset and the cold winds come rolling down the hills. There were three ways to beat the chill: drinking beer or home-made Viking moonshine (dangerous stuff), TLC in the tent, or

dancing. Being a sober sort, I always opt for women. Dance fever went on until 4 a.m. and then some asshole put on a cassette player, so it was a 24-hour celebration.

Biker games at the Rally were similar to those in the Muthaland. The highlight of the event was the Honda motor throwing contest. Whoever heaved the Jap crap engine the farthest won.

All in all it was a true biker party. American iron mixed with European partyin' made for a helluva good time. ●

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TOOLS

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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, (915) 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.

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Easysiders Store West, 7450 Melrose, Los Angeles, CA 90064, (213) 658-8817. Open year-round. Full line of Easysiders products in stock. Stop by and check it out.

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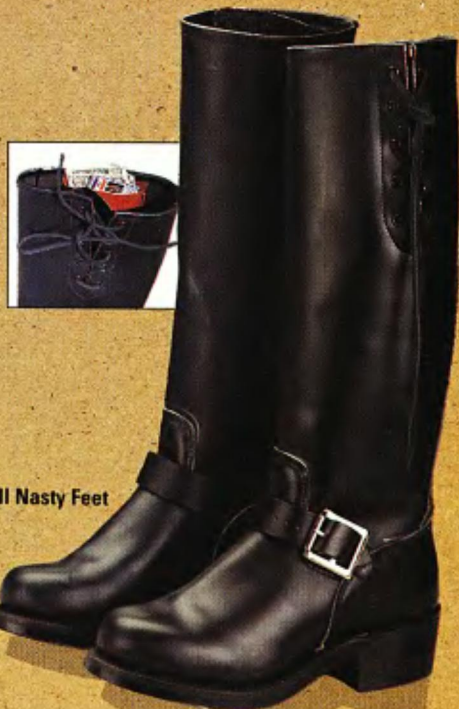
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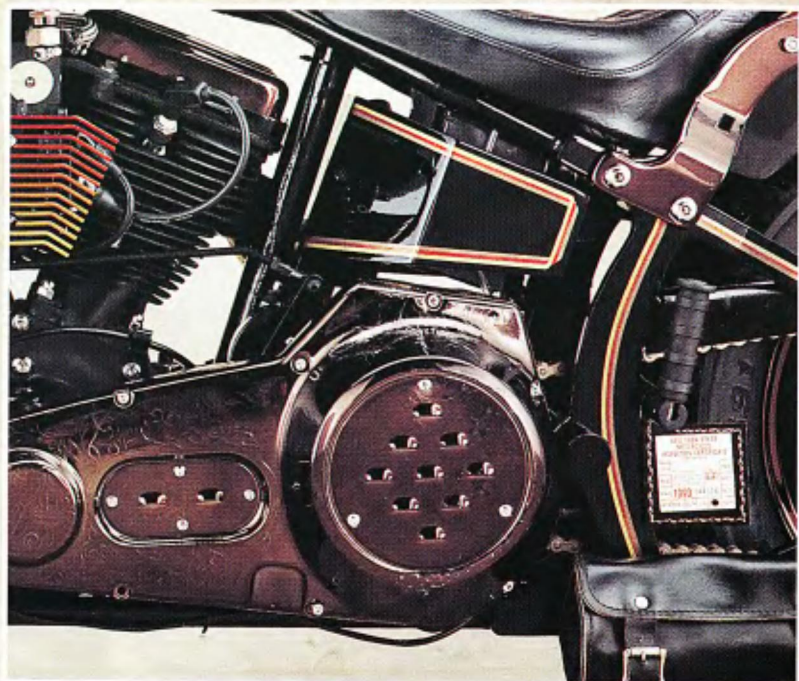
Women's 17" Tall Nasty Feet
\$146.50

Shades of BLACK

The Finish Of The Future

Photos by Mike Lichter









When ol' Chris Columbus sailed into the blue, the skeptics said, "He won't find anything, it isn't there . . ." But he came back with some brown people and green parrots and proved that his vision of the future was the right one.

Likewise with powdercoating finishes. They've been around a long time in industrial applications, but when bike customizers tried it, they ended up with a mess of dull orange peel. So the skeptics said, "It won't work, you can't do it," etc., etc.

Like Columbus, Kirk Van Scoten, of Sumax Cycle Products, Inc., in Westmoreland, N.Y., didn't think "You can't do it" was good enough. Sumax runs a busy trade in accessories, normally in anodized finishes. But anodizing doesn't stand up to heat and hard use, and even the best paints will chip and crack, so Kirk decided to find out how to exploit the virtually indestructible powdercoatings.

For a rollin' exhibit of the new world of finishes, Sumax worked up "Shades of Black," the piece of art ya see here. What's a poor critic to say about it? Rave about the originality of a frame

that'll make a Softail of a shovel or a pan? Or, get excited 'bout that absolute luxury of finishes?

Take the mechanicals. Knowin' that many riders with rigid shovels would like to go Softail, Sumax designed a Softail frame that accommodates a shovel engine and four-speed tranny. They "subbed out" the building of it to Tripoli, of Red Deer, Alberta.

To go with the frame, Sumax also worked up a set of prototype "wide glide" springer forks.

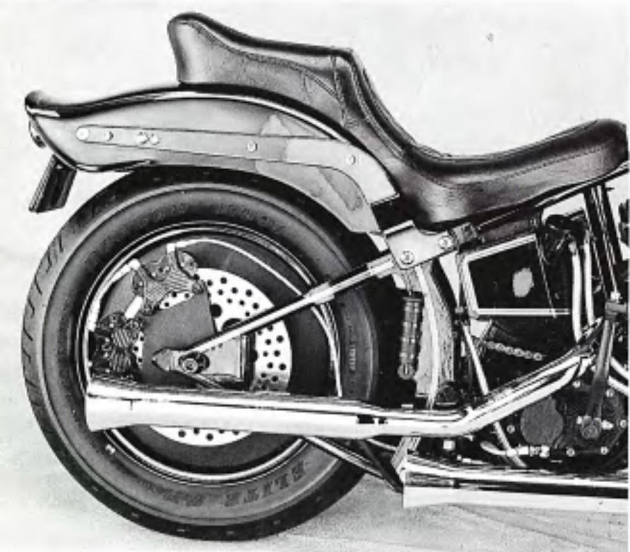
The frame, though, became another item in the Sumax line. Likewise, most

of the other goodies on "Shades of Black" came off Sumax shelves: the louvered primary cover, the wheel covers, the air cleaner, the special cover that hides the double ignition coils, the fiber glass fenders, and more.

But Kirk doesn't mind passin' honors around, so a few items, like the Arlen Ness pipes and JayBrake pegs and brakes, came from outside. The classy theme continues with drag bars, a Mustang seat that fits smoothly into the lines, and a speedo incorporated into the bars clamped on the top tree.

A stroked shovel at the bottom and





Owner(s): Kirk Van Scoten		City: Westmoreland, New York	
General		Frame	
Fabrication by: Team Sumax		Year: 1990	
Year and make: 1977 H-D		Builder: Tripoli, Red Deer, Alberta	
Model: FX, wishbone Softail		Type: wishbone fork, Softail rear	
Value: \$16,000		Rake: 33 degrees	
Assembly by: Team Sumax		Stretch: 2 inches	
Time: 6 months		Other alterations: raised top rail	
Chroming: Brown's Plating		Accessories:	
Engine		Bars: drag type	
Year: 1977/1990		Risers: 4 inches	
Model: pan/shovel		Fender(s): Sumax, fiberglass	
Rebuilder: Benny and Timmy		Headlight: halogen	
Ignition: breaker points		Taillight: blue dot special	
Displacement: 88 cubic inches		Speedo: built into bars clamp	
Lower end: S&S stroker		Front pegs: JayBrake	
Balancing: S&S		Rear pegs: JayBrake	
Pistons: S&S, oversize		Electrics: Dr. Sprock and Filthy Mick	
Cases: stock H-D shovelhead		Gas tank: five gallon fatbobs, Mustang divider	
Heads: STD		Oil tank: hex	
Cam: S&S		Oil system: Russell hoses	
Lifters: S&S		Primary cover: louvered	
Carb(s): SU		Seat: Mustang	
Air cleaner: Sumax		Sissybar: none	
Pipes: Arlen Ness		Height: n/a	
Muffler(s): no		Material: n/a	
Transmission		Forks	
Modifications: close ratio		Type: prototype wide glide springer	
Year: 1977 four-speed		Extension: 3 inches	
Shifting: JayBrake		Builder: Tripoli, Red Deer, Alberta	
Engine sprocket: belt		Special features: candy apple black powdercoated	
Trans sprocket: 22-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 16-inch, K491	Size: 16-inch, K591
Molding: Joe Miagi		Hub: wheel cover	Hub: wheel cover
Painter: Al Baker/Tiger Graphics		Rim width: 4-inch	Rim width: 4-inch
Color: shades of black		Tire: Dunlop Elite GT	Tire: Dunlop Elite SP
Type: Sumax powdercoating		Brake: JayBrake	Brake: JayBrake
Special paint: layered powdercoating			
Other special modifications: all exposed parts finished in Sumax powdercoating.			

a bored pan at the top resulted in 88 cubic inches of honest engine.

Custom as this bike may be, the real discovery here is in the successful use of powdercoatings. Powdercoatings consist of a polyester material that is chemically similar to fiber glass resin. Eastman Kodak supplies it in powder form and Sumax applies it with a specialized air gun.

That sounds like painting, the difference bein' that the powder particles are given a positive electrical charge as they go through the

spray gun. Meanwhile, the pieces to be coated hang from a conveyor that is grounded. Thus, the parts have a negative charge, and the powder flies over and attaches itself to the metal as tightly as it can.

With its layer of polyester particles evenly distributed over its shape, the coated piece then goes into an oven that heats it to 380 degrees Fahrenheit. The particles melt and run together and then, before the liquified coating can sag, the piece is pulled and allowed to cool. The polyester

material hardens into an extremely tough coating that actually penetrates the pores of the metal.

Sounds awesome and high-tech, but Kirk says successful powdercoating is just like painting in one very basic way: you have to prepare the surface properly. Sumax runs the metal parts through a series of washes and rinses, including a mild acid bath that produces a fine etch for greater adhesion.

The results have to be seen to be believed.

—Maestro

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COMIN' AT YA



▼ IN THE WIND

Check out our newly-designed *In The Wind* book. It's crammed with the best flicks our two-wheeled brothers and sisters send in to us. You'll see Alexis, a hardbelly sweetheart, on the cover and get a bonus monster

poster of her stripped down to her basics inside. Great scoots, frisky females, and hell-bent-for-leather riders from all around the globe explode into yer eyes.

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▲ 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'... try it, you'll like it!

On sale January 9

◀ Easyriders

You're gonna love this issue. Besides bein' a Daytona planner, it's packed with action, from an antique convention in Texas to the *Easyriders* Rodeo Grand Nationals in Vallejo, California. You're lookin' at the Fox Hunt winner—and she looks 100 times better in color. The bikes are killer and the fiction will blow your mind. And if you're buildin' a new bike, this issue has a guide to the finest custom brakes.

On sale January 28



▲ TATTOO

Everyone had a huge time at the Expo in Pittsburgh and we were there to catch every minute of it. There's 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 got some of the most exotic collections of tattoos from around the world.

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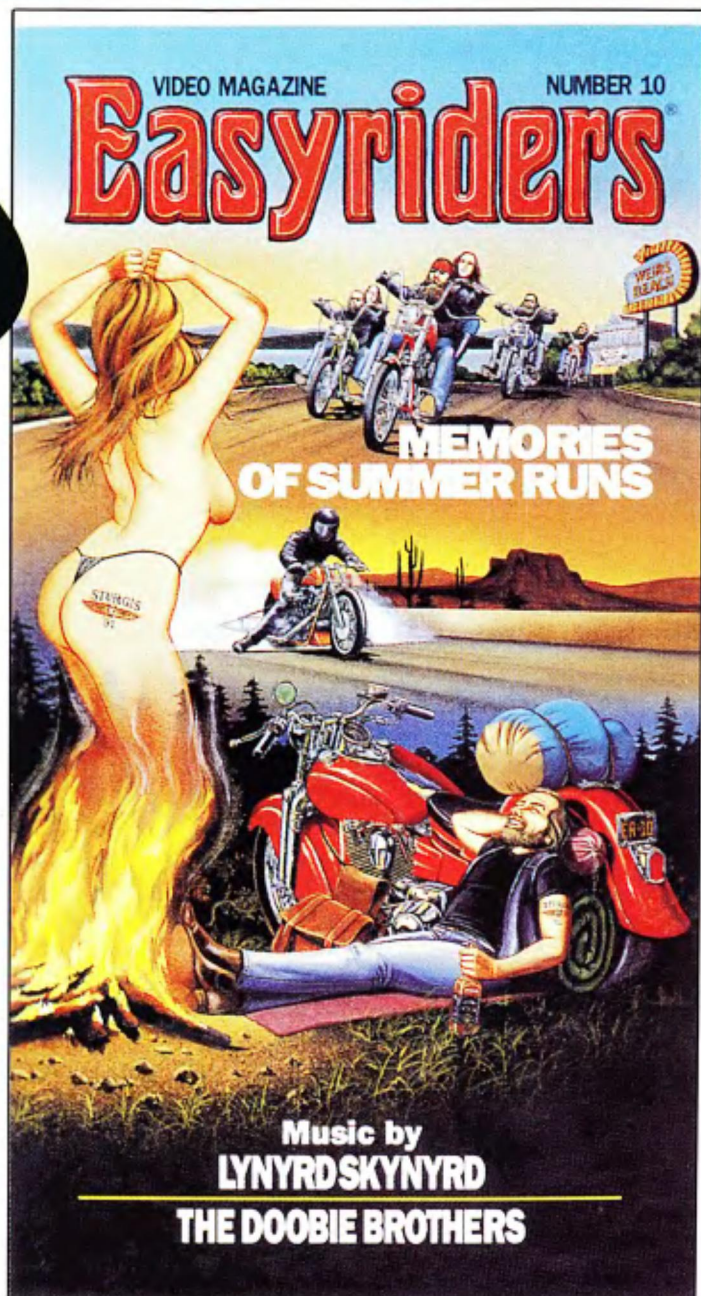
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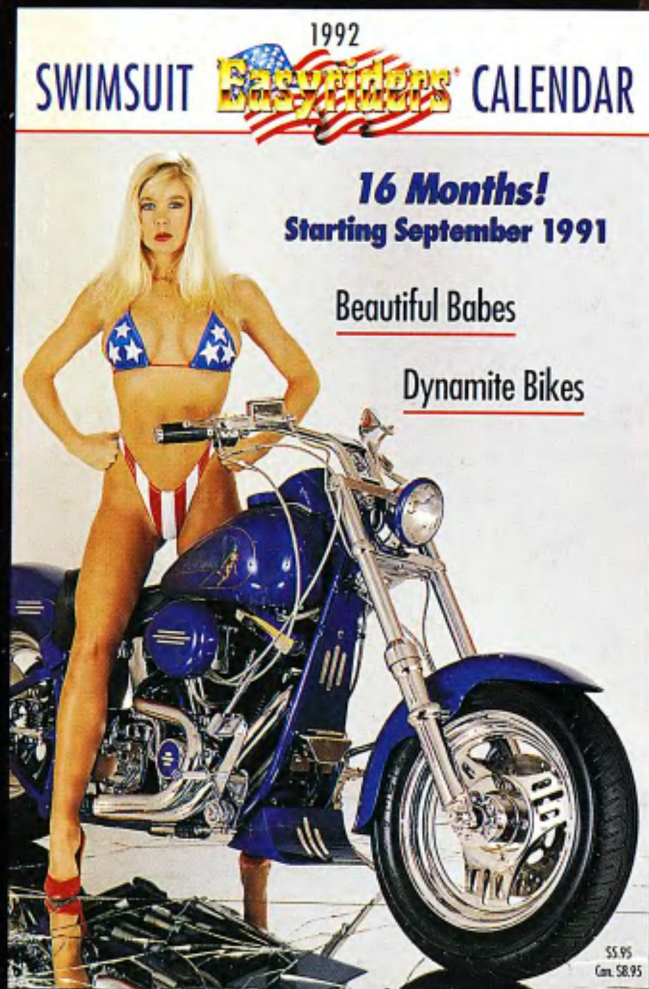
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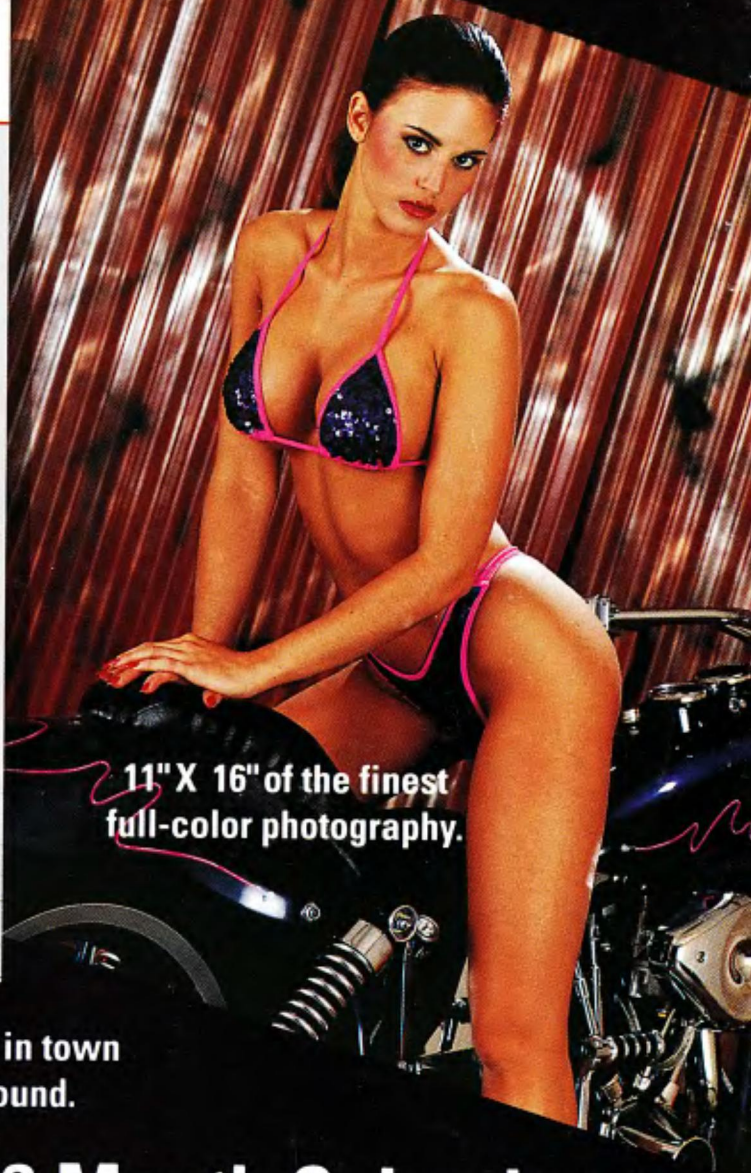
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