

Easyriders

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NATIONALS

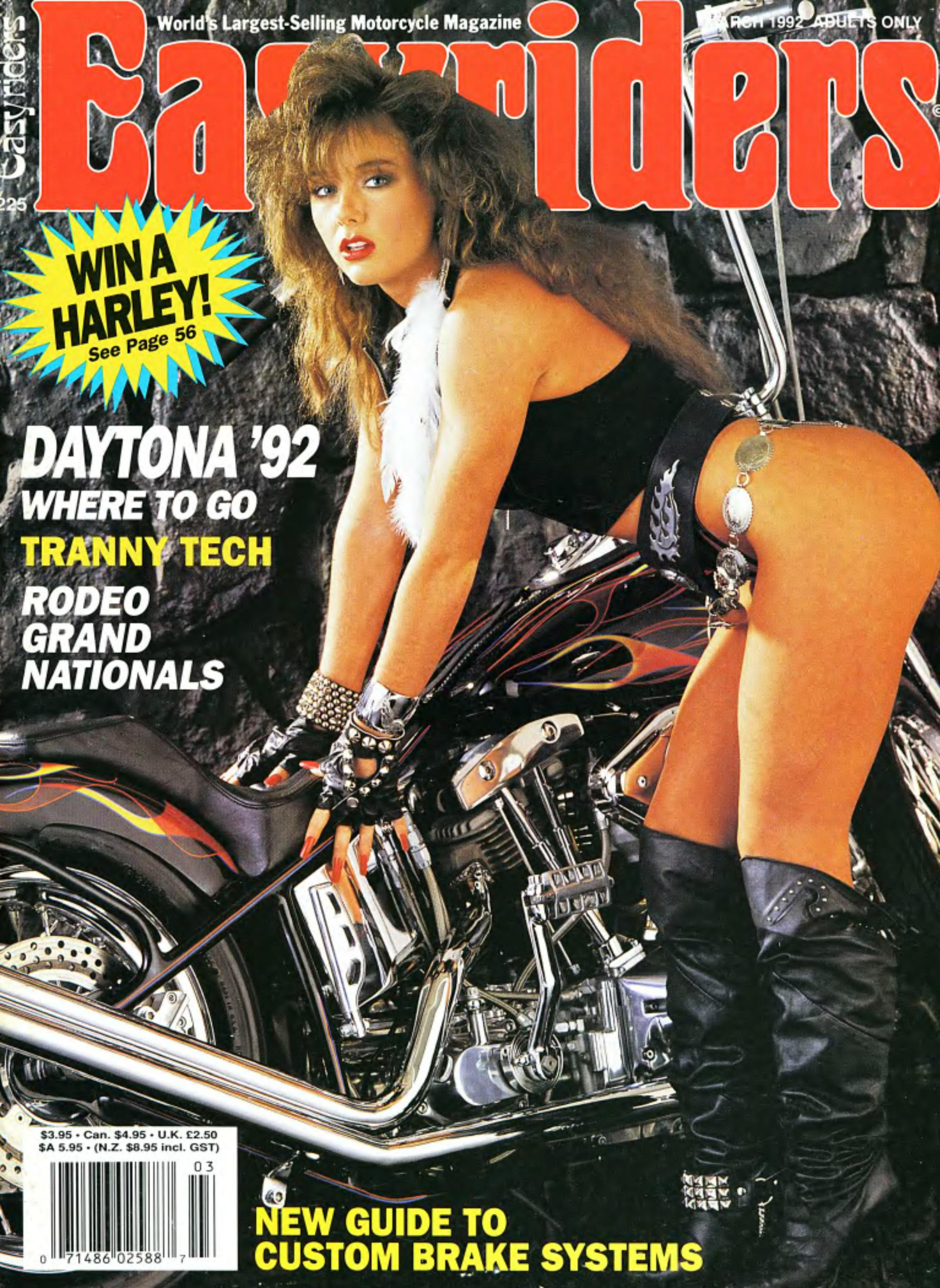
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Easyriders

MAGAZINE

NUMBER 225 ENTERTAINMENT FOR ADULT BIKERS MARCH 1992

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The next liver-queverin' issue of this magazine goes on sale February 27.

Cover photo of Christy with Raul Sandoval's Special Construction shovel by Raiko Hartman. Makeup and hairstyling by Teri Groves.



The
Audit
Bureau

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You drunk drivers think you have it rough. Look at the penalties for juicers around the world. Australia: The names of the drivers are sent to the local newspapers and are printed under the heading "He's Drunk and In Jail." Malaysia: The driver is jailed and if he's married, his wife is jailed, too. United Kingdom, Finland, and Sweden: Automatic jail term of one year. South Africa: A 10-year prison sentence and the equivalent of a \$10,000 fine or both. Turkey: Drunk drivers are taken 20 miles from town by the police and are forced to walk back — under escort. Bulgaria: A second conviction results in execution. San Salvador: Here's a sobering one. Your first offense is your last. Execution by firing squad.

The police busted a man who weighed 575 pounds. After he was arrested, the probation officer, in determining if the man should be let out of jail, wrote to the judge who promptly sent a reprimanding letter because the probation officer wrote a slur that didn't please the judge. What did he say? What did he say? He said the defendant was "the biggest nigger I have ever seen." (Hell, he was a large man.)

Here's a broad who wanted to become a highway patrol trooper. When she took the test, she felt she should be very honest about everything and she learned her first lesson. You don't tell the police anything. On the questionnaire she was filling out, they asked if she had ever committed any indiscretions that could affect her as a trooper. Being honest, she answered that she and her husband had stolen a car couple of months before. Her husband was waiting for her outside in their stolen car so the police—surprise—busted them both for auto theft.

Here's another one who didn't have both headlights on. She suffered from asthma so she reached under her pillow one night to get her inhaler, but it turned out to be her pistol, and she blew her nose off.

After reading this shit for months, don't you get the idea that criminals are pretty stupid? This weirdo put a notice on the market bulletin board offering interested buyers marijuana buds and gave an address to help them find the place. Someone turned the notice over to the police who promptly jumped in the squad car, went to the address listed, and found 44 marijuana plants between 3- and 4-feet high. The street value put on the pot was \$88,000. Can you imagine anyone—even a broad—being that dumb?

You dopeheads want to hear a downer? In Iran they passed an anti-drug law that stipulates the death penalty for anyone found with even a small amount of heroin or opium. The bodies are often left dangling from makeshift gallows or road bridges as a warning.

You can imagine the humongous dumps dinosaurs took when they had to relieve themselves. Well, they dumped so much shit on the earth's surface that it raised the temperature which may have

helped to warm the earth's climate. Hell, I accuse my ol' lady of that all the time.

While on the subject of dung, some guys got together and thought they'd pull a joke on their buddy. They went out in the field and collected a lot of meadow muffins which they packed in a glass jar with a lid. While traveling through the postal system the muffins produced methane gas which caused the jar to explode when their buddy received it. Now the guy has a new respect for cows.

She had a huge tattoo on her tit which featured her then boyfriend's name. When she couldn't stand him anymore, she wanted his name removed from her tit. So to get up enough nerve to go to the tattoo parlor for its removal, she drank as much bourbon as she could to fortify herself for the session. But surprise, surprise—she croaked from acute alcohol ingestion.

Imagine how difficult it would be to be a Siamese twin attached at the head and have to live with a guy who was a complete garbage mouth. He stank so bad that his twin couldn't stomach his rank breath any longer so he pulled out a gun, not realizing that if he killed his brother, he would be killing himself as well. But the breath was intolerable so he pulled the trigger and shot his twin in the head. With a dead body hanging from his head, it took him 20 minutes before croaking too.

I just heard a report that the cigarette companies are now selling more cigarettes in Europe and elsewhere than they ever have here in the U.S. Cigarette smoking has increased everywhere but here. So here are some statistics that I'll pass along to you. The number of people who die from cigarette smoking every day in this country is equivalent to two full jumbo jets crashing with no survivors. The cigarette industry needs to recruit 1,000 smokers each day to replace the 1,000 who die from smoking each day. The cigarette industry spends \$4 million in advertising per day. Some 2,400 non-smokers die in the U.S. each year from involuntary smoke. There are more deaths from smoking each year in the United States than from AIDS, heroin, crack, cocaine, alcohol, fire, murders and car accidents combined.

TAKING IT EASY

By Spider



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

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

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

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

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

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

Shovelhead, Panhead and Iron Sportsters are covered.

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

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



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WHAT THEY SAY

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

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Bartels HD

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

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WORDMONGER

Note To BMW

□ This is a letter to Bob Werther who wrote to Wordmonger in the December 1991 issue.

Find your balls (if you have any), get a Hog (if it's not too heavy for you), and you might be able to pick up a real woman (if one will take you), but, then again, after two minutes into the missionary position, she will soon discover that you are a boring yuppie who really belongs on a boring BMW and whose life direction is boringly going nowhere, trying to impress boring 19-year-old leftovers we Hog owners didn't bother to pick up.

Lucien LeComte

Carmel, Calif.

□ May he and his 19-year-old nympho, who probably has a complexion like a fuckin' pineapple, ride off into the sunset on his Kraut cropduster in search of a better thing.

Joe

Brewster, N.Y.

□ Perhaps you should melt down your "Beamer," mold it into a phallic-shaped projectile called a cannon, and launch your biased butt and base mentality into BMW never-never land, where you and your Beamer belong. And take your no-mind, no-class, just-crass, boobs/hips/lips and nothing-more nympho along for the ride. He/she might find it much more stimulating and titillating than any ride you could conceivably provide.

Linda Rader

Philipsburg, Pa.

Looking for Clean Dean

□ What happened to Clean Dean? One minute he was there, then all of a sudden he was gone! I looked forward to picking up the monthly issues of *Easyriders*, just to read the "words of wisdom" Clean Dean had to spread. Will I be able to expect him in future articles?

Carol

Kingman, Ariz.

■ He's now the editor of one of our other magazines, *Biker*.

Crock's Crooked

□ I read with great interest the letter from Crock in the December issue. I was never really bothered by those other riders who felt the need to try to belittle the choice I and many others have made in the way of our scooters. I wasn't even bothered by the Downey, California, puke Werther, and his insane ramblings about his BMW. But now I pick up my favorite

magazine and what do I see, but one of my so-called "brothers" trashing us in print.

I earned my money and chose my bike. Just because I don't ride a hardtail with a kickstart and some old iron in the frame doesn't make me some limp-wristed faggot. I resent the fact that you have the nerve to open your mouth in regard to what I ride. At least I bought American and am trying to support the country both with my job and what I ride.

Harry "Actor" Huff

San Antonio, Texas

□ It was Crock's type of thinking that almost buried Harley in the '70s. Rigid frames, kickstarts, and jockey shifts are all important parts of the Harley-Davidson Motor Co., but changing with the times is important also!

W.L.

Mansfield, Pa.

□ A Harley is a Harley, no matter what model, how big, how little, or how you start it.

Wyatt Akers

Mason County, W.Va.

A Happy Big "D"

□ I'm happy. I really won a prize in your sweepstakes, after sending in my entries every year since you started them. The bag is super (American-made), my ol' lady loves the earring, and I really like the hip huggers on her ample ass.

Thanks for the gifts and for 20 years of the best mag around.

Big "D"

Riverdale, Ga.

P.S. The Memorial Day rodeo was far fucking out. My bros and I had a helluva time. Looking forward to next year.

■ The Memorial Day rodeo will be in South Carolina next year—see ya there.

Comments On Celebs

□ This is to the guy in your December issue who blamed biker image problems on celebs.

I grew up during the Evel Knievel era, and living in Idaho, heard a lot about him. Neither I nor those I ride with consider him a biker. He's a showman or stuntman or whatever. As for Bussey, you have to take into account brain damage.

The Doobie Brothers, on the other hand, have been into riding for some time. They're not a group that jumped on the bandwagon to sell a few CDs. Any band who can put out classic songs like "China Grove" and "Black Water" and have as may hit LPs as the Doobies is far from lightweight.

Don't try to place the blame for your insecurities and troubles on others.

The Beaver Cleaver
Boise, Idaho

☐ As far as motorcycling goes, the Doobie Brothers have been riding and writing about it for years, playing the biker crowds before they made the big time.

Little John
Rock Creek, Ohio

A Pat On The Back

☐ I had to drop out of school at the age of 16 to get a job to help my mother pay the bills. It was hard for me but the hardest part of all was not having friends.

Your magazine brings the meaning of friendship to me and that means the world to me. I'm 21 now and have been reading *Easyriders* for about nine years. Some of the articles really make a person think about his/her life.

Keep up the good work, and thanks for being there through the good and bad times.

Rob
Rolla, Mo.

Reply to Zastrow

☐ I can't figure out whether Jeff Zastrow's letter (December '91 issue) is some sort of stupid ploy by our enemies to see how dumb bikers really are or if he is serious and doesn't understand the big picture.

If we quit riding and quit buying motorcycle stuff, they win!

The only people hurt by his proposition are bikers and bike businesses. The government and insurance industry don't want our money, they want our bikes off the road. A helmet law's only the first step toward that end. That guy who sells you spark plugs and clutch plates needs to feed his kids. It's already hard enough to make a living in a bike shop. If the government comes up short, they'll just raise your taxes.

I'll never park my bike, let it collect dust and become some sort of museum oddity for our grandkids to gawk at. I want my grandkids to be able to ride, to go anywhere they want, any way they want to—just like their grandpa did.

There is only one way we can maintain our freedom. It is very simple and doesn't take a lot of your time. Get involved in the political process. Your enemy does it big time. That's how these anti-motorcycle laws get passed, believe that toy runs, blood drives, and Jerry's Kids will keep the helmet law away. Get to know your representatives in government.

They are your representatives. Make sure they remember your name and what you stand for. We do have a government that is by the people and for the people, but they will not call you up to get your opinions. We need to make shit happen, and the only place that laws happen is in the legislature.

Clint Ball
Wheat Ridge, Colo.

☒ We're all after the same thing. Join our bandwagon (F.I.G.H.T.), and let's show a united front.

☐ You must ride a rice rocket to even suggest such a ridiculous idea and are in dire need of a rest from lying on the fuckin' gas tank.

Russell K. Campbell
Independence, Mo.

Airbrush Artist Wanted

☐ I need to hear from airbrush artists out there who specialize in portrait work, especially on leather. I have a portrait of Jim Morrison of The Doors which I need transformed onto the back of my leather jacket. It goes with the theme of my sled, which is a tribute to Jim Morrison.

I've been down for 3-1/2 years now, and I've only got six months left to go. I hope to have this airbrush work done on my leather jacket by my release date, so I will waste no time in attending all the major biker events in 1992 with my one-of-a-kind sled.

All you "Mr. MOJO" fans watch for me at Sturgis and all other major events in late 1992, as I'm sure you'll be impressed with my sled.

Kevin Rose #N-92565
W.I.C.C.
Box 2000
Mt. Sterling, IL 62353

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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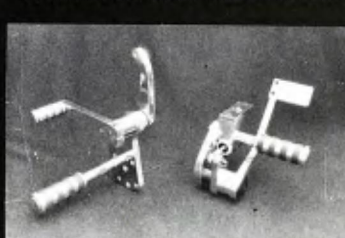
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It's not too late

It's a dream most of us had at one time or another. Could've been thirty years ago. Could've been yesterday. To run away, trading the everyday hassles for something more exciting. Live life on the road. Maybe join the circus. Or the French Foreign Legion.

Of course, at some point reality came crashing in and popped the bubble. Still, once you've got that urge, it never quite gets out of your system.

We've been there. And so, this is a motorcycle dedicated to the romantic adventurer in all of us. The Harley-Davidson® Heritage Softail® Classic. Think of it as another chance to misspend your youth.

One look at it, and you know it belongs to a simpler time. The full-skirted fenders. The huge chrome



headlamp, flanked by twin driving lights. The studded leather bags.

Conchos on the seat valance. Fishtail mufflers. Once again, the here-

and-now intrudes, but this time for better. The Big Twin, that black-and-

chrome beauty, is an 80 cubic inch Evolution®, as reliable as tomorrow. It's

e to run away.



that has nothing to do with a hurry-up, go-get-'em world. Remember fun? You'll know it when you ride it. Back straight, arms outstretched to meet the buckhorn handlebar, feet propped up on the floorboards, you're riding tall in the saddle. Any attempt at hiding a smile will be unsuccessful.

Every ride, every little part of the world that unfolds beyond that big, wide windshield seems like a new adventure. Even if you're just running away for a trip to the corner store. You can almost smell the sawdust.

There's still time to dream. And to do something about it. No, it's not too late. But how long before it is?

tough to resist the urge to get closer, until you're looking back at yourself,

making funhouse mirror faces in all the chrome pieces. And the really

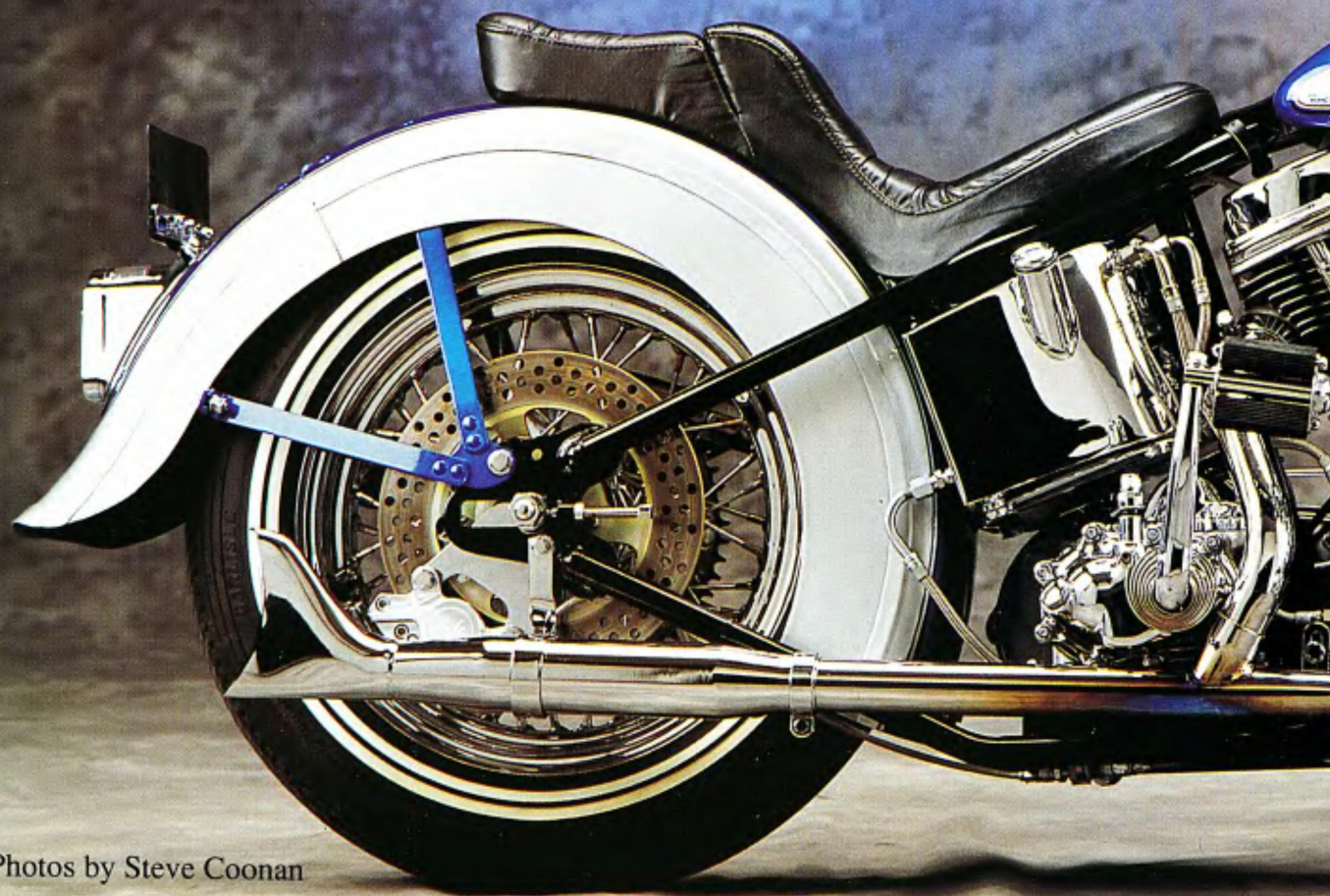
good part is yet to come. Just the sound of it idling is enough to carry you to

a place far, far away. Owning a Heritage Softail brings a reward



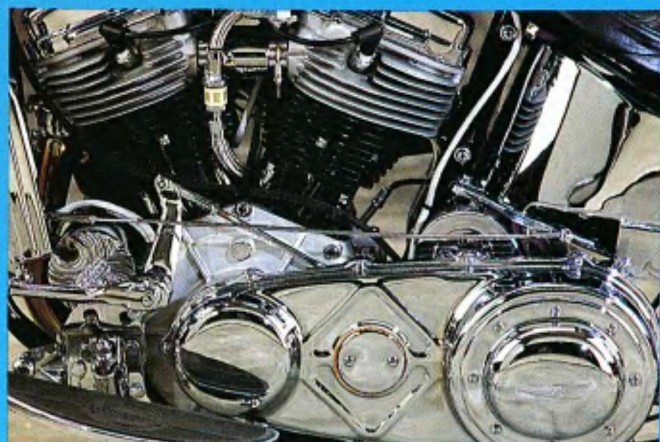
Through and Through.

SLEEPER PAN



Photos by Steve Coonan

Will's
Sweet Ride
Is A Demon
At Heart



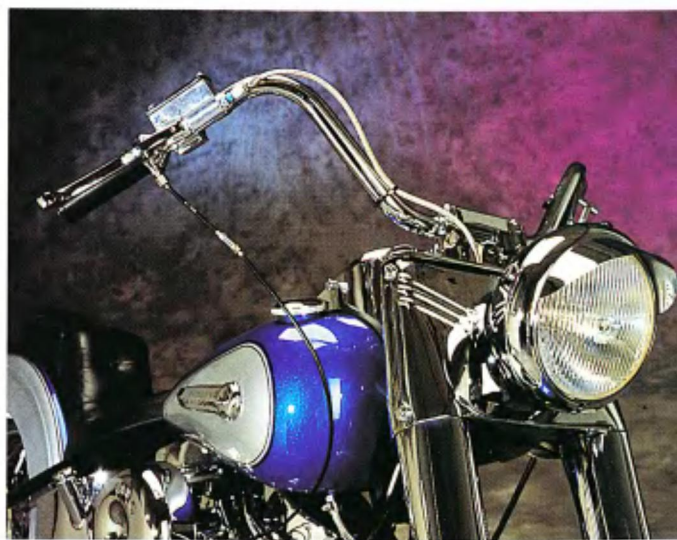
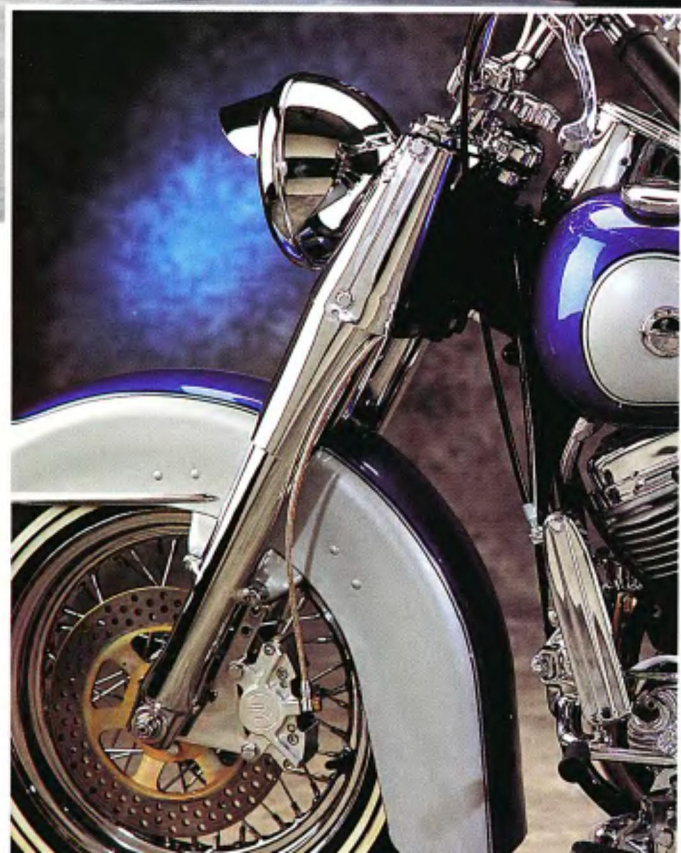


Times are fucking tough. There's no work, what's left of the bank account is fading fast, and the bill collectors aren't buying the tale of your recent demise. Then you got your ol' lady nagging at you about your financial situation. Shit. How much can you stand? I mean, all this recession shit ain't your fault, anyhow. So what's a man to do? Where's a man to go?

That's right—"Get your motor running, head out on the highway . . ." Hell, you know the tune. It doesn't do much to help the money situation, but it sure as hell feels good. And isn't

that what our lifestyle is all about? When the shit gets too deep, or the load is too heavy, there is a salve for our battered spirits and immediate relief for all that ails us. The miracle medicine is sold by the Harley-Davidson Motor Company.

Blasting balls-to-the-wall down some radical roadway, totally controlling the thunderous power as you lean into every unknown curve, your face pushed hard into the wind—there's no other feeling like it. Hey, we pay our taxes, put food on the table, and teach the kids to act right. Whatdahell—no harm done.





That is, unless you're tearing up asphalt on a sensational scooter like this. If you are, then you just might have to answer up for some broken hearts and envious eye-ballin'

Wilbur Libby, of Alexandria, New Hampshire, bought this nifty fifty in better times—1988 to be exact. It was up and running, but he decided to get into it some. So he basketized it and took it to his bro and wrench of choice, Mike McCann. Mike immediately dumped everything that Will brought over except the cases and sheet metal. According to Mike, Will just about cried.

But things turned out just fine, as you can see, because three months later, this pretty panhead rolled out of the dust clouds. But before riding



into the sunset, it stopped off for some well-deserved attention at the Budweiser World Of Wheels Expo in Boston, where it picked up a first and second-place trophy. That trophy stop began a long line of bike shows and awards for Will and his 1950 pan.

Make no mistake about it, this ride is not just another pretty face. Inside, courtesy of Mike and S&S, beats the heart of a demon. This pan is no stranger to rattling the New England windows, and Will likes that just fine. You see, Will likes to make his 60-mile trip to work as quick as possible—seeing as how the winter temps in New Hampshire tend to hover awful close to the zero mark.

So, some of us are having to make do by

Owner(s): Wilbur Libby		City: Alexandria, New Hampshire	
General		Frame	Oil system: external oilers
Fabrication by: Mike McCann	Cam: S&S	Year: 1989	Primary cover: stock
Year and make: 1950 H-D	Lifters: S&S	Builder: Paughco	Seat: Danny Gray
Model: Hydra Glide	Carb(s): ditto	Type: rigid	Sissybar: get outta here
Value: \$15,000	Air cleaner: yep	Rake: none	Height: n/a
Assembly: Mike McCann	Pipes: factory two-into-one, through frame	Stretch: none	Material: n/a
Time: three months	Transmission	Other alterations: nope	Forks
Chroming by: Graniteville Plating	Modifications: all Andrews	Accessories	Type: Hydra Glide
Engine	Year: 1950	Bars: FL	Extension: factory
Year: 1950	Shifting: mousetrap assisted	Risers: H-D	Builder: H-D
Model: FL	Engine sprocket: factory	Fenders: factory	Special features: quartz halogen light
Rebuilder: Mike	Trans sprocket: 24-tooth	Headlight: stock	Wheels
Ignition: magneto	Wheel sprocket: 48-tooth	Taillight: tombstone	Front Rear
Displacement: 93 cubic inches	Painting	Speedo: pan original	Size: 16-inch Size: 16-inch
Lower end: S&S	Molding: nah	Front pegs: Perf. Mach.	Hub: H-D Hub: H-D
Balancing: S&S	Painter: Mike McCann	Rear pegs: none	Rim width: 3.5-inch Rim width: 3.5-inch
Pistons: S&S	Color: candy Oriental blue, silver	Electrics: Electric Frank	Tire: Carlisle Tire: Carlisle
Cases: H-D	Type: House of Kolor	Gas tank: H-D	Brake: Perf. Mach. Brake: Perf. Mach.
Heads: '63 FL	Special paint: striping by Gary Cole	Oil tank: Paughco	

Other special modifications: All close-ratio gears, Pingel petcock, S&S city. Thanks to Davin Engineering for machine work.

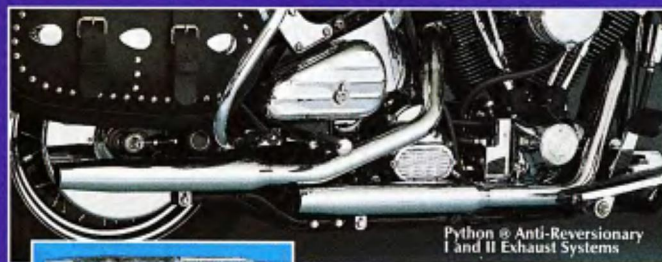
hauling firewood for a living. Whatever—we're getting through these hard times the best way we can, just plugging away and waiting for shit to get

better and the tide to turn. And it will, even if we have to ride up some asses to do it. We fought for it, and we've got it comin'!

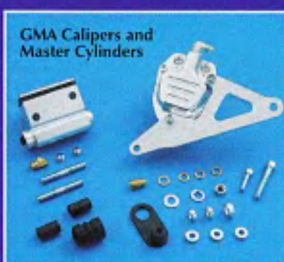
—Glider

ORDINARY

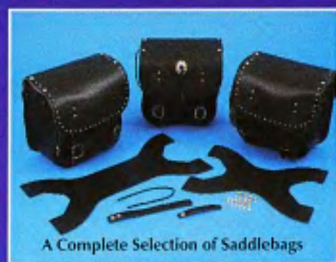
IS FOR EVERYONE ELSE...



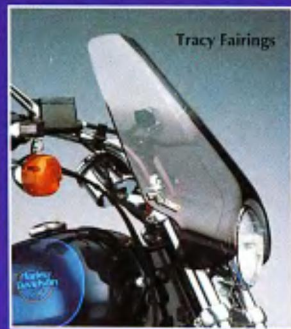
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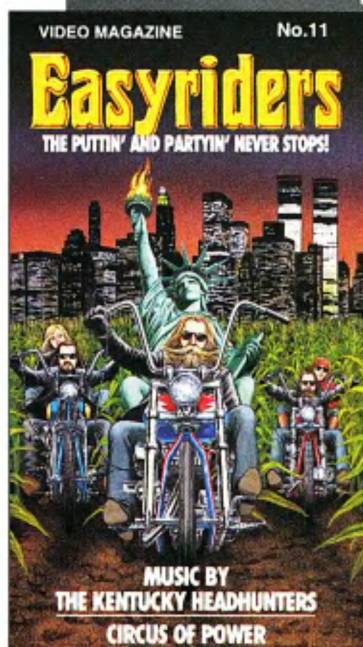
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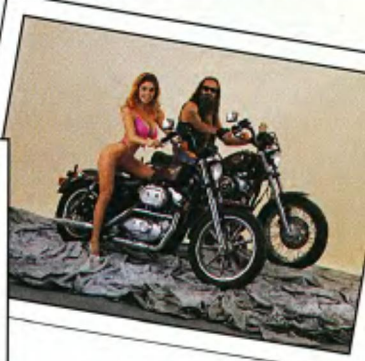
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If it's of interest to bikers, we'll print it

HELMET STUDIES REVIEWED

WORDS TO FIGHT WITH (AND AGAINST)

From the Highway Safety Research Center (HSRC) at the University of North Carolina at Chapel Hill come the latest in helmet use studies. One has the promising title of *An Analysis of Injury Outcome and Insurance Status of Hospitalized Motorcyclists* (by Jane C. Stutts, et al.), which sounds like something we need to know about. The other, *The Association of Helmet Use With the Outcome of Motorcycle Crash Injury When Controlling for Crash/Injury Severity* (by Robert Rutledge, et al.) specifies its bias in its title, but even it contains good news for bikers.

The Insurance Report

The HSRC researchers looked at accident reports in the North Carolina Trauma Registry and in the state "motor vehicle crash file" for the period October 1987 to June 1990, to see whether riders who wind up in the hospital do, or do not, have insurance—and, therefore, whether they constitute a "public burden."

The report says they do—but in almost exactly the same percentages as people in cars.

However, since about 10 times as many people get hurt in cars, riders account for only one-tenth of the "public burden" from road accidents. And, to include trauma victims who got shot, fell off ladders, or stumbled when jogging reduces riders to only 3.1% of all trauma victims, or about one-twentieth of the "public burden."

Statistics Pertinent to 25,282 North Carolina Trauma Registry Accident Victims, October 1987 - June 1990.

Details	No. of Motorcyclists	No. of "other" (car, etc.) victims	No. of non-road trauma victims
	774	8,961	15,547
Injury severity (ISS scale) 12.1	12	12.7	8.4
Days in hospital (mean) 13.3	8.7	12.4	9.0
Hospital charges (mean) \$15,801	\$11,368	\$17,892	\$9,557
Insured, percentage (all M/C victims)	49.4	50.9	41.5
Insured, number	382	4561	6452
Uninsured, percentage	42.7	35.3	31.5
Uninsured, number	330	3163	4897
Medicare/Medicaid, %	7.9	13.9	27.0
Medicare/Medicaid, #	61	1246	4197
"Public burden," uninsured	\$5,214,330*	\$56,592,396	\$46,800,629
(Minor losses from total due to rounding from percentages.)			

* The figure counts passengers at the same rate as operators. If passengers were counted separately, as they should be, the number would be even lower.

True (apparently), a higher percentage of riders do not have insurance, but look at the numbers: 330 riders to 3163 people in cars. But if 330 riders run up an average hospital bill of \$15,801, and if 3163 people in cars run up an average bill of \$17,892, then the riders account for a "public burden" of \$5,214,330 and the car people a "burden" of \$56,592,396. Non-road victims account for \$46,800,629.

Expressed another way, riders represent 4.4% (330) of all uninsured victims (motorcycles + cars + non-road = 7390) and 4.8% of the total "public burden." That .4% disproportion hardly makes riders the villains in the health-care crisis.

But you never hear that from the politicians, the insurance lobby, or the media.

Despite the fact that North Carolina is a long-time helmet

law state, the "crash file" showed that only 63.5% of the riders wore helmets and the Trauma Registry showed 63.8%. The insurance report further states that helmet use was not associated 1) with the overall severity of injuries, 2) with whether a victim was sent home or to a rehab facility, or 3) with whether the victim had insurance or not. This observation deserves to be a major headline in every state with a helmet law.

The Helmet Use Study

Altogether, bikers can use the insurance report to argue against helmet laws. The Helmet Use study isn't so easy. The study includes data from the six additional months from July 1990, through January 1, 1991, so the numbers are slightly higher; specifically, 26,590 victims, for whom the cause of injury was known in 26,162 cases. Those 26,162 break down to 892 motorcycle riders and passengers; 9,657 "other" road victims; and, 15,613 non-road victims.

That looks very suspicious. From October 1987, through June 1990, is 39 months, so the 25,282 victims of the insurance report represent an average of 648 victims per month. Extend the period by six months, and count only the 26,162 victims for whom cause of injury was known (as was done in the insurance report): the 45-month average drops to 581. Do you really believe that in July of 1990, people in N.C.

See *Helmet Studies*—next page

HELMET STUDIES CONT.

changed their habits—or their luck—drastically enough to produce a reduction of that magnitude? Or, is something wrong with the numbers?

The Helmet Use study is a more sophisticated statistical operation than the insurance report and may not make sense to a layman. It does say that 1) helmeted and unhelmeted riders were equally likely to have insurance, 2) suffered injuries of equal severity, 3) stayed in the hospital about the same length of time, 4) ran up about the same hospital bill, and 5) died at about the same rate.

The authors of the study say that the lack of difference between helmet and no-helmets arises from bias in their sample. After manipulating the numbers some more, they declare that bare-headed riders suffer more head injuries. From that, they go on to endorse mandatory helmet laws and to urge that riders be required to show proof of medical insurance before being

allowed to register their bikes.

Just riders, of course. The study's authors don't suggest that those 4,561 uninsured motorists in the insurance report should also be required to show proof of insurance.

You can safely quote what we say about the insurance report.

The Helmet Use study, though, is considerably trickier, so quote us with caution. Actually, you should get both the insurance report and the Helmet Use study from the HSRC and use our report here as an introduction to your own analysis of them. Both studies contain a great deal of

anti-helmet information, even if limited to North Carolina, and you can make use of it.

You can request/order the studies from:

Highway Safety Research Center, 134 1/2 East Franklin Street, CB 3430 Chapel Hill, NC 27599-3430. —Maestro



CARRYING THE TORCH

Last month, we happily reported that the Motorcycle Riders Foundation (MRF) had survived its brush with financial death and would remain active again under the leadership of Paul Vestal, the well-known and highly respected bikers' rights activist from Maine. MRF's problem now, of course, is how to go from mere survival to genuine strength, and for that they need members.

Membership entails paying dues, and bikers may well ask why they should sign up for another organization. Okay, here's why: because bikers need an organization that can focus national attention very precisely on helmet laws and related issues. Other national motorcycle organizations have to concern themselves with everything from manufacturing to trail riding. MRF exists to specifically promote bikers' rights, and bikers need a strong voice to do that.

Since 1992 is an election year, and since the people seem pretty impatient with Big Brother, the big-government politicians are

running scared. They don't want to be found guilty of spreading more government, so this could be a good year for bikers' rights—provided somebody, such as the MRF, can keep the heat on. It's time to join up and provide some of the fuel.

The following is a list of regional MRF directors/officials:

Bill Gannon, Massachusetts

(617) 770-3803

Jerry Thomas, Kansas

(316) 942-2915/(800) 722-0349

Bill Turkus, New Jersey

(908) 906-7643

FAX: (201) 738-7569

Penny Walker, Missouri

(816) 358-6632

Recorder: (816) 358-6638

Rick Gray, Pennsylvania

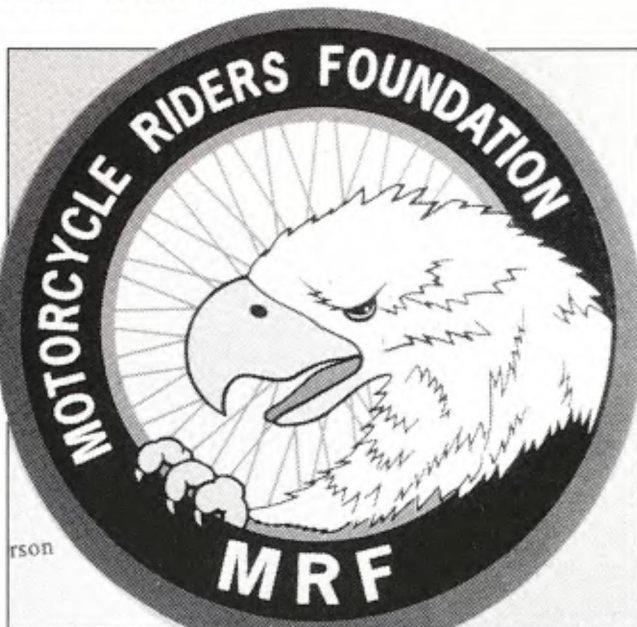
(717) 299-7374

Fred Harrell

(702) 870-6121

Richard Schoeninger, Illinois

(309) 833-3898



Wayne Curtin, Washington, D.C.

(202) 546-0917/(202) 546-0983

Richard Paukner, Connecticut

(203) 869-6060/(203) 761-0852

Paul Vestal, Maine

(207) 257-2061/(207) 474-2275

Keep this list of numbers handy. At any given moment, these folks can tell you what's going on in the bikers' rights battle—and why you should join up, if you haven't already done so.

—Toejam

LUNATIC CONTEST WINNER

Way back in July 1991, in one of Jon Towle's infamous "The Adventures of Nick The Dick" cartoon strips, we advertised a lunatic cartoon contest. Remember, you had to figure out which underground comic book and story Jon Towle took one of the frames from?

Well, we received many knowledgeable responses. In fact, nearly everyone who wrote in knew it was "Phineas Gets an Abortion," *Freak Brothers* # 7, *Several Short Stories from the Fabulous Furry Freak Brothers*, by Shelton, Sheridan, Mavrides published by Rip Off Press. Hell, who could forget the face of Chamberlain Killpigge?

Since most of you were right, and only one person could win, we decided the only fair solution was to give the prize to the first contestant to respond correctly.

Congrats go out to Doug Creviston from Toms River, New Jersey. Doug works late, so we had a tough time getting a hold of him. We finally hooked up, though, and Doug was stoked when he found out that he was going to get a Jon Towle-penned caricature of himself and his bike. Wouldn't ya know he doesn't have a ride at the moment.

Well, Doug, we hope that you enjoy the pen and ink and that you're flying in the wind soon.

-Toejam



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WOMEN-TO-WOMEN—ON TITS



In reversing the conviction of the Topfree 10, a group of women who took off their shirts (and showed their tits) in a public park in Rochester, New York, Monroe County Judge Patricia Marks ruled that, legally speaking, men's tits and women's tits were the same and both could be exposed in public. That's a good, non-discriminatory, unisex law, right?

Assistant District Attorney Elizabeth Clifford doesn't think so. She says she will appeal Judge Marks' decision on the

grounds that bare female tits violate community morals and standards of decency.

We've never been known to object if a lady showed her tits. In fact, we rather approve—and for our generosity the “libbers” call us “male chauvinist pigs.” Who will the libbers stand with now: Judge Marks and personal freedom, or D.A. Clifford and Big Brother/Sister? Here's to you, Topfree 10—come see us at Daytona or Sturgis (and send a picture in the meantime).

OPERATION SAVE-A-LIFE

Let's **NOT** Meet By
ACCIDENT!



Please....

Watch for Motorcyclists

As we fight our helmet battles in the legislatures, most citizens, who only know what they read in the newspapers, lose sight of the fact that the argument is really about preventing accidents.

ABATE of Pennsylvania is trying to improve on the situation. Their Save-A-Life program reminds drivers that cars cause roughly half the motorcycle accidents, and asks drivers to help bikers ride in safety. To share the problem—to bring the caging public into it—makes motorcycle safety a mutual problem,

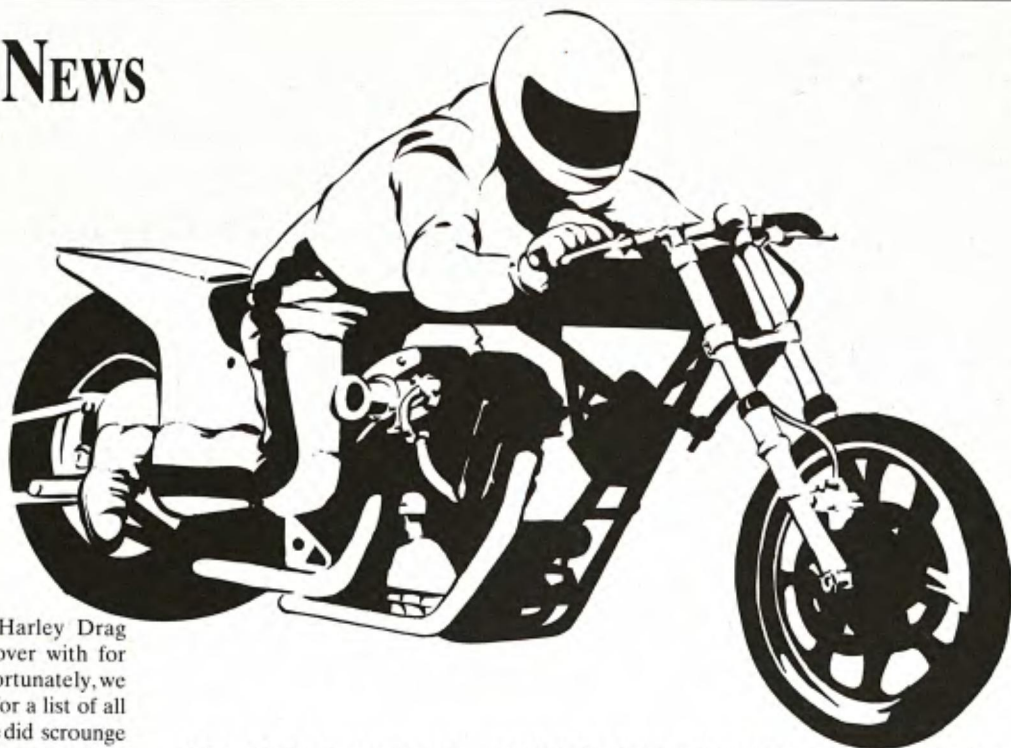
rather than only a motorcycling problem. Over a period of time, Save-A-Life should both reduce accidents and make friends among the cagers.

Then, the driving public will be on ABATE's side when they go to the legislature. ABATE of Pennsylvania came within an inch of getting rid of their helmet law last year, but failed because of a procedural snafu in the legislature. Next time, Save-A-Life should get them some more support from drivers

—Toejam

DRAG NEWS

By Rip



Well, the All-Harley Drag racing season is over with for another year. Unfortunately, we don't have room for a list of all the winners, but we did scrounge up a little space for some dirt.

First off, according to the *Key-stone Motorcycle Press*, Harley-Davidson's Steve Scheibe is the new manager of their racing program. Secondly, Leopoldine Lapolme became the first woman to work on racing engines in Milwaukee.

Also, Harley is putting up \$15,000 in contingency awards to anyone setting a motorcycle Land Speed record in the Class A fuel division, using a block-head engine. Hey, is that in the form of cash or products? Of course, we all know who has the fastest motorcycle in the world,

heh-heh. Yeah, it's solid and it's heavy but it works for us.

Rumors are flying hot and heavy that Jim McClure is coming out with a new set of cases, with side-by-side rods. It's got some Top Fuel racers' panties in a wad. They're thinking about cubic dollars. Stop sniveling,

anything new has got to have bugs. Remember Top Fuel is a wide open class.

Yeah, everyone is working on their racing units during the off-season—we should see some very fine-looking and strong-running bikes out on the strip come springtime. I can't wait.

SHORT STROKES



A Burbank individual is proposing that executions be held on Saturday in open public places. But, he'd let the victim's family decide if the murderer should be hanged, decapitated, electrocuted, or shot by a firing squad. Thomas M. Hall, head of a group called Californians for Constructive Capital Punishment, was given permission by the Secretary of State to begin seeking signatures to put his initiatives on the June 1992 ballot....**The Florida Court of Appeals, Fifth District**, was recently locked over the constitutionality of an Orlando ordinance forbidding the operation of a bicycle without a bell or gong. The majority of the Court felt that it was okay to arrest the rider....**The Hog Farm in San Jose, California**, is being sued by H-D for the use of the name Hog, even though the shop was started in April of 1986 and the factory didn't trademark the word Hog till 1990—go figure....**Did you know that in nine states women with epilepsy must be sterilized before marriage.** Gypsy Angel of Barstow, California, is promoting a bike ride in support of epileptics—(619) 256-5886**Gatha A. Rice, RN, C.E.N.** has created and published a first-aid manual for bikers. If you or your organization wants a copy, write: 12321 Delcorte Ln., Pineville, NC, 28134....**An Illinois, appellate court ruled** that an attorney could not collect the entire amount he billed a female client for handling her divorce. Seems some of the time he billed her for was for the two of them to have sex....**Two city policemen in Windsor Locks, Connecticut**, and another in Shelton, say hand-held radar guns gave them cancer....**In the Right to Ride, ABATE of Nebraska's newsletter**, Angelo Bruno pointed out the results of Nebraska's helmet law, passed in 1989: of 15 killed in 1990, 10 wore helmets, three rode bare, and two were unknown. Of the total, nine had major head trauma. If "helmets save lives," Bruno wants to know, why did these riders die? Good question.... Ride safe.

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PASSIN' GAS

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"Man, that is one gorgeous-lookin' broad!"

How can ya tell if yer ol' lady is an intellectual?

She can say "headache" in four different languages.

—Risky
Stripe City

What is French asthma? When you can only catch your breath in snatches.

—Victor
America

Abiker whose scooter had gotten a flat tire along a country road stopped beside a field where a farmer was working. "Hey, mister!" he shouted, "how far is it to the closest gas station?"

The farmer rubbed his chin and looked across his huge farm, considering. "I'd say about 10 miles, as the crow flies."

The biker sighed, then shouted back, "How far is that if the crow has to push a bike?"

—Balboa
Inside

After confessing to the psychiatrist that he had an unusually active sex life with his wife, his mistress, and several girlfriends, the sexaholic also admitted to frequent masturbation and wet dreams.

"Which activity gives you the most pleasure?" the shrink asked.

"Wet dreams."

"Why wet dreams?"

"Hell, you meet a much better class of people."

—Wayne Willhoite
Corcoran, Calif.

What do politicians and bull sperm have in common?

Only one in a thousand actually works.

—Renegade
Raleigh, N.C.

What's the difference between American pilots and Iraqi pilots?

American pilots break ground and fly into the wind.

—Don Lindal
Winnipeg, Canada

What's the best way to make yourself last with your girlfriend?

Let everyone else go first.

—Chewbacky
America

What's the difference between a lawyer and a football?

Ya only get three points for kickin' a football between the uprights.

—Will Robinson
Florence, Ariz.



"You heard me—go back to no bra, and forget the 'Madonna Look'!"



"At least my ass is warm . . . I've got diarrhea."

Boner's ol' lady greeted him affectionately at the door when he returned after a hard day of wrenching at the shop. "Poor baby," she cooed, "you must be exhausted and hungry. How would you like a nice, juicy steak, a baked potato, tossed salad, and some pecan pie for dinner?"

"No, thanks," replied Boner. "I'm too tired—let's eat at home tonight."

—Rocky
Folsom

What's better than an old broad with the bloom of youth in her cheeks?

An old broad with the cheeks of youth in her bloomers.

—V.D.
West Coast

Definition of vaginal jelly: the hole schmeer.

—Palmer
USA

Scabs died and found himself outside the Pearly Gates. Unfortunately, Saint Peter wouldn't let him in because, he said, there was already a surplus of bikers in Heaven.

"Tell ya what, Pete," said Scabs, "Give me an hour, and if I can get rid of the rest of the tramps, then can I stay?"

Saint Peter agreed, and Scabs wandered around until he saw a couple of familiar faces. Pulling them aside, he whispered that there was a half-price sale on Harleys going on in Hell. The word spread like wildfire, and soon Scabs was the only biker left in Heaven.

But instead of staying, Scabs again searched out Saint Peter and promptly asked for permission to leave too. "Hey, even if I did start the rumor," he explained, "there might be something to it."

—Hitler
Inside

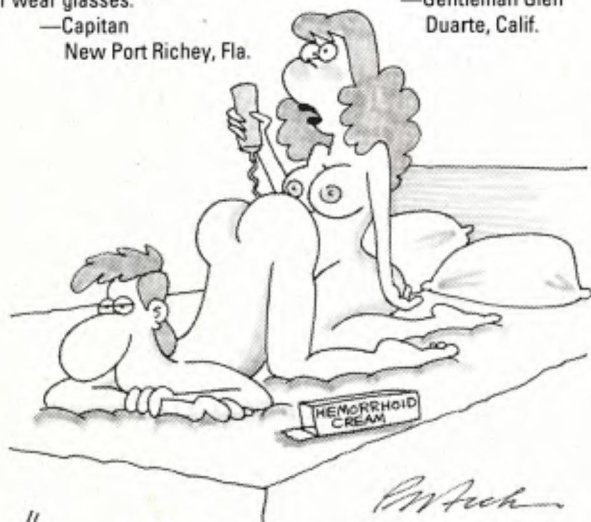
After receiving a phone call, Paula told Pete that her best friend had just had a baby boy and that they'd been asked by the father to visit her in the hospital. When Pete agreed to go, Paula said the baby had a birth defect and made him promise not to make any wisecracks. She said the baby had been born without ears.

While standing behind the viewing glass, the proud father said to Pete, "Look at his legs, a born fullback."

The mother said, "Look at those arms, a born quarterback."

After thinking for a few minutes, Pete asked how the baby's eyes were. When told they were 20-20, Pete said, "It's a good thing, because the little fuck will never wear glasses."

—Captain
New Port Richey, Fla.



"I think the honeymoon is over."

What do a woman and a skillet have in common?

No matter how much meat ya put in 'em, there's always room for the gravy.

—Steven Otto
Port Orchard, Wash.

After getting engaged, the young prospect and his fiancée went to get their blood tests. The doctor ran the tests and then tried to explain the sex act to them.

The young prospect just sat there, listening with a dumbass expression on his face, clearly not getting the point. Finally, as a last-ditch effort, the doc stripped the fiancée, made her lie down on the table, and fucked her vigorously while the prospect watched.

"Now do you understand?" asked the sawbones, zipping up.

"Sure," said the prospect. "But how often do I need to bring her in?"

—Bert Lake
Hersheytown

A missionary was captured by cannibals, and just as they were about to throw him into the pot, he held up a Bic lighter, flicked it, and a bright, dancing flame popped up. All but the chief were awe-stricken and bowed down before him.

"It's a miracle!" cried the natives.

"It's only a cigarette lighter!" exclaimed the chief.

"Yeah," replied the natives, "but it worked the first time."

—Dave Chance
Crescent City, Calif.

Why do British bikers drink their beer warm?

'Cause Lucas made refrigerators, too.

—Gentleman Glen
Duarte, Calif.



"I fucked her brains out—she doesn't know anything."

The old graybeard pulled up to the clubhouse on his '46 Indian, and he was buck naked from the waist down.

"Shit, man, whatdafuck happened to yer pants?" asked the prez.

The old road dog explained, "Well, yesterday I rode all day with my shirt off and went home with a stiff neck. This here's the ol' lady's idea."

—Signman
Bellevue, Fla.

The whorehouse madam hired a local carpenter to install a partition between two rooms, and when the work was done, he handed her his bill for \$60.

"I don't have \$60," said the madam with a coy smile, "but you're welcome to take it out in trade."

The carpenter thought it over for a minute and then agreed, provided the madam would do the servicing herself. "Why, sure," said the madam, rather flattered, and led him back to her boudoir and undressed. In no time the carpenter had his thumb up her pussy and his index finger up her asshole.

"Gimme the 60 bucks now," he hissed, "or I pull out the partition."

—Buzz
In Line

A chick's pussy is like a helmet: if it's too tight, it can kill you, and if it's too loose, it won't do you any good.

—Terry
Bristow, Okla.

Snake was out in the driveway, polishing his scooter, when the straight who lived next-door came stomping over.

"See here, young man," said the neighbor, "my daughter was talking in her sleep last night, and she said you were fucking her. Is that true?"

"Well, yeah, I guess it is," said Snake calmly.

"Why, you sonuvabitch!" screamed the irate neighbor.

"Hey, hold on a minute," said Snake as his neighbor turned to leave. "Does everybody in yer family talk in their sleep?"

—Big John
On Top

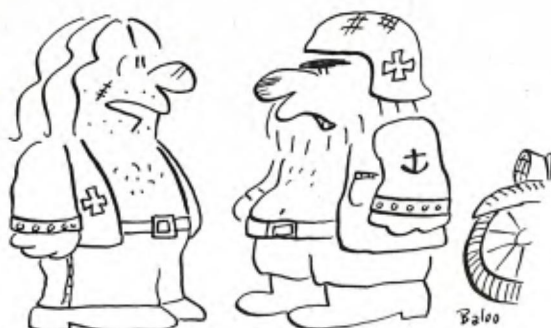
What do you get when you play your country-and-western albums backwards?

You get your wife back, your dog back, your job back...

—Crazy Bob
In Uniform

Who is Miraculous Mutha's main squeeze nowadays?

The doorway.
—Lee
Graystone Inn



"You do your own taxes?—shit, you are tough!"

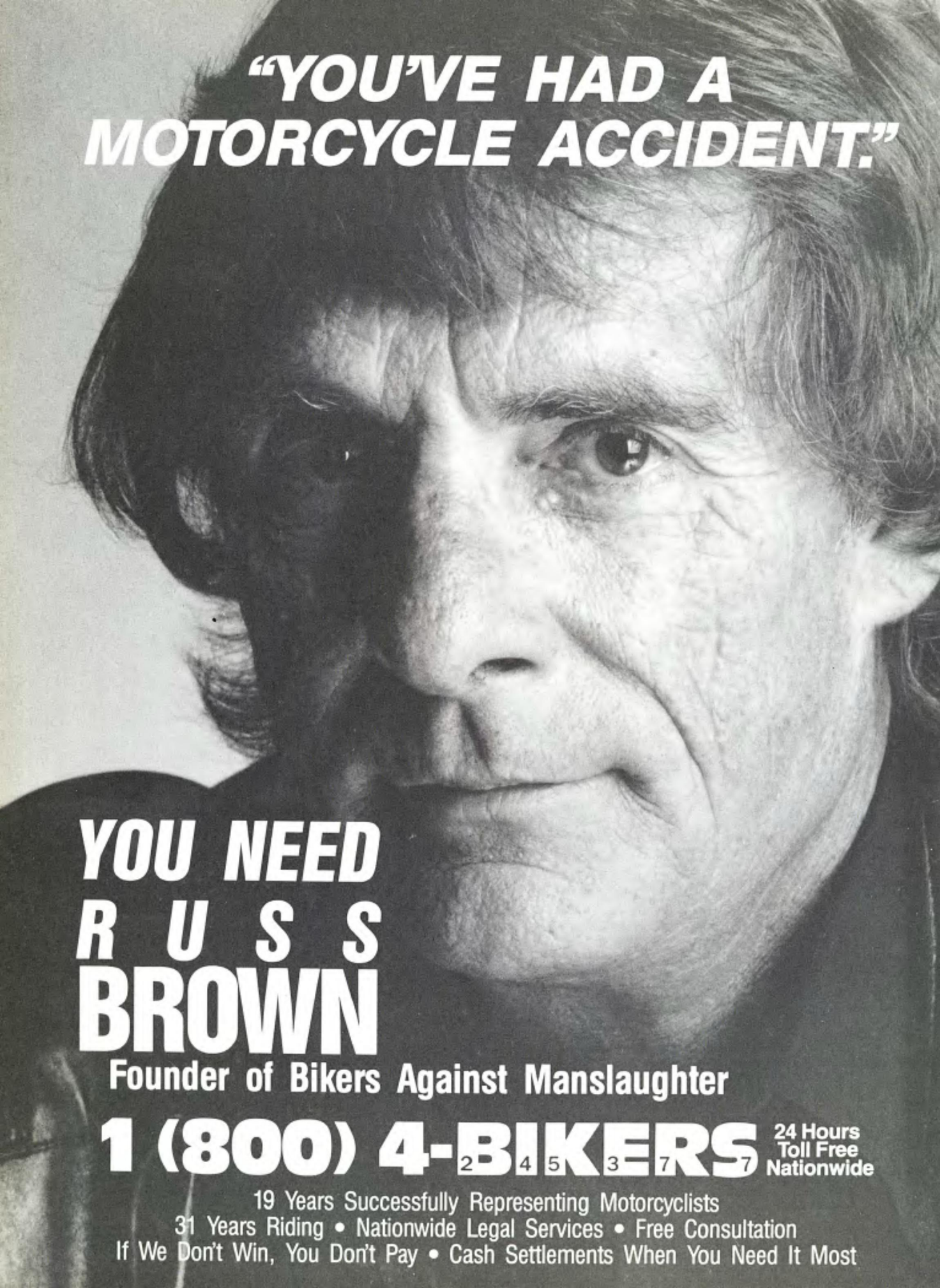


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Raisin Pie Report

It's that time of the year again. We gotta know who gets an extra piece of raisin pie and who gets latrine duty. Please read your new issue of *Easyriders* first ('cause there's new stuff in it), then get a pencil (or use your finger — we read grease smudges, too) and stick it to us. Thanks. —*Easyriders*

P.S. When you're finished, just fold'er up so our address shows on the outside and stick a stamp on it. We're making you pay the postage because we want only serious responses, but we're gonna kick in a **FREE** catalog for your time and trouble.

Please enter your zip code here 1-1 _____

Sex 2-1 ☐ Male 2-2 ☐ Female

Page#	Content:	Great!	Good	So-So	Trash It!	Page#	Content:	Great!	Good	So-So	Trash It!
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59	Gatefold Bike #3	24-1 ☐	24-2 ☐	24-3 ☐	24-4 ☐	134	Next Issue page	46-1 ☐	46-2 ☐	46-3 ☐	46-4 ☐

If you attend our *Easyriders* rodeos please give our crew a chance for some raisin pie too and fill out the rest of the report!

Last event attended: _____ Georgia 47-1 ☐
 _____ Texas 47-2 ☐
 _____ South Carolina 47-3 ☐
 _____ Pennsylvania 47-4 ☐
 _____ Michigan 47-5 ☐
 _____ Ohio 47-6 ☐
 _____ Illinois 47-7 ☐
 _____ California 47-8 ☐

How did you hear about the rodeo: _____ Magazine 48-1 ☐
 _____ Flyer 48-2 ☐
 _____ Shop 48-3 ☐
 _____ Word of mouth 48-4 ☐

Your age: _____ Under 20 49-1 ☐
 _____ 21-30 49-2 ☐
 _____ 31-40 49-3 ☐
 _____ 41-50 49-4 ☐
 _____ Over 50 49-5 ☐

How many people were in your group? _____ One 50-1 ☐
 _____ Two 50-2 ☐
 _____ Three 50-3 ☐
 _____ Four 50-4 ☐
 _____ Five or More 50-5 ☐

How far did you travel? _____ Under 20 miles 51-1 ☐
 _____ 21 - 100 miles 51-2 ☐
 _____ 101- 200 miles 51-3 ☐
 _____ 201 + miles 51-4 ☐

Yes No
 Did you stay in a motel/hotel? _____ 52-1 ☐ 52-2 ☐
 Did you eat at local restaurants? _____ 53-1 ☐ 53-2 ☐
 Did you buy anything at the trade show? _____ 54-1 ☐ 54-2 ☐

How much did you spend over the weekend?
 \$30 - \$50 each _____ 55-1 ☐
 \$51 - \$100 each _____ 55-2 ☐
 \$101 - \$200 each _____ 55-3 ☐
 \$201 + each _____ 55-4 ☐

How would you rate the following? Great Good So-So Terrible
 Overall event _____ 56-1 ☐ 56-2 ☐ 56-3 ☐ 56-4 ☐
 Fairground food _____ 57-1 ☐ 57-2 ☐ 57-3 ☐ 57-4 ☐
 Bike show _____ 58-1 ☐ 58-2 ☐ 58-3 ☐ 58-4 ☐
 Trade show _____ 59-1 ☐ 59-2 ☐ 59-3 ☐ 59-4 ☐
 Camping facilities _____ 60-1 ☐ 60-2 ☐ 60-3 ☐ 60-4 ☐
 Announcer _____ 61-1 ☐ 61-2 ☐ 61-3 ☐ 61-4 ☐
 Rodeo events _____ 62-1 ☐ 62-2 ☐ 62-3 ☐ 62-4 ☐
 Bands _____ 63-1 ☐ 63-2 ☐ 63-3 ☐ 63-4 ☐

Are you reading: _____ *Easyriders* 64-1 ☐
 _____ *V-Twin* 64-2 ☐

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EASYRIDERS

1992 Guide to Custom Brake Systems

By Keith Ruxton

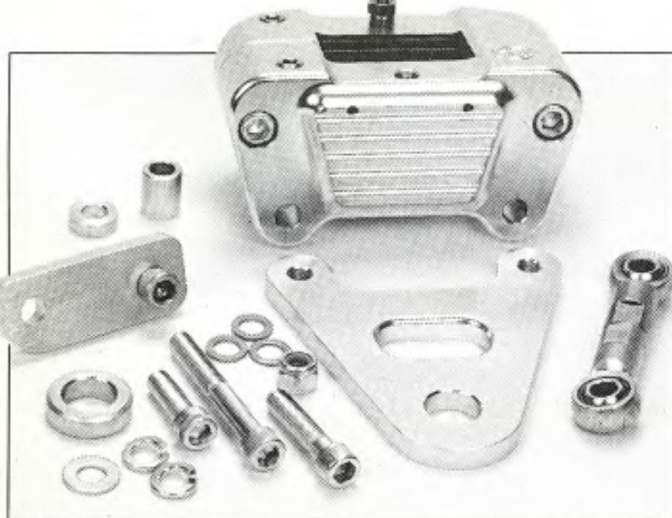
Over the last few months we've been showing you ways to help you get your Harley running stronger—which also means faster. If you haven't already run beyond the limits of your brakes, you probably will. Even if your engine hasn't been wrenched on, simply by adding a few more chrome doo-dads or a set of saddlebags to your motorcycle, the additional weight can put a demand on your brakes that they simply weren't designed to handle.

Brakes may appear to be simple devices, but in reality they are an engineering marvel. The diameter of the brake rotor (or drum), the length and width of the brake linings, the piston diameters in the calipers (or wheel cylinders) and master cylinders, and how much leverage ratio the handle or pedal has on the master cylinder will determine how

the brakes feel and act.

Here is a typical example: If you have a 1979 FXE and you apply 12 pounds of pressure to the rear brake pedal, the brake line pressure will read 200 pounds per square inch. The clamping force of the caliper will be approximately 707 pounds. With a properly operating brake system, this will provide a nice gentle stop. Now, add a touch of panic to this and a size 12 boot and the applied pressure can easily go up to 60 pounds. So now the line pressure is up to 1000 psi. The clamping force of the caliper is now 3,530 pounds. I hope your caliper didn't bend like mine did. I managed to save the bike but wallet damage became obvious at the next stop.

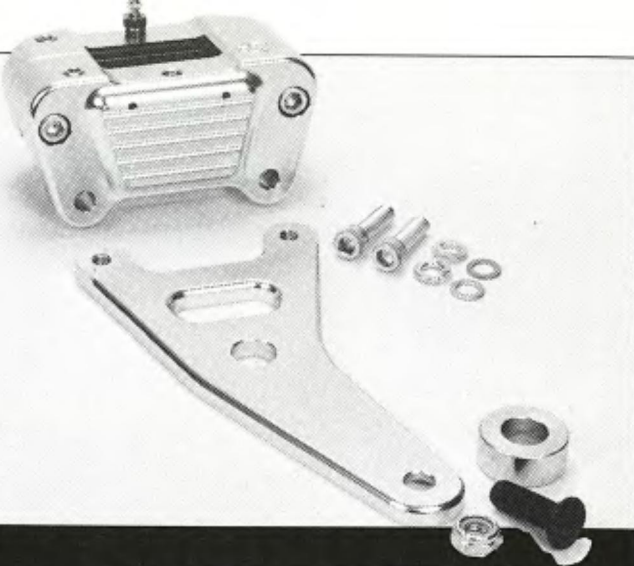
Here are some samples of good stoppers. Some are direct bolt-on parts and some will require machine work or welding.



GMA

High-tech, designed, brake components, machined from heat-treated, aircraft-grade, billet aluminum. They come with bright clear anodizing to retard corrosion, and SBS brake pads for maximum safety and stopping power. Master cylinders feature 5/8-inch diameter pistons for greater pressure. OEM rebuild kits are easily obtained. All brackets are supplied with necessary hardware to make installations easy. Rotors are available in 10- and 11-1/2-inch sizes. Left photo is of one FLH front brake system. Photo on right depicts the new Big Twin 11-inch system.

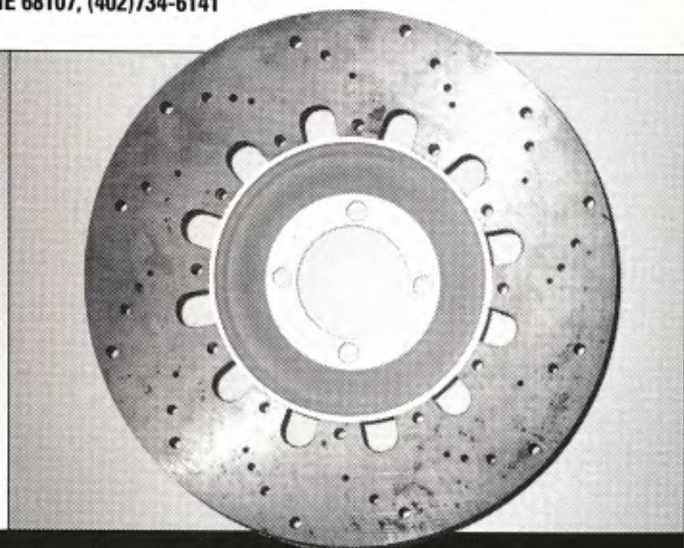
2808 Q St., Omaha, NE 68107, (402)734-6141



RB RACING

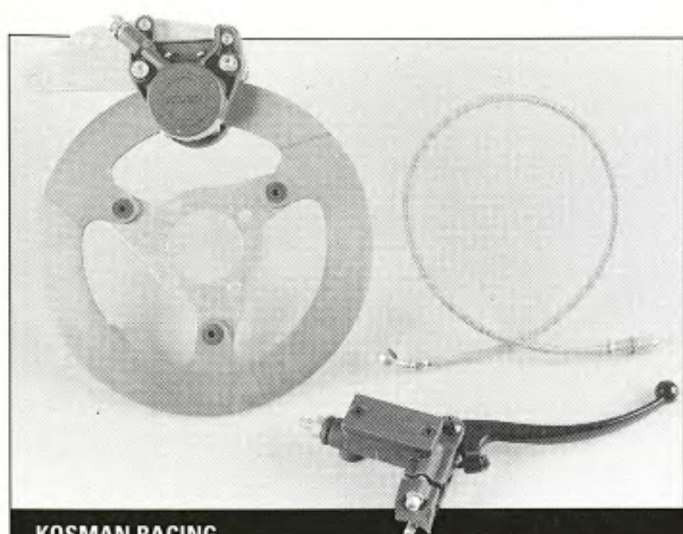
RB Racing offers both four and six piston brake calipers for both race and show. All calipers are designed to fit existing OEM fork and caliper mounts and do not require extra brackets or adaptors. All RB units are designed to resist the corrosion of the Bonneville Salt Flats and feature anodized, hard-chromed and stainless hardware. They also carry braided stainless steel teflon brake lines, Meehanite Iron brake rotors, and Ferodo brake pads. Photos show six piston caliper and machined disc.

1625 W. 134th St., Gardena, CA 90249, (310) 515-5720

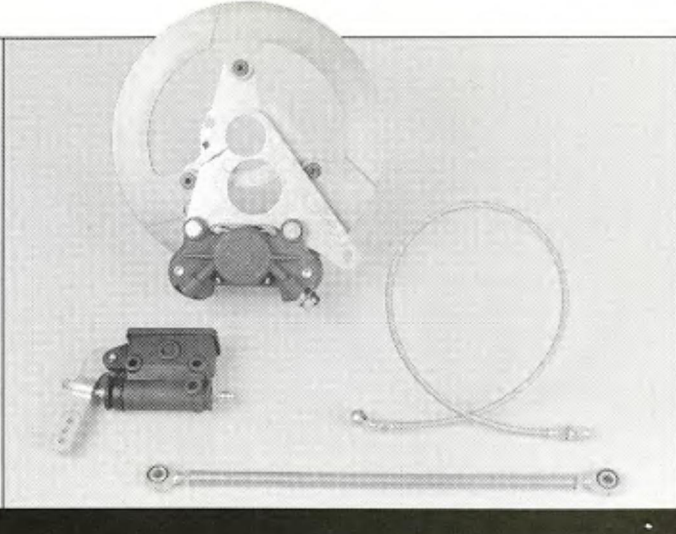


JayBrake parts are made from aluminum bar stock and feature a minimum thickness of finished parts of 1/2-inch. Handlebar master cylinders are 5/8-inch bore and are available in two styles, the first uses the 1973 to 1981 style switch cover, the second has a custom-machined clamp. Left side matching levers or custom master cylinders are also available. Calipers are available with two or four pistons and mount to chromed steel or aluminum hangers designed for 10-inch or 11-1/2-inch rotors. They also manufacture forward controls (shifter and brake) for all Big Twins and Sportsters (1978 and 1980 to present). The adjacent photo shows a complete line of JayBrake components.

145 N. 4th St., Box 1551, Lewiston, NY 14092, (716) 433-6507

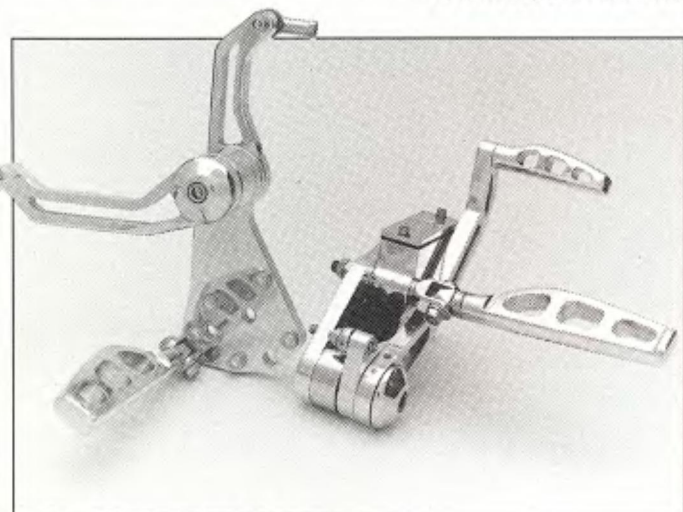


KOSMAN RACING

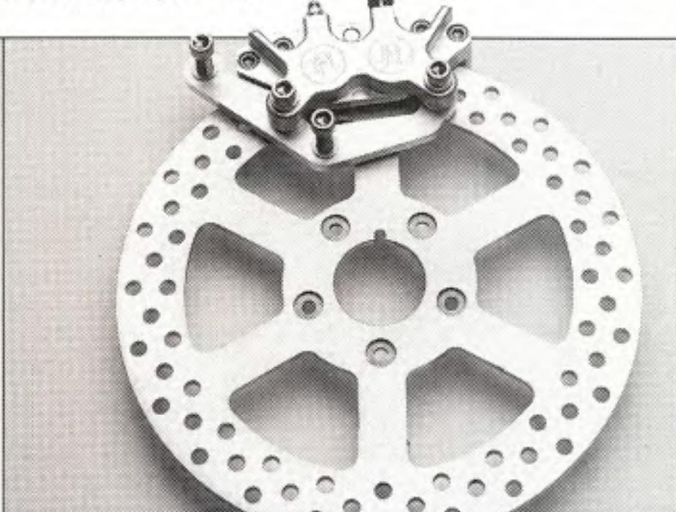


These systems are for racing use and non-stock special applications *only*. Kosman Racing brake systems are designed for maximum weight reduction. They are available in 10-inch, 10.6-inch, 11-inch, and 11 5/8-inch diameters, solid or floating mounts, and with a variety of centers for mounting. Handlebar master cylinders are available in four bore sizes. Grimeca calipers are available with two bore sizes. Also available are full floating rotors in 11.8-inch, 12.2-inch, 12.6-inch, and 13-inch diameters with up to 3/4-inch offset. *Photo on left shows forward control system. Photo on right is an 11-inch disc plus caliper.*

55 Oak St., San Francisco, CA 94102, (415) 861-4262

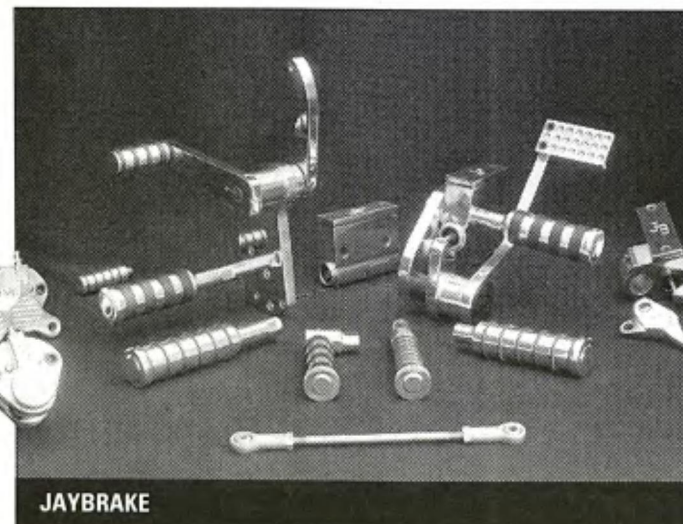


PERFORMANCE MACHINE



Performance Machine offers everything from component parts to complete systems. The calipers range from two piston models to six piston models with staggered bore sizes available on four and six piston calipers. Rotors are available from 8-1/2-inch to 13-inch diameters. Front master cylinders are available with a 5/8-inch or 3/4-inch bore, for right or left hand operation, and a matching clutch lever for, 1984 and up. *Photo on left is a 10-inch rear brake unit. Photo on right is a 10-inch front brake system.*

15535 Garfield Ave., Box 1739, Paramount, CA 90723, (310) 634-6532



JAYBRAKE

R I K E R

HALL O' FAMER

BROTHERS AND SISTERS WHO STAND OUT IN THE CROWD

Marsh Runyon San Luis Obispo, California

Marsh Runyon is an unusual man. Oh, it's not the fact that he's 55 years old and races bikes. And it's not his size: at 6'4" he is not exactly built for racing anything except maybe down the field with a pigskin under his arm. And it might not even be the fact that he does all this with only one leg.

In order to try to understand what Marsh is all about, I found no better source of information than what the folks who gave him the Vintage Iron Epitome Award recently had to say about him: "... this is probably the only person strong enough, determined enough, and mentally warped enough to motocross a Harley V-twin."

"When asked why he never road-raced, he replied, 'Those guys are crazy!'. This from a man who has broken more bones than most stunt doubles. He once instructed a reluctant surgeon to amputate his left leg, so he could go out riding seven weeks later. He went back to work on the eighth week..."

What could I possibly add here?

—Red Baron

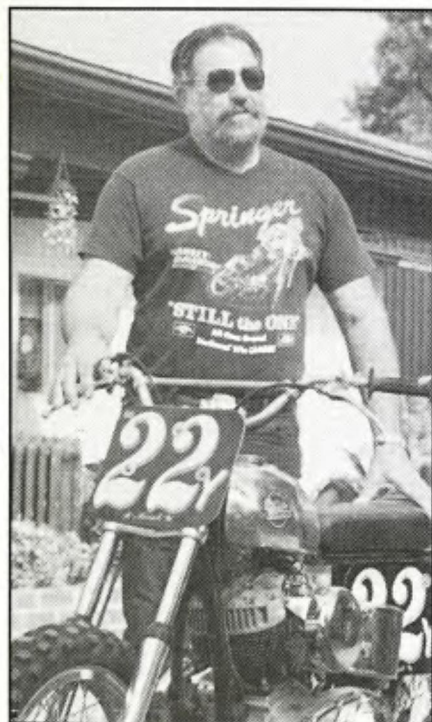


Photo by Russell Davidson



Photo from Sinbad

Boe & Carla Thomas Columbus, Ohio

Carla was featured in our October '91 issue, astride a scooter on page 97. The feature mentioned that she'd had sort of a tough life, but that she was a survivor with lots of gusto.

On September 29 last year, Carla and Boe, her husband since last August, were returning from a graveside memorial of a brother who had died a couple of years ago. They rounded a sharp curve and broadsided a pickup truck. The two went down hard on Boe's '80 FLH. Boe came away with some nicks and bruises, but Carla didn't fare as well. For the second time in her life she's in a body cast with two broken ankles, two shattered discs (requiring two separate surgeries), five broken ribs, and a good bit of road rash. She's pretty beat up, but she is a survivor and still has fire in her eyes.

The two are in dire straits at the moment, what with medical bills and only Boe's income. Any support would surely be appreciated. Contact can be made through ABATE of Ohio: (614) 274-4634.

—from Dick Clark

Sinbad the Sailor San Pedro, California

Riders from all points east, north, and south of Walker's Cafe in San Pedro, California, know Sinbad and his Heritage Softail. The whales and dolphins in the great blue Pacific know him, too, for Sinbad is a merchant seaman who makes sure the ships get home without sinking.

A biker who is that well known has serious obligations. When he wants to entertain his brothers and sisters, he has to do something special. So, on Labor Day weekend, 1991, Sinbad and his lady, Karen, got married. Fifty or more Harleys lined up in front of Walker's to witness the ceremonies under a spreading shade tree, and a couple hundred gathered for the party afterward.

Eat your hearts out, Pee-dro girls, the Sailor has tucked in a splice, thrown in a hitch, and tied the knot. And the rest of you bros down there—maybe you'll get a chance, now that Sinbad's out of circulation.

Long rides and the wind in your faces, Sinbad and Karen.

—Toejam

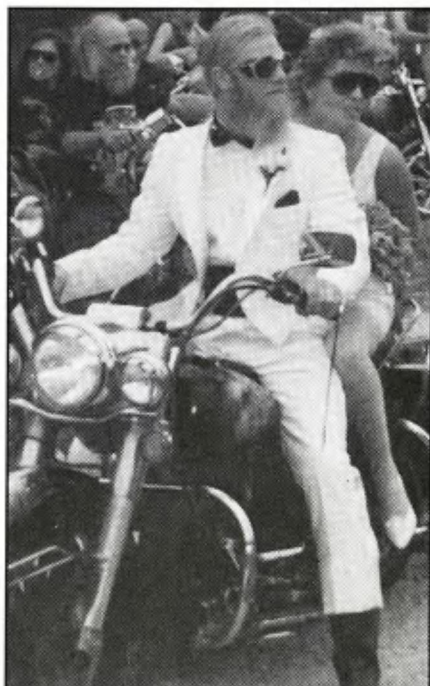


Photo by J.D.

WHAT'S HAPPENIN'

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

California

10TH ANNUAL 500 ROAD TOUR—April 4-5, starts at Cycle Parts Plus, 800 Wagon Wheel Road in Oxnard. Sign-in will be from 6 a.m.-8:30 a.m.; half-way point will be Visalia. The route will cover about 500 miles. Entry fee is \$12 and will include finisher's pin and much more. Pre-register and save a \$1. Send to: Box 3716, Huntington Beach, CA 92605-3716. For more info call: (714) 554-4575, (213/310) 834-8900, (805) 582-1247. Please pass the word about this event.

2ND ANNUAL JBM POKER RUN—April 18, at the Mountain House Cafe near Livermore. Put on by the Jus Brothers MC. For more info call: (209) 836-0844.

EASYSIDERS BIKE SHOW & TATTOO TOUR 1992—March 6, 7, 9, at the Solano County Fairgrounds in Vallejo. Come see the best custom bikes and tattoo work. Trade show, live music, and fashion show on Friday & Saturday. Daily door prizes. For additional information call: (818) 889-8740, ext. 281.

Colorado

B.E.S.T. OF THE WEST MOTORCYCLISTS' RIGHTS SEMINAR—March 27-29, in Denver. Sponsored by the Motorcycle Rights Foundation and ABATE of Colorado. For more info call Mark Buckner: (303) 833-3195.

Florida

51ST DAYTONA 200—March 8, at the Daytona International Speedway are the finals for the Camel Motorcycle Week. Races will be happening all week. You can follow the motorcycle parade which starts at the beach that morning. For more race info call: (904) 253-RACE ext. 7223. For general Bike Week info call: (904) 255-0981.

CRAZY DAVE'S BAR—February 29, in Lake Monroe. Come join in on all the biker games. Considered 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. *Easysiders* truck will be there.

OUR PLACE WEEK LONG COOKOUT—February 29-March 7. Wienie run, bull ride and various other biker games. *Easysiders* truck will be there March 3rd.

SOPOTNICK'S CABBAGE PATCH—March 4. Second Annual Cole Slaw Wrestling Championship in New Smyrna Beach, camping and showers will be available.

SOPOTNICK'S CABBAGE PATCH—March 7. Third Annual Bike Blast "Battle of the Japs," in New Smyrna Beach. Camping and showers will be available. *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. *Easysiders* truck will be there.

THE LAST RESORT BAR PIG ROAST—March 4 at 5812 S. Ridgewood in Harbor Oaks. Starts at noon. Biker games, wet T-shirt contest at midnight. *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.

2ND ANNUAL FREEDOM RALLY/HELMETLESS RUN—March 14-15, at Flagler County Fairgrounds in Bunnell. Gates open at noon. The 75-mile run will begin at noon on Sunday. Overnight camping, food, and beverages available. Bands, games, blood mobile on sight. Vendors needed, spaces are as big as you want them and are \$10. For more info call Tattoo Dee at (904) 439-4318 or Candy at (904) 437-3828.

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.

FREE BBQ—4th Sunday of every month at the Squeeze In Pub. Located South of Daytona on U.S. 1 & Port Orange. For more info call: (904) 760-2564.

Georgia

6TH ANNUAL RUN TO THE SUN—February 28-March 1, in Valdosta. Camping space, live bands, and field events. Sponsored by ABATE of Georgia. For info call: (404) 294-8982.

Illinois

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 info call: (319) 462-6011.

Iowa

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 H-D EXPO AND 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 info call: (319) 462-6011.

Montana

4TH ANNUAL SHOW AND SHINE MOTORCYCLE SHOW—April 18, at Beartooth H-D in Billings. Beer and food concessions. Admission is \$1, entry fee \$10. Eight trophy classes, Trophy Girl, all bikes welcome. For info call: (406) 256-7625.

New Jersey

10TH ANNUAL BIKER SWAP MEET—April 5, at Firemans Field and Clubhouse. Dunk-a-cop booth, balloon rides, music, and contest. Plenty of used parts and vendors. For more info call: (908) 681-2784 or (908) 229-2262.

New York

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, 12-5 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 12-5 p.m. in Hamburg at the Erie County Fairgrounds. Admission is \$6. For more info call: (716) 822-3227.

EASYSIDERS BIKE SHOW & TATTOO TOUR 1992—April 10-12, at the Orange County Fairgrounds in Middletown. The best custom bikes and tattoo work will be on display. Trade show, daily door prizes, live music, and a fashion show on Friday and Saturday. The *Easysiders* truck will be there. For information call: (818) 889-8740, ext. 281.

North Dakota

13TH ANNUAL NORSEMAN CUSTOM BIKE SHOW—April 11-12, at the North Dakota State Fairgrounds in Minot. For more info call: (701) 776-6626.

Ohio

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. Have your photo taken with *Easysiders* Fox of the year. For 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

4TH ANNUAL SPRING H-D EXPO AND SWAP MEET—April 5, at Arlington Texas Convention Center. 10 a.m.-5 p.m. Admission is \$5. For info call: Bob Bagwell at (214) 216-5520.

EASYSIDERS BIKE SHOW & TATTOO TOUR 1992—March 20, 21, 22 at the John Ray Harrison Convention Center in Pasadena. The finest custom bikes and tattoo work will be on display. Daily door prizes, trade show, live music, and a fashion show on Friday and Saturday. The *Easysiders* truck will be there. For info call (818) 889-8740, ext. 281.

Wisconsin

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

HONEST BOB'S 2ND ANNUAL CUSTOM SWAP MEET—February 9, at the Sheboygan Armory. Admission is \$5, \$4 for clubs and ABATE members. Food and beer concessions will be there. For more info call: Tina at (414) 452-2700 or (414) 458-8227.

Canada

11TH ANNUAL NATIONAL M/C SWAP MEET & CUSTOM BIKE SHOW—April 4-5, at Exhibition Place in Toronto. For info call: (705) 778-2275.

Now you can be a MOTORCYCLE MECHANIC...

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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:

ICS SINCE 1906 Over 100 Years of Experience		School of Motorcycle Repair, Dept. PEU0225	
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 (_____) _____			

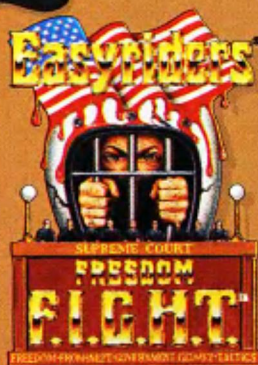
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Five-piece Freedom F.I.G.H.T. Kit — \$20

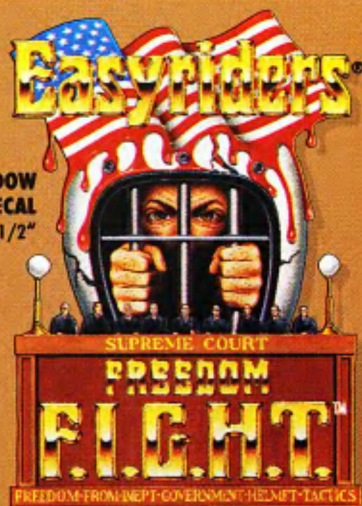
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- 1 100% cotton T-shirt
- 1 Bumper Sticker
- 2 Self-adhesive Decals
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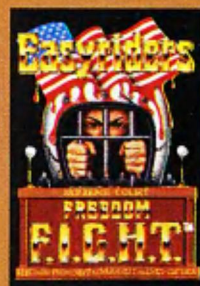


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WINDOW
DECAL
8 1/2" x 5 1/2"



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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!

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UP... GHT TO RIDE FREE! NATIONAL HELMET LAW SIGNED!

On December 18, 1991 President Bush signed H.R. 2950 into law. What does that mean to you? —

In simple terms it means that *every* state must have a full (for all ages) helmet law in effect by September 31, 1993, or receive financial penalties! It also provides financial grants for states that have full helmet laws in effect sooner!!
Join the Fight NOW!

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)!

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

Daytona 51

More Fun Than Should Be Legally Allowed

Well, after a long winter of watching run videos, flipping through issues of *In The Wind*, wrenching on your ride, and working up a heated case of cabin fever, it's time once again for the annual spring revival.

The 51st Daytona Bike Week promises to deliver enough bacchanalian bashes, hair-raising races, bad-assed bands, horny honeys, radical rides, tepid temps, voracious vendors, and balls-out biker games to chase away whatever's left of those winter blues.

Between the week-long parties at almost all the local bars, the daily races going on at the Daytona International Speedway, the wild *Easyriders* store on Main Street, the numerous indoor and outdoor events going on at the Ocean Center, and the world famous Rat's Hole Bike Show, you'll be lucky to get any sleep. But who needs it? Enjoy.



Hotels

Hilton Hotel (D.B.)
2637 S. Atlantic Ave. (A1A)
(904) 767-7350/(800) 525-7350

Marriott Hotel (D.B.)
100 N. Atlantic Ave. (A1A)
(904) 254-8200/(800) 228-9290

Sheraton Inn (D.B.)
3161 S. Atlantic Ave. (A1A)
(904) 761-2335/(800) 874-7420

Holiday Inn Boardwalk (D.B.)
400 N. Atlantic Ave. (A1A)
(904) 255-0251/(800) 535-2036

Holiday Inn Oceanside (D.B.)
905 S. Atlantic Ave. (A1A)
(904) 255-5432/(800) HOLIDAY

Howard Johnson's Oceanfront (D.B.)
2560 N. Atlantic Ave. (A1A)
(904) 672-1440/(800) 874-6996

Best Western La Playa (D.B.)
2500 N. Atlantic Ave. (A1A)
(904) 672-0990/(800) 874-6996

Quality Inn Oceanside Resort (D.B.)
251 S. Atlantic Ave. (A1A)
(904) 672-8510/(800) 227-7220

Campgrounds

Daytona Beach Campground (D.B.)
4601 Clyde Morris Blvd.
(904) 761-2663

Sunshine Holiday Camper Resort (D.B.)
1701 N. US 1
(904) 672-3045

Nova Campground (P.O.)
1190 Herbert St.
(904) 767-0095

Bars

Art's Place (D.S.)
5115 N. Hwy 17
(407) 935-5151

Billy Bob's (S.D.)
2801 S. Ridgewood Ave. (US 1)

Boot Hill Saloon (D.B.)
310 Main St.
(904) 258-9506

Cheyenne Saloon (E.P.)
327 S. Hwy 17
(407) 328-9216

Club 101 North (F.B.)
Corner A1A & State Rd. 100
(904) 439-9659

Coach House Saloon (D.B.)
734 Main St.
(904) 253-1944

Crazy Dave's (S.F.)
2485 N. Hwy 17-92
(407) 321-0423

Down The Hatch Lounge (P.I.)
4894 Front St.
(904) 761-4831

Foxhead Lounge (D.S.)
280 N. State Rd. 415
(407) 321-2399

Froggy's (D.B.)
800 Main St.
(904) 253-0330

Gilly's Pub 44 (N.S.B.)
1889 State Rd. 44
(704) 428-6523

Iron Horse Saloon (D.B.)
1068 N. US 1
(904) 677-1550

Last Resort Bar (H.O.)
3812 S. Ridgewood Ave. (US 1)
(904) 761-5147

Our Place (S.D.)
2842 S. Ridgewood Ave. (US 1)
(904) 760-5287

Smiley's Tap (D.B.)
1161 N. US 1
(904) 677-9509

Sopotnick's Cabbage Patch (N.S.B.)
549 Tomoka Farms Rd.
(407) 427-9751

Squeeze In Pub (P.O.)
5005 S. US 1
(904) 760-2564

Event sites

American Motorcycle Institute (D.B.)
1445 Skytrooper (near the airport)
(904) 255-0295

Daytona Flea Market (D.B.)
1425 Tomoka Farms Rd.
(904) 252-1999

Finky's Country Showplace (D.B.)
N. Grand View Ave.
(904) 255-5059

Municipal Stadium (D.B.)
3777 11th St.
(904) 255-2876

New Smyrna Speedway (N.S.B.)
SR 415 & SR 44
(904) 427-4129

Ocean Center (D.B.)
101 N. Hwy A1A
(904) 254-4500

Riverfront Park (D.B.)
(904) 252-9717

Spruce Creek High School
801 Taylor Rd.
(904) 756-7200

Volusia County Fairgrounds (D.L.)
3150 East New York Ave.
(904) 734-9514

Bellair Plaza (D.B.)
North US 1, (2500th Block)

Jackie Robinson Ballpark (D.B.)
Orange Ave. City Island

Shops & Parts

Vintage Harley Works (H.H.)
140 Riverside Dr.
(904) 252-7503

Magnum Cycles (H.H.)
612 N. US 1
(904) 253-1398

Miller's Custom Parts (S.D.)
1853 S. Ridgewood Ave. (US 1)
(904) 761-0858

Progressive Cycles Ltd. (D.B.)
672 S. US 1
(904) 672-1222

Robison's H-D (D.B.)
508 Volusia Ave. (US 92)
(904) 255-6788

River Run M/C Supplies (Debary)
476 S. Hwy 17
(407) 688-7460

Personal Cycle Service (D.B.)
115 E. Mason Ave.
(904) 253-2586

Magnum Cycles (H.H.)
612 N. Ridgewood Ave. (US 1)
(904) 253-1398

Peeen's Precision Motors (H.H.)
627 N. Ridgewood Ave. (US 1)
(904) 252-9569

Daytona Black Gold (H.H.)
1842 B N. Nova Rd.
(904) 672-9812

Cycle Goodies (H.H.)
390 N. Ridgewood Ave. (US 1)
(904) 250-5691

Cycle Care (N.S.B.)
2514 N. Dixie Fwy.
(904) 427-6001

Choppers World (D.B.)
618 Main St.
(904) 252-1922

Towing

Vintage Service Trailer (D.B.)
(904) 252-7503

Wrench Service Trailer (D.B.)
(Daytona Flea Market)

A-1 Auto&Truck Towing (D.B.)
(904) 437-3438

Arrow Wrecker Service (H.H.)
(904) 255-2138

Hospitals

Halifax Medical Center (D.B.)
303 N. Clyde Morris Blvd.
(904) 254-4000

Humana Hospital (D.B.)
400 N. Clyde Morris Blvd.
(904) 239-5000

Friday, February 28

Daytona Speedway: AMA/CCS amateur road races and a three-hour Endurance Race/Championship.

Last Resort Bar: games, vendors, bands, *Easyriders* truck home base. The truck will be carrying Daytona's 51st full-product line.

Foxhead Lounge: wet T-shirt contest, prizes, and two live bands.

Art's Place: pre-welcome party, fish fry, live music, and talent welcome.

Boot Hill Saloon: orientation.

Coach House Saloon: live music from 11 a.m. till closing, food available.

Club 101 North: Party with Tattoo Dee, Candie, and the girls. Daily specials.

Saturday, February 29

Daytona Speedway: AMA/CCS amateur road races and a three-hour Endurance Race/Championship

Foxhead Lounge: horse shoe tournament, prizes and two live bands.

Cheyenne Saloon: 10 a.m. ride to Smiley's Pig Roast.

Art's Place: Buns Contest, BBQ, band

Boot Hill Saloon: Leap Year Bash.

Last Resort Bar: games, vendors, bands, *Easysiders* truck home base.

Coach House Saloon: live music from 11 a.m. till closing, food available.

Club 101 North: party with Tattoo Dee, Candie, and the girls. Daily specials.

Crazy Dave's: week-long activities. (*Easysiders* truck will be there).

Froggy's: Party with "Annie with the Nice Fanny." Free stuff nightly.

Sunday, March 1

Daytona Speedway: AMA/CCS amateur road races and a three-hour Endurance Race/Championship

"Rolling Thunder" Vietnam Veteran's POW/MIA Rally: leaves Bellair Plaza at 11 a.m. and continues to Jackie Robinson Ballpark. Rally will be from 1-4 p.m. (not confirmed)

Spider's Swapatona: Daytona Flea Market, 10 a.m. - 6 p.m.

Foxhead Lounge: Rice Rocket Slam, weenie races, barrel races, slow races, prizes, and two live bands.

Art's Place: welcome party, free "Hel-Mi" decals, BBQ, blue grass music. (*Easysiders* truck will be there)

Boot Hill Saloon: Condom Blowjob.

Last Resort Bar: games, vendors, bands, *Easysiders* truck home base.

Coach House Saloon: live music from 11 a.m. till closing, food available.

Club 101 North: Party with Tattoo Dee, Candie, and the girls. Daily specials.

Froggy's: Party with "Annie with the Nice Fanny." Free stuff nightly.

Monday, March 2

Daytona Speedway: Classics Day Vintage Road Races

Spider's Swapatona: Daytona Flea Market, 10 a.m. - 6 p.m.

Art's Place: fish fry, beer gardens, games, and more. Week-long activities. (*Easysiders* truck will be there)

Foxhead Lounge: arm wrestling contest, two live bands (country and rock).

Squeeze In Pub: free draft, 4-5 p.m.

Boot Hill: Rap-This Contest.

Last Resort Bar: live music, games, vendors, *Easysiders* truck home base.

Cheyenne Saloon: free camping, bath, and showers. Live music.

Coach House Saloon: live music, 11 a.m. till closing. Food available.

Club 101 North: Party with Tattoo Dee, Candie, and the girls. Daily specials.

Froggy's: Party with "Annie with the Nice Fanny." Free stuff nightly.

Tuesday, March 3

Spider's Swapatona: Daytona Flea Market, 10 a.m. - 6 p.m.

Exclusive H.O.G. Reception: Ocean Center Atlantic Room, 6-8 p.m.

H.O.G. Hop: Ocean Center Arena, 8 p.m. - midnight

Daytona Speedway: H-D demos, 9 a.m. - 3:30 p.m.

Foxhead Lounge: Shooters Night. Two live bands and more.

Squeeze Inn Pub: biker party.

Art's Place: Buns Contest, BBQ, keg party, games and more. Harley Party.

Boot Hill Saloon: Boot Hill Beauty Pageant.

Billy Bob's: BBQ, bands, vendor, biker games, 4 acres of fun.

Our Place: cook-out all week long, wienie run, bull ride, other biker games. Week-long activities. (*Easysiders* truck will be there)

Last Resort Bar: live music, games, vendors, *Easysiders* truck home base.

Coach House Saloon: live music, 11 a.m. till closing. Food available.

Club 101 North: Party with Tattoo Dee, Candie, and the girls.

Crazy Dave's: music and parties all week long.

Froggy's: Party with "Annie with the Nice Fanny." Free stuff nightly.

Wednesday, March 4

Spider's Swapatona: Daytona Flea Market, 10 a.m. - 6 p.m.

Daytona Speedway: Harley-Davidson demos, 9 a.m. - 3:30 p.m.

H-D Field Events: Ocean Center north parking lot, 6:30 - 8:30 p.m.

H-D Dresser Light Show: Ocean Center north parking lot; registration, 8 p.m., show, 8:30 p.m.

H-D Ride-In Show: Ocean Center north parking lot, 8 a.m. - 4 p.m.

H-D Indoor Motorcycle Show and H-D Museum: Ocean Center, 10 a.m. - 6 p.m.

MDA Poker Run: Ocean Center, 10 a.m. - 6 p.m.

H.O.G. Reception: 6-8 p.m. at the Ocean Center Atlantic Room.

H.O.G. Hop: 8 p.m. - 12 a.m. at the Ocean Center Arena.

Foxhead Lounge: pool tournament and chili night. Two live bands.

Squeeze In Pub: Wienie Wednesday, 3-7 p.m. 25¢ buys you a wienie. Don't forget your VIP cards.

Art's Place: fish fry, live music, talent welcome.

Boot Hill Saloon: Hump Day.

The Last Resort Bar: pig roast and wet T-shirt contest (starts at noon). *Easysiders* truck home base.

Sopotnick's Cabbage Patch: 2nd Annual Cole Slaw Wrestling Championship. Camping and showers. (*Easysiders* truck will be there)

Coach House Saloon: live music, 11 a.m. till closing. Food available.

Club 101 North: Party with Tattoo Dee, Candie, and the girls.

Crazy Dave's: music and parties.

Froggy's: Party with "Annie with the Nice Fanny." Free stuff nightly.

Thursday, March 5

Spider's Swapatona: Daytona Flea Market, 10 a.m. - 6 p.m.

Daytona Speedway: Harley-Davidson demos, 9 a.m. - 3:30 p.m.

H-D Ride-In Show: Ocean Center north parking lot, 8 a.m. - 4 p.m.

H-D Indoor Motorcycle Show and H-D Museum: Ocean Center, 10 a.m. - 6 p.m.

Sidecar and Trike Day: Volusia County Fairgrounds, 10 a.m. - 6 p.m.

MDA Poker Run: Ocean Center, 10 a.m. - 6 p.m.

World's Largest "Wall of Death": Volusia County Fairgrounds, 10 a.m. - 6 p.m.

14th Annual Daytona Swap Meet: Volusia County Fairgrounds, 10 a.m. - 6 p.m.

Daytona International Motorcycle Show: Daytona Speedway.

Last Resort Bar: live music, games, vendors, *Easysiders* truck home base.

Foxhead Lounge: dart tournaments, two live bands, and prizes.

Cheyenne Saloon: Poker Run along the St. Johns River.

Squeeze Inn Pub: First Annual Dickhead Convention & Dick Olympics. Not to be missed. Be a card carrying Dickhead for 69¢.

Boot Hill Saloon: Beaver Hunt.

Gilly's Pub 44: Annual bike bash along with a wet T-shirt contest. *Easysiders* truck will be there.

Coach House Saloon: live music, 11 a.m. until closing. Food available.

Club 101 North: Party with Tattoo Dee, Candie, and the girls.

Crazy Dave's: music and parties.

Froggy's: Party with "Annie with the Nice Fanny." Free stuff nightly.

Friday, March 6

Spider's Swapatona: Daytona Flea Market, 10 a.m. - 6 p.m.

Daytona Speedway: Harley-Davidson demos, 9 a.m. - 3:30 p.m.

H-D Indoor Motorcycle Show and H-D Museum: Ocean Center, 10 a.m. - 6 p.m.

MDA Poker Run: Ocean Center, 10 a.m. - 6 p.m.

Daytona International Motorcycle

Show: Daytona Speedway.

14th Annual Daytona Swap Meet: Volusia County Fairgrounds, 10 a.m. - 6 p.m.

World's Largest "Wall of Death": Volusia County Fairgrounds, 10 a.m. - 6 p.m.

Antique Bike Day and Show: Volusia County Fairgrounds, 10 a.m. - 3 p.m.

Crane Cams Open House: 530 Fentress Blvd., 9:30 a.m. - 2:30 p.m.

Gilly's Pub 44: games and fun. *Easysiders* truck will be there.

Foxhead Lounge: Foxhead "Biker Chick Of The Year" contest.

Cheyenne Saloon: bike parts auction.

Squeeze In Pub: TGIF party. Free draft 4-5 p.m.

Art's Place: fish fry, live music, putt-putt golf championship.

Boot Hill Saloon: Free mustache rides.

Coach House Saloon: live music, 11 a.m. till closing. Food available.

Club 101 North: Party with Tattoo Dee, Candie, and the girls.

Crazy Dave's: music and parties.

Froggy's: Party with "Annie with the Nice Fanny." Free stuff nightly.

Saturday, March 7

Spider's Swapatona: Daytona Flea Market, 10 a.m. - 6 p.m.

Daytona Speedway: Harley-Davidson demos, 9 a.m. - 3:30 p.m.

14th Annual Daytona Swap Meet: Volusia County Fairgrounds, 10 a.m. - 6 p.m.

Daytona International Motorcycle Show: Daytona Speedway.

World's Largest "Wall of Death": Volusia County Fairgrounds, 10 a.m. - 6 p.m.

H.O.G. Breakfast: Ocean Center Arena, 8-11 a.m.

Big Daddy Rat's Custom Chopper Show: Ocean north parking lot.

H-D Indoor Motorcycle Show and H-D

Museum: Ocean Center, 10 a.m. - 6 p.m.

Gilly's Pub 44: games and fun.

Foxhead Lounge: Foxhead "Biker of the Year" contest.

Cheyenne Saloon: Bike week wrap-up. Bike games, wet T-shirt contest, live music and more. Free camping.

Squeeze Inn Pub: Survival Saturday. Free red beer, 8-9:30 a.m.—This will separate the men from the boys. Free draft 4-5 p.m. Buns Contest for the Women 10 p.m.

Art's Place: Buns Contest, bands, BBQ

Sopotnick's Cabbage Patch: 3rd Annual "Battle of the Japs." Camping and showers available. *Easysiders* truck will be there.

Boot Hill Saloon: Boot Hill Shoot Out.

Coach House Saloon: live music, 11 a.m. till closing. Food available.

Club 101 North: Party with Tattoo Dee, Candie and the girls.

Crazy Dave's: music and parties.

Froggy's: Party with "Annie with the Nice Fanny." Free stuff nightly.

Sunday, March 8

Annual motorcycle parade: down A1A and out to the Daytona Speedway.

H-D Indoor Motorcycle Show and H-D Museum: Ocean Center, 10 a.m. - 6 p.m.

Foxhead Lounge: free BBQ, mud wrestling, prizes, and more.

Cheyenne Saloon: Bike Week wrap-up. Bike games, wet T-shirt contest, live music and more. Free camping.

Squeeze In Pub: after-parade AMF till 93 party. All drinks 25¢, discounts all day.

Art's Place: Survivors Party, live music.

Boot Hill Saloon: Final Fling

Last Resort: wind down. *Easysiders* truck will be there.

Coach House Saloon: live music, 11 a.m. till closing. Food available.

Club 101 North: Party with Tattoo Dee, Candie, and the girls.

Crazy Dave's: music and parties.

Dear Bikers:

The City of Daytona Beach would like to extend to you a warm welcome to all who will be joining us for the festivities of Bike Week 1992.

Since 1988, Bike Week has taken on a new meaning in our City. It has truly become a festival thanks to the efforts of the Chamber, Daytona Beach and Halifax area, and its Bike Week Festival Committee. We have developed a new vision with a continuing commitment of making Bike Week a positive and exciting time for all. Please join us for this great festival!

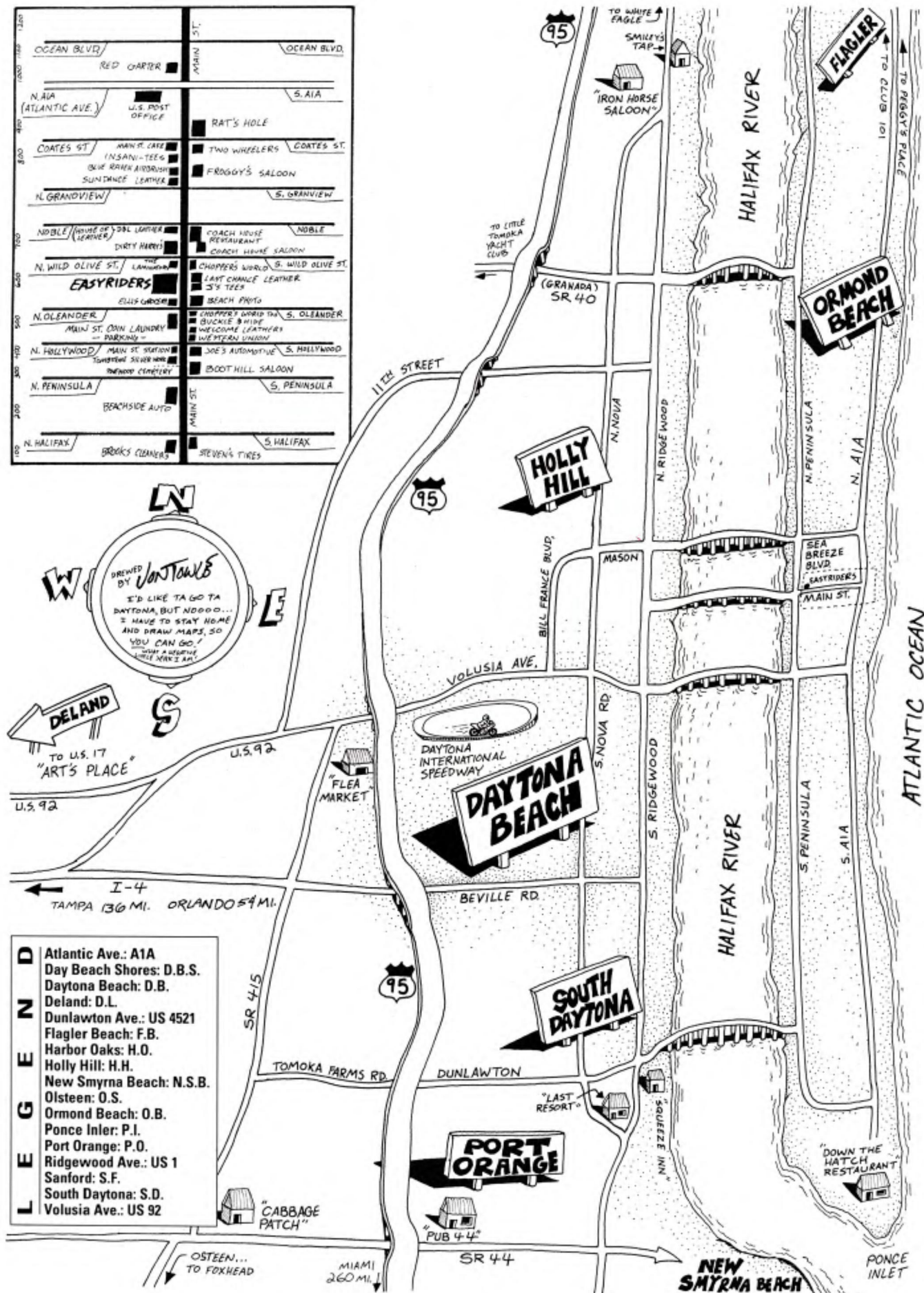
*Sincerely,
Paul B. Crow
Chief of Police*

OCEAN BLVD	MAIN ST	OCEAN BLVD
RED CARTER		
N. AIA (ATLANTIC AVE)	U.S. POST OFFICE	S. AIA
COATES ST	MAIN ST. CAFE	COATES ST
INSANU-TEES	TWO WHEELERS	
BLUE RIVER AIRBORNE	FROGGY'S SALOON	
SUNDANCE LEATHER		
N. GRANDVIEW		S. GRANDVIEW
NOBLE (HOUSE OF DOB LEATHER)	COACH HOUSE RESTAURANT	NOBLE
DIRTY HARRY'S	COACH HOUSE SALOON	
N. WILD OLIVE ST.	CHOPPER WORLD	S. WILD OLIVE ST.
EASYSIDERS	LAST CHANCE LEATHER	
ELITE GARAGE	3'S TEES	
N. OLEANDER	BEACH PHOTO	
CHOPPER WORLD TH. S. OLEANDER		
MAIN ST. OIL LAUNDRY	BUCKIE & BIDE	
PARKING	WELCOME LEATHERS	
N. HOLLYWOOD	JOE'S AUTOMOTIVE	S. HOLLYWOOD
MAIN ST. STATION	BOOTH HILL SALOON	
TOMOKA SILVER SHOP		
THE WOOD CEMETERY		
N. PENINSULA		S. PENINSULA
BEACHSIDE AUTO		
N. HALIFAX	BROOKS CLEANERS	S. HALIFAX
	STEVEN'S TIRES	



LEGEND

Atlantic Ave.: A1A
 Day Beach Shores: D.B.S.
 Daytona Beach: D.B.
 Deland: D.L.
 Dunlawton Ave.: US 4521
 Flagler Beach: F.B.
 Harbor Oaks: H.O.
 Holly Hill: H.H.
 New Smyrna Beach: N.S.B.
 Olsteen: O.S.
 Ormond Beach: O.B.
 Ponce Inlet: P.I.
 Port Orange: P.O.
 Ridgewood Ave.: US 1
 Sanford: S.F.
 South Daytona: S.D.
 Volusia Ave.: US 92



Easyriders Daytona Store

605 Main Street
Daytona Beach, FL 32118
(904) 238-1645



**Visit us during Bike Week '92
Feb. 28th - March 8th**

**Your official outlet for all
Easyriders Beefy-Ts,
hats, boots, leathers,
videos, and much
more. Door prizes,
plus many new
and unique items.
Don't miss the fine
shops in our new upstairs
annex.**

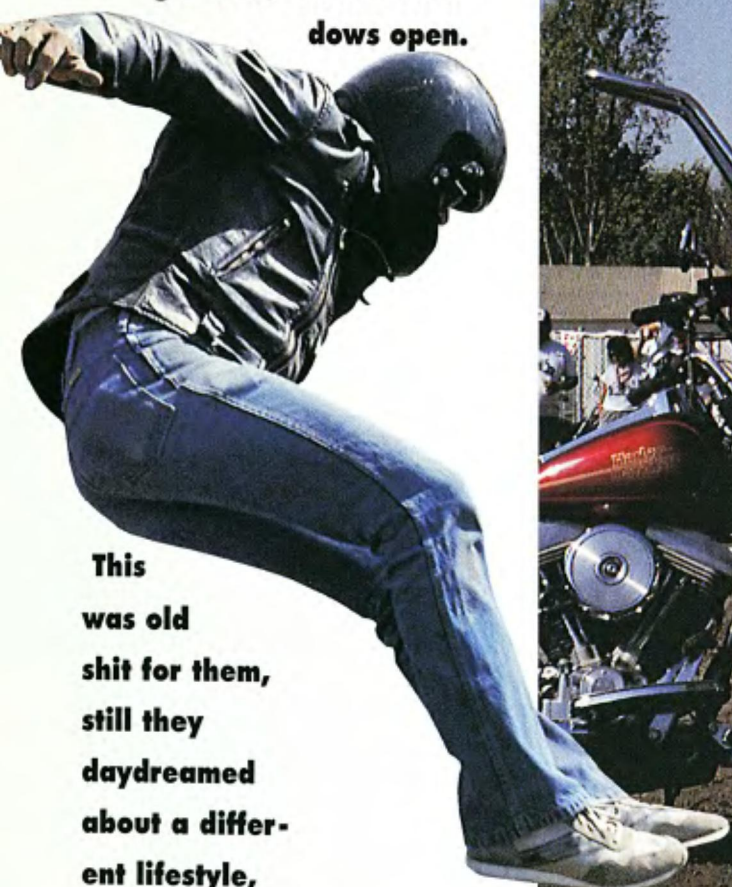


FREE BACK IMPRINT ON ALL T-SHIRTS

G

Kickin'

It was already warming up to be a righteous, Bay Area Indian Summer morning, and folks in Vallejo, California, sat dozing in gridlock, their car windows open.



This was old shit for them, still they daydreamed about a different lifestyle, about wide-open highways rolling on forever, and not having to punch anyone's time clock—about being free.

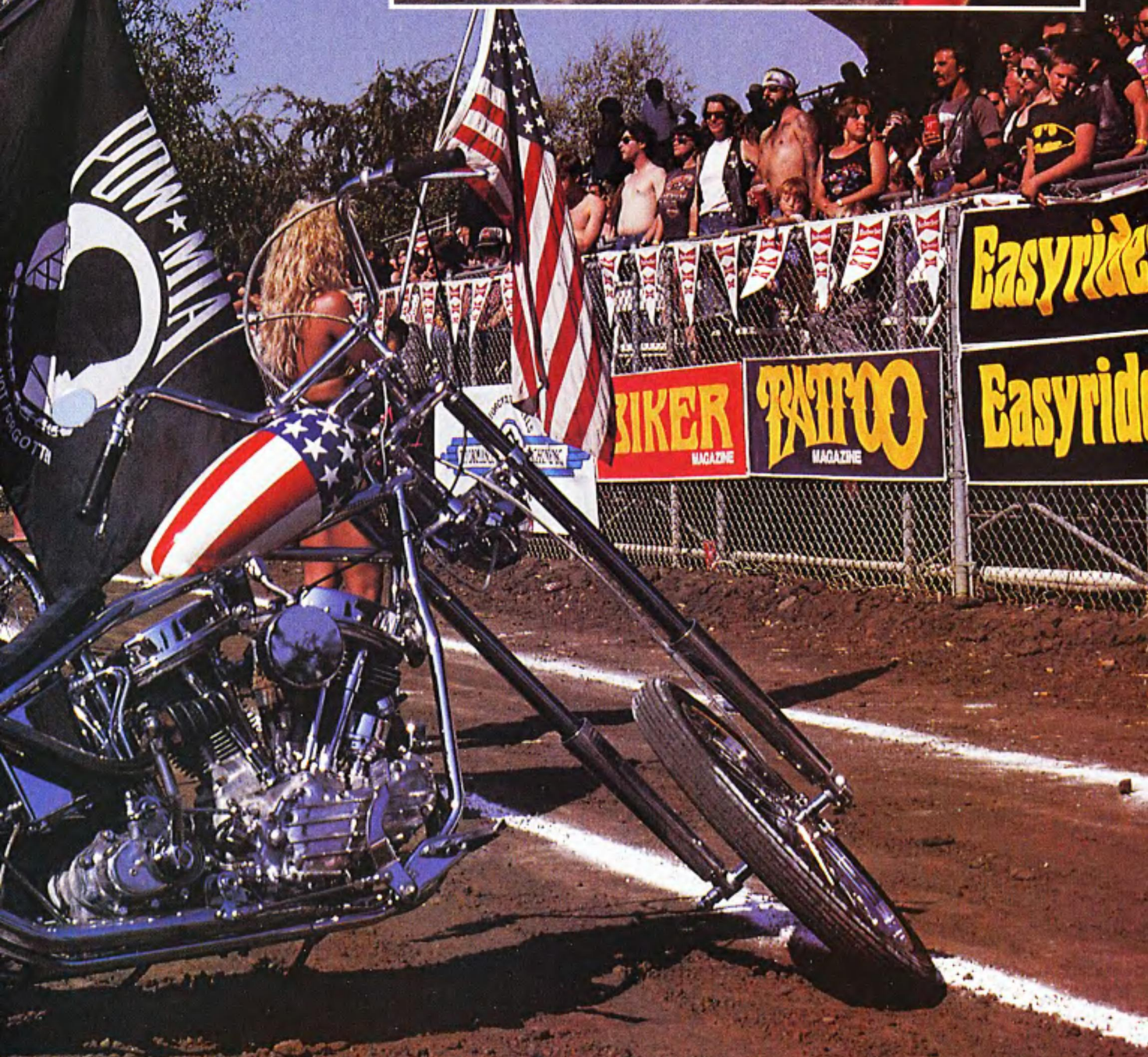
rand Nation

RAGIN

Tail in Vallejo



nals '91

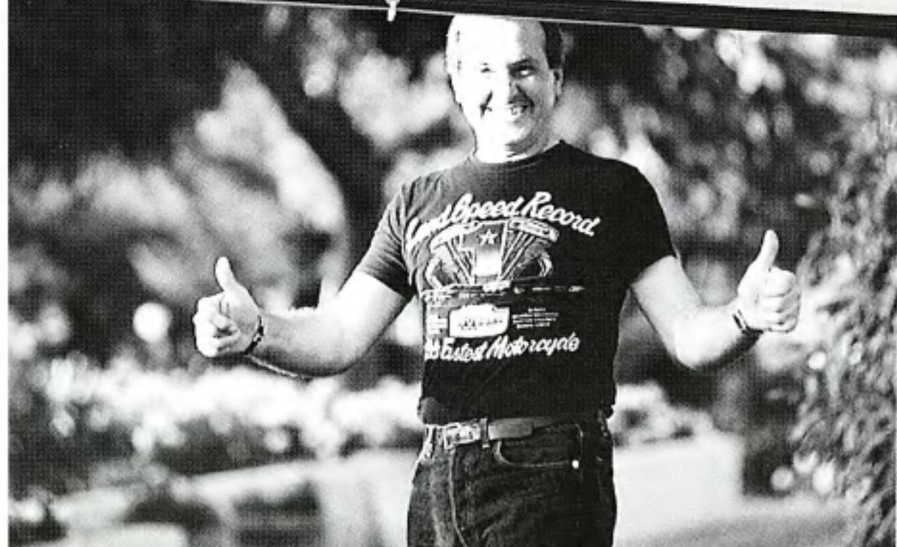






Suddenly, something awoke them from their zombie-like commuter trance, a distant rumbling was heard over the morning radio mumbo jumbo. Sleepily, they gulped down some more 7-11 coffee, turned their radios down, and squinted into the bright early October sky. There was no sign of a late summer squall, but . . . there it was again! It sounded like thunder, and . . . what's that? Brilliant flashes were coming toward them. Before they could blink twice, it was all around them. They stared, as wave after wave of leatherclad biker-folk rolled by, cruising through the stalled traffic like it didn't exist. They watched enviously, wanting to just leave their cages, jobs, and mundane life behind and follow the bikes. . . to the fairgrounds . . . to the party . . . to the *Easyriders* Grand Nationals Rodeo.

This was the second year Vallejo, California, hosted the three-day blast, and the motels filled up quickly. By the thousands they came (6,000 to be exact) with bedrolls and tents, sidecars and trailers. They brought their pets, children, camp stoves, and a shitload of day-to-day aggravations to party away. Yeah, we were there, to drop some bucks around town, to show them what we're about, to give them a taste—just





Bike Show Winners

First Place

Bob Fontana, Modesto, Calif., 1941 H-D knucklehead

Second Place

Les Taylor, Santa Ana, Calif., 1947 Indian Chief

Special Thanks to our 1991 Grand National Sponsors:

Performance Machine

Barnett Tool & Engineering

Russ Brown & BAM

Sumax Cycle Products

Kal-Gard Lubricants

Stage 8 Fasteners

Crazy John's Custom Paint

B & M Spray

Pag Bros.

a little one—of the lifestyle, and to let them drool over our shiny new Fat Boys and even the rusty rattlers we love so much. We showed them where we'd been, wearing run pins and patches, and our women showed them where we were coming from, wearing as little as they could get away with. It was one grand show.

The *Easyriders* Rodeo Grand Nationals is a straight-up party—all the way live. City cops wandered around, checking out the show, but we didn't need 'em. The MMA people did just fine, and no kid shit broke out anyway. We take care of our own, doncha know.

Flag ceremonies and dedications were handled by those who earned that right, the Vietnam Vets MC. They also took the point in the Sunday Grand Parade, carrying a POW flag. This year's Grand Nationals Rodeo was dedicated to the memory of Ron Roloff, who died last summer. Ron was a major force in working for biker rights, a real warrior in the fight for freedom.

And then there were the beer and chuck wagons, kickin' down some good eats and frothy cold ones. The good news was that brews were still only two bucks a mug—the bad news was that they didn't open until 7 a.m. The trade shows and vendor booths had some unusual and trick stuff at great prices, and they were willing to barter with ya.

Friday and Saturday nights we smoked boot heels to the rowdy rock 'n' roll of BB Chung King and the Screaming Buddhaheads and Carlos Guitarlos. Then, late Saturday night we watched as Joi Lea Dean, a Sacramento, California, body-builder, gyrated her tanned self to a win in the Trophy Girl Contest. She also won appreciative stares the next morning in the Grand Parade. Following her in the parade were the participants of

California Winners—Easyriders Rodeo Grand Nationals

Rodeo Winners Vallejo, California, October 11, 12, 13, 1991

Wienie Bite

- 1st: Chris Budge and April Suhar, San Leandro, Calif.
- 2nd: Jerry Searles and Donna Loker, Anaheim, Calif.
- 3rd: Frank Dawley and Sharlene, Sacramento, Calif.
- 4th: Ray and Kari Sioux Tewksbury, Tampa, Fla.

Keg Derby

- 1st: Gary Freel, Ames, Iowa
- 2nd: Ray Tewksbury, Tampa, Fla.
- 3rd: Dino Heath, Zanesville, Ohio
- 4th: Rico Padilla, Stamford, Conn.

Barrel Race

- 1st: Gary Freel, Ames, Iowa
- 2nd: Joe Pape, Culver City, Calif.
- 3rd: Rick Stecyk, Canoga Park, Calif.
- 4th: Steve Isley, San Francisco, Calif.

Slow Race

- 1st: Jerry Searles, Anaheim, Calif.
- 2nd: Tony Poyorena, Hayward, Calif.
- 3rd: Ron DeSoto, Concord, Calif.
- 4th: Ray Tewksbury, Tampa, Fla.

Potato Haystack

- 1st: Ray and Kari Sioux Tewksbury, Tampa, Fla.
- 2nd: D.J. Schonert and Zoe, Camp Connell, Calif.
- 3rd: Rico Padilla and Cheryl Swett, Stamford, Conn.
- 4th: Gary Freel and Audra, Ames, Iowa

Tire Ride

- 1st: Dino Heath and Roger Spencer, Zanesville, Ohio
- 2nd: Ray and Kari Sioux Tewksbury, Tampa, Fla.
- 3rd: Rico Padilla and Cheryl Swett, Stamford, Conn.

1000-Pound (Novice)

- 1st: Bob Ritchie, Agoura Hills, Calif.

1000-Pound (Expert)

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

Trike Gas Class

- 1st: Ray Tewksbury, Tampa, Fla.
- 2nd: Gary Freel, Ames, Iowa
- 3rd: Manuel Azevedo, Modesto, Calif.

Trike Fuel

- 1st: Gary Freel, Ames, Iowa
- 2nd: Rico Padilla, Stamford, Conn.
- 3rd: Dino Heath, Zanesville, Ohio

Photos by Mike Lichter and Kim Peterson

the Rodeo and Bike Show on their fine and radical freedom machines.

The Bike Show ran all three days. The entries were all outstanding, but top honors went to Bob Fontana, of Modesto, California, for his righteous 1941 knuck. Les Taylor nailed second with a '47 Indian Chief that could break hearts.

The Rodeo qualifications and eliminations kept the ground shaking Saturday, as the local and spur-of-the-moment contestants tested their gladiator skills against the pro-circuit riders. Rodeo regulars Gary Freel, Dino Heath, and Rico Padilla delighted the crowds with their riding skills and hot-load scoots—but when the dust finally settled on Sunday it was "Tampa Bay Ray" Tewksbury who, once again, left as top hat.

"Competition gets fiercer every year," says Ray. "They're getting the bugs out. But I'll still get 'em." The circuit regulars have sponsors, for maintenance and expenses, but only the winners get paid. Rico Padilla hurt his payday when his sled pullers decided to go sightseeing. Better luck next year, Rico. Check out the charts for events results and final standings.

If the mouse was begging for food and you were a little short on cash, you could have entered the Wienie Bite. A biker tradition since the '40s, this event always brings out the best in a crowd—the men hootin' and the women commenting on the contestants' abilities and probable experience. Wienie Bite first-timer (so she says) Sue Harkins got so much mustard up the nose, she says she almost got high. Just say no, Sue.

That was it, another year gone to bed. Hey, thanks and kudos to the Events Crew—Al, Cathy, Gloria, and Leon—the Vietnam Vets MC, MMA, ABATE, and all the good people working for rights and freedom.

—Glider





Thomas Chrismer, Kailua, Hawaii 1958 Panhead

Gotta make this quick. Thomas grew up around his dad's polishing shop in Fresno, California. His dad built this bike some 20 years ago and it's been rollin' around paradise ever since. By the way, his folks were building custom scoots and cars when you and I were . . . well, you know.

But the point of this story is that this double-decade-old putt is ridden daily and is still in show condition. Tom has even made T-shirts of this classic he calls Harriet's Place (after his mom).

Tom has a method of keeping a scoot looking this fine, and the last time I was in Hawaii, he told me the secret. It's a wild system that would take pages to explain. Part of the plan is a specially-designed tent to keep moisture from the scoot.

Tom has been an island bumologist for a lot of years, and he's turned it into a real science. If you'd like to learn the secret to keeping your scoot looking this good, drop a note to this eccentric Hawaiian rider and his dog. For a five spot, he'll tell you all you need to know.

Write: 1159 Lunaapono Pl., Kailua, HI 96734. Or call up his Institute of Bumology, Motorcycle Bumology Division: (808) 262-1231

—Renegade

General		Forks	
Fabrication by: Bob Chrismer		Type: adjustable glide	
Year and make: 1958 H-D		Builder: H-D	
Model: FL		Special features: extended 4 inches	
Chroming by: Harriet's Place		Accessories	
Engine:		Bars: modified Flanders	
Year and model: 1958 FL		Lights: well casing	
Rebuilder: Poncho and Bud		Gas tank: Sportsman	
Displacement: 74 cu. in.		Oil tank: modified Hummer	
Transmission		Seat: Bates	
Shifting: ratchet		Other: many	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Finish		Size: 18-inch	Size: 16-inch
Color and type: green by Poncho		Tire: Conti Blitz	Tire: Firestone
Special paint: scallops and striping		Brake shoes	Brake: juice
Frame		Special features: 1927-T taillights, all-steel sidcar, Chrismer T-Top, kick pedal from 1890 pedal grinder, English ribbed fenders, and battery in sidcar.	
Year and builder: 1958 H-D			
Type: swingarm			
Alterations: filled in 180 hours			



N O R T H B O R



DER Beauty

Photos by William Gee





Watch it now, too much reading can change your life forever. It's a proven fact. Word is that the Surgeon General's gonna require warning labels on stories like this to protect the faint of spirit.

So maybe you'd better back off. Go on now. Be safe. Don't take any unnecessary chances. You wouldn't want to end up like Ken Heaslip now, would you?

It was reading that changed Ken's life forever. And it just might do the same thing to you.

You're still here? Well, you were warned. Consider his story then—but remember, this could happen to you.

It wasn't but three years ago that Canadian bro Ken Heaslip stumbled into the heavy-metal pleasures of a Harley-Davidson. It was purely an accident. Just a simple coincidence.

He'd wandered over to a magazine stand, see, and was standing there, checking out the various rags when he saw an issue of *Easyriders*. Something made him reach out. Something made him pick the magazine up. Something made him open it.

Understand, now, he'd never read another biker rag before. Matter of fact, he'd never even been on a motorcycle. But there was just something about the *Easyriders* lifestyle that drew him in like a magnet.

The more he read, the more he liked. "There was a little bit of everything inside," Ken recalls. "There was some skin, some humor, and some really great-looking bikes."

So he took the issue home and he bought another copy the next month. And the one after that. Just a harmless hobby, huh? Nothing but a casual pastime, right? There's nothing wrong with a little leisurely reading, is there?

Ken's a family man, who's been working steady since he was just 16. He runs one of the oldest Ford dealerships in Ontario. Ken's always been into motors, building drag cars for a decade and racing stock for about a year. But eventu-



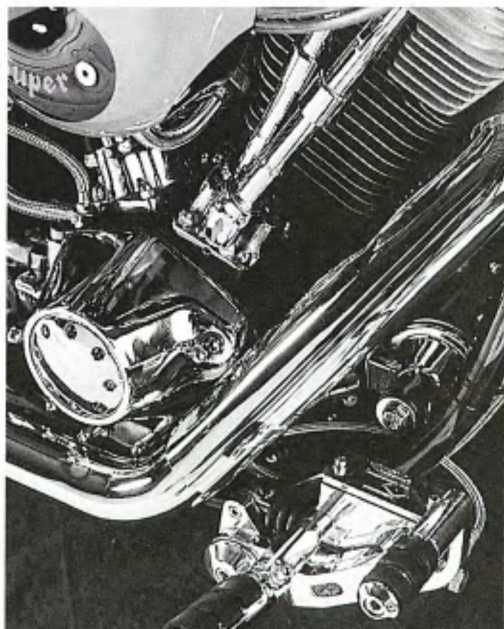
ally, the scene started wearing thin. "After a while it just doesn't get your meat up," he says.

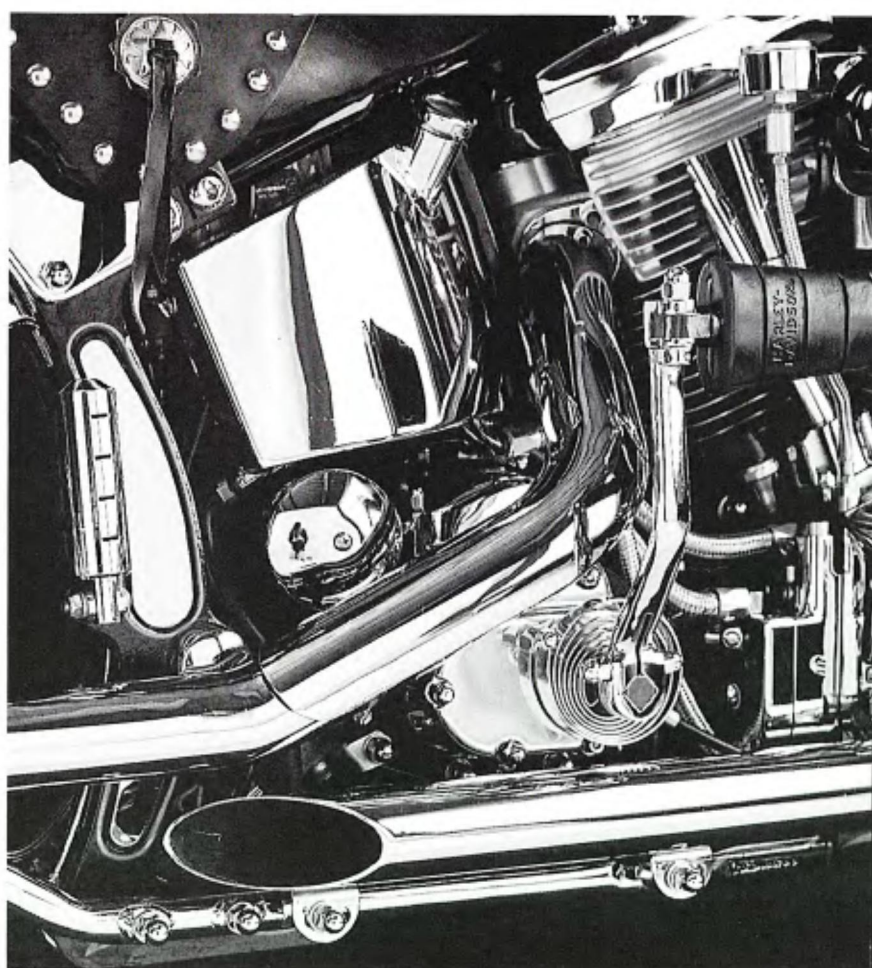
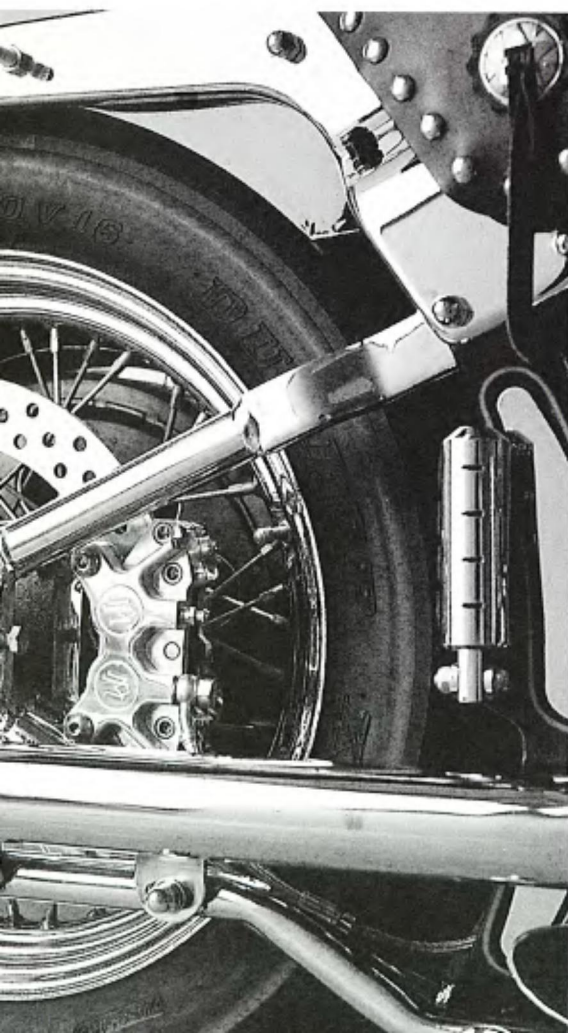
'Bout this time a kid rode into his dealership on an '87 Softail. The bro was down on his luck and needed some ready cash by four o'clock. Ken was ready to deal, as always, figuring he could sell the bike the next day for an easy profit.

But while he had the bike, Ken decided to take it out for a little putt.

And the rest, as they say, is history. "I was hooked," Ken says.

Canada's got its share of riders, but Ken noticed that most of them kept their bikes stock. "I wanted something that was a looker," he







says, "not just another bolt-on bike."

"I hate to sound corny," he continues, "but I built my bike through reading *Easyriders*." Every month he'd study the rag from cover to cover, making notes and changing things on his own ride until the look suited him.

It took about a year to finish up. And then it was time for some serious riding—11,000 miles to be exact. And all those miles were rolled over on weekends, during the summer.

Ken describes the Great White North as beautiful; hilly and rustic with sky blue lakes, deep thick forests, and plenty of wildlife.

Come Saturday mornings, Ken and his wife, Michelle, mount up, crack the throttle, and thunder off toward the horizon. They'll ride for 400 miles, just enjoying the picturesque countryside and each other's company.

"We've been together for 10 years, but this has brought us closer than anything else we've ever done," Ken says. "She's told me that if I ever try and get rid of the bike, there'll be a big fight."

But not to worry. "This is one thing I'm going to keep doing until I'm an old man," Ken promises.

Guess this little tale proves the power of the written word—and how the right kinda reading can change your life forever, eh?

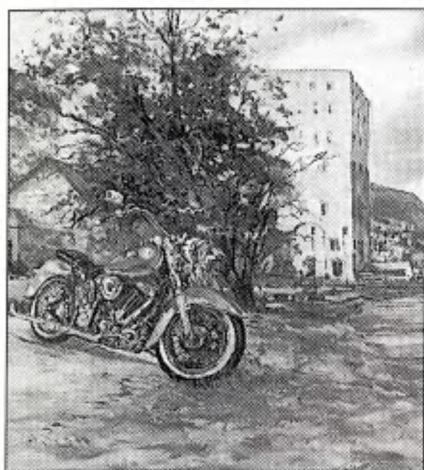
—Southern Connection

Owner(s): Ken Heaslip		City: Hagersville, Ontario	
General		Frame	
Fabrication by: Polle's Cycle, Hamilton, Ontario		Year: 1987	
Year and make: 1987 H-D		Builder: H-D	
Model: FXSTC		Type: Softail	
Value: down payment on a house		Rake: stock	
Assembly by: Polle's Cycle		Stretch: none	
Time: one year		Other alterations: rear swingarm chromed	
Chroming by: G and G Plating		Accessories	
Engine		Bars: apes	
Year: 1987		Risers: H-D	
Model: Evo		Fender(s): front: FLH, rear: shaved	
Rebuilder: Poole's Cycle		Headlight: factory	
Ignition: electric and kick		Taillight: catseye	
Displacement: 80 cubic inches		Speedo: CCI	
Lower end: factory		Front pegs: Iso	
Balancing: stock		Rear pegs: Iso	
Pistons: H-D		Electrics: 12-volt	
Cases: stock		Gas tank: 5-gallon fatbobs	
Heads: ported and polished		Oil tank: H-D	
Cam: Sifton EV3		Oil system: Lockhart cooler, Revtech oil pump	
Lifters: hydraulic		Primary cover: CCI	
Carb(s): S&S		Seat: Heritage	
Air cleaner: S&S		Sissybar: none	
Pipes: 2-inch drags		Height: n/a	
Muffler(s) never happen		Material: n/a	
Transmission		Forks	
Modifications: none		Type: wide glide	
Year: 1987		Extension: 2 inches under	
Shifting: left foot		Builder: H-D	
Engine sprocket: stock		Special features: front legs turned & chromed	
Trans sprocket: factory		Wheels	
Wheel sprocket: belt		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: none		Hub: H-D	Hub: H-D
Painter: Mort Woods		Rim width: 4-inch	Rim width: 4-inch
Color: flames over black pearl		Tire: Dunlop	Tire: Dunlop
Type: urethane		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: black pearl, pinstriping		Other special modifications: Matching saddlebags and seats, reworked FLH front fender, painted air cleaner. Special thanks to Bill and Jim Leslie, Mort Woods, Darrell Patzalek, and Partner Auto.	



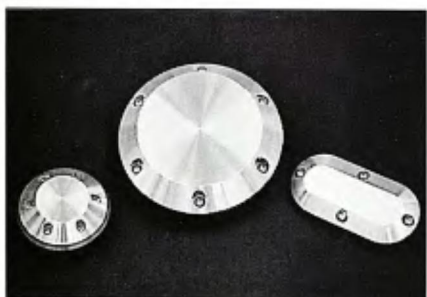
PARTS BOX

Tell 'em Snake sent ya



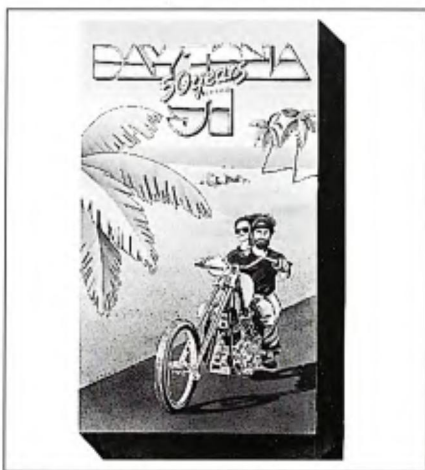
Fine Fatbob Art

Those of us who believe in motorcycles as a way of life have found one way or another to incorporate them into all facets of our lives. Here's another way to sneak a bike into the ol' lady's favorite room or the office you may be stuck in 10 hours a day. This piece by Michael Schofield, entitled "Stopping In Laguna" is an offset lithograph. They're sold as signed and numbered lithos. And they're not cheap. If you're in the market write: Inga B. Krogmann, Dept. ER, 2082 South East Bristol, Suite 212, Santa Ana Heights, CA 92707. Or call (714) 474-7790.



Billet Covers

Once just an engineering and prototype manufacturing facility for the aerospace, aircraft, and automotive industries, Prototek's owner and some of the boys have started to apply their talents and machinery to building bikes. Now it's come to this—dress billet aluminum parts, like the above, plus swingarms, frames, front ends, and drag bikes. For the entire line of products write: Prototek, Dept. ER, 34 North Depot St., New Palestine, IN 46163.



Daytona 50th Video

We do videos, so when something like this comes across my bar top, the bros from the video department, sittin' at the other end of the bar, start tossin' peanuts and beer bottles at me if I even think about giving 'em space on this page. When I asked the video bros about this Big Sky Video of the 50th Sturgis, they told me they'd covered the event in *Easyriders* Video #9 and started throwing a tantrum. But my pride got into this one, and I told those yahoos that this column was mine and I was gonna run any product that I saw fit to. They threw a bowl of peanuts at me and almost started a fistfight, but Bandit, who was talking to a redhead in the booth behind me, interceded. "The video goes in," he said. For specifics call Paul Fitzgerald: (406) 652-7749.



Bring Back The Nostalgic Look

These fork tubes are highly-polished, then triple chrome-plated to shine like the sun on a mirror. They replace the stock unplated parts and fit all Heritage Softail and Fat Boy models from 1986 to 1991. For the name of the Custom Chrome dealer in your area, or to order a catalog, call (800) 729-3332.



The Original Screwdevil

This doesn't have a damn thing to do with bikes. This company invented a fishing lure 10 years ago. The lures were selling okay but once their spokesgirl started wearing their T's, the shirts took over. Now they're pushing screwdevil condoms, string bikinis, and beer mugs. For a color catalog featuring Sarah and their products send \$2 to D&N Ent., Dept. ER, Box 473 Whitewater, WI 53190. (800) 659-4152.



Hawg Wild

Pins with meaning. Check 'em out. The large ones weigh over an ounce, the quality is interesting, and the designs are unique. On top of that, the company donates from \$5-\$8, from select pieces, to ABATE of California to fight the helmet law. Aside from us, there ain't a lot of businesses out there supporting the fight—hopefully that will change. For more info on these and other pieces, write Hawg Wild, Dept. ER, 350 E. Valley Pkwy., Escondido, CA 92025, or drop two dimes to (619) 489-5304.

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8 1/2" x 11", 124 pp., photos, soft cover
Order #118 \$19.95

A directory of North American nude, topless, stripper, and go-go bars, plus clubs and dealer agencies. Over 1,000 entries plus coupons for free admission and drinks at dozens of clubs.

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Order #116 \$7.95

What makes the one-punch knockout so enticing is the fact that you can end it all without any "fuss of muss"—with just one blow. This book presents elements that will enhance your skills to the point where you'll be able to strike, punch, and kick without an answer from your opponent.

IN THE GRAVEST EXTREME

5 1/2" x 8 1/4", 130 pp., soft cover
Order #119 \$9.95

The modern classic *American Handgunner* calls "must reading" for anyone who owns a firearm for self-defense. This bestseller is widely acclaimed by cops, lawyers, and judges as the guide to the use of a gun's deadly force at the ultimate level of self-protection. Anti-gunners call it "a guide on how to kill criminals and get away with it," but men like Lt. Frank McGee, head of firearms training for the NYPD, says it's "must reading" for anyone who keeps a gun for self-defense.

HOW TO DISAPPEAR COMPLETELY AND NEVER BE FOUND

5 1/4" x 8 1/2", 107 pp., soft cover
Order #102 \$12.95

This book tells you how to pull off a disappearance and never be found. It analyzes ways you could be found by those looking for you—Missing Persons bureaus, the Feds, private eyes, skip tracers, insurance companies—and tells you how to evade their pursuit. It tells you how to arrange for new I.D. and even how to stage a "pseudocide" to make your pursuers think you're dead! Also: how to cope with the first days, get a job, establish credit, and find a place to live.

THE THEORY AND PRACTICE OF KNOCKOUT PUNCHING

5 1/2" x 8 1/2", 79 pp., illustrated, soft cover
Order #114 \$7.95

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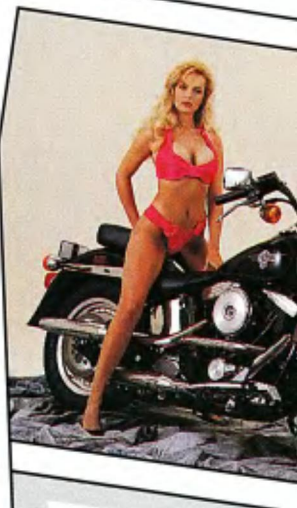
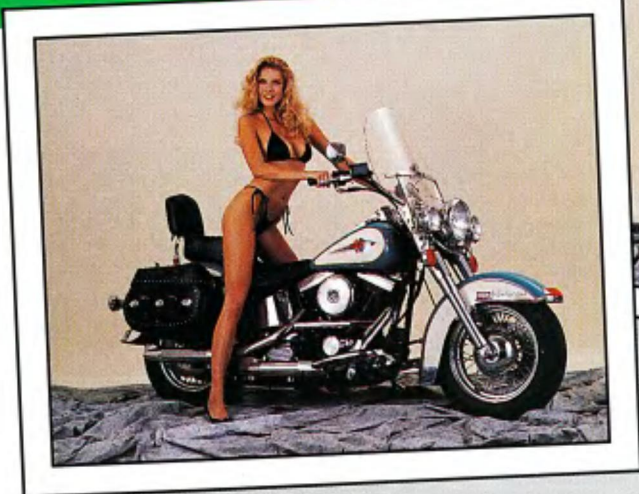
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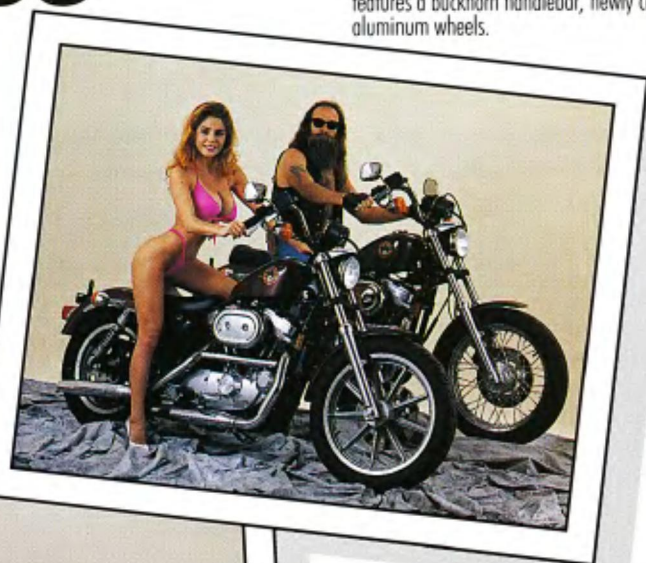
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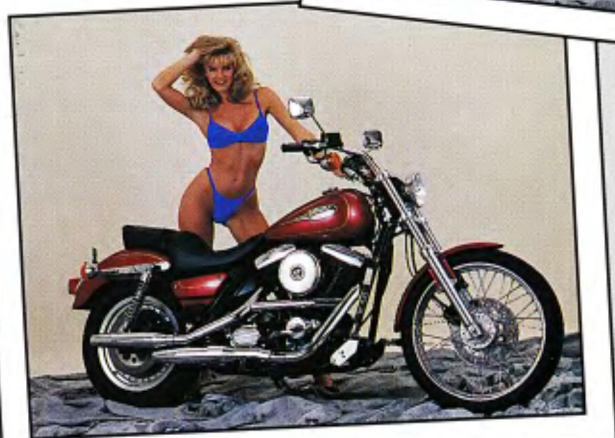


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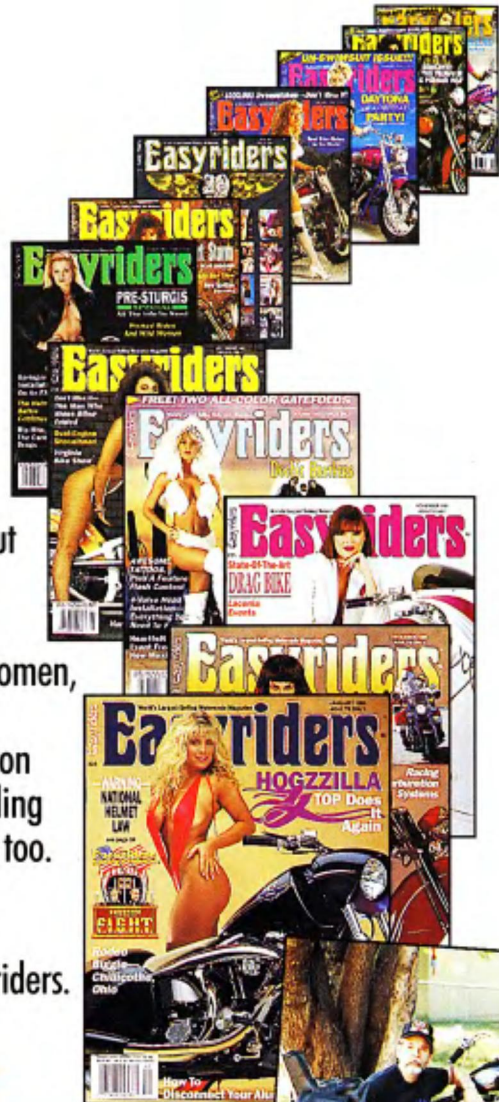
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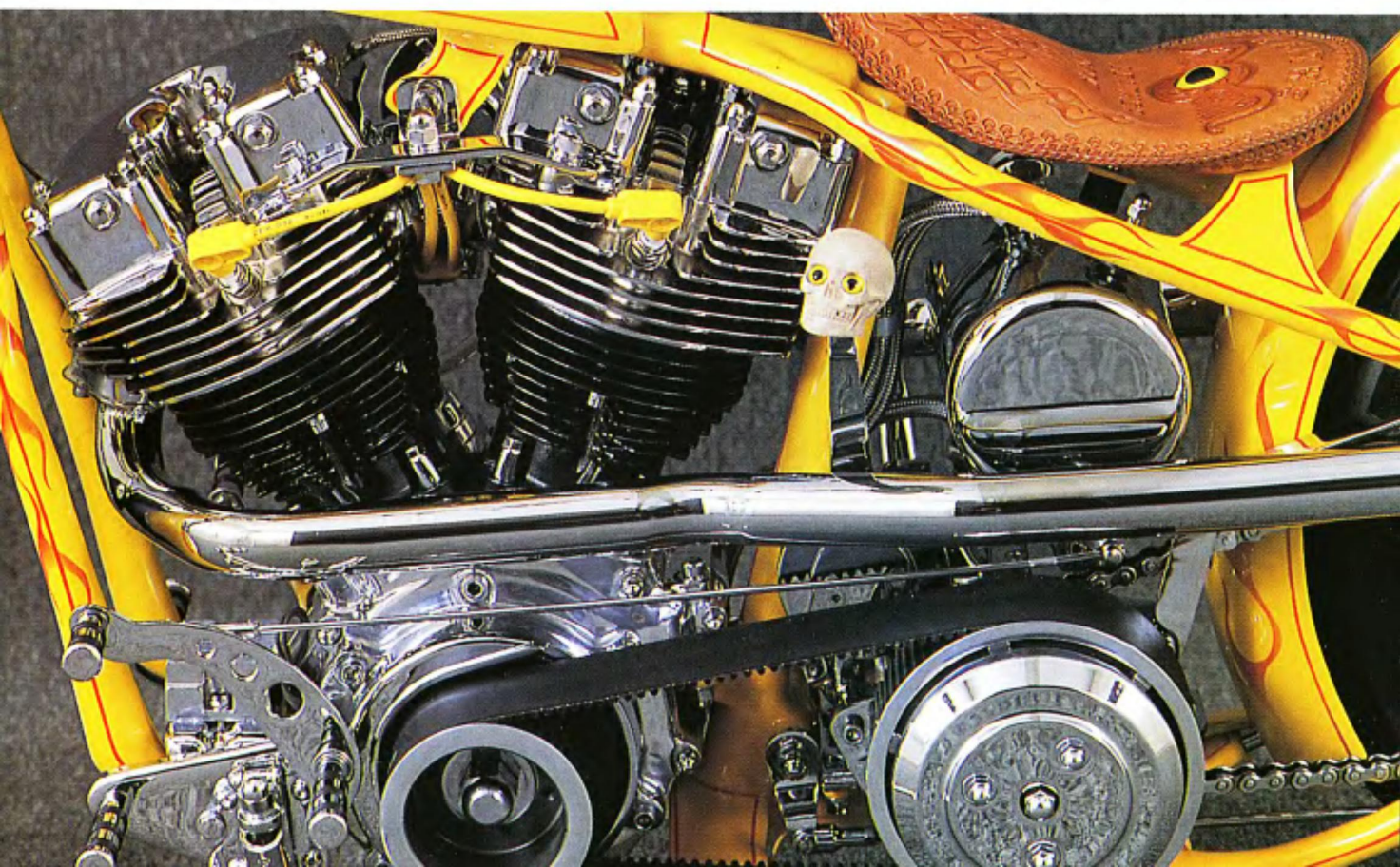


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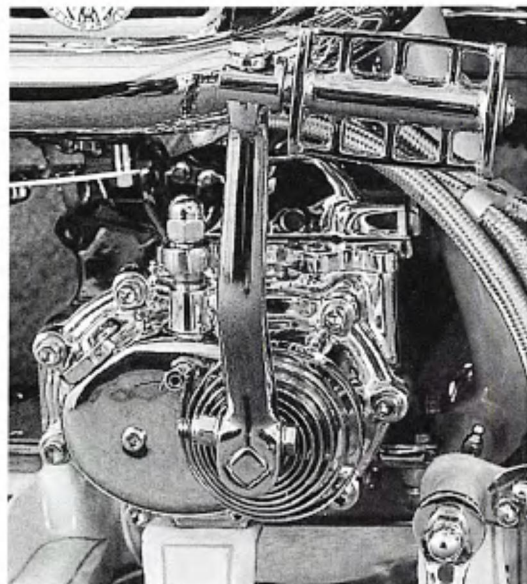
Okay, here's the scenario. After a long line of . . . well, let's just say they weren't Harleys, you're finally getting to take in some wind astride one of Milwaukee's best. The only problem is that it's kind of ratty. No, truthfully, it's a rat—a classic rat. So, you're spending as much time wrenching on it as you are eating bugs, and you're definitely ready for a change.

Photos by Silvermoon

Try
Good
Old-
Fashioned
Horse
Tradin'



Now, to complicate matters even worse, you've been hangin' out at C&L Hog Shop in Fort Pierce, Florida, and you've fallen in love with a bike Louie Falcigno built, which took Best of Show in the first *Easyriders* Bike Show back in '88. Now, you don't want that one, per se. But you do want one like it. Cash flow? Well, it's not bad. You own your own custom seat business, which has been doing great since *Easyriders* ran a piece on it in the October 1989 Parts Box. But even so, who's got enough cash lying around to pay someone to build you a \$25,000 bike? To complicate things even more, you're picky about



detail, and if you're gonna have this bike it's gotta be perfect. So what's the solution?

For Keith Maschinot, the owner and designer of the ride pictured here, the answer was good old-fashioned horse trading. 'Course owning his own custom seat business gave Keith an advantage over the rest of us. Not only did it give him something to trade, but it gave him access to the right people—from the head honchos around here to David Mann. Hell, he personally asked Dave for permission to use the two illustrations he incorporated into the murals on the bike. And that's only the beginning.

He flew the "great and powerful" Streeter from Connecticut to Florida (twice) to do the yellow pearl paint. (Must have been hell for Streeter, huh? I bet all that sunshine and those gorgeous babes brought the price of that job way up.) He also knew Bob, at Legend Machine, who did all the machine work on the bike; Big Al, at Atlantic Plating, who did the chroming and plating; and, of course, poor Louie at C&L Hog Shop who assembled the bike and lost a lot of the little hair he had over Keith's insistent demands for perfection.

Owner(s): Keith Maschinot		City: Fort Lauderdale, Florida	
General		Frame	
Fabrication by: C&L Hog Shop		Year: 1948	
Year and make: 1978 H-D		Builder: H-D	
Model: Too Cool FL (Choppers Forever)		Type: rigid	
Value: \$25,000		Rake: none	
Assembly by: C&L Hog Shop, Fla.		Stretch: none	
Time: one year (not bad)		Other alterations: cool	
Chroming by: Big Al, Atlantic Plating		Accessories	
Engine		Bars: high, C&L Hog Shop	
Year: 1978		Risers: Paughco	
Model: FL		Fender(s): C&L Hog Shop	
Rebuilder: C&L Hog Shop (Foot)		Headlight: CCI	
Ignition: mag, Bowmar		Taillight: Sportster	
Displacement: 98 cubic inches		Speedo: none	
Lower end: S&S		Front pegs: C&L Hog Shop	
Balancing: S&S		Rear pegs: none	
Pistons: S&S		Electrics: magneto	
Cases: stock		Gas tank: custom Sportster	
Heads: H-D, polishing by Greg Kamer		Oil tank: spun aluminum, 4-qt.	
Cam: 468 Sifton		Oil system: nice	
Lifters: S&S		Primary cover: nope	
Carb(s): S&S L Series		Seat: Keith the Leather Head	
Air cleaner: C&L Hog Shop		Sissybar: C&L Hog Shop	
Pipes: custom C&L Hog Shop		Height: short	
Muffler(s): none		Material: round	
Transmission		Forks	
Modifications: Andrews (all chrome gears)		Type: stock springer	
Year: 1978		Extension: none	
Shifting: jockey		Builder: H-D	
Engine sprocket: belt		Special features: chrome	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 18-inch
Molding: Wally		Hub: stock	Hub: stock
Painter: Wally		Rim width: 1.6-inch	Rim width: 4-inch
Color: wild yellow pearl		Tire: Avon	Tire: Metzeler
Type: lacquer		Brake: stock	Brake: mechanical
Special paint: Streeter			
Other special modifications: frame, tank, fender, sissybar, gas cap, neck lock . . . Take it from there.			
Special thanks to: Bob the Legend, Streeter, Oil Fingers Gumbo, Lou Falcigno, and Scott Lambone.			

And I mean *perfection*. Keith bought, or traded, for five S&S carbs to build the L series this baby sports. The 98-cubic-inch mill had to be balanced and the heads polished. It's running a mag and a 468 Sifton cam. The air cleaner, tank, pipes, and who knows what else had to be handmade. And, as you already know, Streeter had to make two trips from Connecticut to get all the flames, flyin' eyes, and murals finished. Also, no store-bought parts were put on this bike. Everything was either made or traded for and restored.

So how many seats did it take? Who knows? Keith wouldn't tell me. All he'd say was, "lots and lots." I won't even attempt to guess. But I would like to know if there's anyone out there who wants to trade some writing for an ol' pan or knuck.

Hell, a man can hope, can't he?

—Silent

A Rneed Arant

Dave Barr's Ride to The Ends Of The Earth

By Clay Sherrig

Two rabid-eyed Arabs slowly unsheathe their broadswords as they dismount their camels. Their eyes maniacally sear the man stuck in the middle of the desert with nothing to defend himself but a can of mace. Dave ignores them as he fixes the flat on his '72 Harley Super Glide. The larger Arab now stands directly over Dave. The other one scans the horizons, most likely trying to figure how in the hell a man with no legs got there in the first place.

Dave had fought many battles in his life and had stared in the face of the Grim Reaper more than once. Having survived being torn apart by shrapnel, charred by flame, and having lost both his legs to a land mine, Dave wasn't about to pay any mind to a couple of camel-weary sand lizards.

The larger Arab snarls and grabs a leather pouch off Dave's bike. To their surprise, Dave grabs it back. As a soldier, Dave had learned a simple strategy—fear's a waste of time. And if you don't show it, your enemy will assume you have reason not to. Dave finishes fixing his flat, loads up, and rides on. Although many have lost their lives to the blinding sandstorms and searing heat of the Sahara, to Dave it seemed a breeze compared to the mud belts of Zaire.

Zaire has long been infamous for its narrow, deep-rutted mud roads, its endless uninhabited stretches, and its hauling-ass-outta-control Swahili rigs forcing anything in sight over 20-foot embankments surrounded by unfriendly jungle. It would suffice to say this wasn't exactly the kinda place you send out for pizza. It was after being hurled

over one such embankment, that Dave found himself face down in a mudhole trapped beneath 700 pounds of tools, supplies, and motorcycle. As a man with no legs, Dave had developed a great deal of strength in his arms and back, but he was quickly being defeated by the oppressive weight forcing him deeper and deeper into the murky sludge.

Photos by Alex Lopez and Dave Barr

right leg used to be and the crude piece of plastic serving as his left. Dave climbed on his mud-packed putt and glanced back to see the soldiers saluting the man with no legs riding some of the most treacherous terrain in Africa.

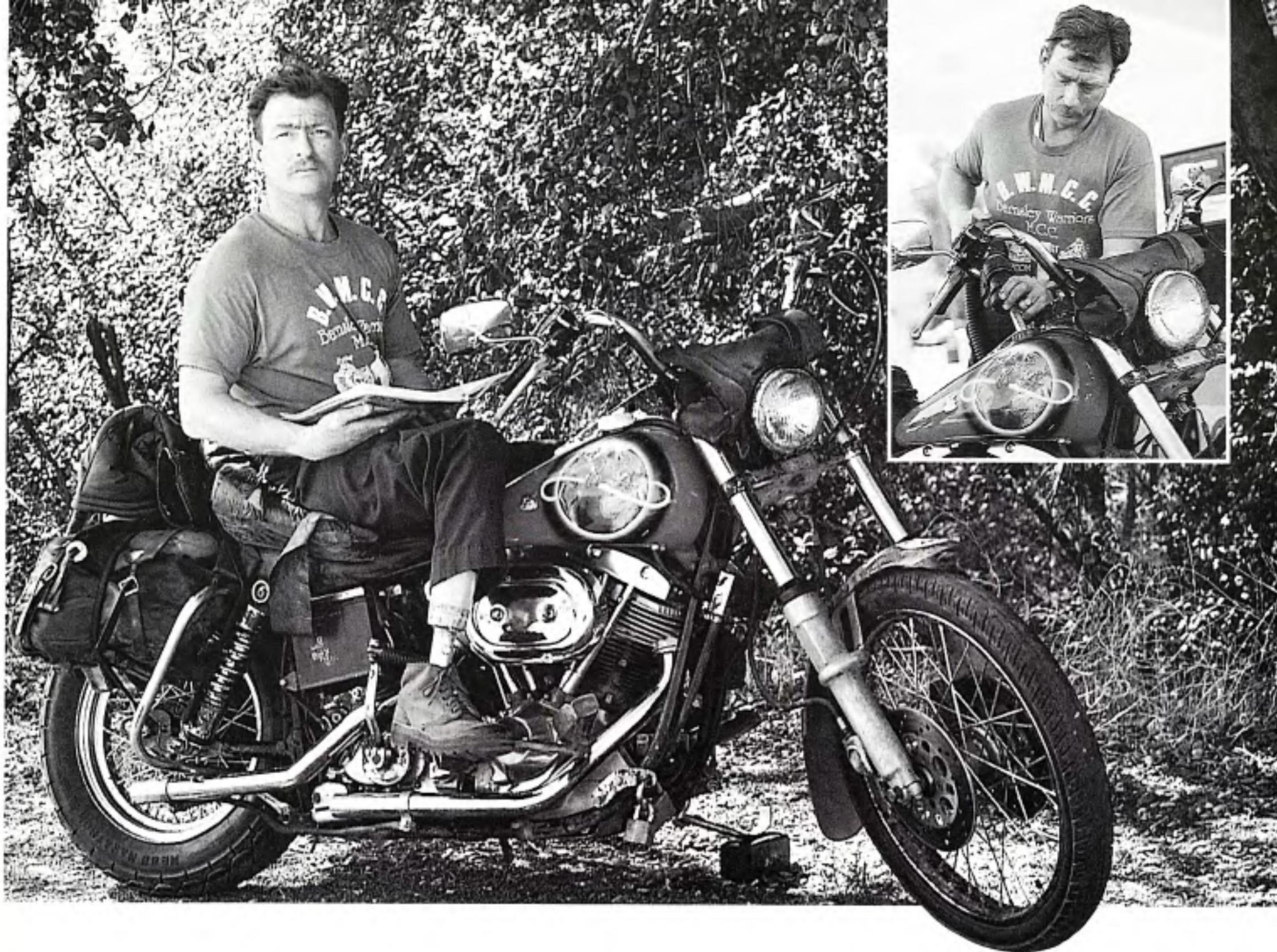
Dave Barr began his trip around the world on September 12, 1990 in Johannesburg, South Africa. Dave's goal is to be the

As a soldier, Dave had learned a simple strategy—fear's a waste of time

As his face began to disappear in mud, he thought he heard footsteps, possibly help, coming his way. The thought that help had arrived gave him the strength needed to lift his head up from the mire just long enough to see a dozen soldiers aiming AK47s at his back—not the type of help he'd hoped for. But Dave figured he'd be better off taking his chances with the assault rifles than to be immortalized in mud. So, he gambled and yelled with a commanding voice in French, "*Messieurs*, get this fucking bike off of me!" The soldiers put down their guns and helped Dave out from under his scooter. As they pushed the bike back on the road, one of the soldiers asked Dave (in broken English) why he walks funny. Dave reached down and pulled up his pant legs. The soldiers all looked incredulously at the metal tube where Dave's

first man ever to ride from the lowest to the highest points of all six continents. To our knowledge, he already was the first to ride from the bottom of Africa to the highest point of Europe, North Cape (which is 500 miles by road north of the Arctic Circle). Dave recently hit the halfway mark on his cruise around the globe when after Africa and Europe he powered his putt from Norfolk, Virginia, to Prudhoe Bay/Dead Horse Camp (300 miles into the Arctic Circle), the highest point reachable by road in North America. There was more than 1000 miles, round trip, of rough dirt road from Fairbanks, alone.

Dave has been a hell-bent sonuvabitch most of his life. In high school he made a deal with his old man that if he got straight B's, his dad would sign him into the Marines at age 17. The deal worked and in 1969 Dave went to



Vietnam where his balls-out ways served our country well. He was a crew chief and door gunner on a Huey Gunship, receiving a total of 57 air medals (the third highest received by any marine) and was awarded the Bronze Star.

When he returned home to California in '72, he took some of the edge off by skydiving and toolin' around on a '61 pan. He sold the pan and bought a brand-new Hog he calls his ol' dog, a '72 Super Glide. They've been together 19 years now and have seen almost 200,000 miles of road.

Dave did a lot of traveling back then, and eventually ended up in Johannesburg, South Africa. Dave has a philosophy that if you like a people and share the soil they stand on, you ought to protect them in war time. It was during the Angolan War that he took up soldiering again. On August 29, 1981, Dave was on a front-line

mission in a light vehicle when a land mine cost him both legs.

Two thoughts stood out in his mind during his nine months in the hospital: skydiving and someday making a putt around the world. As soon as he got out of the hospital, before he had any kind of artificial legs, Dave started skydiving again—only this time he had to land flat on his back. As you might expect, Dave got tired of the non-prosthetic type landings. He then had some extensions made, a metal pole and a piece of plastic designed to accommodate his diving and riding. The aesthetics may not get him on the cover of *GQ*, but Dave was more concerned with function than finesse.

Dave wasn't the only one to undergo modifications. After years of six-hour-a-day workouts, Dave felt that he was ready for his world ride, and it was time to get his scooter ready as well.

Since Dave's plastic right leg has to remain on the brake pedal, he rebuilt it as a stirrup, with a 15-pound overload spring to offset the constant weight. He assembled a wide glide front end, more suitable for rough terrain, with bits and pieces of a used 4-inch-over lying around South Africa. His left peg is nothing more than a couple bolts welded together, consistent with what Dave calls African engineering. He had a box setup on back built to accommodate two 12-liter auxiliary fuel cans and had his rear tire recapped with knobby tread for offroad travel. Dave's also careful to distribute his tools evenly around his scooter to maintain proper balance.

Since Dave began his world ride, he's battled more than 1200 miles of gale head winds from Belgium to Lillehammer (Norway), made roadside repairs in sub-zero weather in France, North

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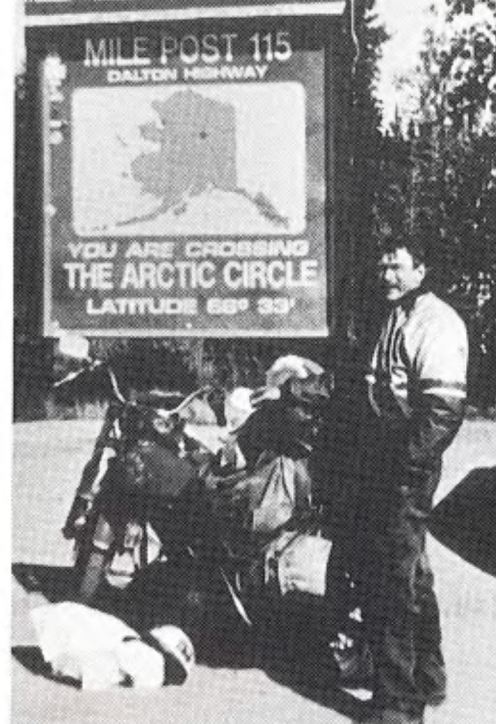
Algeria, and the Arctic Circle, survived a spill on sleet-slickened roads above the Yukon, endured interrogation in Uganda, plowed through the endless mud belts of Zaire, fixed seven flats in the Sahara alone, and suffered a nasty hangover in Pocatella, Idaho.

Although Dave is known to ride alone and manage most of his repairs himself, he's had a lot of help from brothers all around the world.

The second portion of Dave's white-knuckled ride around the globe will take Dave down to the bottom of South America, over to Hong Kong, then across Asia from the South China Sea to Murmansk in the Arctic Circle (again).

From the chilly winds of the Arctic Circle, he heads for a more pleasurable putt in Australia. Once he's circumvented the continent "down under," he sails for Kenya and ends his global journey where it began—in Johannesburg. His road-weary Hog will then be shipped to the Harley Hall of Fame.

Throughout his travels, Dave survives on less than a dollar a day for food. Dave's not one to take donations, but he's always



looking for sponsors and to date hasn't had much luck finding one for the Australia to Kenya, final portion of his ride. Not everyone appreciates the hell-bent double amputee like the bros who've helped him along the way. Folks are more often than not critical of things they don't understand. But one thing's for certain, with or without legs, Dave Barr stands a breed apart. ☉



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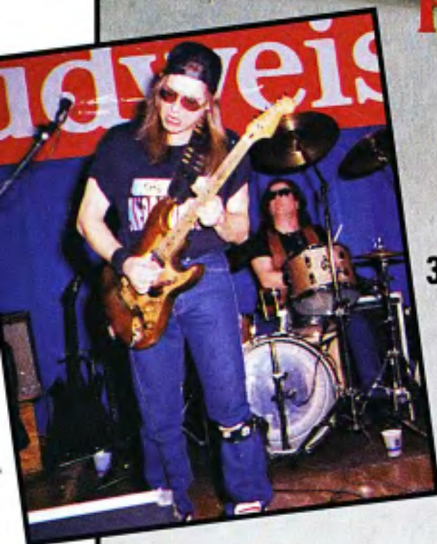


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IN THE WIND



—Wheel, Iron Horses, Holland

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.

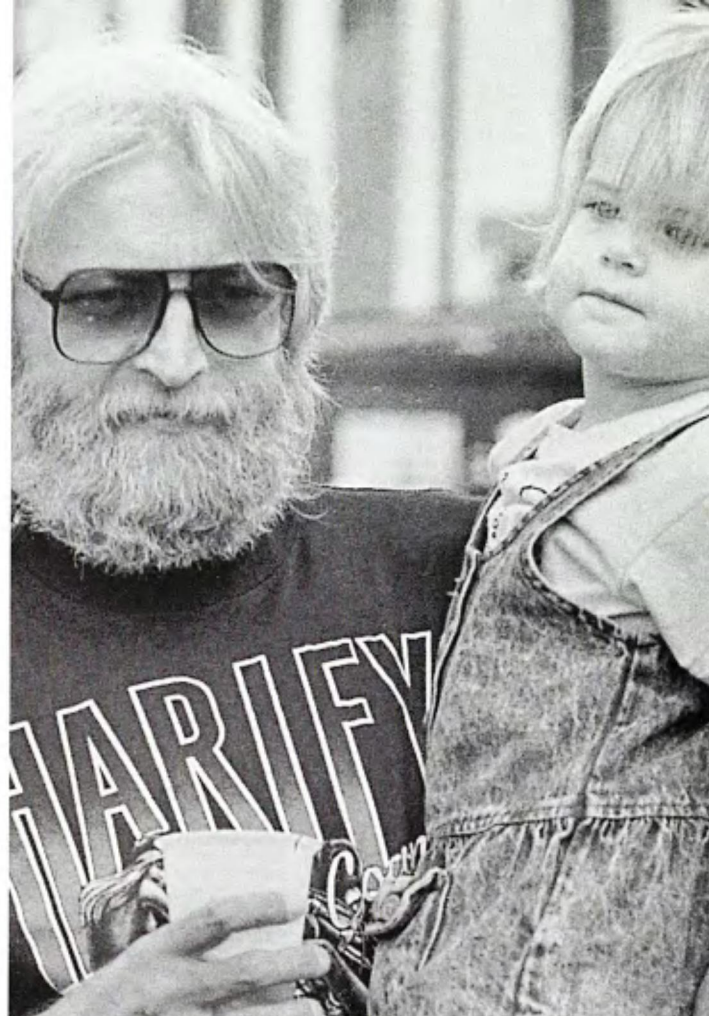
—John Bilotta, Virginia Beach, Va.

—Kodak Bill, Memphis, Tenn.

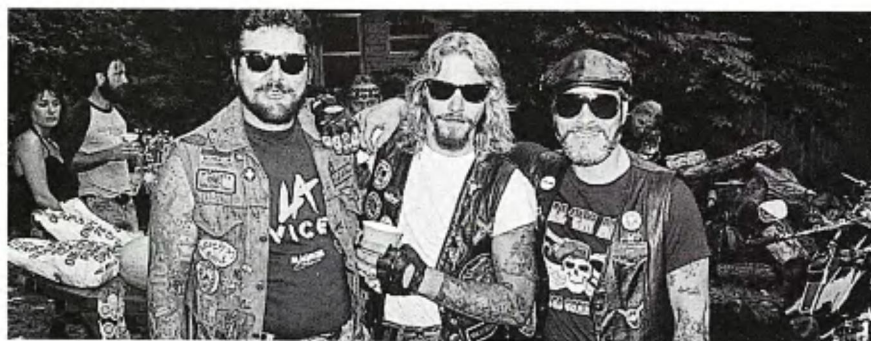




—Blue Bike Mike, Orange Co., N.Y.



—Joe Kohl, Glen Burnie, Md.



—Cyclops, Guilford, N.H.



—Kathleen MacAusland, Hill, N.H.



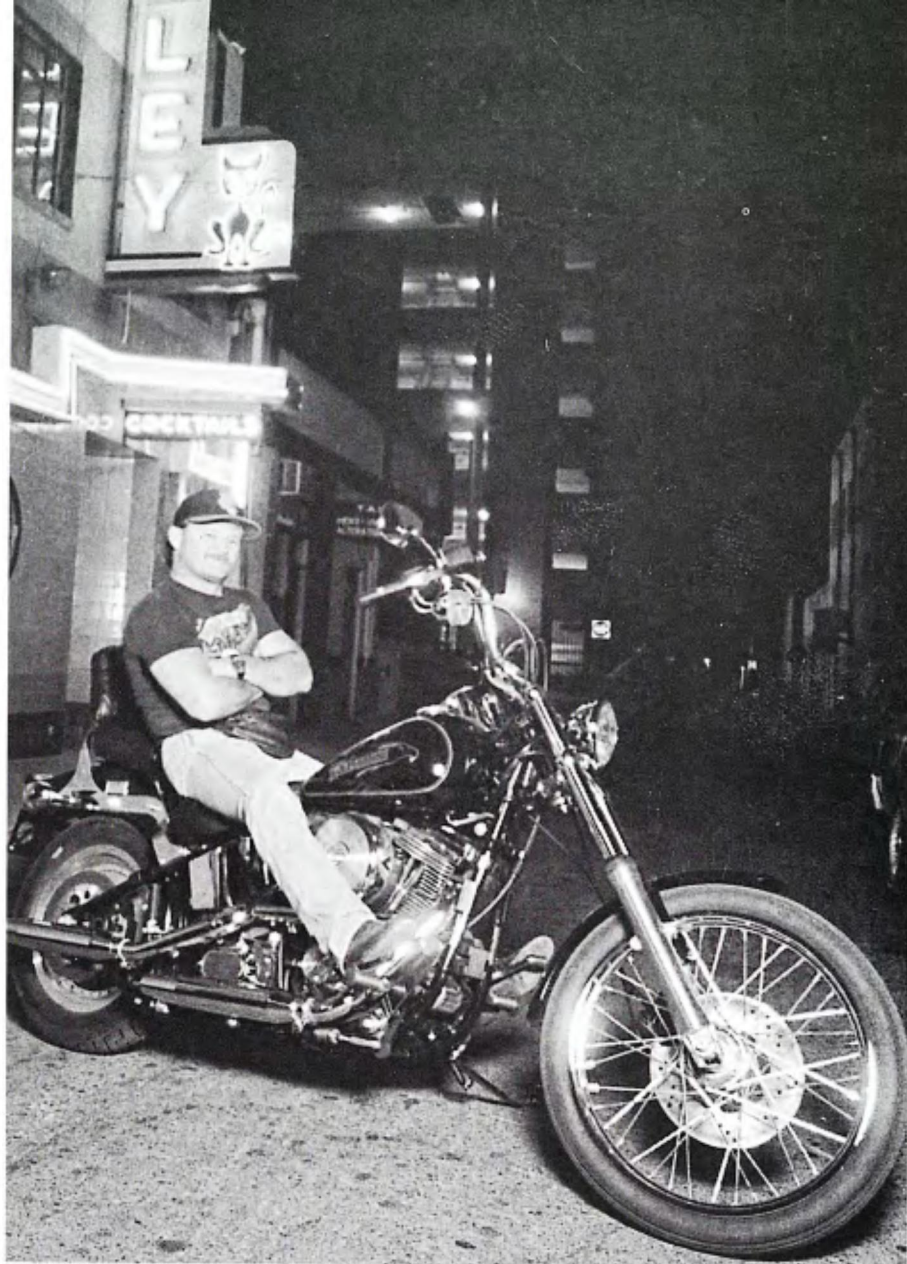
—John Lewis, Flint, Mich.



—Luis Hernandez, Surfside, S.C.



—Cyclops, Weirs Beach, N.H.



—Sawed-Off, Bakersfield, Calif.

—The Sheriff, Buffalo Chip

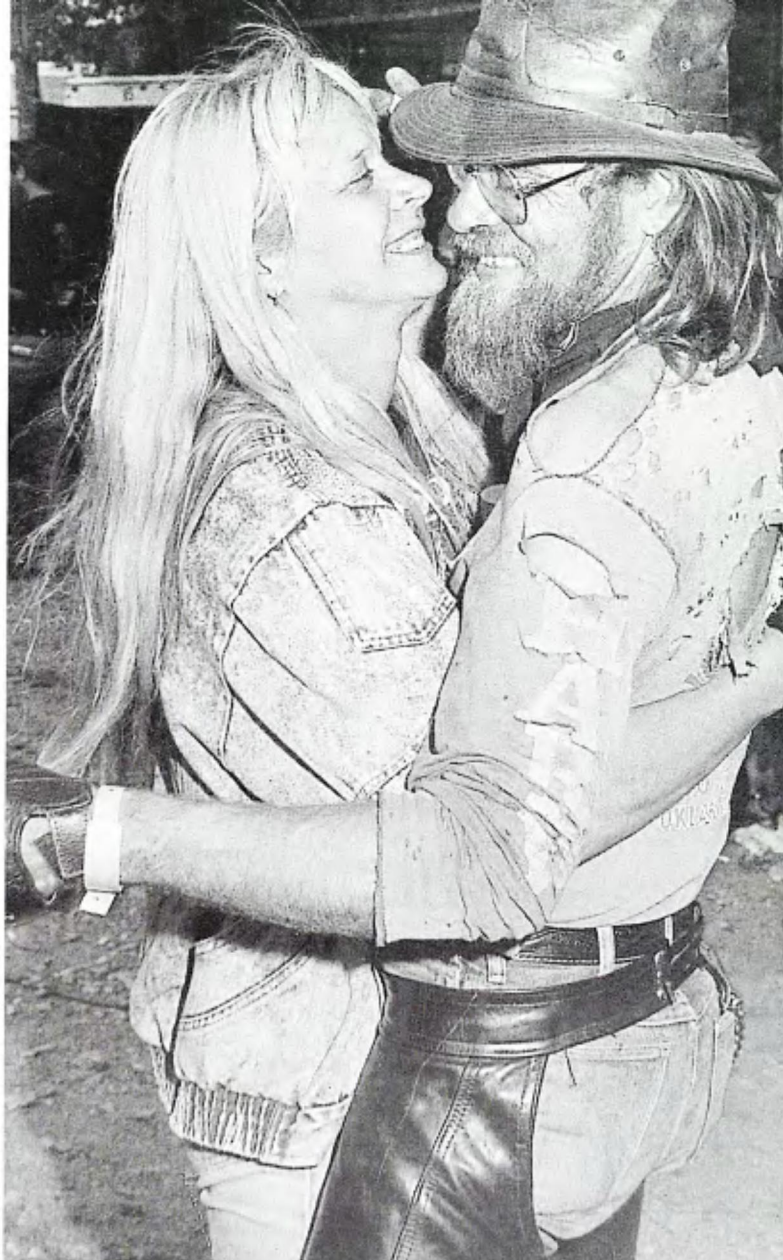




—Linka, Vallejo, Calif.



—Blue Bike Mike, On the road



—Michael Kennedy, Ponca City, Okla.

—John Bellmer, Saugus, Mass.

—Ghost Rider, Hamburg, N.J.





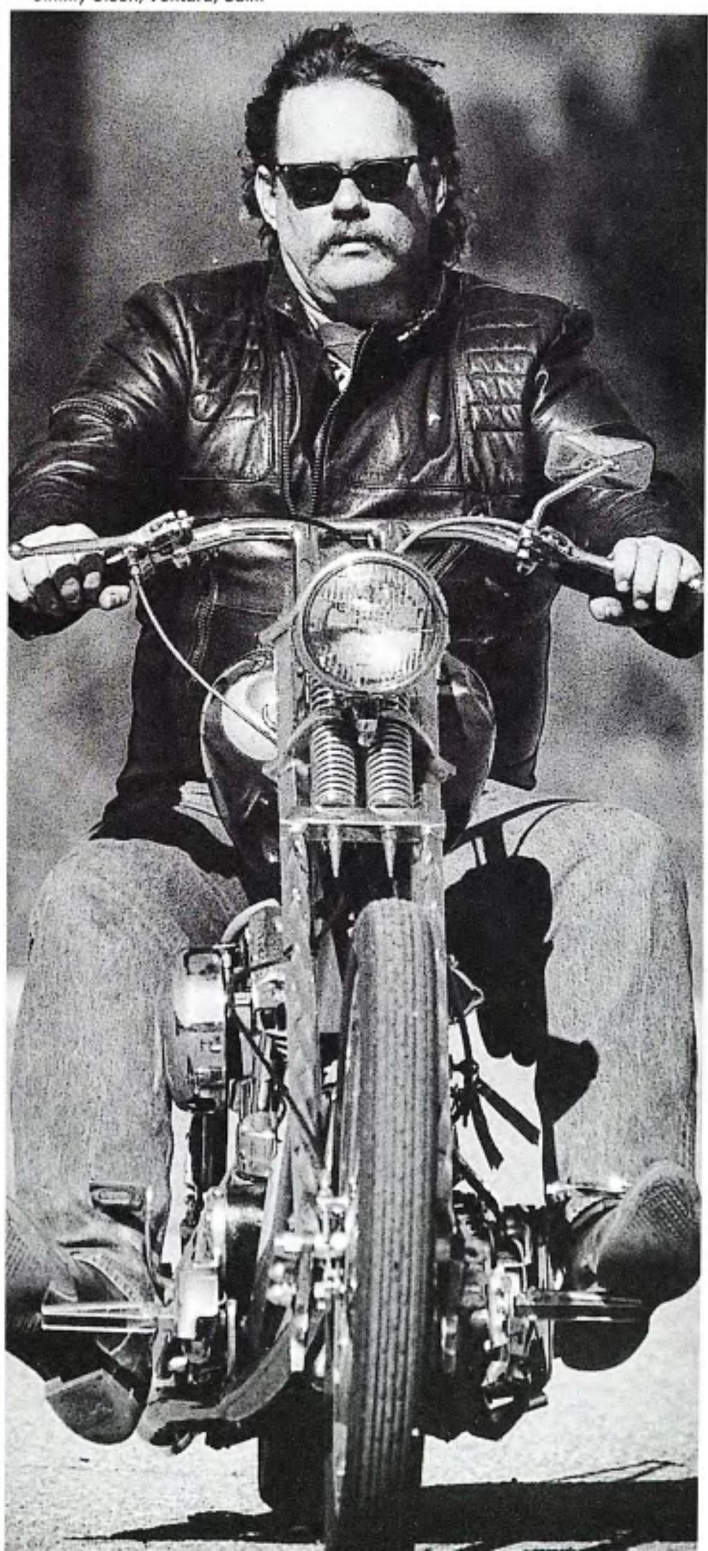
—Actor, Kelly AFB, Texas

—Joe Kohl, Glen Burnie, Md.

—Jimmy Olsen, Ventura, Calif.



—Blue Bike Mike, On the road





—Denise Phillips, Albany, Ore.

—H. Trip, Delftsyl, Holland



—Elde Stewart, Glendale, Calif.



—John Lewis, Flint, Mich.

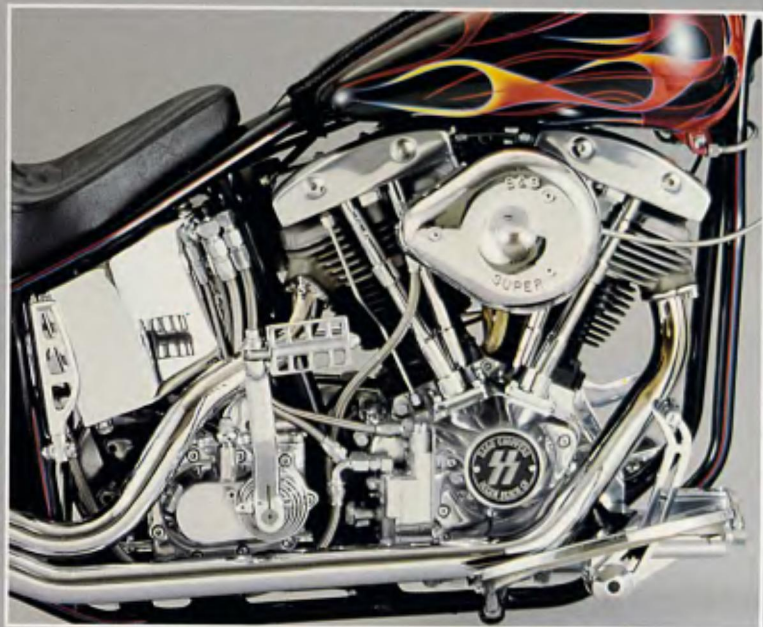
A Man's **PRIDE**

A woman with voluminous brown hair is sitting on a custom motorcycle. She is wearing a red bikini top with black chains, red gloves with black studs, red thigh-high stockings, and black boots with silver studs. The motorcycle has a red fuel tank with black and yellow flame graphics, chrome handlebars, and a large headlight. The background is a dark, rocky wall.

Raul Rocks It
His Way
With
Dago
Choppers

Photos by Raiko

Route 66's blacktop was bubbling beneath his tires. Under the swelter of another oppressive August afternoon in New Mexico, the rider's kickstand submerged into the road's gooey tar, and the shovelhead engine made it's final gasp along the shoulder of the famous American highway. But the only thing that was destined to be famous that day appeared to be the remains of their soon-to-be-cooked brown bodies, and Raul Sandoval's seized engine, if he and his partner didn't get themselves out of the sun's rays—pronto.



Easyriders





It was no time to panic. Raul took the breakdown not as a calamity, but as a challenge. He could hang with it. More worried about the bike than himself, Raul experienced the headtrips ya go through when yer in the middle of nowhere—with no stinkin' gold card to bail ya out.

Twenty years of riding in the equally-scorching Imperial Valley/San Diego (California) area had taught him that there would be days like these and you just had to deal with it. Fifty miles outside of Grants, New Mexico, wasn't the place he woulda picked for a breakdown, especially since he was on his way to a vacation visit in Colorado Springs with old bros from his Army days. But that's the way it goes. It's amazing to see what yer made of when situations like these arise. Like a falling cat, Raul landed on his feet.

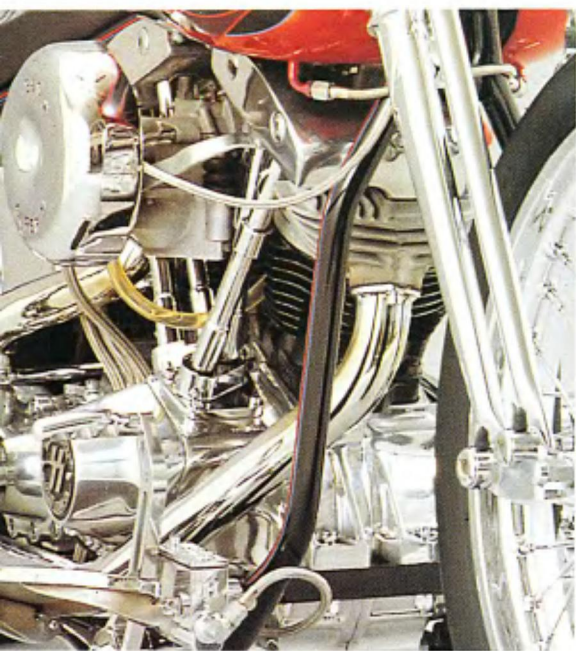
This Mexican-American bro loves a clean bike, and knows how to go about slapping one together to his own specs. Even if he isn't the one turning the wrenches, they're still being twisted with his thoughts in mind.

Raul raps that, "A motorcycle will nickle and dime ya to death. So you've got to do it right the first time."

That's where Mark Nelson and his shop, Dago Choppers, comes in. As a trashman for the city of San Diego, Raul's route takes him by Dago Choppers a few times a week. For the past six years he's noticed some nice work rolling out of the seaside chop shop.

Mark's mellow enough to let his customers speak their piece, and works with their ideas.





The results are lookin' at ya.

"I don't think you should let anyone just go at it without the owner's input," Raul relates. "I like what Mark did on this one by stayin' with my original plan. I gave him the basics: motor, trans, wheels, front end, frame, and ideas. I was impressed with the quality of work at Dago Choppers, and thought Mark could do it justice."

In his spare time, Raul likes dropping by the shop to hassle Mark and his partner, Chris Otterson, and to compare ideas and "offer" opinions. Mark's got plenty of his own, though, some developed in his youth in West Point, Nebraska, and others later in Golden, Colorado, when he made his first chopper—a replica of the *Easy Rider* movie





hog, done up on a Stingray bicycle by extending the front forks with the legs of the family barbecue. Motocross racing followed, then stints as a plumber and electrician, progressing further when he became a certified dealer wrench at San Diego H-D.

Mark's been building distinctively custom rides that have a following all the way to Florida, where even C&L Louie gives him an admiring nod.

But this is Raul's story, and he treasures the time he's in the wind with his brothers, particularly riding with his *compa*, Peabody, godfather to Raul's daughter. Peabody rides a 98-inch stroker.

Raul has a quiet calm about him, a pride in what he is—Mexican-American—and a confident, solid belief that "It's my thing. I'm not here to satisfy anyone else. If they can't dig it, who cares? Fuck 'em."

Raul dedicated his sharp rigid shovel to his lady, Karen, and likes doing whatever he can to enjoy life. "Riding is definitely enjoying life, especially with a good ol' lady," says Raul. Hopefully, his woman will eventually be riding next to him, on equal terms on this very bike. He's got a backup pan, a shovel, a '50 Merc, and a Jag, with plans for a new shovel.

Yo, Raul, *compa*, where do we hook on with that trash company?

We put Fox Christy on Raul's ride down in her dungeon. This chain-wavin', scooter-cravin', whip-totin' power pack shoulda come labled "Danger: Explosive Contents." Your busty, brunette Fox from Baltimore loves ridin' her Sporty with her ol' man, Chris.

—Buster Buttbreath

Owner(s): Raul Sandoval		City: San Diego, California	
General		Frame	
Fabrication by: Dago Choppers/owner		Year: 1991	
Year and make: 1991 H-D		Builder: Paughco	
Model: Special Construction		Type: rigid	
Value: N.O.Y.B.		Rake: stock	
Assembly by: Dago Choppers/Mark Nelson		Stretch: none	
Time: three months		Other alterations: molded rear fender	
Chroming by: Atlantic Coast Plating		Accessories	
Engine		Bars: 18 inch apes	
Year: 1984		Risers: dogbones	
Model: shovelhead		Fender(s) Dago Choppers	
Rebuilder: Dago Choppers		Headlight: CCI	
Ignition: S&S		Taillight: Dago Choppers	
Balancing: S&S		Speedo: CCI	
Pistons: S&S		Front pegs: Perf. Mach.	
Cases: STD		Rear pegs: Perf. Mach.	
Heads: Dave Mackie		Electrics: 12-volt	
Cam: Rivera macho		Gas tank: 3 1/2 gallon CCI	
Lifters: Velva Touch		Oil tank: Paughco horseshoe	
Carb(s): S&S Super		Oil system: S&S stainless steel, teflon	
Air cleaner: S&S		Primary cover: Paughco	
Pipes: Dago Choppers		Seat: Dago Choppers	
Muffler(s): reversion dams		Sissybar: none	
Transmission		Height: n/a	
Modifications: STD cases, Andrews gears		Material: n/a	
Year: pre-'79		Forks	
Shifting: suicide, jockey 4-speed		Type: springer	
Engine sprocket: Primo 11mm belt		Extension: stock	
Trans sprocket: 24-tooth		Builder: H-D	
Wheel sprocket: 49-tooth		Special features: Perf. Mach.	
Painting		Wheels	
Molding: Uptown Cycle Paint, Anthony Lalicata		Front	Rear
Painter: Anthony Lalicata, Uptown		Size: 21-inch	Size: 16-inch
Color: black, candy flames		Hub: Perf. Mach.	Hub: Perf. Mach.
Type: Deltron		Rim width: 2.15-inches	Rim width: 3.5-inches
Special paint: pinstripes, J. Robert Gagnon		Tire: Dunlop	Tire: Dunlop
		Brake: Perf. Mach.	Brake: Perf. Mach.
Other special modifications: Performance Machine forward controls, Dago Choppers rear chain guard. Special thanks to Chris Otterson and Jim Kaiser.			



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.

Evelyn Erickson, West Rumney, New Hampshire

About six months ago we ran across a photo of Evelyn in *Motorcyclist's Post*. Intrigued by this 74-year-old rider, we contacted Evelyn and asked her to send us some photos and tell us a little bit about herself and her riding history.

After several attempts to tell Evelyn's story, it dawned on us that she really told it best. The following is the letter that accompanied her photos. It was a pleasure and a privilege to talk to Evelyn. Her pioneering courage is the reason we can now fly free.

I've always been interested in motorcycling. When I was a teenager back in the '30s, I used to ride as a passenger all over the old country dirt roads. Those were the days. When you were on one of those motorcycles, you were really riding.

Then, when I went down to Florida to work, I got an

Photos from Evelyn Erickson



Indian 30-50 and learned how to ride it myself—after I got instructions on how to start and shift it.

In 1940, my brother and I rode from Florida to New Hampshire on that small bike. That 1500-mile trip was sure some ride for us, after just riding around Miami. Then, in August of that same year, I rode from New York to Birmingham, Michigan, on my 30-50 Indian, all by myself. In those days, you traveled on all the smaller, scenic highways—not large, straight turnpikes.

In 1941 I traded my 30-50 for a 1941 Indian Scout 45 Bonneville, and that's the same Indian I have now. I'm still wearing the 1941 jacket I bought back then. They are both celebrating their golden anniversaries.

Not many girls I knew were riding motorcycles back in those days, but I sure enjoyed riding mine.

In 1983, my son, Steve, started

Illustration by Jon Towle



restoring the old Indian. He took it all apart, down to the smallest nuts and bolts, and rebuilt it; new paint job and all. Now it's my million-dollar baby.

These days I mostly ride on the weekends, weather permitting, when Steve comes up from Massachusetts and rides with me on his motorcycle. Heads sure do turn when they see my beautiful Indian. Then, when they realize there's this old lady riding it, their heads turn again, and their eyes open a little wider.

I turned 74 last August. I hope I'll be able to keep riding for many more years.

P.S. Just don't put this article on a page across from those beautiful naked girls.

We hope you'll be in the wind for many more years, Evelyn. And don't worry about those girls, they'd have a tough time outshining you.

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Dorie Dunn, Tarpon Springs, Florida 1986 Harley-Davidson Softail

As good as sex—that's what Dorie Dunn compares the sensation of riding to. And the fact that she does a great deal of scooting with her husband Ian, who owns Rare Rydes & Hydes, in Holiday, Florida, makes that even more understandable.

Actually, it was after a serious "hip bargin'" session that Ian decided his lady "was not riding a ratted-out Glide during Bike Week." So, 29 days before Bike Week '90, Ian began a massive restoration. In three days the bike was stripped, in five days the cases were split, and on the eighth day, he started talking about showing it at the Rat's Hole Show. Despite many disbelievers, the bike was ready the day they were to leave for Daytona. It wasn't a show winner—the paint hadn't been rubbed out and the front end wasn't chromed—but it was a sharp-looking scoot.

The hard work didn't bring home a trophy, but it did fuel the fire of a new challenge. The decision was made to build the matching, Von Stetina-painted bikes you see here. It paid off. Dorie took 2nd at the Rat's Hole Show during Daytona '91 and they were both invited to the '91 Essen Motor Show in Germany.

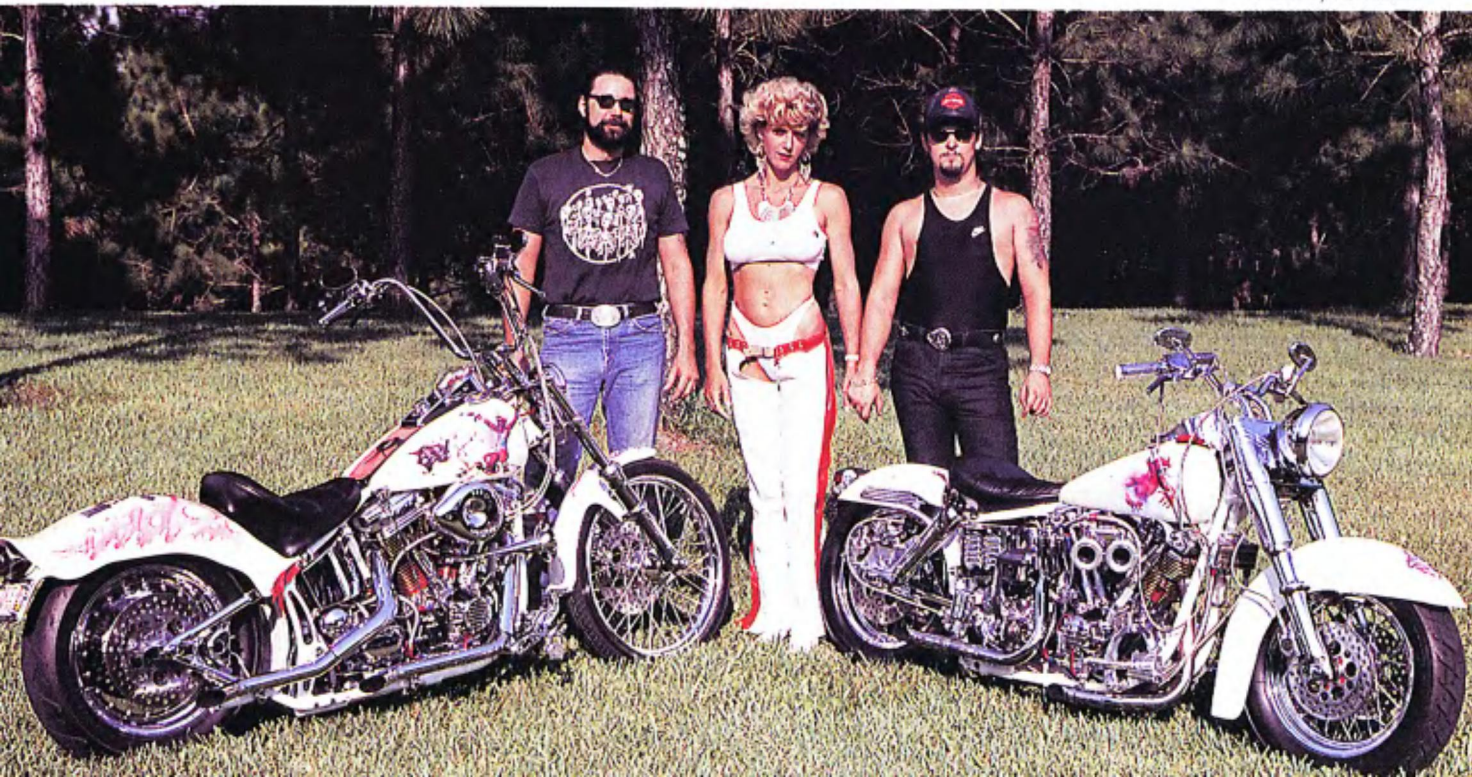
Dorie's come a long way since that first Hog. Ian's currently working on her third custom, which is being readied for Daytona '92. According to Dorie it will be a little bigger and a lot faster.

Good luck to you both, and keep making beautiful, ahh, bikes together . . .
—Rag Weed

General		Forks	
Fabrication by: Rare Rydes & Hydes		Type: FXST	
Year and make: 1986 H-D		Builder: H-D, Rare Rydes & Hydes	
Model: Softail		Special features: turned-down sliders	
Chroming by: R&R Cycle		Accessories	
Engine		Bars: apehangers	
Year and model: 1986 Evo		Lights: stock	
Rebuilder: R&R Cycle		Gas tank: H-D	
Displacement: 80 cubic inches		Oil tank: stock	
Transmission		Seat: solo	
Shifting: foot		Other: handmade fenders	
Trans sprocket: 26-tooth		Wheels	
Wheel sprocket: 49-tooth		Front	Rear
Finish		Size: 21-inch	Size: 16-inch
Color and type: white with blue mica		Tire: Metzeler	Tire: Avon
Special paint: Bruce Von Stetina		Brake: H-D	Brake: H-D
Frame		Special features:	
Year and builder: 1986 H-D, RR & H		Artwork by Bruce Von Stetina.	
Type: Softail		Thanks to Rob at R&R Cycles and	
Alterations: molded, lowered rear		my ol' man Ian.	



Photos by Pat Randle



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OCTOBER *Fox Hunt* WINNER



Christy, a hot little number from the crab cake capital of Baltimore, Maryland, was shipped out to Cal to whip us into shape. She knows her way around a cat-o-nine-tails in a dungeon, in the same manner she knows how to toss those heavin' hills on her chest into a customer's face at the titty bar she works at. Christy blew our minds when she got down to business on Raul Sandoval's Dago Choppers-built shovel. You'll see what we mean on page 76. Craackk! Whip it good.

—Dumbfounded Mouth



After a hard day at work I love to jump on my bike and release all my tension to the wind.

Alice, California — 900-933-3358 — Ext. #401



Riding a Harley awakens my body and soul like a hot summer night's thunderstorm.

Sheila, New York — 900-933-3358 — Ext. #402



I like the wind blowing in my face
and the freedom of the open road around my thighs.
Criss, Alabama — 900-933-3358 — Ext. #403



Every time I see or hear a Harley, I just want to jump
on and feel the vibration and the wind.
Kari, Hawaii — 900-933-3358 — Ext. #404



I love to be seen on a beautiful bike and being seen
on one in *Easyriders* would be great.
Natalee, Maryland — 900-933-3358 — Ext. #405



Baseball, apple pie, Monday night football—American traditions.
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Ginny, Florida — 900-933-3358 — Ext. #406

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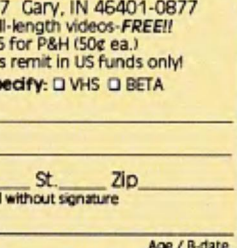
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Easyriders

Fox Hunt

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

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

It works 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 February 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 #225 *Easyriders* Fox Hunt, Box 3000, Agoura Hills, CA 91301.

The deadline for voting for this month's crop of cuties is February 29, 1992. We'll print the winner in the July issue.



Here she is, bros, the 12th monthly winner in our 12th Annual Fox Hunt, Sandra, #402, from Bayonne, N.J. 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.

225

Model's Name _____
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 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.

Stabilizing Transmissions

How to Install Roller Bearings In A 1977-1982 Transmission



By Phil Ross

This Big Twin trans case has been modified for the early '70s model roller bearings and 4th gear. For you throttle snapping, tire peeling, go-fast maniacs this modification will improve the performance and life expectancy of your 1977-1982 Harley-Davidson gear case.

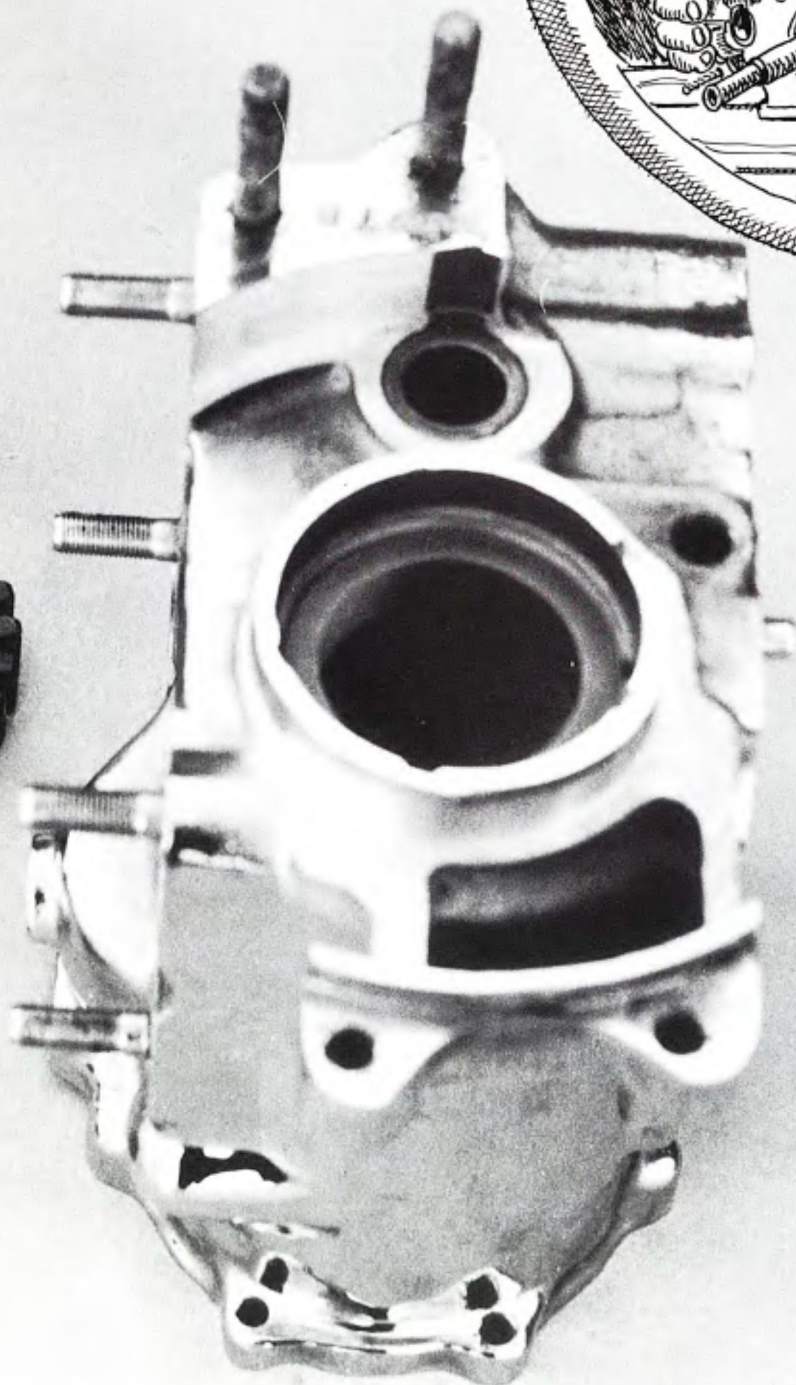
During these years the factory switched from the tough roller bearings of the past to the Torrington bearing for production purposes. The Torrington bearing is not as strong, and doesn't stabilize the transmission like the rollers. They also have a tendency to leak and won't last. On this particular case (pre-1980), when we machined for the transmission pulley we cleared out between the upper and lower rear transmission/primary boss. When we performed this, we welded in (actually Heli-Arced) a new piece of .125 aluminum plate (be certain to use a weldable piece of aluminum to resupport this area—if the job is performed well, a chrome transmission case can be modified without taking away from the appearance.

The installation of the earlier, longer, stronger roller bearings will require the purchase of a new bearing race with the retainer clip, all the early seals, and a pre-1977 (but between '70 and up) 4th gear (with the seal that mounts into the outer end to assist in holding the oil in the trans).

To bore the case, measure the bearing race to be installed (O.D.) and bore the case leaving yourself .003 press fit. Bore the case to size then cut in the outer step (counterbore), permitting the race to protrude (inside the case) just enough to permit the use of the snap ring that holds



Photos by Space Dog



the race from backing out of the case. After installing the bearing race, hone to size for the new 4th gear and hone bushing to mainshaft. When installing the race, freeze the race and heat the case to 200 degrees, then press into place carefully.

In '83, Harley went to a larger Torrington. This one is a very tough modification. The only way to repair it is to bore the entire end out of the case, install a chunk of aluminum, weld it into the case and machine it out for the smaller bearings. This is a long, involved, precision process—so the 1983-1986, 4-speed modification should be avoided.

That's it. Not a tough operation, that is, if you have access to a mill. If not, any reputable motorcycle machine shop can do the job. But here are a few to refer to:

Phil Ross at Super Max in Porterville, California, (209) 784-2222;

Thompson's Cylinder and Head Service in Dedham, Massachusetts, (617) 326-8380;

WRS in Story City, Iowa, (515) 328-3765;

John Blanton of Fomoco in Odessa, Texas, (915) 333-2864; and

Full-Blast Engineering in Sioux Falls, South Dakota, (605) 332-2659.

There are many other shops all over the country, but this is a sampling for those of us who don't know who to call. ●

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ME TO THE MALL, TA
SHOP FER SOME
BABY STUFF!



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WORKING ON THAT
MOTORCYCLE, YOU SHOULD
BE DOING THESE
THINGS, YOU...
WORTHLESS PUNK!



HEY, PICK A FINGER ASSHOLE...
THEN, GET OFF MY BACK, POPS!
I'VE GOT TO GET MY OL' BIKE
RUNNING BEFORE
THE BABY COMES



WHY, YOU SMART ASS,
I OUGHT TO TEACH
YOU A LESSON!



HEY, INSTEAD OF SPENDING ALL YER MONEY
ON PARTS, YOU SHOULD BE PREPARING
FOR YOUR CHILD... AT LEAST I'M
TRYING TO HELP OUT!



LIGHTEN UP OLD TIMER
BEFORE YA HAVE A
STROKE OR SOMETHIN'

OLD TIMER? HEY, PUNK, YOU SHOULD BE THANKING
ME FOR HELPING... I READ THE LETTER FROM
THE MORTGAGE COMPANY, YER UP TO YER
NECK IN TROUBLE FROM MISSING PAYMENTS!



THIS IS ADDRESSED TO MY LANDLORD, HER FATHER
IS OFF HIS ROCKER, WE DON'T EVEN OWN THIS
HOUSE, WE'RE RENTING... WHY DO IN-LAWS
ALWAYS CAUSE TROUBLE? WHATT A TURD!



OH, GREAT, MORE INTERRUPTIONS!
HOW'S A GUY SUPPOSED TO
WORK ON HIS BIKE, WHEN
EVERYBODY KEEPS COMING
IN AND ALWAYS...



HOLY SHIT, MY WATER BROKE!
NICK, I THINK IT'S COMING!



OKAY, DON'T PANIC, I'VE ALREADY GOT
YA A RIDE COMING, THEN, I'LL MEET
YA DOWN THERE IN TIME FOR YOU TO
PLOP I'M ALMOST DONE WITH MY
BIKE, SWEETIE!



WHEW, FINALLY FINISHED, NOW
I HAVE TO FIND THE FRICKIN'
HOSPITAL, ALTHOUGH IT'S REAL
TEMPING TO JUST KEEP ON
RIDING... NAW, I BETTER NOT!



THERE IT IS, AND NO TIME TO FIND
A PARKING SPOT. BESIDES, I CAN'T
LEAVE IT OUTSIDE! THE KID NEEDS TO
START OFF RIGHT AND BE
AROUND THE RIGHT ENVIRONMENT



COMING THROUGH BABE, WHICH WAY TO THE
RUGRAT WARD? HUH? TELL ME...



WOW, WHAT AN UGLY BRAT,
AND HE HAS HIS GRANDFATHER'S
TEMPER! AT LEAST I HAVE
MY RIDE TO KEEP MY
SANITY!



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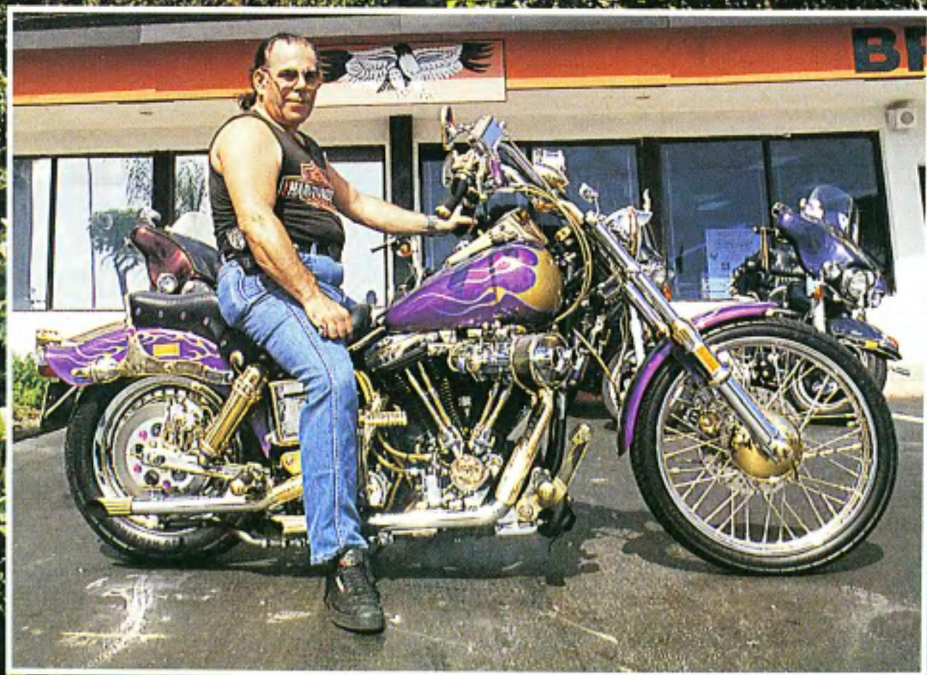
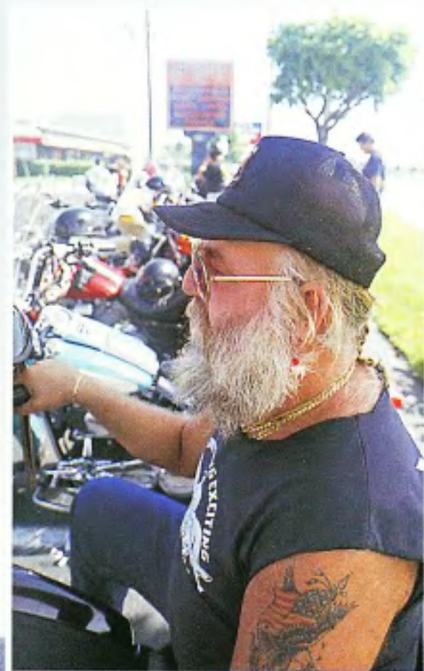
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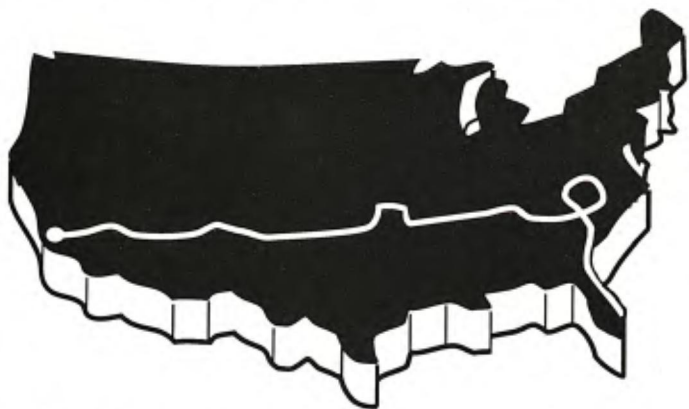


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Because of my trip to Hawaii last month, there wasn't an opportunity for me to put too many miles on Sugar. I thought I'd make up for that this month. Lemme tell ya about the 4,398 cross-country miles I just completed.

I left San Berdoo, California, on Columbus Day, October 12, around 1:30 in the afternoon. Southern California was enjoying a heat wave so I decided to ride through the desert at night. I figured it would be easier on Sugar and me. I rode out on Interstate

215 to Barstow, California. At that point, the road forks north toward Salt Lake City, Utah, and east on Interstate 40, to where I was headed—North Carolina—to catch the All-Harley Drag Racing Association (AHDRA) finals in Farmington. It was the last



At the dart tournament, Fayetteville, Arkansas.

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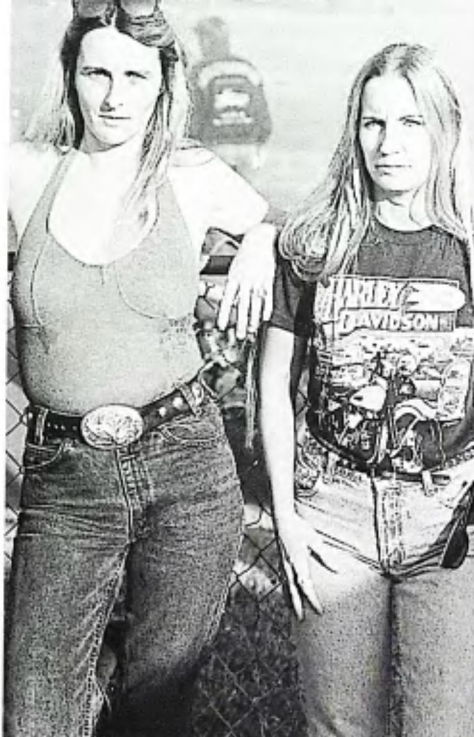
points race of the year.

It proved to be both interesting and a whole lot of fun. Early in the trip I stopped in Oatman, Arizona, to visit with some friends who'd moved there to get out of the fast lane, in a manner of speaking. Oatman is a quaint little town, set back in time. Formerly a prosperous mining town, the government shut down all of its mining operations after World War II. Now it's a small, quiet spot off the beaten path with lots of local history.

The hills surrounding Oatman are filled with beaucoup wildlife. Any time of the day you're likely to see burros walking down Main Street. At times they'll amble over to the Mission Inn Coffee Shop to beg for handouts. The

townspeople tolerate them and the tourists love 'em. When visitors pet the burros, they send clouds of dust from off their coats into the air. The tourists just say things like, "They sure are cute ain't they?" Unfortunately, the out-of-towners are oblivious to the fact that this dust is poisonous. The old miners had used chemicals to help them extract the ore from the dirt, and now the burros roll around on the still-remaining tailings to kill the parasitic critters they pick up.

Leaving Oatman, I headed north. Sugar (my FLHTC) and I rode through some beautiful desert scenery. The sandy pastel colors of the desert, along with the rock formations, were choice. The weather was warm and Sugar was



Tar Heel sisters checking out the racers.



Doris Wiggins Pro Gas rider.

running and feeling good. Yeah, things were definitely looking up.

Back out on Interstate 40, I was making great time. That night I stopped to rest near Tucumcari, New Mexico. The next day I continued on I-40, stopping just inside the Arkansas state line in Van Buren to spend the night.

It was mid-October and the greenery around the Ozarks was changing colors. It was beautiful. The nights were starting to get a bit on the nippy side, but the days were just about right.

Way back in December of 1987, Joe Stevens had written to Rip's Run about his bike shop, Happy Trails Motorcycle Connection, in Fayetteville, Arkansas. I gave him a call and he said to come by.

Joe and Angela Stevens started

Happy Trails about five years ago. At first, it was just a really small hole-in-the-wall shop. Then the business took off and they expanded to a larger area. They saw the need and tried to fill the gap. Joe and his associates can service just about any Harley on the road, but their expertise is in the older putts. I saw a lot of panheads. Joe is currently restoring a 1957 model.

That night we went by Club West where they were having a dart tournament. Joel Henderson, one of Joe's friends and an avid Rip's Run reader, was one of the participants who had invited us down. Club West has one of those giant-screen TVs. I'd brought along an early copy of *Easyriders* Video Number 10, which everyone enjoyed. Club West isn't a biker bar per se, it's one of the local watering holes that is sometimes frequented by motorcycle enthusiasts. I enjoyed my brief visit in Razorback country, especially meeting the bike riders, a real colorful group.

Speaking of colorful, so was the ride back to I-40 from Fayetteville. The road we took was State Highway 16 southeast to State Highway 23 south. Reaching I-40, I ran with a convoy of log haulers who were hauling ass, packing their trailers piggyback-style to the tune of 80 mph-plus. After a while, Sugar and the lead truck left the rest of the convoy. Logging trucks don't disturb the air as much as a semi pulling a trailer. Playing a game with him, I'd lead, then let him catch Sugar. Then I'd follow, letting him blast through the air. He made a bigger target for radar and, besides, he kept the bugs off of us.

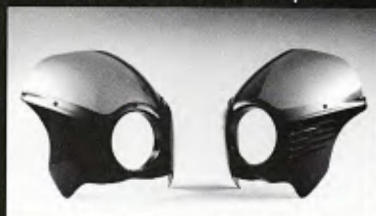
It didn't take much time to reach Little Rock, Ark. The trucker went south, and I proceeded due east, past Memphis on into Nashville, where I stopped for the night at Jackie Williams' new home. Jackie is the production manager for the Charlie Daniels Band. He also works the lights during the concerts. We ate a great Southern-style meal before calling it a night. Jackie and his ol' lady, Angel, whipped up some fine-tasting corn bread, pinto beans, and meat loaf. It doesn't get much better than that. He had to leave around midnight to get back on the road with Charlie and the band.

I split the next morning and crossed the Great Smoky Mountains during the daylight hours. It got colder the farther east I went, but it was nothing Sugar and I couldn't handle. So far so good—we hadn't hit any rain. →

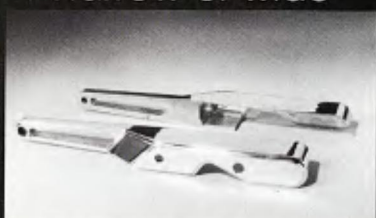
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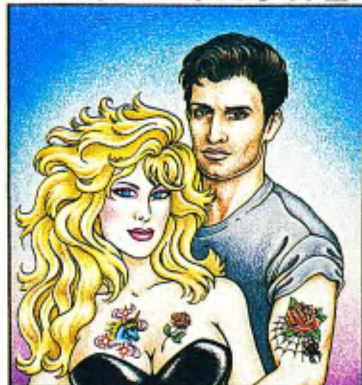
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Brothers III crew, Pompano Beach, Florida.

As you know, I've been back and forth across the country a few times. This was one of my better trips. The Smokies were in full-on fall bloom. That is, the trees were exploding with the colors of autumn. Words can't even begin to describe the magnificence. The mountains were ablaze with sharp, snappy colors that produced the most luscious shades of greens ever, mixed in with all the muted tones and hues of red and amber. A true Kodak moment. I arrived in Burlington, North Carolina, in the early evening hours. I had come to visit the honchos of the AHDRA. I stayed at Ace's house the weekend of the Farmington finals. The

drag races were spectacular. There just ain't enough room in this column to do them justice. You can check the results and the article with my pictures in an upcoming issue of one of our other publications, either *Biker*, *In The Wind*, *Easyriders*, or *V-Twin*.

Jamming from Burlington after the drags, Ace and I rode north to Richmond, Virginia. I wanted to visit with Hoss, an artist friend of mine. Hoss does some of the finest charcoal drawings found anywhere. I took a photo of one of his masterpieces for our Parts Box page in *Easyriders*. Hoss is also bouncer at two of the finest titty bars in the South, the Last Chance and

After-hours crowd, Richmond, Virginia.





Daddy Rabbits. Rumor has it that they have the South's finest exotic dancers. Believe it. Some fine-looking women were up on those stages. It was great fun.

From Richmond, the putt went southwest to Roanoke, Va., to visit relatives. The next morning I rode back to Burlington, N.C., to pick up the gear I had left at Ace's. From North Carolina, I rode south to the *Easyriders* Store at 605 Main Street in Daytona Beach, Florida. After catching my breath, I headed south to the Brothers III bike store in Pompano Beach, Fla., on Frenchy's invitation. Frenchy makes fenders, dashes, helmets, and all sorts of bike-related parts out of fiber →

Jackie Williams, production manager for the Charlie Daniels Band.



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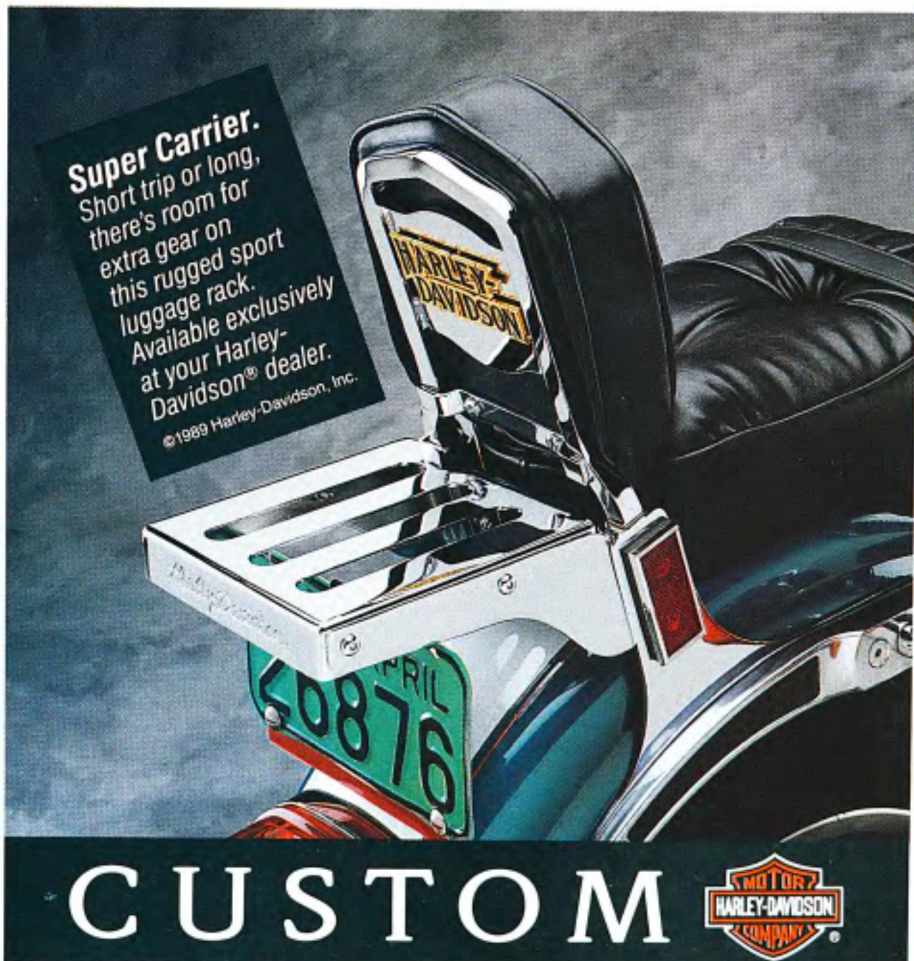
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TOURING



glass.

The guys who work at Brothers III are to be commended. They sponsor an annual benefit toy run that, this year, is expected to raise over \$40,000 for the Children's Cancer Care Center, Children with Aids, and The Outreach Program. Brothers III is a large store that sells all kinds of bike parts and paraphernalia. Besides the regular chrome geegaws, they have a boutique which handles stylish men's and women's apparel, jewelry, and — would you believe it — an in-house pawn shop.

I hung around the shop, taking pictures of the customers on Sunday as they came and went. At Brothers III, they sponsor a feed for their customers every Sunday. They start off with breakfast inside the store in the



Nice-looking couple from South Florida.



Happy Trails Motorcycle Connection, Fayetteville, Arkansas. L & R, Pete Zajoc, Joe Stevens, Angela Stevens, Joel Henderson, Ancel Turner, and the Zebo shop dog.



Brothers enjoying the drags.



Last seen on "Top Cops."

Photos by Rip

morning, and then at lunch-time they switch over to hamburgers and hot dogs cooked outside. Someone brought over a VCR so I could show off the the latest *Easyriders* video. Once again, it received favorable comments.

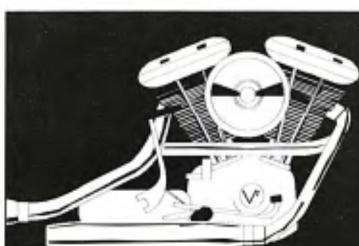
I don't know how they pull it off, but Brothers III services and repairs the Harleys that the local fuzz ride. In fact, there were beaucoup cops hanging out in civilian clothes. There was one officer who showed up in uniform. Kidding him about a ribbon he had on, I asked him if it was his "good conduct medal." We both laughed. If you have ever been in the service, you'll know what I meant.

We'll that's about it on my part—I'm outta here, back on the road. We're gonna hang out in this neck of the woods for a spell, while the rest of the country is freezing. Yeah, we'll be warm as toast. Notice I said "warm"—not hot. It may get all the way down into the 50s. Yeah, ain't it a bitch? I threw that in for you brothers and sisters who are asshole-deep in snow right about now.

Drop me a line and let me know what your plans are gonna be come spring-time. I may be able to putt up for a visit—be sure to include a good telephone number.

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

Help! We're trying to find all the bars, beaneries, and barnyards where bikers are really welcome. If you know of one, drop us a note and we'll have Rip check it out. Send your suggestions to Rip at the above address.



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TOURING





David Mann

Sam "Chopper"

—The Year 2000

Fiction by K. Randall Ball

He awoke with a start, like someone had unloaded a .45 inches from his head. He'd been deep into a dream, a dream that had carried him back in time 10 years. He was riding his stroked shovel down a desert highway, nitros bottles were strapped on either side of the bike. The last part of the dream he remembered was the roar of his exhaust followed by an earth-shattering explosion.

Sam was 38, tall and muscular at 210 pounds. Raking his fingers through his graying hair to clear the fading images of the dream, he sat up and swung his long legs off his "required" bed. Legislation had recently been passed that required people of specific heights to sleep on beds of standardized material and specifications. This was done in an effort to control the number of back ailments in the country and improve the productivity of the work force. Half bent over, his elbows on his knees, Sam rubbed his eyes. Then, scratching the back of his head, he thought about his old ride and wondered why he'd had that dream. He hadn't ridden for years.

Back in 1992, after the national helmet law passed, 30 percent of the nation's riders gave up the sport of motorcycling. The legislature, pleased with its accomplishment, decided to

enhance the Safety Act of 1992 and abolished motorcycles from the road. The majority of the public was in support of the Act and within three years motorcycles could be owned but not ridden on public thoroughfares. People kept building them in their garages and basements, though, and minor injuries resulted in the process. Bike building was then outlawed, then home workshops altogether. The only way a person could own a motorcycle was to have it professionally encased in Plexiglass and installed in his residence—something like a display case in a museum. Sam's shovel was in such an enclosed state, trapped behind plastic in his living room.

The dream had caused Sam to remember all the ludicrous laws of the last decade. He shook his head in disgust and disbelief as he began to flash on the legislation that was then thrown at motorists. He remembered the uproar when the first automotive helmet law was enacted in Indiana. There was quite a stir until the Center for Disease Control released some documentation demonstrating the projected cost savings for preventing automotive head injuries. The money saved was astronomical. Within a year, all states followed Indiana's lead and adopted the law.

Sam couldn't think about that crap anymore. He stood up and went to the can. He leaned over the sink and studied his face—the amount of silver in his closely-cropped beard seemed greater this morning, and the wrinkles around his eyes were more pronounced. Looking in the mirror had brought him back to the harsh realities of his everyday life. He remembered that he had to go in for a cholesterol urine test that day. He recalled the days when drug testing was being rammed down the public's throat, and how everyone thought it was a good thing at the time. But like most laws, it got out of control, and was soon extended to include cholesterol, fat, nicotine, and alcohol.

Sam washed his face and walked into the kitchen. He opened the refrigerator and stared inside. He wanted an egg so bad he could eat the shell. But new refrigerators had been installed with a device that only permitted nuclear families one egg a week, per family member. In his frustration, Sam found an old screwdriver in a junk drawer, and began to pry open the cheap metal door that controlled the egg supply. He was having some success when a loud, obnoxious squeal sounded from the back of the 'fridge.

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"Shit," he yelled and let his hand gripping the screwdriver go slack. The anti-tampering alarm built into almost every home appliance (to prevent non-professionals access to the inner workings and family members from bypassing coded requirements) was sounding. Fortunately, he hadn't permanently damaged the gate, or the alarm would have continued to sound, ad nauseam, until security arrived to investigate the problem and repair the device.

Toasters had been outlawed, as were barbecues, because of the carcinogens they produced. Sam pulled a piece of wheat bread out of his plastic basket and smothered it with nonfat spread and low-calorie jelly. Caffeinated coffee had also been regulated to extremes, so it became an underground substance—like marijuana had been in the '70s. Coffee was difficult to obtain, and the video monitors required in kitchens could often detect it, much like heat cameras could find pot plants growing under other vegetation. And legislation had been passed to prevent the use of kitchen appliances in other rooms. To enforce this law, most devices were permanently affixed to walls and counters. The bottom line was you couldn't take the coffee maker into the head to make a cup of the real thing.

Sam leaned against the counter. He was a broken man, whose existence had been reduced to nothing more than going to and from work each day. He was dejected, disillusioned, and distraught. Risk and adventure, the things that had kept him alive and excited in his youth, had been removed from life. In the year 2000, the only way a person could get some action was to rent a video from a video store and pop it in the video machine. To get a feeling for the old days, Sam



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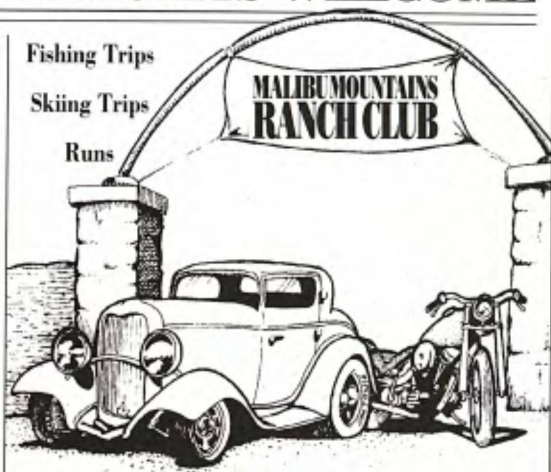
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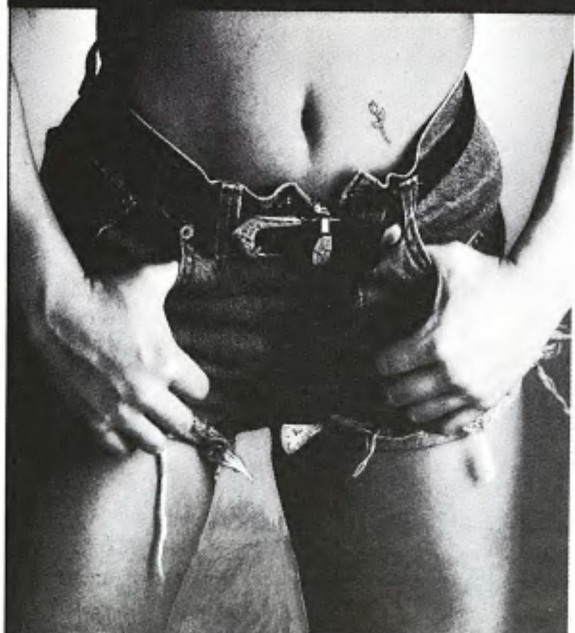
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could rent a "run" video. The only problem was that these tapes were severely edited by the FCC to remove any reference to illegal activities. There weren't any bar fight scenes, drugs, drinking, or wild sex—bad for the heart.

When Simul-Act had been developed it wasn't half bad, especially for the porno industry. Surround screens were installed in homes, following the surround sound theme. Playing one of these videos was, in some instances, better than being there. Sam remembered walking in on a friend who was standing in the center of his living room, dressed in full ski gear, as the slopes whooshed by on the screen. His buddy was acting out every motion of skiing down the hill. The weather was perfect, the snow was pristine, and his skiing abilities were refined. Sam laughed as he remembered his old riding buddy's reaction when he'd discovered Sam's presence. "Well, I sure as hell won't break a leg," he said.

Sam's fist slammed against the kitchen counter. He looked across the slick Formica to his encased bike. It dawned on him that he was also late for his mandatory exercise class. The President's Health program chairman had convinced Congress that if it was mandatory for children to take physical education classes, it should also be a required program for adults. So, two more amendments were added to the National Health Bill. The first required adults to attend two aerobic sessions a week and the other abolished salt in the diet. For a while, before the Health Enforcement Agency had closed all the salt plants and established helicopter patrols over all the salt mines, salt cost more per gram on the Black Market than cocaine.

Highly selective and sensitive sensors had been developed by the government to detect drugs in the →



"Don't hand me that bullshit!"

Choppershopper

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

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

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FAITHFUL ASIAN BEAUTIES: Complete names, addresses, descriptions. 100/\$5, 300/\$10, 500/\$15. John Abbott, 7954 Transit, 114EA, Williamsville, NY 14221.

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Adult toys, lotions, vibrators. \$5 for catalog. C. Atkinson, Box 3000-249, Chino, CA 91708.

Lonely women prisoners from across America need your correspondence! Send \$1 to Badgirls, 3003 N. Central #121-155, Phoenix, AZ 85012.

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

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

MEN! ATTRACT WOMEN! Arouse desires. Even if you're not good looking. Amaze your friends! Miracle "Pheromone" Spray. Guaranteed! Details: A10, #290-ER, 6278 North Federal Highway, Fort Lauderdale, FL 33308 or call Jane, (900) 860-9197, X4, \$3/minute.

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

BADDEST TATTOO DESIGNS on Earth! SASE for free sample sheet and information. Design Master Tattoo's, Box 785, Wichita Falls, TX 76307 (ER).

Simplified wiring diagram for electric starter set-up on alternator Big Twins. (Round relay.) \$5 M.O. to: Electro Eng., Box 1011, Norton, OH 44203.

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

GOLDEN STATE TATTOO ASSOCIATION: News-letter, certificate, supplies. Send SASE to 10742 A Street, Huntington Beach, CA 92647-6045.

We buy wrecked and basket case H-O motorcycles. Grumpy, (505) 865-5832. We do not ship overseas!

Baby Biker Denim puffed quilts with eagle emblem, \$80. Send check or money order to Michael Gafa, c/o Easyriders, Box 3000, Agoura Hills, CA 91301. Make checks/M.O. payable to Michael Gafa.

Popeye: I'm waiting here for you. I'll always & forever love you. Love Shanna.

BIKE WEEK #9: Oceanfront Timeshare, Daytona Beach; \$350. (904) 629-3080.

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

MADE IN STURGIS! Handcrafted Heavy leather tool bag. Straps to forks or back rest. \$45 plus \$5 S&H. Information available. R.P. Kimmel (ER), 1324 Shepherd, Sturgis, SD 57785-1820.

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Sparky: I need to have you in the wind with me forever. Will you marry me? Love Jimi, Alameda, CA.

Little Lor-Lor: Not much changes here. Dad having more back trouble. Operation possible. Happy Birthday wishes. Love Mom & Daddoo.

BIG TITS! Own official Bike Week, Daytona, Miss Leather & Lace poster, hand signed by hot, hot, hot star, \$10. Lace c/o Easyriders, Box 3000, Agoura Hills, CA 91301. Make check/M.O. payable to Lace.

BIKER FOOD: 25 recipes from soup to chili that'll fill your tank! Send SASE and \$4 to Leland Enterprises, Box 284, Bella Vista, CA 96008.

BLUE FLAMES ARE HOT! NOW BLUE FLAME sleeve prints on LICENSED HARLEY-DAVIDSON HOODED SWEATS and ZIP-UPS with our exclusive back logo. Coordinating accessories. ORANGE FLAMES also. Wide selection of LATEST HARLEY-DAVIDSON products. SATISFACTION GUARANTEED! For 1992, 40 page catalog, send \$3 (no stamps), \$5 for foreign (U.S. Funds) to LIFESTYLE ACCESSORIES, Box 792-ER, Bodega Bay, CA 94923.

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

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JIM MORRISON MUG SHOT POSTER!! ON 12/10/67 JIM WAS ARRESTED ON STAGE during a Doors concert for announcing that he was maced and beaten backstage because he was kissing a coed. Each poster is a reproduction of authentic mug shots from this bust. Size 18" x 24", \$8.95 plus \$2 postage or 4 for \$29.99 including postage. Send cash, check or M.O. to Michael Watron, Dept. EZ, 2000 Pine St., #10, Waukegan, IL 60087. Allow 30 days for delivery. **LAST CHANCE TO ORDER!**

Dog Butt Face: Happy 40th! Just keep your freckles moving. Love ya, Bubbie Smoltz.

Easyriders #1 - #167, Choppers, Big Bike, Street Chopper, 1970-1978. Best offer over \$1,000. (904) 244-4625.

NASTY-TEES Will Please! Tee-shirts of the lowest nature; \$15 ea. C.O.D. 304 E. 7th St., Delta, CO 81416.

Easyriders collection: #43 thru current issue. Best offer over \$250. Reply to Randy, Box 434, Tracy, CA 95378.

Portable greenhouse: Concentrates light, grows plants fast. **Tattoo Machine** build in minutes. Both low cost, easy construction, simple designs. Send \$5 each and SASE to Plans, Box 18411, Pittsburgh, PA 15236.

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

TAMI FETT STEVENS—Drew from Troy locked down, missing old friends. Michael Pear #06436-040 H, Box 1000, Sandstone, MN 55072, (906) 228-6533.

Who has Harley Christmas Plate #3 to sell? Please write Denis, Box 565, Albany, OR 97321.

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

Darlin': Just sittin' here on the park party bench. Cryink, Missink, Lovink, Hurtin' 'n' Searchin' for the love of my life. Speak to me Baby!

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

WIN 1992 XLH SPORTSTER 1200 BLACK WITH CHROME WHEELS. Drawing March 8, 1992. Bellair Plaza, Daytona Beach. Need not be present to win. Send \$1 donation per ticket to Serenity House of Volusia, Inc., 547 High St., Daytona Beach, FL 32114-2609. Not open to residents of NY.

AUTHENTIC, TEXAS, LONGHORN SKULLS. Write Skulls, 9 Matthew Lane, Los Lunas, NM 87031.

Sandy Jo: Happy 30th. You're not getting older, only better. No matter what becomes of us I'LL ALWAYS LOVE YOU. Duker.

Kathy Soliz of Colorado: Remember Larry "The Bandit Penpal" of Virginia? Call collect, (804) 384-6395.

EXPOSE YOURSELF! New Tattoo for '92? Protect yourself with our Painkilling gel & Preserve it with our Tattoo Defense Products. Send \$1 with SASE for order info. Tattoo Renew Products, Box 4102, Dept. ERJ, San Clemente, CA 92674.

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Easyriders #23, 24, 33, 34, 36, 38 to present. 11 binders all excellent condition. Best offer + shipping. Tramp, Box 1250, Indiantown, FL 34956.

UNITED STATES VETERANS M/C: Thank you to all the brothers who responded to our ad. A special thank you to all the brothers who took over as state representatives and made it possible to start chapters all over the country. To all the brothers out there that we may not have had the chance to answer and who are still interested in the club. Please accept our apologies and drop a line to: United States Veterans M/C, Box 1842, Owosso, MI 48867, and we'll set you up with the State Rep. P.S. Thanks to the VNV M/C for the warm welcome.

HELLO NEW ZEALAND: I'm looking for Lisa R. Richards to say I love you & please write. Robert Wager #88498, Box 636, Dorm 2-BL-7, West Liberty, KY 41472, USA.



home. The right to privacy as guaranteed through the Bill of Rights was blocking much of the needed enforcement, but it was easy for Congress to convince the public that the cocaine sensors were needed and wouldn't detect anything else. In no time they were installed in all new homes. But then marijuana sensors were passed, then alcohol, then nicotine, and finally salt. And, of course, the video monitors in kitchens were acceptable due to the high-risk machines in kitchens. Most people with kids fell right in line. If a youngster were about to do or eat anything harmful in the kitchen, these monitors would alert authorities immediately and alarms would sound throughout the house. These sensors virtually eliminated the need for baby sitters. Although the irony was that the cameras now babysat adults.

Just then the phone rang. Sam had barely said hello, when his bro Red said, "Sam, this is Red. I can't talk long—the phones. You wanna ride? Pack your piano and gear and have Starving Students #3, come to pick it up. Ask for Rick. Tell him you're moving to Las Vegas."

"But, wha...?" Sam attempted to interject.

"This is our last chance," Red said. "You won't be going back, Sam. It's a commitment to the old ways. I gotta go. It's either your life or theirs. You decide. Won't be no cake walk, though." He hung up.

Sam had heard about outlaws who had tried to hide and maintain the old lifestyle. The problem was twofold, though. The publicity against these renegades was unrelenting. They were portrayed as idiots who couldn't understand all the good this barrage of legislation was doing for them. I mean, who the hell would want to eat salt, if they knew that it might take 15 minutes off their life expectancy? The general public began to look down their noses at anyone who wouldn't conform. Autopsies were regularly performed on the recently deceased and families were shamed if nicotine, alcohol, or even a high fat content was found in a family member's blood. The costs were immediately thrust in people's faces. If he had lived two more days he could have made "X" amount, instead he died and cost "X" amount.

The other half of the problem was law enforcement. All these mandatory regulations, sensory devices, and monitors were making a very few very

rich. Enforcement agencies that were making significant gains in public burden reductions were realizing much higher government grants and budgets from the general fund. However, the national debt wasn't going down as these agencies promised and enforcement funds were skyrocketing. It was hard to move without being monitored in one way or another. A sick day was investigated. Vacations, which were almost unheard of and highly regulated, had to be approved through itinerary checks.

Sam opened his phone book and flipped through the yellow pages until he found "Starving Students Van and Storage #3."



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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.



DAYTONA BIKE WEEK 1992

All events will include daily barbecues and live music!

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 anti-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 "Fig 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 sale 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.

EASYRIDERS BIKE & TATTOO SHOW TOUR 1992

FEBRUARY 21, 22, 23— EASYRIDERS 4TH ANNUAL INVITATIONAL BIKE SHOW 1992

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.

MARCH 6, 7, 8— SOLANO COUNTY FAIRGROUNDS VALLEJO, CALIFORNIA

(Located where Hwy. 37 & 80 meet)

Come see the best custom bikes and tattoo work. Trade show, live music and fashion show on Friday & Saturday, daily door prizes. The Easyriders Truck will be in Daytona, but come by our EASYRIDERS BOOTH: IT WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRTS!

MARCH 20, 21, 22— JOHN RAY HARRISON CONVENTION CENTER PASADENA, TEXAS

(Hwy. 225 to red Bluff exit South to Fairmont Pkwy. left)

Want something to do that weekend? Well, we have the thing for you!

Come by and check out the best custom bikes and tattoo work. We will be having a trade show, daily door prizes, live music and fashion show on Friday & Saturday. THE EASYRIDERS TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRTS!

APRIL 10, 11, 12— ORANGE COUNTY FAIRGROUNDS MIDDLETOWN, NEW YORK

Our final stop for our Bike & Tattoo Tour so don't miss the chance to come by and check out the best custom bikes and tattoo work. We will have daily door prizes, trade show and live music along with a fashion show Friday & Saturday. THE EASYRIDERS TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRTS!

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Jan's Cycle Gaskets, for Harley-Davidson motorcycles. Available in kits or individually. Made in USA. Call or write for the distributor nearest you. Box 5790, Somerset, NJ 08875-5790, (908) 359-661, FAX: (908) 359-5665.

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VEE-TWIN CYCLE, 713 Diamond Lake Rd., Mundelein, IL 60060, (708) 566-4626. Port & Flow Heads, hardened seats, flow-bench testing. State of the art tooling & materials. Let our Drag Racing experience work for you! Call for price list.

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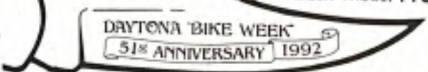
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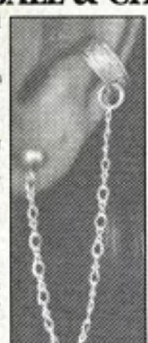
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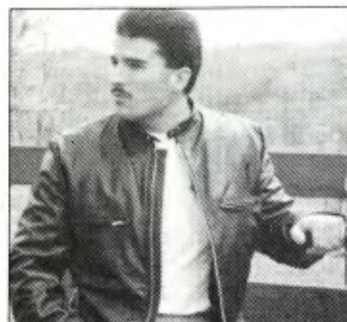
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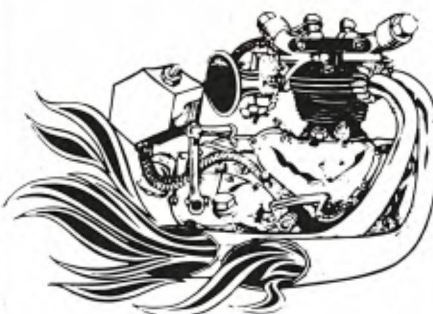
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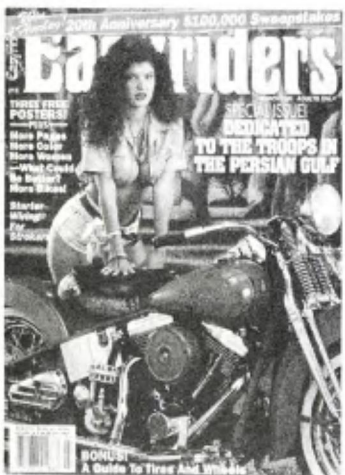
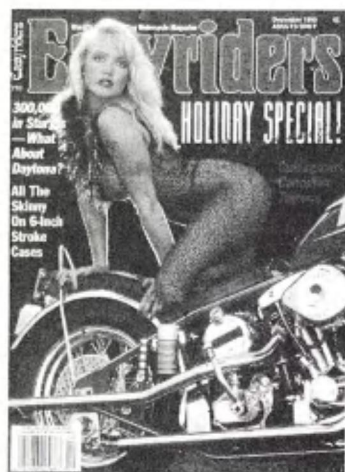
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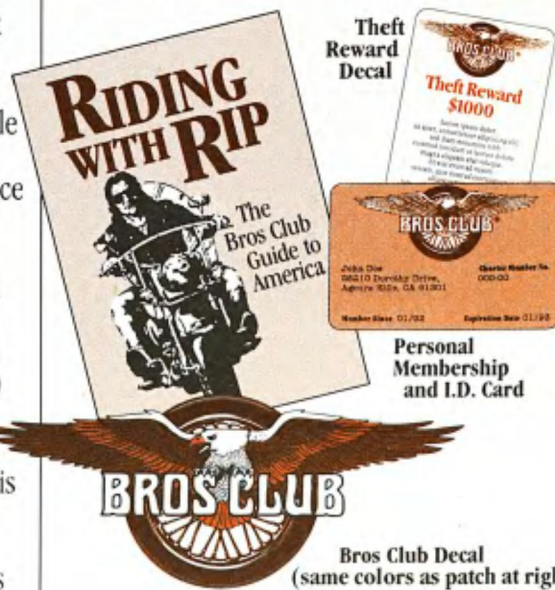
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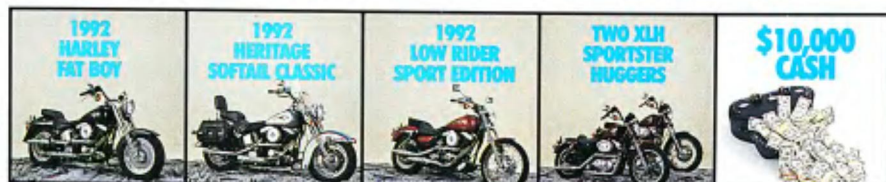
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8TH ANNUAL MUSTANG MEET

SO WHAT'S ALL THE
F U S S
OVER THIS PINT-SIZED
P U T T ?



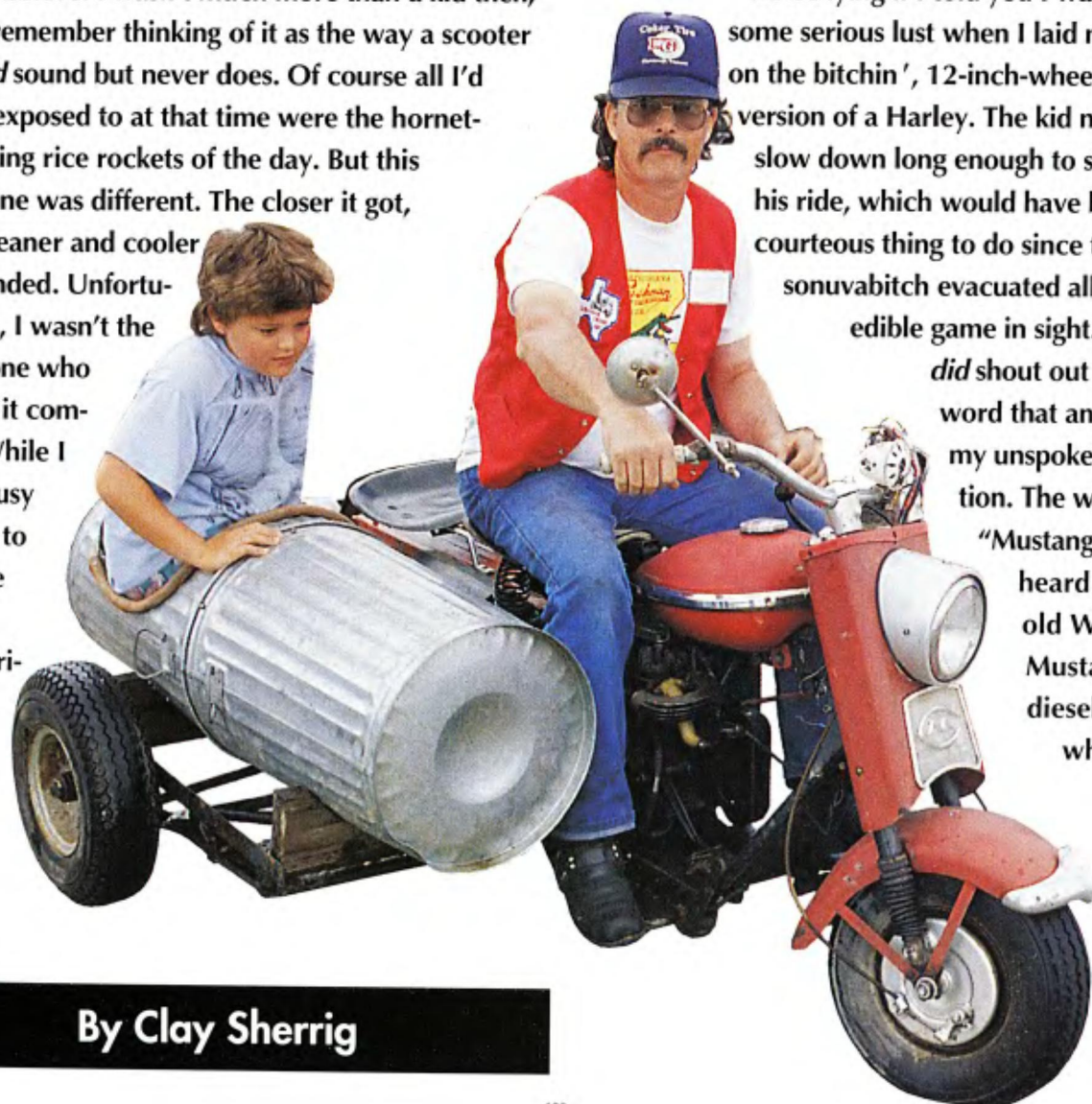
Finger firmly poised against the trigger, I knew in my gut the time had come and I had to make each shot count. It was the summer of '65 when I was standing in the middle of a field in Enumclaw, Washington, hunting pheasant; just me, my four-ten, and Babe, my trusty German Shorthair Pointer. Babe was true to the tradition of all great bird hounds when it came to pointing and flushing out quail or pheasant. But the ol' gal was a bit gun shy, so I had to make my first couple rounds count since Babe would most likely retire for the remainder of the day after she heard the initial blast.

So there we were, Babe with her paw back and tail up ready to charge, and me with my shotgun ready for supper. We knew we were on to something because it was getting awful quiet. Then, out of nowhere, I heard a noise unlike anything I'd heard before. I wasn't much more than a kid then, but I remember thinking of it as the way a scooter *should* sound but never does. Of course all I'd been exposed to at that time were the hornet-sounding rice rockets of the day. But this machine was different. The closer it got, the meaner and cooler it sounded. Unfortunately, I wasn't the only one who heard it coming. While I was busy trying to source the mysteri-

ous noise, the took off in direction.

Before I chance to get the loss of a saw something I will never forget—a kid about my age flying like a bat outta hell on an invisible putt. He must have been doing at least 70 on something so low to the ground you couldn't see it through the grass. I knew it was more than just another banzai burner. And it was going way too fast and sounding way too cool to be something like a Cushman scooter. I waved my gun in the air, hoping to catch the kid's attention. Sure enough, he came roaring my way. And I mean *roaring*!

I'd be lying if I told you I wasn't in some serious lust when I laid my eyes on the bitchin', 12-inch-wheel, rugrat's version of a Harley. The kid never did slow down long enough to show off his ride, which would have been the courteous thing to do since the sonuvabitch evacuated all the edible game in sight. But he *did* shout out one word that answered my unspoken question. The word was "Mustang." I'd heard of the old White Mustang diesel rigs and who hadn't



By Clay Sherrig

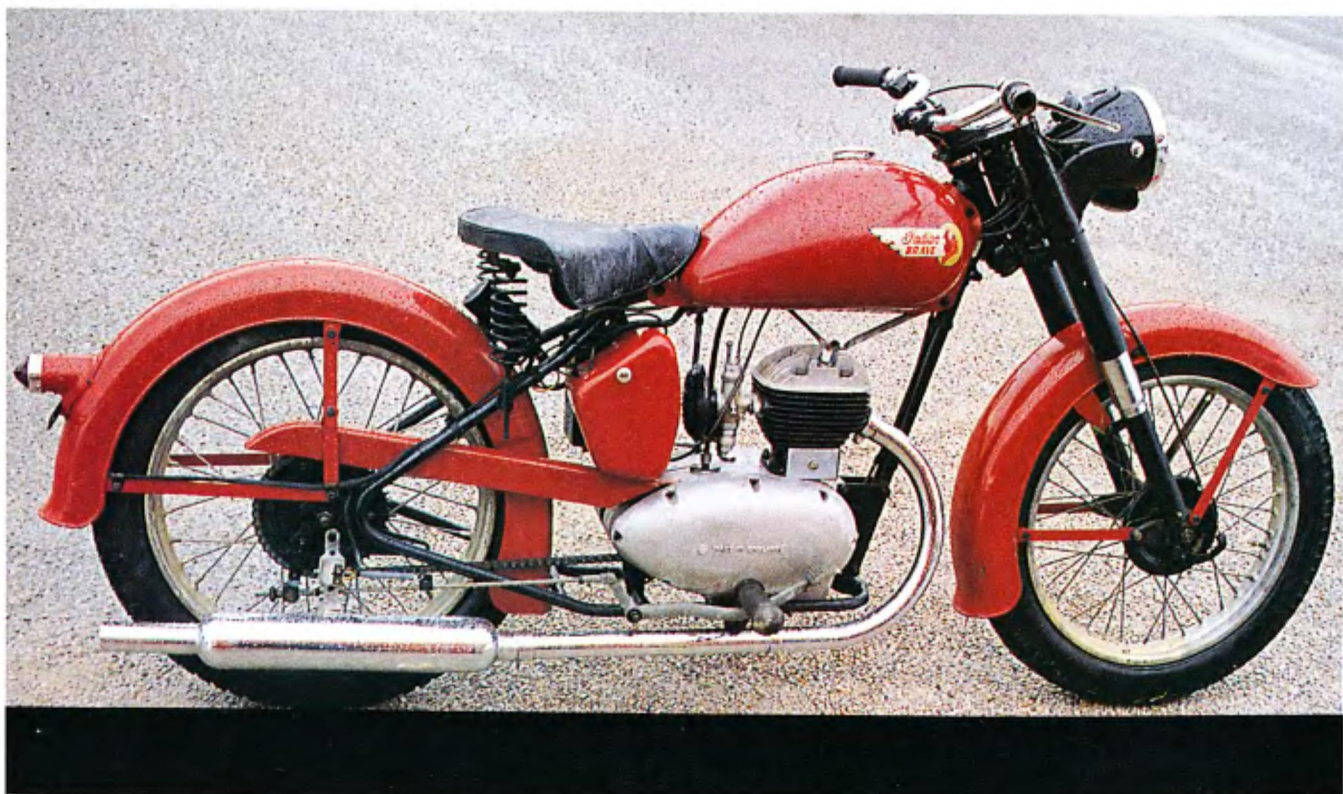
heard of Mustang rods. But a Mustang bike?

It wasn't until some years later that I got the real digs on the precocious little putt. Turns out they'd been manufactured since 1946 in Glendale, California. To my knowledge they were the first vehicle of any kind to be called "Mustang," and they were the first scooter to feature telescopic forks. They were intentionally designed to be runts for young kids who weren't allowed near a Harley or an Injun. They were most noted for their awesome acceleration due to their weight-to-horsepower ratio and a healthy cam curve. The standard scoots weighed in at about 215 pounds (dry), with a Gladden flathead 314cc engine bolstered by a 7/8 Amal carb. Because of their runt status they were wrongly classified with Cushman, Lambretta, and Vespa-type moped scooters. Those puppies were only topping out at about 50 mph, whereas stock Mustangs were known to do 70 plus. In fact, in 1950 the determined little 12-inch-wheel wonder hit a respectable 100 mph at the Bonneville Salt Flats.

The year I first saw one, 1965, was the last year



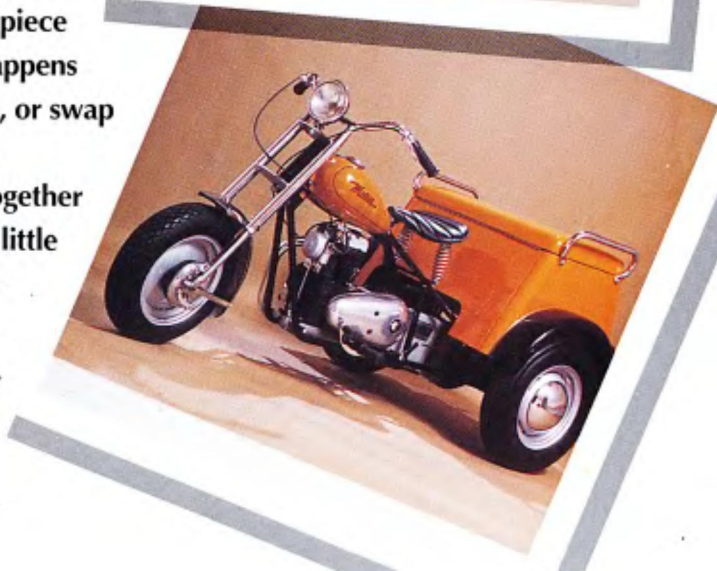
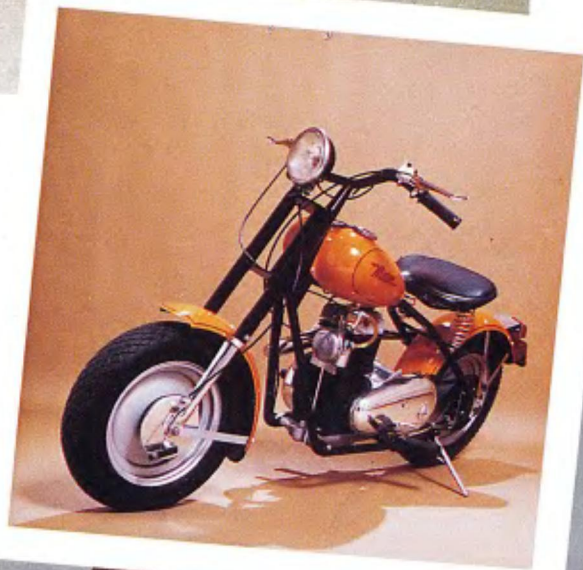
they were built. The mean little machine got lost somewhere between its maker's unfortunate corporate shuffle and a tidal wave of riceburners with their zillion-dollar ad campaigns. The American-made legends became damn near extinct; that is until some bros got together about eight years ago and formed the Mustang Motorcycle Club of America, now headed by Randolph Garner. At their Eighth Annual National Meet this past June in Cleburne, Texas, they had 40 Mustangs on display. My personal favorites were the Thoroughbred models first introduced in 1960. They have a swingarm rear suspension, two-way adjustable shock absorbers, and a good 2- or 3-inch longer saddle and frame, giving it a sleeker look.





The Mustang Motorcycle Club has some 300-plus members now, and I'd say there were at least 75 of them chowing down the night before the Meet at their president's house in Cleburne. The stories that night of the legendary putt and all the asses it kicked in and out of its league, carried through the rest of the Meet. Because of the Mustang awareness generated by these bros, parts are now being reproduced similar to H-D or Indian. As our good friend Mustang Jack will tell you, due to the network established through the Mustang MC and its annual meet, the days of not being able to get your hands on some NOS, or having to pay as much as \$100 for a pint-sized piece of rubber are over. And if you're a club member who happens to be hunting for a particular part or looking to buy, sell, or swap bikes, you can run your ad free in the club's newsletter.

But the best thing about the club and its annual get together is that you'll see the bikes in person, without having the little bastards whiz by you in the middle of a field. And if you happen to have a kid determined to be a scooter tramp like his old man, the Mustang MC's not a bad way to go. Hell, even if you don't have a kid, it's not a bad way to go. For more info, write: Mustang Motorcycle Club, c/o Alan Wenzer, 530 S. Industrial Blvd., Dallas, TX 75207.



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TALKIN' TECH



How many times have you sat in your garage, teeterin' on an old milk crate and scratchin' your head over how to do this or that? Well, by all the flywheels that turn, 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.

Fouled Out

□ I have an '81 shovelhead, 4-3/4 stroke, with an S&S carb, 485 A Sifton cam and solids. I changed over to points instead of electronic ignition. Now I can't run plugs for more than 100 miles without fouling. I'm running a resistor-type at .032 gap and an Accel Super Coil. Should I open up the gap more? I'm running a 70 main jet. I checked the valves and timing.

Steve Lakatos
Akron, Ohio

■ Sounds like a weak condenser. Also, resistor plugs and wires are not required with points-type ignitions. Check the float level and idle mixture screw for the proper settings.

Engraved

□ In the August 1991 issue of *Easyriders*, the green FXRS in the pullout spread, wrenched together by Jeff Fox, has an engraved instrument housing and tank trim panel which I think are fucking tits. Where can I get a set?

Dave Klug
464 Stuckbridge Ave.
Buffalo, NY 14215

■ Check with: Sumax: Box E, Clinton St., Clark Mills, NY 13321. Call (315) 853-5623 for tech information or (800) 654-5546 to place an order. Or call Dave Perewitz at Cycle Fab: (508) 586-2511.

Safe Sex On The Road

□ I got caught in a jam and a fucking Trojan rubber saved my ass. I was puttin' down the road when I noticed my front master cylinder was leaking brake fluid. When I pulled over and removed the cylinder cap, I noticed the gasket had a small tear in it, allowing the oil to escape and come out the pin

hole on the cylinder cover.

I knew that if I didn't get the fucker fixed soon, the use of my brakes was going to diminish. The closest thing that I had to a 1 x 2-inch plastic thin gasket was a rubber I had in my wallet. I got rid of the old gasket, laid the rubber on top of the cylinder, screwed the top back on the cylinder, and trimmed away the remaining ends with my pocket knife.

Sure enough, that rubber kept the oil from coming out of the pin hole. I had no loss of brake power and it got my ass home safely.

El Tone
Brownsville, Texas

Right Shifting Sportster

□ I've got a 1971 XLH Sportster frame (the last year for the stock, right-side shift) and a 1976, 1000cc Sportster engine. My problem is this: My frame won't accept the linkage for the left-side shift.

Is there anyone out there who manufactures an extension that will slip over the existing shifting shaft? I'd like to keep the shifting lever on the right.

J.D. Waldorf
Macomb, Ill.

■ 1974 was the last year for the right-side shifter. In 1975-76, a modified brake shaft and arm were used to operate a flat strap link hooked to the shifter shaft inside the sprocket cover. The rear brake was operated by a cable that was hooked to a pedal mounted on a stud on the side of the sprocket cover.

Your 1976 engine has the shifter on the right side. All you have to do is transplant 1974 and earlier shifter parts into your case. This will require transmission removal to get at the shifter shaft assembly.

Sportster Punch

□ I ride a 1989, 1200 Sportster. My question is: What can a person do to the engine to increase the performance without losing the dependability?

Chops Harris
Vernon, Texas

■ Andrews makes a couple of good cam sets that will help put some extra pep in your engine. Carb and exhaust work will also make the package complete.

Mounting Shotguns On A Swingarm

Your first step is to go to your favorite Harley shop and pick up part number 65514-58. It's a chromed front exhaust clamp and it will run you about \$7. Then pick up two exhaust gaskets (if you need them). If you have an early kickarm (the straight one), buy an

Eagle Iron Kickarm (part #33057-72T). It has an "S" shape and will clear the rear pipe. The early style will ruin that new pipe. Later model two-piece arms will clear it.

The front pipe mounts up easily, but the rear pipe is a bitch. Pull the old one off. Remove the kickarm. On a stock, sidemount battery, remove the battery and starter relay. Unbolt the battery tray and remove the rear upper rubbermount. The exhaust clamp is then put in between the frame and this mount, with the bend facing up. Replace the mounting rubber battery tray and starter relay. Mount the new rear pipe and tighten it up. The kickarm is next and then reinstall the battery.

The rear footpeg may be hard to use, so either get a heat shield or relocate them to the top shock mounts. That should do it.

—Ron Charvat
Cicero, Ill.

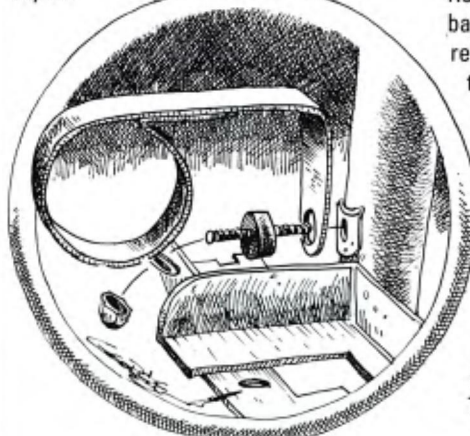
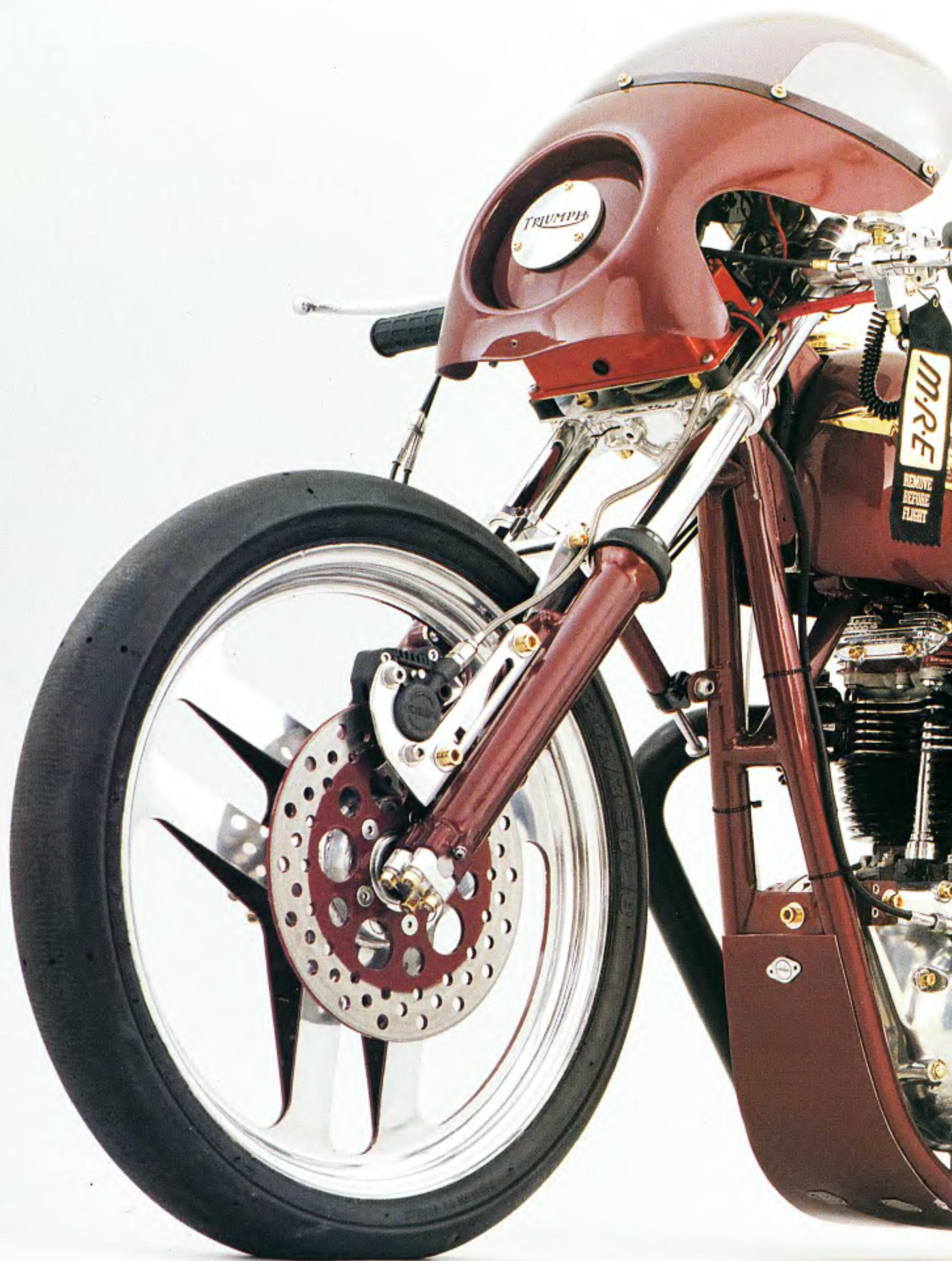
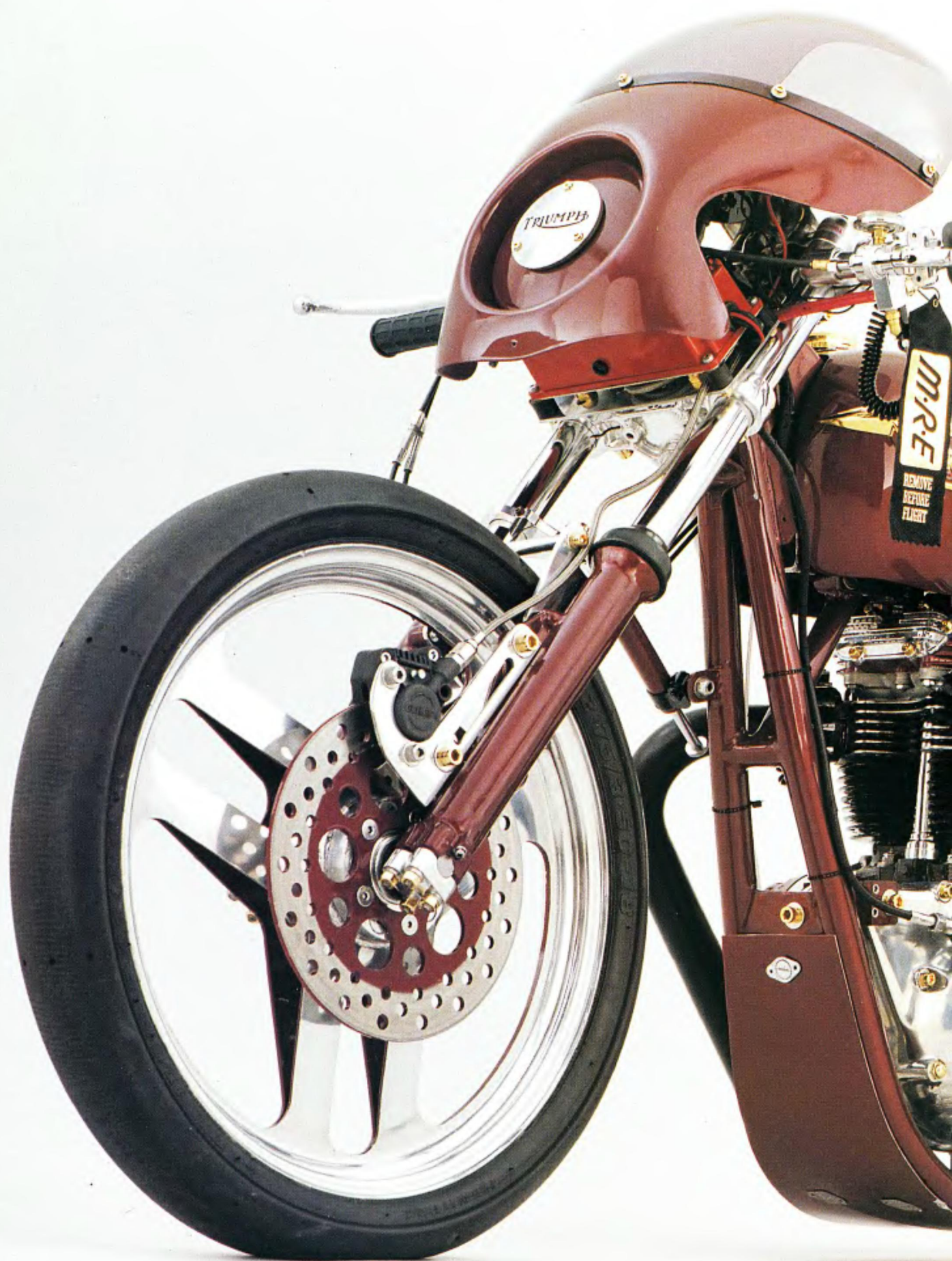
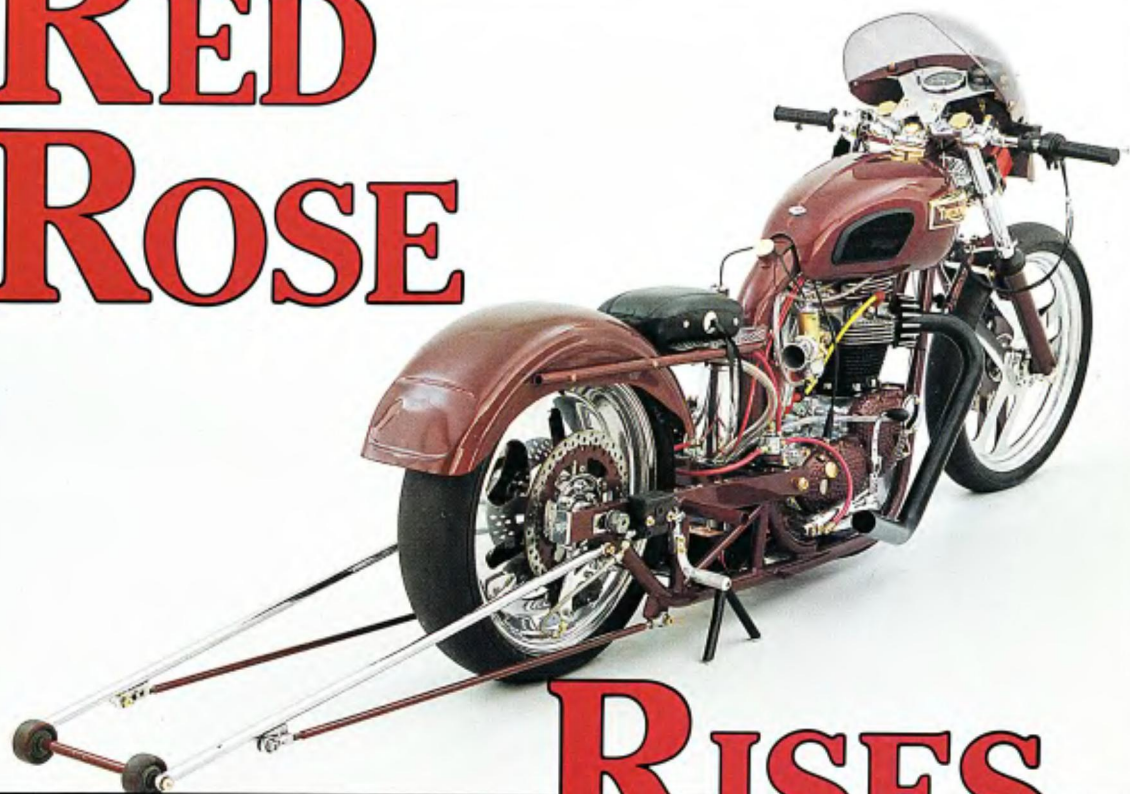


Illustration by George DiLucca





RED ROSE



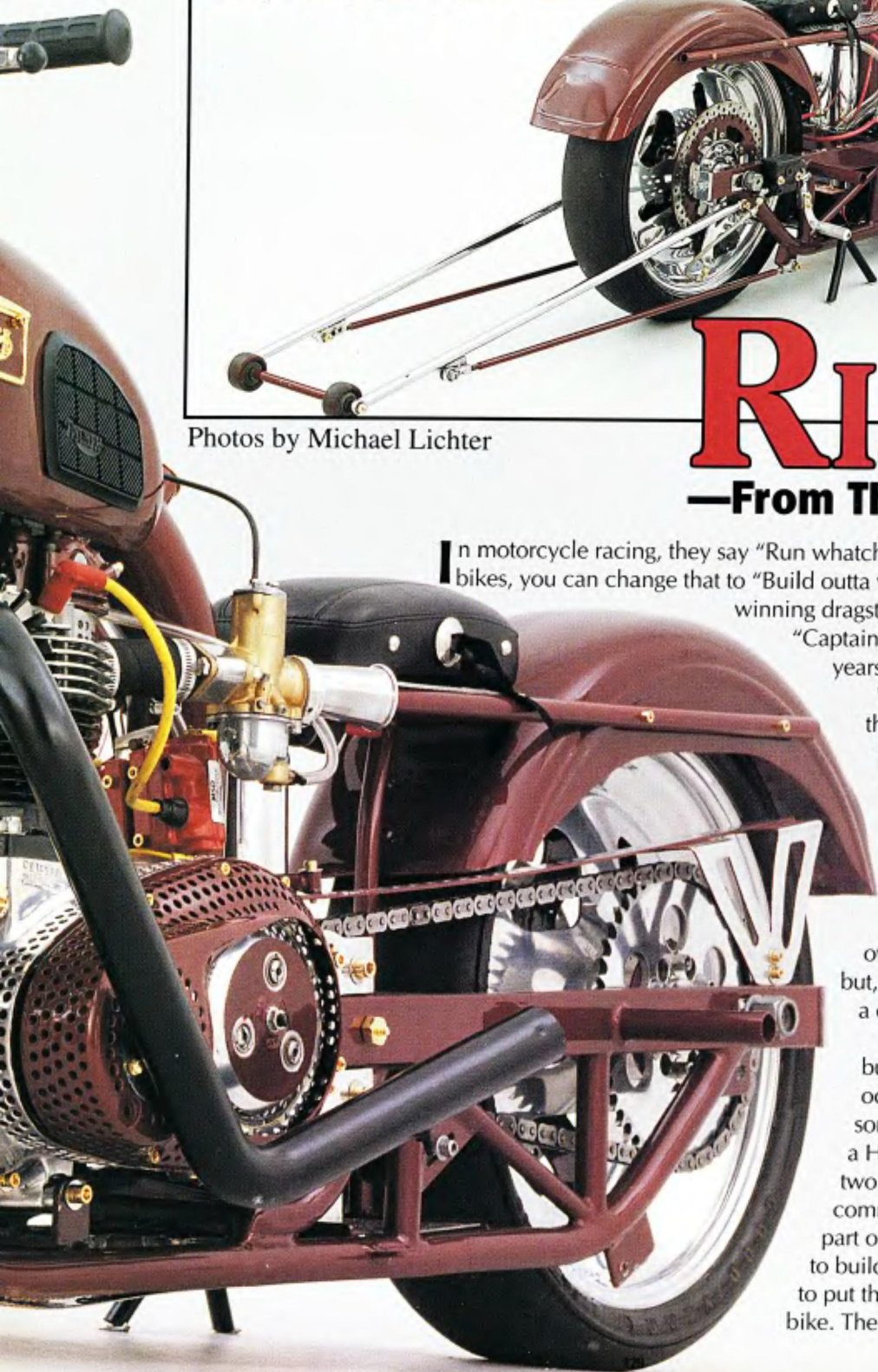
Photos by Michael Lichter

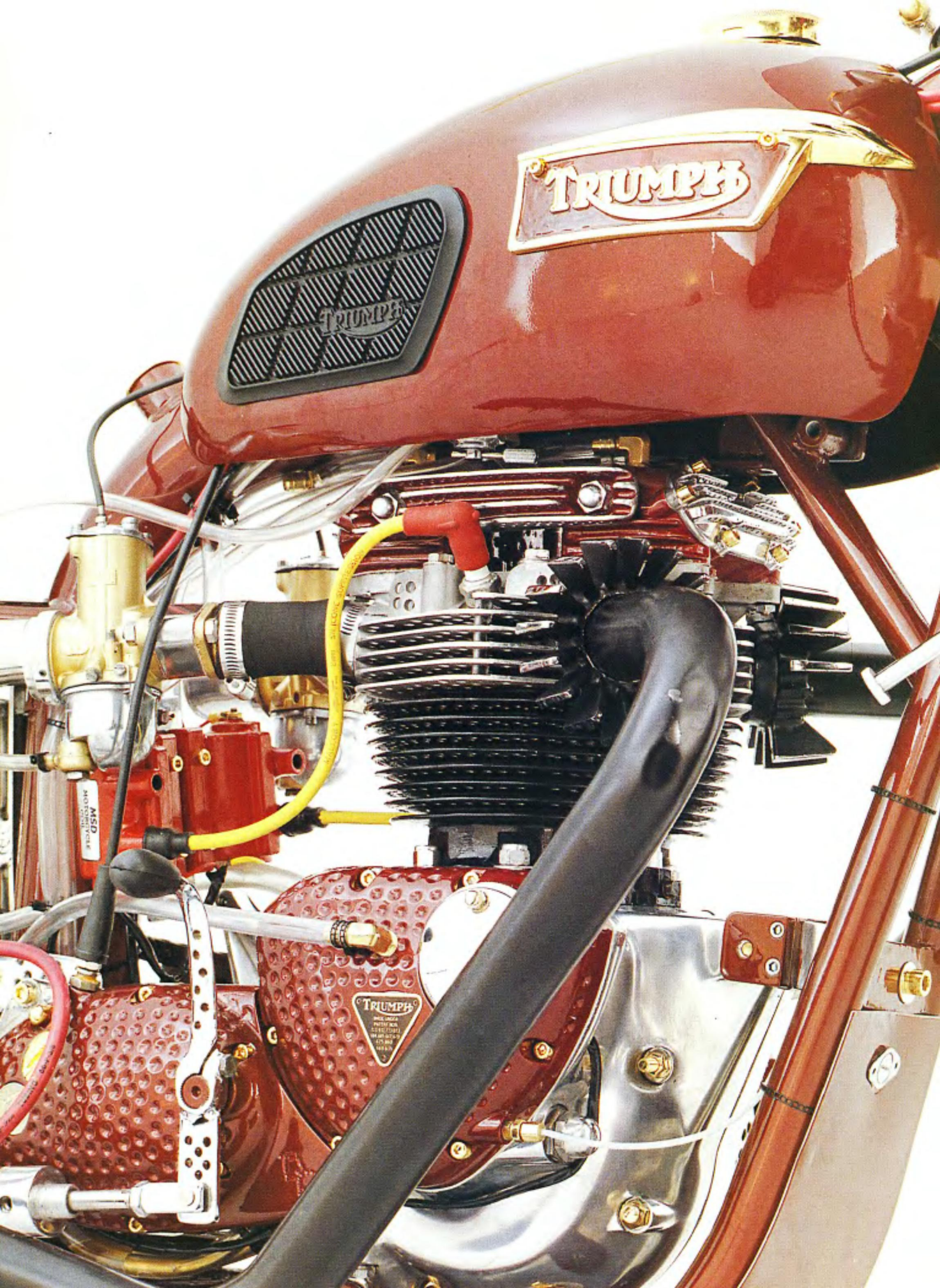
RISES —From The Junk Box

In motorcycle racing, they say "Run whatcha brung." In building racing bikes, you can change that to "Build outta whatcha got"—like this prize-winning dragster that came out of the parts Gary "Captain" Randell collected over 20-odd years of riding, mostly on Brit bikes.

We say "prize winning" because this piece of mechanical jewelry won a trip to Germany, courtesy of the famous Wolfgang, the promoter who sponsors Big Daddy Rat's Daytona winners to the big show in Essen. 'Course, Captain and his bro, Buz, had to mix a lot of their own ingenuity in with the parts—but, hey, check it out: they had quite a collection of that, too.

Buz, who builds metal frame buildings when he's not otherwise occupied inking flash on somebody's backside, began racing a Harley-Davidson dragster about two years ago, and Captain, a commercial electrician, went along as part of the pit crew. Buz got ambitious to build a Harley fueler, so they decided to put the Triumph together for a tow bike. The project sort of got to be fun, so







the fueler is still a basket case and the Trumpet is running 11-second quarters (on 825cc).

"We're aiming for ten-fifty," says Captain, "but we keep blowing transmissions. We've either got to dial in the air shifter better, or make our own gears."

The Triumph legend says the frames from the mid-'60s handle better than the later ones, but Captain says the Nortons handle better than any of them, and he chose the '71 frame so he wouldn't have to find a place for an oil tank. The forks, with aluminum trees, come from an off-road bike Triumph worked up way back when they were involved with the Cerriani people in Italy.

Wes Scott, of Wes Scott Cycles, the British specialist in Fort Lauderdale, Florida, gave the engine a Sonny Roult big bore kit with pistons from Wesco, 40mm exhaust valves, and

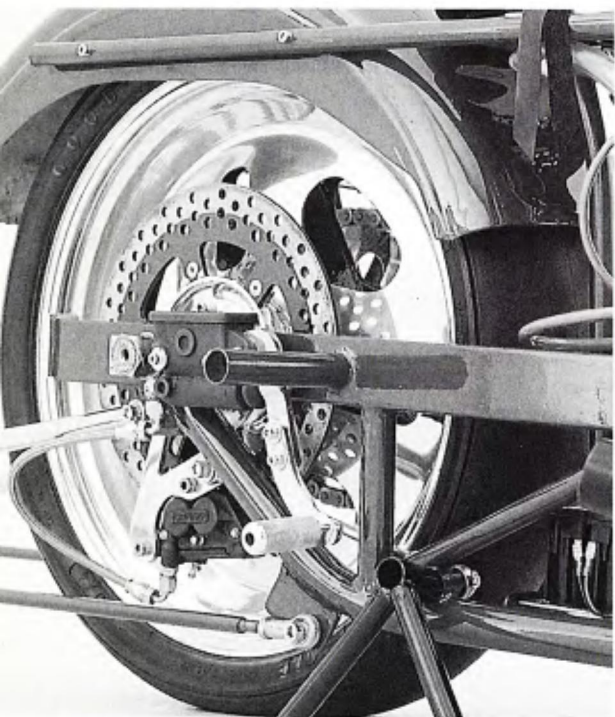


lightened the lifters and connecting rods. Captain and Buz drilled the timing gears and clutch covers to lighten them, too, and repeated the "holes" theme on the other side with dimpling. Very neat, inside and out.

Study the reverse strut welded to the lower frame. The usual way to take the "swing" out of the swingarm is to run a solid member upward to

the seat post. Captain and Buz do it from the opposite direction, taking the reverse torque downward to the frame via the member that angles up to the rear axle.

Fine work, of course, calls for fine finishing. Captain and Buz mixed up their own shade of acrylic burgundy, gave the cylinders a coating of matte black, and polished every piece of



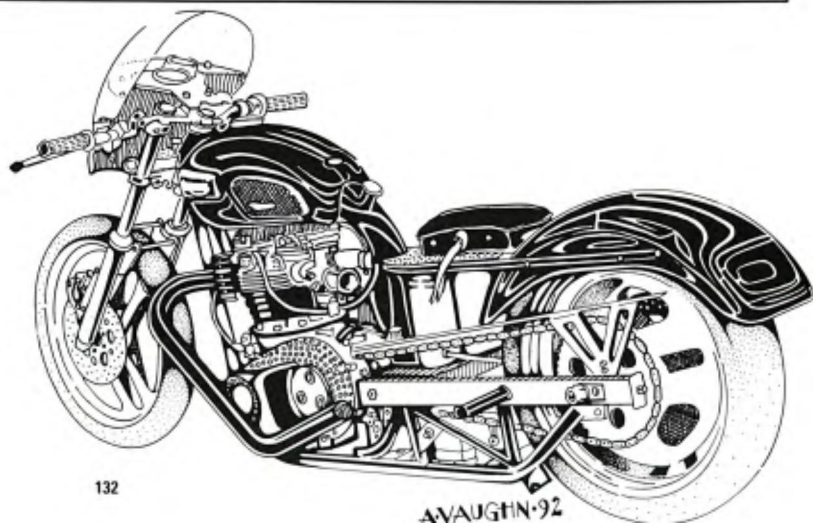
aluminum that showed.

But they still needed some kind of accent. How about gold, the real 24 carat stuff, on fasteners and the name plate? So that's what they did. "To military specifications," says the Captain. Yes, sir!

So the Trump's on its way to Essen, its intake valves also opened up, and its 32mm Amals replaced by 38mm Dell 'Ortos since these flicks were taken. Soon as it comes home, Captain and Buz will get back to work work on the tranny—and that 10.50 quarter.

—Maestro

Owner(s): Gary Randell		City: Fort Lauderdale, Florida	
General		Frame	
Fabrication by: Captain and Buz		Year: 1972	
Year and make: 1971 Triumph		Builder: Buz	
Model: Bonneville		Type: drag racer	
Value: \$20,000		Rake: lots	
Assembled by: Captain and Buz		Stretch: lots	
Time: two years		Other alterations: reverse strut stiffener	
Chroming by: gold plating by Elite Plating		Accessories	
Engine		Bars: Tommaselli clip-ons	
Year: 1971		Risers: none	
Model: T120		Fenders: fiber glass, Buz	
Rebuilder: Wes Scott, Captain and Buz		Headlight: none	
Ignition: Lucas/MSD		Taillight: none	
Displacement: 825cc		Speedo: none	
Lower end: modified Triumph 650		Front pegs: none	
Balancing: yes		Rear pegs: 1-inch	
Pistons: Wesco		Electrics: total loss	
Cases: modified		Gas tank: Buz	
Heads: dual plugs, 40mm exhaust valves		Oil tank: in frame	
Cam: Mega Cycle		Oil system: Morgo, Captain and Buz	
Lifters: stock, lightened		Primary cover: Captain and Buz	
Carb(s): Amals, 32mm		Seat: Captain and Buz	
Air cleaner: none		Sissybar: none	
Pipes: Captain and Buz		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: none		Type: telescopic, off-road	
Year: 1971		Extension: stock	
Shifting: air shifter		Builder: Triumph-Ceriani	
Engine sprocket: belt		Special features: modified by Captain Buz	
Trans sprocket: 19-tooth		Wheels	
Wheel sprocket: 48-tooth		Front	Rear
Painting		Size: 18-inch	Size: 18-inch
Molding: none		Hub: Mitchell	Hub: Mitchell
Painter: Buz		Rim width: 2.5-inch	Rim width: 4.5-inch
Color: one-off custom maroon		Tire: Dunlop	Tire: Goodyear
Type: acrylic		Brake: Grimeca	Brake: Grimeca
Special paint: pearlescent			
Other special modifications: gold-plated fasteners, nameplate.			



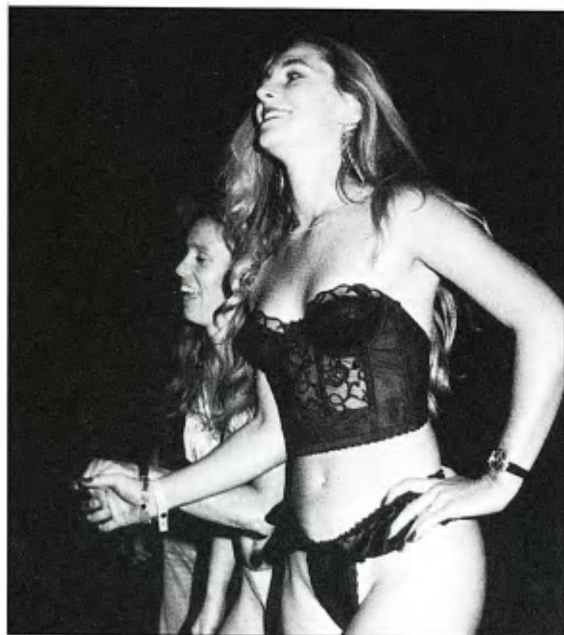
COMIN' AT YA



▼ IN THE WIND

We're not just blowin' wind, this issue is bubblin' over with the best our lifestyle has to offer. Grab a cold one, 'cause once you see sexy Cindy suds it up for our lenses and Fast Phil's pan, you'll need something to quench ya. If it's action

you're craving, we'll be serving up the best shots of our '91 *Easyriders* Rodeo tour. While the winter's keeping you in, enjoy your photos of summer runs, barely-dressed babes, rides, and scooter crafts. *On sale February 11*



▲ BIKER

This issue of *Biker* brings you kick-ass events like the Memphis Prison Bike Show, the 16th Annual Labor Day Rally in Kansas, Harley mud racing in N.Y., All-Harley Drags in New Hampshire, and much more. We'll give ya five bike features, news that concerns ya, bodacious babes, and not-to-be-missed sleazy advice from everyone's favorite Mutha. *On sale now*

◀ Easyriders

One helluvan issue is on the horizon. 1991 was the best year yet for our Rodeo tour and this will be the wrap-up issue with a taste of what next year's season will be like. Other highlights include a feature on one of the staff member's antiques—a 1931 VL—and an article that shatters the public burden theory. We've also got a beach-side bash in the Florida Keys, Fox Hunt winner, Sandra, and Steven Allen Coe's ride. Don't miss it. *On sale February 27*



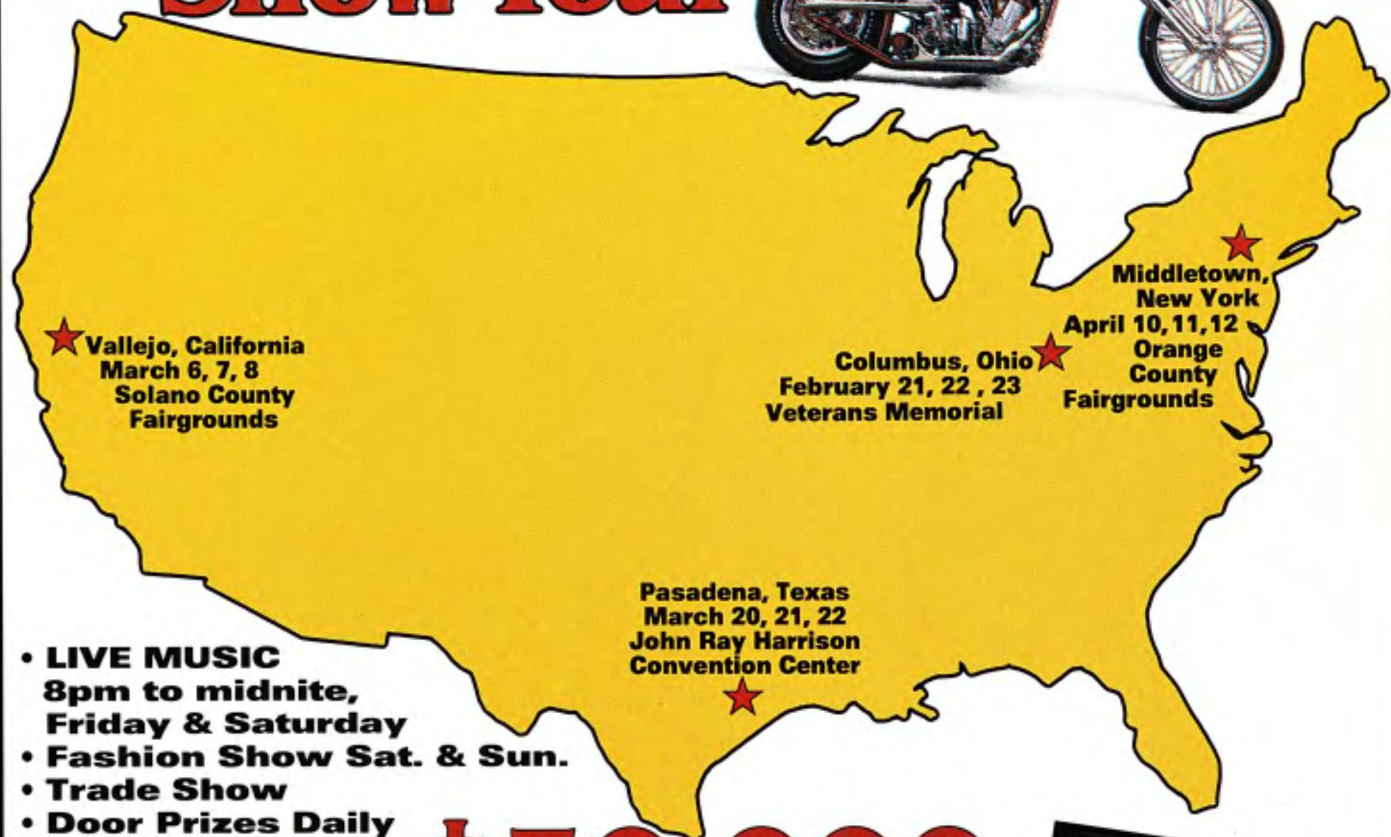
▲ TATTOO

Tattoos are external expressions of internal dreams, fantasies, thoughts, and desires. For centuries, people have decorated their bodies with what is the most personal form of expression. Today tats are more popular than ever and are popping up everywhere from fashion ads to rock videos. Don't settle for just a tease, check out the best—*Tattoo*. *On sale February 6.*

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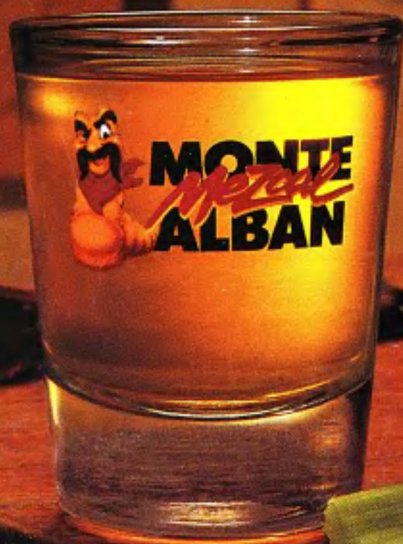
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