

Easyriders

**THE LATEST OF
THE GREATEST**

**Drag Racing
Season Results**

Raking An FXR

**WINA
HARLEY!**
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**Paradise
Party In The
Florida Keys**

**Easyriders
Rodeo Wrap-up**

**Fixin'
Spongy
Brakes**



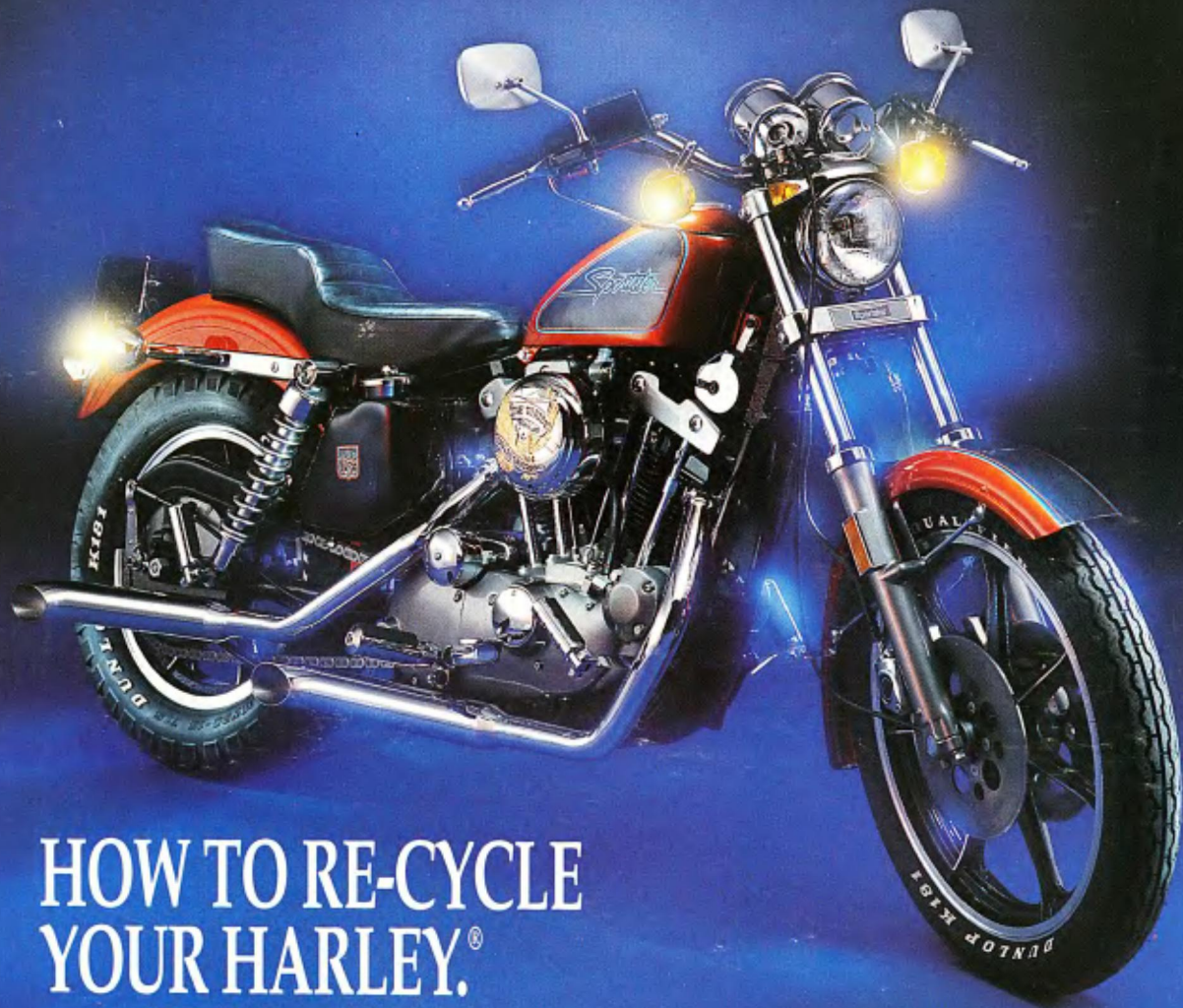
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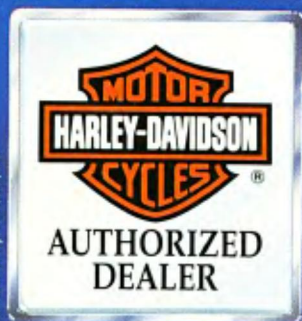
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Easyriders

MAGAZINE

NUMBER 226 ENTERTAINMENT FOR ADULT BIKERS APRIL 1992

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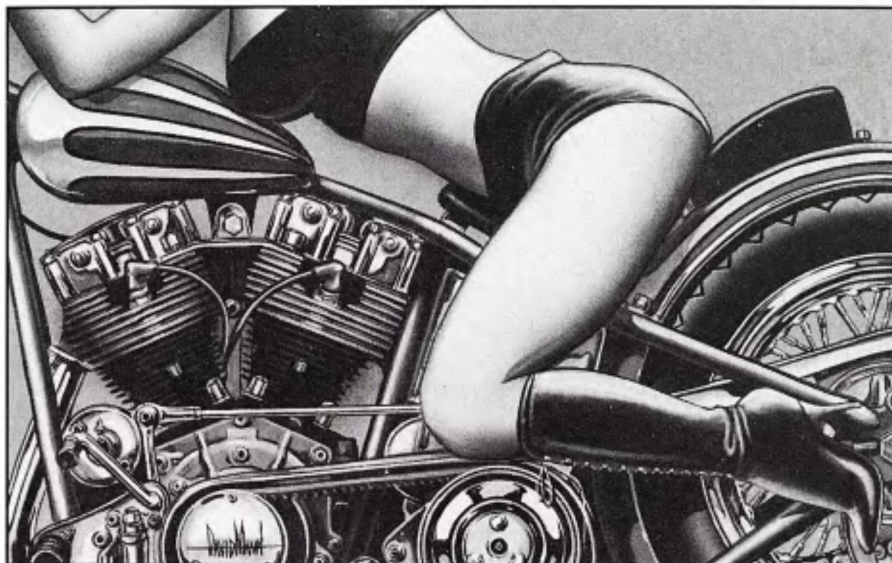
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The next liver-quiverin' issue of this magazine goes on sale March 26.

Cover photo of K.C. Williams with Bandit's 1931 VL was shot by Raiko Hartman. Make up and hairstyling was by Teri Groves.



The
Audit
Bureau

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They covered the guy with a sheet right where he died—on the 16th green on a golf course. And the body stayed there two hours while friends and neighbors played on. Shit, can't hold up the game. What dedication!

At least 92 restaurants in China were shut down after they were found by government inspectors to be inserting opium seeds and pods into their dishes to addict customers to their food. Officials became suspicious when they saw long lines of people waiting to get into some restaurants while neighboring restaurants were empty.

Now here's a pretty slick dude. He was in jail waiting for extradition to Alaska, so he went to the pay phone and called the jail he was in. He pretended to be an Alaskan official and said it was not worth the expense to return him to Alaska and they should let him go. The bright jailers released him.

Here's the dipshit of the month: He was curious so he dropped into the local police station to inquire whether there were any outstanding warrants for his arrest. There were, so now he's on the inside looking out.

As hard as it is to believe, Japan seems to have its shit together in their attitudes about sexual harassment. Company bosses and news reporters, both usually male, treat sexual harassment "as a form of scandal or joke, rather than a serious problem of human rights." Sociologists and opinion surveys say millions of unwilling working women in Japan still face what they call "light touching" by bosses and male office-mates, and that bosses freely comment on everything from their boyfriends to their underwear. The rare women who report more serious cases, such as demands for sex coupled with threats against their jobs, are more often penalized as trouble-makers than are their bosses for harassment. I hate to say it but maybe we can learn something from the Japanese after all, other than how to turn out cheap motorcycle shit.

A researcher just came out with a new sex report on some facts we all know. So, for whatever reason, I'm filling you in on the facts. Women say it's over too fast. They feel used. There is no romance, no afterglow. Men say women have too many excuses for not having sex, and it makes them think it's okay to do it with someone else. One-third of all married Americans cheat on their spouses. The average affair lasts almost a year and 72 percent of the cheaters don't plan to stop. (Yeah, yeah, yeah.)

Only in Russia! I just received a report that there is a curfew for pigs and cows in Russia. Pigs and cows have to be off the street by dusk. I don't know what in hell caused this curfew. Maybe the men tried to molest the pigs because they looked like their ol' ladies. As for the cows, I just don't know.

I don't know any guys who fit this doctor's theory about men. This doctor came out with a

report stating that sex-hungry women scare men. "That feeling can rapidly lead to anxiety or fear—and a loss of arousal." They must be talking about teenagers, because the men I know want sex-hungry women who are active in bed. More!More!More!

Your ol' lady may be glad to hear about this, but what about us dudes? According to a recent research report, doctors seem to respond with greater concern to photos of attractive patients who look like they are in pain than to unattractive patients. Shit. What about us uglies?!

I just heard that a male student got a ticket. For what? Take a guess. You won't believe it. He got a ticket for farting in public. The chick I used to go with always did that in public, so what's wrong? He did it outdoors. Whatdafuck.

A 5-foot cobra slithered across a golf course when all of a sudden a golf cart ran over it and the snake seemed to croak. A nearby golfer saw the accident, went up to the cobra and thought he needed mouth-to-mouth resuscitation. He picked up the snake and started in on it. "I picked him up, put my mouth over his mouth, and began to blow with all my might. I wasn't getting much reaction so I massaged his heart a little and kept on blowing." Pretty soon the snake recovered and apparently didn't like the guy's breath. He opened his eyes and bit the shit out of him, which sent him (not the snake) to the hospital. The guy said he really cares for snakes and if he had to do it all over again, he would.

I've known a lot of weird guys in my life. But the only guy I ever knew who could do this was a guy named Goono (that should tell you something). He would light a match, pull down his pants, and fart into the lit match—and he looked like a jet airplane taking off. Now here's a guy doing the same thing, but this guy has burned out 50 to 75 pairs of pants a year. But he made the mistake of not pulling down his pants and shorts. Some guys will do anything for attention.

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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WORDMONGER

Vietnam Run

□ This is to all of you big, bad, Vietnam veterans who are die-hard Harley riders. Are you getting bored with the same old runs year after year? Yeah, I'm tired of riding to Daytona, Sturgis, the Redwood Run, Rolling Thunder, etc. How about a real ride, one that has never been attempted before? Are you ready for a challenge? Check your balls! Ride 'Nam!

In October of 1992, 20 Harley riders will run from Hanoi to Saigon down Route One along the coast of the South China Sea in Vietnam. Ride for 10 days with stops for sightseeing in Hue, Da Nang, Nha Trang, Vung Tau, and Saigon.

I have been invited by the Saigon Harley Club to put together this trip. The Saigon Harley Club has about 60 members with only four to seven Harleys, depending on how many will run on any given day. They want us to bring 20 bikes and leave them in Saigon for sale to build up their club.

If you're interested, please contact Fredy Champagne at (707) 923-3658.

Fredy Champagne
Garberville, Calif.

A Small Complaint

□ Nice rag you print every month, but just one small complaint. Not everyone who rides puts an FL, FLH, FLST, FXR, etc.

Some of us ride XL and XLH H-D motorcycles, a fact you seem to have overlooked in your past few issues. How about acknowledging the other type of Harley every once in a while to keep it interesting?

Besides, I'd like to see any FL, FLH, FLST, FXR, etc., keep up with my XLH on the highway or in the turns.

Richard Lewis
Wilton Junction, Iowa

Bad Idea

□ I think Jeff's idea of all of us parking our scooters for a year sucks way bad!

I can't think of a single brother or sister who would even consider it for a second.

I do have an idea of my own, and it came to me last summer while I was spending a night in jail for not wearing a helmet. The same state trooper busted me twice for not wearing a helmet, while I had on a WWII German helmet.

I spent the night in jail for both \$47 tickets. A helmet ticket is not even considered a moving violation in Texas, which means it doesn't raise your insurance or go on your driving record.

It was worth it to hear those guys snivel and cry about how much money it was costing the state to feed and house me on those

two helmet tickets.

I still wear my helmet of choice, and every time I see that same trooper, either he doesn't see me or maybe someone told him to drop it. I don't know.

But back to my idea. What if we picked a day or even a week to ride without helmets on a statewide or national basis, knowing we were going to get a citation and knowing we were going to make the state pay for it.

My buddies at the county lockup told me it costs about \$200 a night to put me up. If we get any kind of substantial support for this, we're talking big bucks, the kind that would get this bullshit law in the headlines and on the evening news where it belongs anytime our government tries to take our rightful freedom from us!

Troy Bryan Odom
McQueeney, Texas

Loves His Sportster

□ I want to comment on the letter from Cline that appeared in the January 1992 issue (#223). He wanted to know why guys on Hogs would laugh at a Sportster.

Well, I own a '90 Deluxe Sportster and love it. I bought it for city driving and back and forth to work—and in Long Beach, California, that means traffic. My bike is the slimmest Harley and it is great for cutting through city traffic.

If anyone on any bike laughs at me, I laugh back as I cut through the gridlock and blast out front in the clear. They can laugh all they want to, but they're laughing back in the pack with all the Nissans and Toyotas!

Tom Norton
Long Beach, Calif.

Rodeo Fan

□ Just got back from the *Easyriders* Rodeo Grand Nationals.

That's the first one I've attended. And all I can say is fanfuckingtastic! I had a great time, what I can remember of it, that is (I bought stock in Budweiser).

Raisin pie to all the staff who helped put it on! Ride free! Party hard!

Craig Johnson
Camp Pendleton, Calif.

Toy Search

□ I need some help locating a toy for my son. It's a remote-controlled Harley. I've searched for months with no luck. Hopefully, some of the bros or sisters out there can help me locate it.

Richard Winters
Box 900
Portage, WI 53901

Word of Thanks

□ The Memorial Staff and our Board of Directors wish to thank you for publishing the article entitled "Angel Fire, A Place Where Memorial Day Reflection Can't Be Avoided" by Clean Dean in the October 1991 issue.

The article has generated visits and contributions from your readers which we greatly appreciate. Your readers are always welcome to visit and attend our Memorial activities.

Robert H. Lenham
Angel Fire, N.M.

F.I.G.H.T.

□ I'm writing to thank you for the very informative and shocking strategy that this country's lawmakers are trying to impose on the public. *The Helmet Fighters' Handbook* in *Easyriders* #223 (January 1992) is filled with enlightening articles that every rider should read. I am a recent Harley owner, but in the short time of my riding, I have logged over 5,700 miles in four months (with "freedom of choice.")

I hope all riders will band together to abolish the blackmailing tactics that the legislators of this great country are attempting to pass. Since reading the handbook, I'm going to try my best in the fight against the fallacy that all riders should wear helmets to lessen the "public burden." Pure bullshit!

Joe Aldridge
Denver, Colo.

More Skin!

□ What gives with the babe on the cover of the January 1992 issue (#223)? Why wouldn't she let those big puppy breasts breathe out of that scanty material she posed in? At least the babe on page 65 has some class! Watch for falling rocks and those rock-hard pierced nipples. Yum, yum!

Keep the big-titted blondes coming, but tell them to keep the tit tops off!

Rex and Fuckin' Frank
Port Charlotte, Fla.

Proud

□ I got an invitation to a party from a friend. At the top of the invite it read: "For people who love Harley-Davidsons." It made me damn proud, even if I am Dutch and on the other side of the ocean.

Panhead Walt
The Netherlands

A Disgruntled Reader

□ That bike on the cover of your January 1992 issue is the worst looking Harley-Davidson I've

ever seen. That's one ugly piece of shit! Even if you don't put this letter in your mag, please send it on to the idiot who built that ugly shit. It's a shame to do that to a Harley — ought to be against the law.

Bob Lambert
Grand Canyon, Ariz.

Hook Me Up

□ I'm a big Harley-Davidson fan and long to be in the wind, but ever since I moved from Fresno, California, to Jefferson City, Missouri, I haven't seen or heard one scoot. Where are all the Missouri biker bros? Let me know and hook me up.

Shawnna Keel
911 Jackson St.
Jefferson City, MO 65101

■ Get ready for the avalanche.

For Sale

□ I have issues #34 to #222 of *Easyriders* for sale so I can raise some money to buy myself a Harley. Anyone interested, let me know.

Hector
c/o Duane Drummond
1119 37th St.
Allegan, MI 49010

Are They Bikes?

□ Whatdafuck ever happened to hardtails, jeans so greasy they stood up by themselves, and apehangers? I guess it's been longer than I thought since the last time I bought an issue of *Easyriders*.

Are most of the custom bikes you feature bikes or custom paper weights? How about more bros' bikes that do function and run down the road once in a while?

Steve
Union Gap, Wash.

■ 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.

ONLY THE BEST

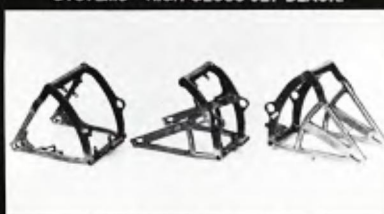
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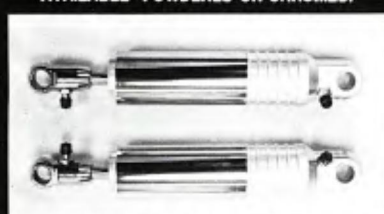
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Most things that have been

Why is it? Used to be,
"If it feels good, do it."

Now if it feels good,
some committee
somewhere goes and
passes a law against it.
It's gotten so people don't
even know where the
line is anymore.

Maybe we can help
you out. Riding the new
Harley-Davidson® Dyna
Glide™ Custom feels as
good as you're allowed to.
Anyone who swings a leg
over this motorcycle will
experience one smooth-
riding Harley®.

It was designed to
be that way from the
ground up.

The Dyna Glide™
chassis, Harley-Davidson's
latest, features an engine
isolation mounting
system to dampen vibration
before it gets to the rider.
But there is one thing that

is sure to get to the rider,
and just about everyone
else within eyeshot.

The look. The tank and
fenders are done up in
two-tone metallic silver

and black, finished in
a glassy clear coat.
And if you're looking

for brightwork, it's
not hard to find. The
battery and coil



t feel this good outlawed.



internal combustion:
the V²[®] Evolution[®] engine,
eighty cubic inches worth.
Which, despite meeting all
government regulations,
still manages to make its
presence known.

If you want to blend
in, take the bus.

If not, do yourself a
favor and check out the
new Dyna Glide Custom.
It looks great. Feels even
better. Just remember to
keep it inside the lines.
Set a good example.
Ride courteously and
obey all local ordinances.

One more thing —
don't forget to enjoy
yourself.

That ought to give the
bureaucrats something
to chew on.

covers, headlight shell,
handlebar clamp and
risers, fender supports

and sissybar uprights, are
all covered in chrome.
You'll notice that some

choice bits on the engine
got the treatment as well.
After all, it is the main

attraction. You're in for
one of the most satisfying
powerplants in all of



**Through and
Through.**

ELEGANT



OBSESSION

LEATHER AND LACING

What's five-foot-two, weighs 107 pounds and built the stretched Evo pictured here?

The answer is a dedicated lady named Brook Bryant. You may recall that she was the Foxy Rider featured in issue #187, with her 1949 pan.

She still has the pan, but what she's riding these days sets a new standard for elegance and style—especially when you consider that she put this entire ride together herself.

Brook was lured into the lifestyle at the age of 18. She was working in a bar located right next to a bike shop. Every time she passed the shop she found herself aching to go inside. Sure enough, the Milwaukee mystique won out and she quit serving suds to work around the scoots.

"When I started I didn't even know what a gasket was," she says.

Since then she's worked in five shops, stretching from Arizona to California. She says she learned the old-school way, educating herself through hands-on experience. Along the way she mastered the difficult craft of lacing wheels. Now she's turned that craft into an art. →







Stock H-Ds, of course, have 40 spokes, but when Brook built this bike she wanted twice that number. It's one of the trademark specialties of Kennedys Custom H-Ds in Oceanside, California, where she's employed.

Watch for a future Tech Tip when she'll be sharing some of her lacing secrets.

Brook emphasizes that there's a lot more to custom bike building than new paint and bolt-ons. This ride took four months to finish and she handled the complete fabrication, mockup, and assembly under the guidance of Pat Kennedy.

"I wanted something that made a total statement," she says, "something real radical, and low and lean-looking." She also wanted a long look, but she didn't want to sacrifice handling for that look. She says the key is setting up the rake and trail.

"With a long front end there are many →



variables," says Brook. "By using adjustable trees, I was able to set up the geometry so precisely that now the bike actually handles better than stock."

Another unique touch is the handmade chrome-moly frame without rear wheel adjusters. To better reach the controls, she shortened the rear of the frame by 4 inches. Karata designed a special rear belt drive system to fit it. She also took an inch off the seat post to get closer to the ground.

Brook crafted the fiber glass fuel tanks in a style reminiscent of the old Indians. She wanted the tanks slender and extended enough to totally fill in the stretched frame.

The side-by-side fishtail pipes took her 10 hours to complete. The handmade aluminum oil tank holds 3-1/2 quarts.

If you're getting the idea that Brook's obsession keeps her wrenching all the time, you're



Owner(s): Brook Bryant	Engine cont.	City: Carlsbad, California	Accessories cont.
General	Cam: Leineweber 590	Frame	Oil system: stock
Fabrication by: Brook Bryant	Lifters: stock with adjustable pushrods	Year: n/a	Primary cover: factory
Year and make: '90 radical custom	Carb (s): SU	Builder: Kennedys	Seat: handmade
Model: stretched	Air cleaner: SU	Type: chrome-moly	Sissybar: none
Value: no way to say	Pipes: handmade	Rake: 40 degrees	Height: n/a
Assembly by: Brook	Muffler(s): none	Stretch: 10 inches	Material: n/a
Time: four months	Transmission	Other alterations: no rear wheel adj.	Forks
Chroming by: Quality Polishing	Modifications: rear belt drive by Karata	Accessories	Type: adjust-a-glide
Engine	Year: 1990	Bars: handmade	Extension: 20 over
Year: 1990	Shifting: foot	Risers: none	Builder: Tolle
Model: Evolution	Engine sprocket: 24-tooth pulley	Fender(s): handmade	Special features: adjustable trees
Rebuilder: Brook	Trans sprocket: 33-tooth pulley	Headlight: CCI	Wheels
Ignition: Dyna	Wheel sprocket: 66-tooth pulley	Taillight: stock, early Harley	Front
Displacement: 80 cubic inches	Painting	Speedo: none	Size: 19-inch
Lower end: H-D	Molding: Tom Taylor	Front pegs: Perf. Mach.	Hub: Kennedys
Balancing: factory	Painter: Tom Taylor	Rear pegs: none	Rim width: 2.5-inch
Pistons: H-D	Color: fluorescent purple	Electrics: 12-volt	Tire: Dunlop
Cases: stock	Type: Deltron	Gas tank: fiber glass by Kennedys	Brake: Perf. Mach.
Heads: Dave Mackie	Special paint: none	Oil tank: handmade aluminum	Brake: Perf. Mach.

Other special modifications: rear disc is a stainless steel rotor handmade by Kennedys, running off the rear pulley. Special thanks to: Pat for his guidance, Dave Mackie and Angel for the speed and power, and Jim Longo at Karata

wrong. That's only half the fun.

The other half is riding—and we're not talking just to and from work.

Last summer, for instance, she and Pat toured Europe. They rode

through nine countries in six weeks.

"More and more women are owning and riding bikes," she says.

"They've had enough of sitting behind. They want to do their own

thing now." The same holds true for building custom bikes.

"Don't worry," Brook tells the ladies who ask her for advice. "Just do it!"

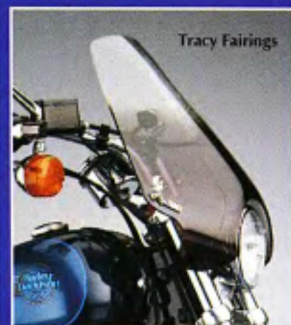
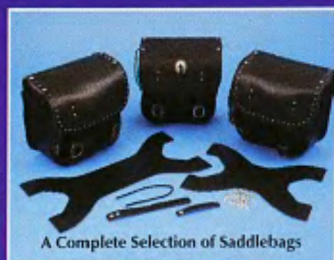
—Southern Connection

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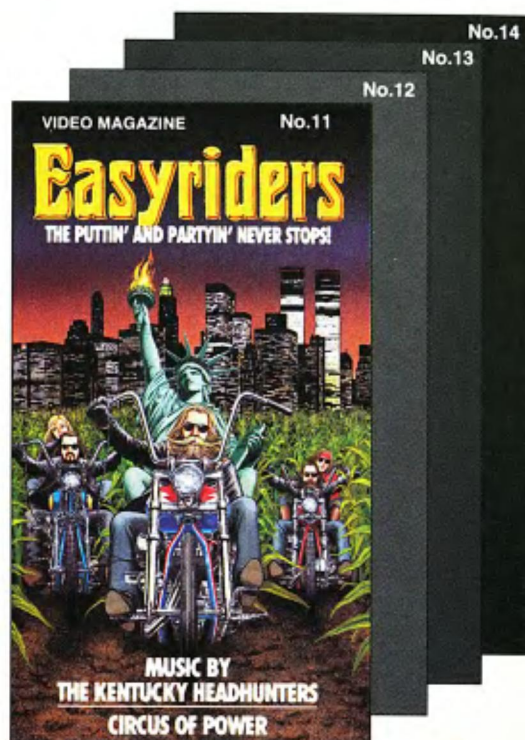
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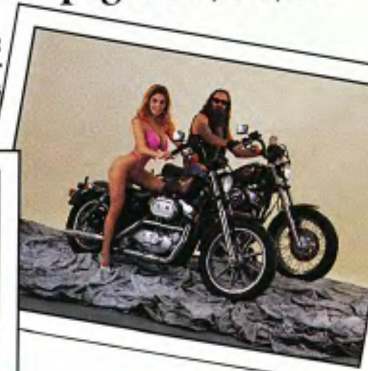
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H.R. 2950 Is Law!

On Nov. 27, 1991, both the U.S. Senate, on a vote of 79 ayes, 8 nays, and 13 not voting, and the U.S. House of Representatives, on a vote of 372 ayes, 47 nays and 15 not voting, passed the Conference Committee report on the Intermodal Surface Transportation Efficiency Act of 1991, H.R. 2950. On Dec. 18, 1991, President Bush signed H.R. 2950 into law. Below is an overview, by section, of the areas that impact road riding motorcyclists.

Sec. 1016 Program Efficiencies
subsection (a): HOV Passenger Requirements; "provides that a state may establish the occupancy requirements of vehicles travelling in HOV lanes, except that no fewer than 2 occupants may be required. Motorcycles and bicycles are not single occupant vehicles for purposes of title 23, and nothing in this section alters the requirement that each state allow the operation of motorcycles in HOV lanes unless the state certifies that such operation would create a safety hazard." (CC Report 102-404)

Sec. 1029 National Maximum Speed Limit Compliance Program
subsection (a): Permanent Extension of 65-mph Speed Limit Demonstration Program; provides for expanded areas of 65-mph speed limits, requires the Secretary of Transportation to establish new compliance rules and penalties.

Sec. 1031 Use of Safety Belts and Motorcycle Helmets

This section provides: 1) Fi-

nanacial grants to states that have in effect both an auto seat belt law and a mandatory motorcycle helmet; 2) Financial penalties for states that do not have in effect both an automobile seat belt law and a mandatory motorcycle helmet law by Sept. 31, 1993; 3) Defines a motorcycle; and, 4) provides funds for a study on the effectiveness of seat belt and motorcycle helmet use.

By Wayne Curtin, Lobbyist, Motorcycle Riders Foundation

authorized for grants to be made over three years. \$17 million for fiscal year 1992 (Oct. 1, 1991 to Sept. 30, 1992). \$24 million for fiscal year 1993, and \$24 million for fiscal year 1994. States can only receive grants for three years. The total of all three year's grants can not exceed 90% of the amount apportioned to a State under section 402 in fiscal year 1990. To qualify for a first

State picking up 75% of the cost of the program. The grants can be used for education of the public, training compliance with both laws, and to enforce seat belt and helmet laws.

2) PENALTY

If a State doesn't have in effect both seat belt and helmet use laws by Sept. 30, 1993, 1.5% of the Interstate Maintenance Program, National Highway System, and Surface Transportation Program funds apportioned to the State for fiscal year 1995 shall be transferred for use exclusively in section 402 programs.

Then, if at any time in the fiscal year beginning after Sept. 30, 1994, a State doesn't have in effect both seat belt and helmet use laws 3% of the State's apportioned funds for the Interstate Maintenance Program, National Highway System, and Surface Transportation Program, will be transferred to section 402 Program uses.

3) STUDY

There is authorized \$5 million for DOT to conduct a study to determine the benefits of seat belt use and motorcycle helmet use for individuals involved in motor vehicle crashes and motorcycle crashes. The study must be for a period after Jan. 1, 1990, and must be transmitted to Congress within 40 months.

SEC. 1056 Use of High Occupancy Vehicle Lanes By Motorcycles.

"This section requires the Secretary (of Transportation) to not recognize any certification made

HOW WILL THE NATIONAL HELMET LAW AFFECT You?

1) GRANTS

The Secretary may make grants to a State in a fiscal year in accordance with this section if the State has in effect in such fiscal year—

"(1) a law which makes unlawful throughout the State the operation of a motorcycle if any individual on the motorcycle is not wearing a motorcycle helmet; and

"(2) a law which makes unlawful throughout the State the operation of a passenger vehicle whenever an individual in a front seat of the vehicle (other than a child who is secured in a child restraint system) does not have a safety belt properly fastened about the individual's body.

There is a total of \$65 million

year grant all a State has to do is have both laws in effect. To qualify for a second year grant a State must not only have both laws in effect, but must have a compliance rate of 75% for helmet use and 50% for seat belt use. Third year grants require both laws and an 85% compliance rate on helmet use and measuring compliance. In order to obtain these federal grants the State must also contribute to the programs. In first year grants the federal government will pay for 75% of the program and the State pays the remaining 25%. In the second year grants it is a 50/50 split. And in the third year grants the federal government pays for 25% of the program, with the

by a state on the safety of motor bikes on high-occupancy vehicle lanes that was made prior to the enactment of the Intermodal Surface Transportation Efficiency Act of 1991 until the Secretary publishes notice of such certification in the Federal Register and provides an opportunity for public comment on such certification." (CC Report 102-404)

Section 1056 of the law requires states that have restrictions on motorcycle access to HOV lanes to reopen the public decision making process on this matter.

SEC. 8002. Extension of Highway-Related Taxes and Trust Fund.

All highway motor fuel taxes, which go into the Highway Trust Fund were due to expire after Sept. 30, 1995. This section of the law extends the 11.5¢/gallon gas tax through Sept. 30, 1999.

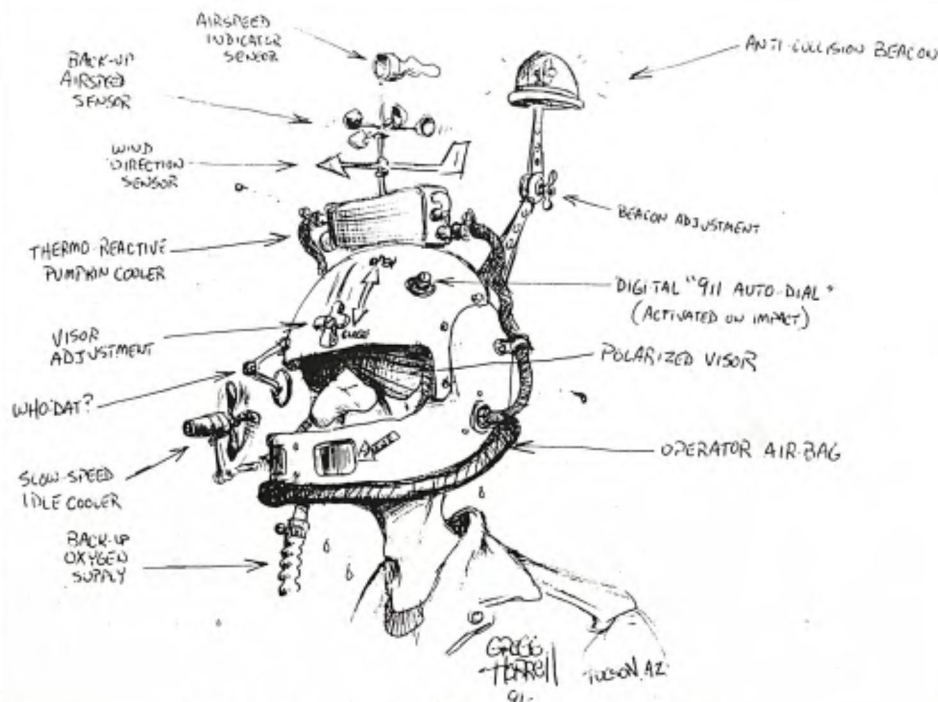
WHO VOTED HOW

U.S. Senate:

Yeas — 79

Adams, Akaka, Baucus, Bentsen, Biden, Bingaman, Bond, Boren, Bradley, Bryan, Bumpers, Burdick, Burns, Byrd, Chafee, Cochran, Cohen, Conrad, Craig, Cranston,

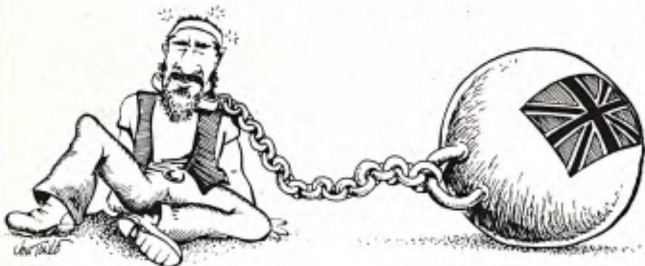
continued on pg. 21



JUST SAY NO

Thanks to Bill and Kathleen Stapleton, owners of the Bashful Bandit bar in Tucson, Arizona, for sending us the cartoon.

THEY HAVE IT TOUGH IN ENGLAND



Just writing to tell you to keep the mag going. Don't stop for anyone. Keep it rolling, because over here we have nothing that compares to *Easyriders*.

Over there in the good old USA, you don't know how easy you have it. All you have rammed down your throats is having to wear helmets and ride with your lights on. You should come to England. We have so many laws, and new ones coming in 1992, that it's not funny anymore.

Besides helmets, they are trying to bring in these day-glow sashes and put leg guards on our bikes. If someone hits you, the

leg guard wraps around your leg and pins you to the bike. In 1992, if you buy a bike, you won't be allowed to change anything on it. So, for example, if you have really shitty tires, you can't change them for better ones. And they want to restrict us to 250cc bikes until we pass a test. They even want to put air bags on new bikes. Some fun, huh? It's a joke to try and ride free in England, so you see, you guys have it easy. Ride forever free.

—Peter "Compo" Cooke
Newton Abbot,
South Devon, England

BRIGHT SPOT IN THE BIG SKY —WE SHOULD ALL BE SO LUCKY



Jill Z. Smith

As an example of how the world can be if the voters insist on it, Montana hasn't had a helmet law for riders over 21 in about 15 years—and nobody in the legislature wants to talk about it, much less pass one.

To frost this freedom cake, Montana effectively repealed the 55-mph speed limit, too. Drive too fast, and you get a \$5 ticket for "wasting a natural resource," but no "points" on a driver's license, no increase in your insurance, and that sort of thing.

Jill Smith, of Montana ABATE, says they don't take their freedom for granted. They keep themselves in the public

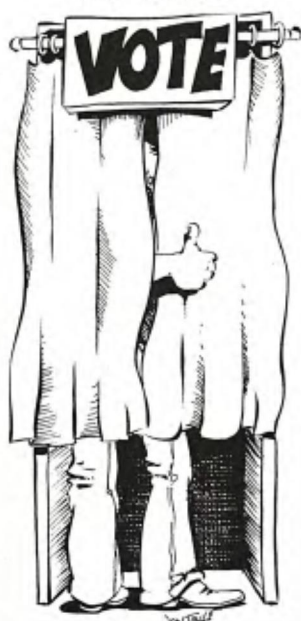
eye with toy and charity runs, and use every opportunity to repeat the anti-helmet message.

Jill says Montana riders benefit from the old, free-riding Western tradition—and, the fact that the state legislature only meets every two years. Biennial sessions were the norm in the early days of this country, and maybe it's an idea whose time has come to come back. As a form of damage control, it may be an alternative to term limits.

If you want to know more about how they do it up there in Big Sky country, give Jill Smith a call at (406) 826-3411.

—Maestro

CALIFORNIA BROS: IT'S TIME TO REGISTER TO VOTE



Okay, ABATE of California, the California Motorcyclist Association, the National Coalition of Motorcyclist, the American Motorcyclist Association, the Modified Motorcycle Association, The Confederation of California Clubs, Bikers Against Manslaughter, Aid to Injured Motorcyclists, and we here at *Easyriders*, have joined hands to challenge the new helmet law in court. With luck, the law could be history by the time you read this. On the other hand, you could be paying \$100 a whack for riding bareheaded.

Either way, we've got to stop the rot where it started: in the state government, and to do that, Bro John McDonald, of Downey, writes to remind that you have to vote—and that to vote you have to register!

Yeah, that's right. You have to let 'em know you exist before they'll let you vote—so get it done.

The next election(s) could be good news. Governor Pete Wilson has made everybody mad—state employees, gay rights activists, business people, and bikers—and a healthy recall movement is under-way now at presstime. If the recall movement gets enough signatures by mid-January, you'll have a chance to get rid of Wilson this year—but if you weren't registered to vote, you couldn't sign the recall petition in the first place.

Furthermore, in revising the voting districts according to the last census, the Supreme Court put six pro-helmet legislators in tight spots. The six are Roberti (Los Angeles), Floyd (Carson), Isenberg (Sacramento), Margolin (Los Angeles), Hayden (Santa Monica), and Presley (Riverside). All these voted for helmets last May. Register, vote, and remember them in 1992.

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NEVER HAPPEN? IT ALREADY HAS

If the past is any teacher, the future of motorcycling looks pretty dim. If we don't heed the call for action, we're going to have to find something else to do: Motorcycling will be dead.

The end begins with the famous response that: "It will never happen." I heard that five years ago when I was warning folks about a national helmet law. In 1991 we got one—just like we got seat belt laws, forced drug testing, and so on.

Those who say "It will never happen" just don't understand the power of the biggest enemy of motorcycling—the insurance industry. They have the money and, worst of all, they have a strategy.

They started out by calling bikes "dangerous." It worked, and they got the mandatory national helmet law in the 1991 highway bill. The next step is hard to predict, but you can bet it will aim to send bikes the way

of the three-wheeled ATVs, which were outlawed in 1988.

You don't think they're serious? Check out what Brian O'Neil, of the Insurance Institute for Highway Safety, has said:

"If certain machines are proven to be dangerous, they should be outlawed. If Corvettes or Trans Ams are dangerous, they also should be outlawed. And so, if motorcycles are shown to be dangerous—well, you know the answer to that."

Back when the insurance industry was trying to outlaw sport bikes, somebody asked O'Neil why the insurance industry didn't support rider training. He said:

"There is no scientific evidence that these programs would produce any reduction in motorcycle crashes."

The insurance industry is without a doubt the enemy who is coming after your bike. Why? Apparently to reduce the

amount of claims they have to pay. They know that careless drivers cause the majority of motorcycle crashes and after the driver has smashed a bike, the insurance company has to pay for the damage. Helmet laws reduce the number of motorcycles on the road, and that reduces the claims the insurance companies have to pay for property damage.

If helmet laws won't do the job, they have the catastrophic health care legislation that would compel motorcyclists to buy "catastrophic" insurance that would cost \$800 to \$2100

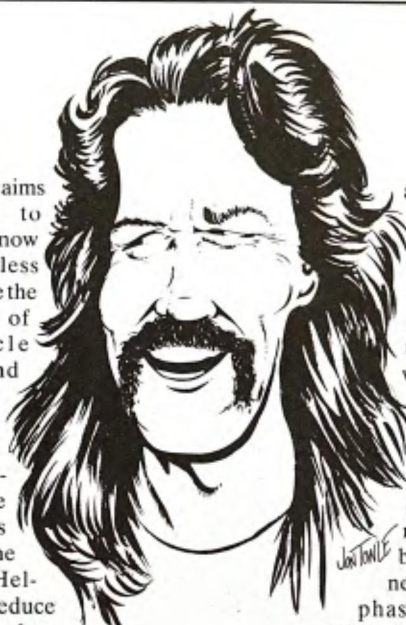
a year. That would certainly take a great number of bikes off the road—which is ultimately what they are after.

Motorcyclists must fight back. We need to emphasize rider education programs

so we can prove that they work. We have to become active in our local organizations. If we don't get involved and take some action, the thing that will "never happen" most definitely will.

—Bill Gannon

member: MRF, MMA of Massachusetts, Motorcyclist's Political Action Committee



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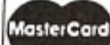
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H-R 2950 CONT.

D'Amato, Daschle, DeConcini, Dixon, Dodd, Dole, Domenici, Durenberger, Ford, Fowler, Galt, Gilman, Gore, Gorton, Grassley, Harkin, Hatch, Hatfield, Heflin, Inouye, Kasten, Kennedy, Kerry, Kohl, Lautenberg, Leahy, Lieberman, Lott, Lugar, McCain, McConnell, Metzenbaum, Mikulski, Mitchell, Moynihan, Murkowski, Nickles, Nunn, Packwood, Pell, Pressler, Reid, Riegle, Rob, Rockefeller, Rudman, Sanford, Sarbanes, Sasser, Seymour, Shelby, Simpson, Smith, Specter, Symms, Wallop, Warner, Wellstone, Wofford.

Nays—8

Coats, Exon, Graham, Hollings, Levin, Mack, Roth, Thurmond.

Not voting—13

Breaux, Brown, Danforth, Gramm, Helms, Jeffords, Johnston, Kassebaum, Kerrey, Pryor, Simon, Stevens, Wirth.

U.S. House of Representatives:

Yeas—372

Abercrombie, Ackerman, Alexander, Allen, Anderson, Andrews (ME), Andrews (TX), Annunzio, Anthony, Applegate, Aspin, Atkins, AuCoin, Baker, Barnard, Barrett, Barton, Bateman, Bellenson, Bentley, Bereuter, Berman, Bevill, Bilbray, Bilirakis, Blackwell, Bliley, Boehlert, Bonior, Borski, Boucher, Boxer, Brewster, Brooks, Broomfield, Browder, Brown, Bruce, Bryant, Bunning, Bustamante, Byron, Callahan, Camp, Campbell (CO), Cardin, Carper, Carr, Chandler, Chapman, Clay, Clement, Clinger, Coleman (MO), Coleman (TX), Collins (MI), Combest, Conyers, Cooper, Costello, Coughlin, Cox (IL), Coyne, Cramer, Cunningham, Darden, Davis, DeLaGarza, DeFazio, DeLauro, Dellums, Derrick, Dicks, Dingell, Dixon, Donnelly, Dooley, Dorgan (ND), Dornan (CA), Downey, Duncan, Durbin, Dwyer, Eckart, Edwards (CA), Edwards (OK), Edwards (TX), Emerson, Engel, English, Erdreich, Espy, Evans, Ewing, Faso, Fazio, Feighan, Fields, Fish, Flake, Foglietta, Ford (MI), Ford (TN), Frank (MA), Frost, Gallegly, Gallo, Gaydos, Gejdenson, Gekas, Gephardt, Geren, Gibbons, Gilchrest, Gilman, Gilman, Gingrich, Glickman, Gonzalez, Gooding, Gordon, Gradsion, Grandy, Green, Guarini, Gunderson, Hall (OH), Hall (TX), Hamilton, Hammerschmidt, Harris, Hasert, Hatcher, Hayes (IL), Hayes (LA), Hefner, Henry, Hoagland, Hobson, Hochbruecker, Holiway, Hopkins, Horn, Horton, Houghton, Hoyer, Hubbard, Huckaby, Hughes, Hunter, Hutto, Hyde, Inhofe, Ireland, Jefferson, Jenkins, Johnson (CT), Johnson (SD), Johnston, Jones (GA), Jones (NC), Jontz, Kanjorski, Kaptur, Kasich, Kennedy, Kennelly, Kildee, Kleczka, Klug, Kolbe, Kotler, Kopetski, Kostmayer, LaFalce, Lagomarsino, Lancaster, Lantos, LaRocca, Laughlin, Leach, Lehman (CA), Lent, Levin (MI), Levine (CA), Lewis (CA), Lewis (FL), Lewis (GA), Lightfoot, Lipinski, Livingston, Lloyd, Lowery (CA), Lowey (NY), Luken, MacIntyre, Manton, Markey, Martin, Martinez, Matsui, Mavroules, Mazzoli, McCandless, McCloskey, McCollum, McCrery, McCurdy, McDade, McDermott, McEwen, McGrath, McHugh, McMillan (NC), McMillan (MD), McNulty, Meyers, Mtnue, Michel, Miller (CA), Miller (OH), Miller (WA), Mineta, Mink, Moakley, Molinari, Molohan, Montgomery, Moody, Moorhead, Moran, Morella, Morrison, Mirazek, Murphy, Murtha, Myers, Nagle, Natcher, Neal (NC), Nichols, Nowak, Nussle, Oaker, Oberstar, Obey, Olin, Oliver, Orton, Oxley, Packard, Panetta, Parker, Patterson, Paxon, Payne (NJ), Payne (VA), Pease, Pelosi, Perkins, Peterson (FL), Peterson (MN), Petri, Pickle, Porter, Poshard, Price, Pursell, Quillen, Rahall, Ramstad, Rangel, Ravenel, Reed, Regula, Richardson, Ridge, Riggs, Rinaldo, Ritter, Roberts, Roe, Rogers, Rose, Rostenkowski, Roth, Roukema, Rowland, Roybal, Russo, Sabo, Sanders, Sangmeister, Santorum, Sarpalis, Savage, Sawyer, Saxton, Scheuer, Schiff, Schroeder, Schulze, Schumer, Sensenbrenner, Serrano, Sharp, Shaw, Shays, Shuster, Sikorski, Sisisky, Skaggs, Skeen, Skelton, Slattery, Slaughter, Smith (FL), Smith (IA), Smith (NJ), Smith (OR), Smith (TX), Snowe, Solarz, Spence, Spratt, Staggers, Stallings, Stark, Stearns, Stenholm, Stokes, Studds, Sundquist, Swett, Swift, Syner, Taitton, Tanner, Tauzin, Taylor (MS), Thomas (GA), Thomas (WY), Thornton, Torres, Torricelli, Traficant, Unsoeld, Upton, Valentine, Vander Jagt, Vento, Visclosky, Volkmer, Vucanovich, Walsh, Waters, Weber, Weiss, Weldon, Wheat, Whitten, Williams, Wilson, Wise, Wolf, Wolpe, Wyden, Wyllie, Yartton, Young (AK), Young (FL), Zeliff.

Nays—47

Allard, Andrews (NJ), Archer, Arney, Bacchus, Ballenger, Bennett, Boehner, Burton, Campbell (CA), Cable, Condit, Cox (CA), Crane, Dannemeyer, DeLay, Doolittle, Dreier, Early, Fawell, Franks (CT), Goss, Hancock, Hansen, Hefly, Heger, Jacobs, James, Johnson (TX), Kyl, Long, Neal (MA), Owens (UT), Pallone, Penny, Ray, Rhodes, Roemer, Rohrabacher, Ros-Lehtinen, Schaefer, Solomon, Stump, Taylor (NC), Walker, Washington, Zimmer.

Not voting—15

Collins (IL), Dickinson, Dymally, Hertel, Lehman (FL), Marlenee, Ortiz, Owens (NY), Pastor, Pickett, Thomas (CA), Towns, Traxler, Waxman, Yates.

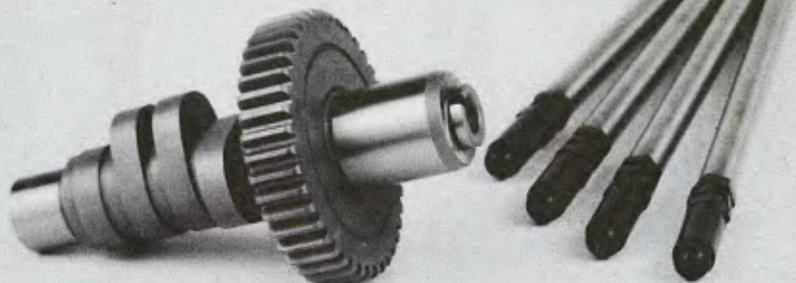
President George Bush, upon the recommendation of ex-Secretary of Transportation Samuel Skinner (now the president's Chief of Staff), signed into law the intermodal Surface Transportation Efficiency Act of 1991, H.R. 2950, on Dec. 18, 1991.

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SHORT STROKES HIGH TIMES AND HIGH BARS

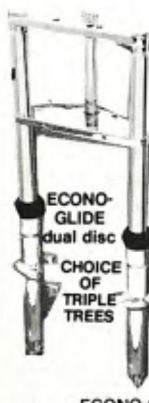


I put high bars on my motorcycle and I feel like I've gone to heaven. Whatta life we lead: hot women, hotter bikes and bad laws. Don't let the laws get you down—fight back. That's what we're doin', along with a lot of other bros. So join 'em. You'll learn over the next several months (in articles in this rag) that much of what we're fighting will be the tip of a legislative iceberg that the majority of population will be facing in the coming years. We're rebels with one helluva cause....**Dig this, according to the National Motorists Association News**, in 1985, drivers in Hawaii used seat belts 33% of the time and had a fatality rate of 1.74 per 100,000,000 vehicle miles. In 1990, state officials reckoned that seat belt use had risen to 80% and the fatality rate went up right along with it to 1.91 fatalities per 100 million vehicle miles. Almost 70% of the drivers were killed, and 56% of the passengers, were wearing seat belts....**In Oregon, a law was passed** that would fine an 18-year-old, \$100 for being caught with a pack of cigarettes. The seller can be fined up to \$500. The official speed limit in Oregon is 25 mph. The rule is that if you are on a street, and there's no sign, 25 is where you draw the line....**On a positive note, producers filming movies, TV programs, and commercials in British Columbia** often want some bikers in their shows. To provide biker talent, the British Columbia Coalition of Motorcyclists (BCCOM) set up an office under the name of Reel Bikers, and sends BCCOM members to fill the roles. Returning the compliment, the BCCOM members turn their movie paychecks back to the BCCOM to fight for their rights. BCCOM, No. 2, 14888 104th Ave., Surrey, B.C., V3R 1M1, Canada....**More good news: The National Coalition of Motorcyclists, (NCOM)** the offshoot of Attorney Richard Lester's Aid to Injured Motorcyclists, has just appointed Debbie

Lough to head up an NCOM office in Washington, D.C. Debbie will join other lobbyists in keeping biker's rights before the members of Congress and the administration. She learned the trade while at ABATE of Maryland, where ABATE beat the catastrophic health insurance law. She knows her stuff. Debbie Lough, NCOM, 601 Pennsylvania Ave., ste. 700, Washington, D.C. 20500, (800) 238-0080....**Members of a Leavenworth motorcycle club** made sure that 40 needy families in their area had turkey dinners last Thanksgiving. Way to go, bros....**Tony "Pan" Sanfelipo, founder of ABATE of Wisconsin** was recently featured in our Biker Hall O' Fame and that rocketed him into a real job. The power of the printed word is awesome—just kidding. But the rumor is true. Tony has a real job. Jacobson and Hupy, in Milwaukee, hired Tony as their in-house accident investigator. He knows how a bike behaves when it's punched and goes down, and can counter the anti-bike testimony that the insurance companies buy by the carload....**The other night, while we were having a few beers and shootin' the shit**, one of my brothers made a good point. He said he always looks in his ABATE newsletter when he wants to do business. Says that he would rather support any business that supports bikers by vertising in the local MRO newsletter. He found his dentist in the local ABATE newsletter....**Get this, Australian bros can ride bare-headed** provided they get two doctors to fill out a form that gives a medical reason why they should not wear a helmet. One bro got an exemption because a helmet would aggravate his dandruff....**So that's all the news, that's worth the powder** to blow it to hell. Spend a few hours getting involved with the lifestyle, a couple of hours a week wrenching, and spend the rest of the time enjoying your life. —Bandit

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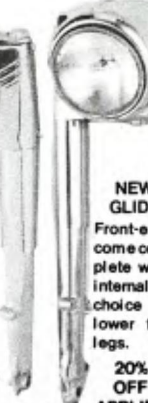
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55 11 1 1/2" Belt 31-47 pulley comb.....\$89.95

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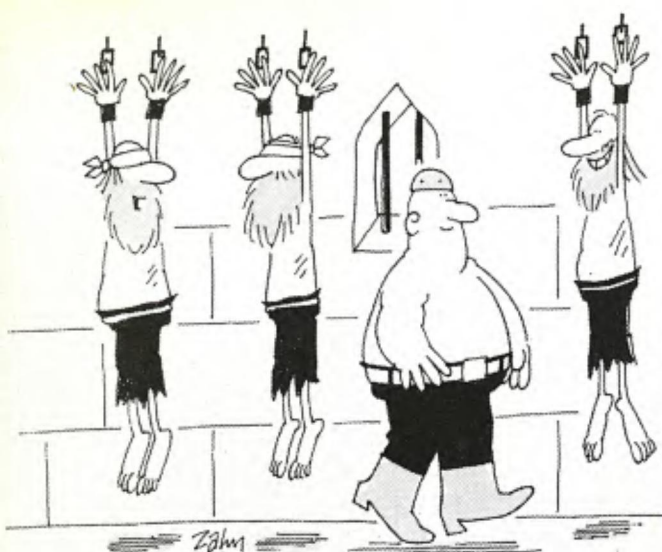
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"Smitty's having a conjugal visit."

The district attorney subpoenaed Tiny as an important witness in the trial. First the D.A. asked, "Young man, do you have an occupation?"

"Nope," said Tiny.

"Well, then, what occupation does your father follow?"

"None."

"You tell us your father has no occupation. Does he ever do anything to support his family?"

"Well, yeah, he works every now and then," said Tiny.

"Then you mean your father is a lazy, worthless, good-for-nothing bum?"

"Beats the hell outta me," said Tiny. "Why not ask him yourself? He's right over there in the jury box."

—Rollin' Larry
Inside

Fitzy had finally convinced the new babe at the bar to spend the night with him.

"But first I have to tell you something," she confessed. "I'm wearing a padded bra—my chest is actually like a little baby girl's."

"No sweat," Fitzy said, grabbing his crotch. "Down here I'm just like a little baby boy."

Off they went on his scooter, and sure enough, when he popped her top she was one flat-chested broad. Hell, I can work around that, Fitzy thought, and he dropped his Levi's.

"Holy shit!" she gasped as she spied his monster schlong. "I thought you said you were just like a little baby boy down there!"

"Why, darlin', that I am," said Fitzy. "Seven and a half pounds, and 22 inches long!"

—AMF
Cascade, Mont.

The yuppie got his Mercedes stuck in a mudhole out in the boonies, and he managed to flag down an old farmer who was passing by on his tractor. When the yuppie explained his problem, the farmer agreed to pull him out.

After they had the Mercedes back on dry ground, the old sodbuster told the yuppie the tow would be \$50.

"Fifty dollars!" sniveled the yuppie as he handed over the dough. "For that price, if I were you, I'd be pulling cars out all day and all night."

"Can't," replied the farmer. "At night I have to haul water to the hole."

—Finger
Keota, Iowa

After being down for a few years of hard time, Rusty visited the prison chaplain and asked, "Padre, do you think all women are worth savin'?"

"Yes, my son, I do," answered the man of the cloth.

"Do ya think yer good enough to save a common street slut?" asked Rusty.

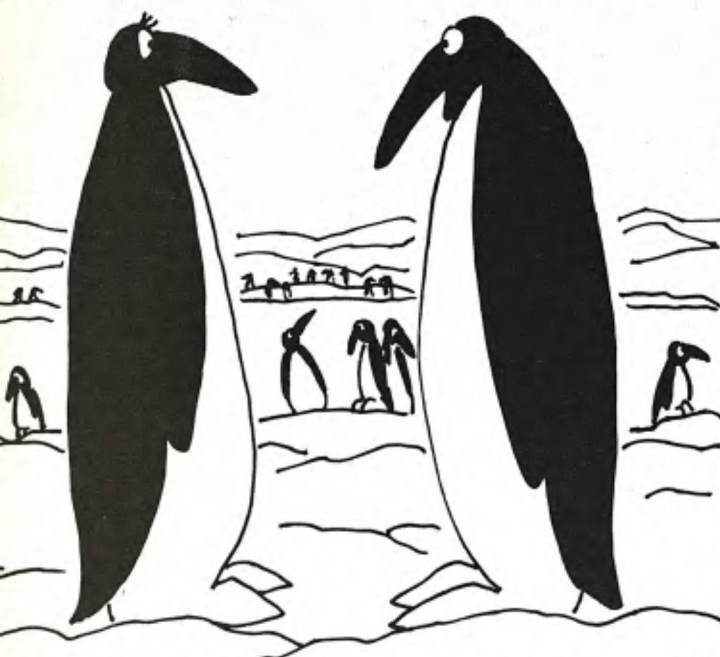
"In my line of work, my son, I've saved much worse women," said the chaplain.

"Awright!" Rusty exclaimed. "Do ya think ya could save me one for Friday night?"

—Diamond Dave
Inside in Pontiac



"Awright, Gert, that's it! Lose some lard, or find another ride!"



"Get a hard-on in this cold? You gotta be kidding!"

Panhead Pete came home early one afternoon and found his ol' lady lying in bed, naked and exhausted. The sheets were tangled and a damp towel was on the floor.

"Whatdafuck you been doin', bitch?" he roared.

"I've been feeling bad," she said. "I couldn't get outta bed all day."

"An' what about that towel?"

"I had a headache," she said quickly, "so I dampened it and put it on my forehead."

Panhead Pete grunted and went into the bathroom, returning with a long, gleaming straight razor in his hand.

"Wh-what's that for?" stammered his ol' lady.

"Well, if that towel dries soft," said Panhead Pete, "I'm gonna shave."

—The Midget
Down South



Heard a good one lately? Send yer side splittin' yuksters to the laughin' tramps here at the rag.

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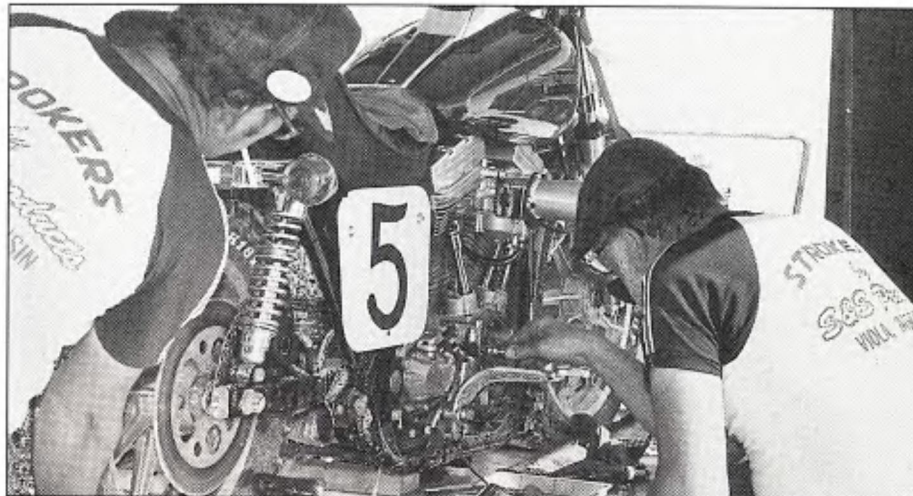
Drag News

By Rip

Below is the points listing of how the first three racers finished in their particular classes in the three all-Harley drag organizations for 1991. But first, a little Bonneville news. Last August 18-24, during the 43rd annual Bonneville Speed Week, S&S Cycle, from Viola, Wisconsin, brought two of their bikes to the Salt Flats. They were also major sponsors of two other independent racers. One of these bikes, owned and ridden by Dave Feazell, owner of Two Wheel Travel in Hudson, Iowa, earned the title as the World's Fastest Street Class Harley. Dave's record is 159.784 mph. This was done with a 103-cubic inch 1991 Sportster. His fastest pass was an impressive 160.666 mph.

Don McCaw, of Performance Engineering in Dike, Iowa, the other S&S-sponsored independent rider, rode his gasoline-fueled 1300cc Buell RR1200 to a record clocking of 172.479-mph.

S&S also put Tramp III out on the Salt Flats to see if they could add to their previous 214.565-mph record. The engine in Tramp III was a 114-cubic inch Cincy motor. That's with a 5-inch arm and a 3-13/16-inch bore. The rider was Dan Kinsey who is a member of the prestigious 200-mph club. They experienced some ignition



S&S crewmembers prepare a bike for The Salt.

Photo by Rip

problems, but after sorting it out the bike was able to clock a 239.492 reading.

However, they couldn't back it up because the rear tire kept spinning. They did earn the "Fast Bike of the Meet" title. S&S used nitro in their new Super G prototype carburetor. They had to settle for a record 226.148-mph clocking after disintegrating the Tramp's clutch. Kinsey also rode a 1991 FXV2 Police Model to a 155.115 mph record. This bike featured a de-stroked S&S Sidewinder kit, placing

the displacement at 78.7-cubic inches. The bike was prepared by Craig Walters of Fast Company, Kirkland, Washington. S&S uses Bonneville as a testing ground for their many products.

The world finals in November were flooded out. That's really too bad, but that's the nature of Bonneville.

Okay, here's the way the drag racers of the three all-Harley drag racing organizations finished the 1991 season.

ALL-HARLEY DRAG RACING ASSOCIATION

Top Fuel

1. Jim McClure, Williamsburg, VA
2. Happy Ring, Dayton, OH
3. Bill Furr, Orangeburg, SC

Pro Dragster

1. Brian Greenawalt, West Newton, PA
2. Russell Hildenbrand, Ruffsedale, PA
3. John King, Daytona Beach, FL

Pro Gas

1. Jim Landolina, Columbia, MD
2. Randy Milling, Gastonia, NC
3. Mike Price, Aurora, OH

Pro Stock

1. Robert Smith, N. Springfield, VA
2. Sam Plitt, Baltimore, MD
3. Ted Grabowski, N. Bellmore, NY

Pro Fuel

1. Jim Doyle, Springfield, MA
2. Greg Potts, Pittsburgh, PA
3. Bob Knight, Magnolia, NJ

Street Class

- AA.1. Jason Smith, Liberty, NC
2. Brock Biffart, New Cumberland, PA
- A.1. Tom Benbow, Winston-Salem, NC
2. Walter Jones, Baltimore, MD
- B.1. Mike Alexander, Poca, WV
2. Ed Lisowski, Pittsburgh, Pa
3. Bobby Petrit, Moore, SC
- C.1. Victor Laughlin, Glenville, WV
2. Trevor Lent, Mt. Olive, NC
3. Pat Collings, Holly Hill, FL
- D.1. Richard Hillegass, Seven Valleys, PA
2. Sam Kirby, Sterling, VA
3. Mike Schleutermann, Camp Springs, MD

E.1. Billy Fields, King George, VA

2. Bob Larish, Duncannon, PA
3. Tim Loen, Virginia Bch., VA
- F.1. Mike Magaro, Harrisburg, Pa
2. Tony Calp, Norfolk, VA
3. Thomas Hagan, Clinton, MD
- G.1. Pat Collings, Holly Hill, FL
2. Charles Larmer, Meadowview, VA
3. Jellyroll Chambers, Dayton, OH
- U.1. Chip McKenzie, Charlotte, NC
2. Bobby Phillips, Gastonia, NC
3. Chuck Keeton, Blythewood, SC

MS

1. Dave Berry, Winston-Salem, NC
2. Tommy Murph, Spartanburg, SC
3. Dell Bright, Middletown, PA

AMERICAN MOTORCYCLE RACING ASSOCIATION

T/F

1. Pete Hill, Greenville, SC
2. Kevin O'Malley, Warren, MI
3. Gary Gilmore, Spencer, IA

A/F

1. Mike Romine, Sturgis, MI
2. Leo Hess, Sioux Falls, SD
3. Mike Roland, Wyoming, MN

B/F

1. Doc Hopkins, Shawano, WI
2. Bob Sutterlin, Country Club Hills, IL
3. Paul Warner, Deer Park, WI

T/G

1. Gary Sinks, Beloit, WI
2. Bob Taft, Decatur, IL
3. Lloyd Nielsen, Chicago Ridge, IL

P/S

1. Dave Feazell, Hudson, IA
2. Phil Howell, Denver, CO
3. Jim Raisigel, Farmington Hills, MI

M/FL

1. Neil Burgan, Brownsburg, IN
2. Pam Cummings, Waukegan, IL
3. Larry Pratt, Wyoming, MI

SM/FL

1. Marley Slabaugh, Goshen, IN
2. Jeff Flora, South Bend, IN
3. Mark Burner, Indianapolis, IN

M/XL

1. Gary Milligan, Garden City, MI
2. Rick Bledsoe, Nelson, MO
3. Paul Berg-Olsen, Waukegan, IL

SM/XL

1. Michael Shute, Milford, MI
2. Cary Wardenburg, Troy, MO
3. Paul Beach, Des Moines, IA

S/FL

1. Jim Klopfenstein, Mishawaka, IN
2. Don Alexander, Coweta, OK
3. Matt Hawkins, Alton, IL

EV/FL

1. Neil Stehr, Lake City, MN
2. Dick Disher, Alton, IL
3. Louis Farmer, Muskogee, OK

S/XL

1. Butch Cullison, Channahon, IL
2. Charlie Bookmiller, Cutler, IN
3. Mike Totton, Zionsville, IN

FL

1. J.R. Sheaffer, Independence, MO
2. Terry Walsh, Orland Park, IL

3. Andy Romness, Rochester, MN

SS/XL

1. Linda Jackson, Columbia, MO
2. Steve Carnes, Dexter, IA
3. Rod Wahl, Bridgman, MI

"D"

1. Jim Dahling, Bellechester, MN
2. Dennis Delaney, Dubuque, IA
3. Carleton Rutt, New Holland, PA

"T"

1. Peg Leg Parker, Gulfport, MS
2. Garde Misegades, Marine, IL
3. Jim Cooley, N. Liberty, IN

EAST COAST RACING ASSOCIATION

1. Jim McClure, Williamsburg, VA
2. Mac Thrasher, Laurel, MD
3. Wayne Loftain, Brentwood, NY

Pro Dragster

1. Jim Doyle, Springfield, MA
2. Russell Hilderbrand, Ruffsedale, PA
3. Greg Potts, Pittsburgh, PA

Pro Stock

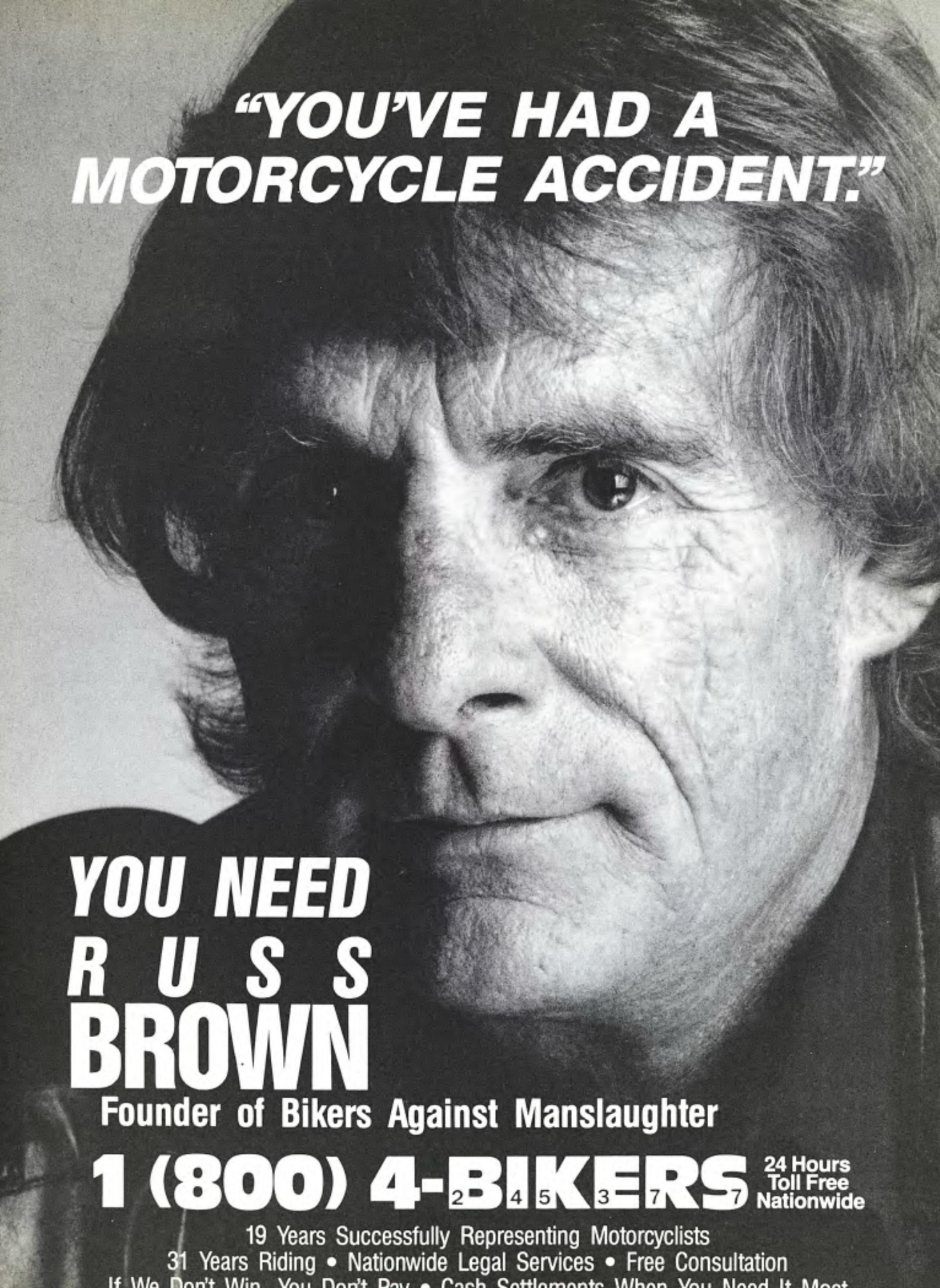
1. Jim Hausler, Paramus, NJ
2. Dan Fitzmaurice, Jessup, MD
3. Tony Mattioli, Middle Grove, NY

Super Modified

1. Bill Lacey, Lighthouse Pt., FL
2. Tom Quayle, Deansboro, NY
3. Paul Banach, Paramus, NJ

Sportsman Eliminator

1. Joe Miceli, Darien, CT
2. Chris Rasile, Stamford, CT
3. Jim Young, Millersburg, PA



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A Prescription For Anemic Brakes

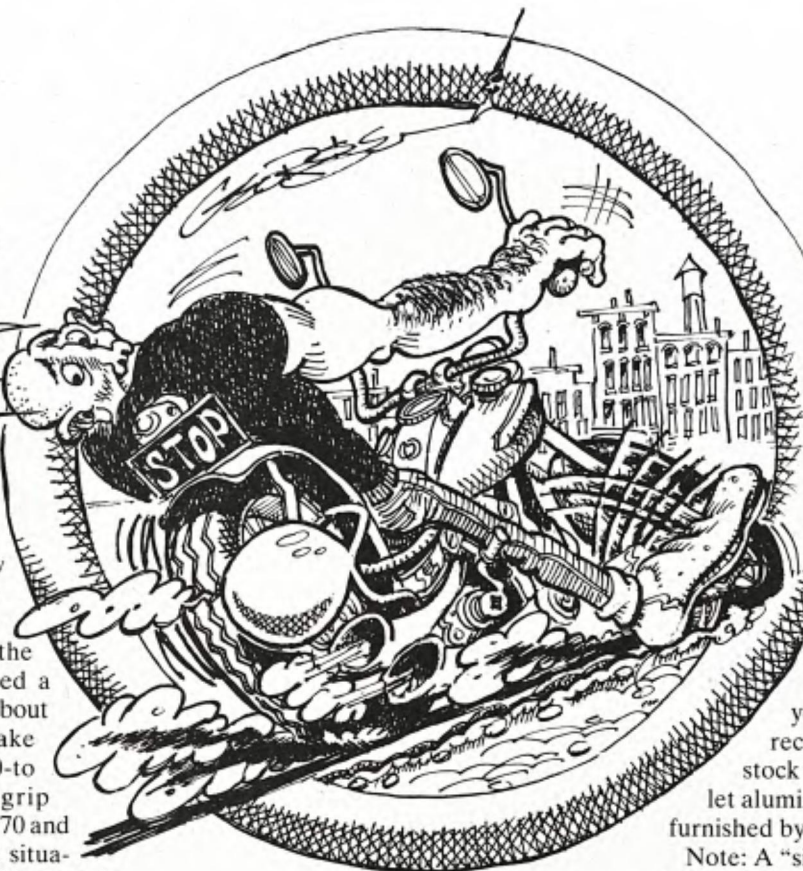
Does your bike's front brake feel pitiful? When you grab a handful of brake lever, do you feel like you're squeezing rotten fruit?

So, you claim you've spent enough cash on brake fluid to buy a new cage, but the braking still isn't right. Well, there are a few things you need to know which you won't find in any service manuals.

Before we get into the nuts and bolts, you need a little background info about the forces at play in a brake system. An average 20-to-40-year-old man's grip strength varies between 70 and 110 pounds. In a panic situation, this can double. This force is transmitted to the hydraulic system through a lever which has a mechanical advantage of between 5 and 7 to 1. This force is applied to a very small piston in the handlebar master cylinder (it varies between 5/8-inch to 3/4-inch in almost all H-D systems). This adds up to an internal hydraulic pressure of between 500 pounds per square inch (in a normal stop) to as much as 1500 pounds per square inch (in an emergency). These pressures can be even higher on rear brake systems where you can exert much more force with your leg, or on high-performance brake systems with small diameter master cylinder bores.

These high pressures cause some weird things to happen. One of these is neoprene "hose swell"—when the internal pressure in the system exceeds the strength of the hose. When you squeeze the lever, the hoses actually "balloon" outward and then relax when pressure is released.

This is why the lever always feels "spongy" no matter how much you bleed the system. The problem is that the hoses are not rigid enough to contain the hy-



draulic pressure properly.

You can't see this happen. The condition worsens as the hoses age—their exposure to heat from the brake fluid softens them and causes them to deteriorate rather quickly. (Normal fluid operating temperature is 300°-325° F).

Replacing your neoprene hoses with new OEM or equivalent items will help, but only for a while. The only permanent cure is to replace the neoprene hoses with high-quality braided stainless steel hoses. These hoses are Teflon™-lined and resist fluid temps up to 550° F. Their burst strength exceeds 5,000 psi. They won't swell. My choice for hoses are those made by Russell Performance Products.

The outer surface of a braided stainless hose is more abrasive than neoprene: When routing the hoses, be careful that they don't rub on other parts.

The other problem caused by these high hydraulic pressures is caliper distortion. Calipers will actually distort and "spring" open when subjected to high braking pressures. Most OEM "single acting" calipers suffer from this. The

'77-'83 dual disc front calipers are the worst offenders. Sometimes it's severe enough to allow unwanted piston advancement in the calipers and will cause a dragging front brake.

I've never been able to come up with a practical, inexpensive way to cure this one. It doesn't matter much, though, because few people work a brake hard enough for this to be a problem. If you think you're one of the few, I'd recommend you replace the stock units with high-quality, billet aluminum calipers such as those furnished by Performance Machine.

Note: A "single acting" caliper is one which has a piston on only one side. It must slide on its mounting fixtures for the brake pad on the opposite side to contact the rotor.

Excessive lever travel is caused by too much clearance between the brake's components (pistons/pads are too far away from rotor). This is caused by excessive "knock back" or piston retraction.

The factors which control "knock-back" are rotor lateral (sideways) runout and wheel bearing end play. Piston retraction is controlled by piston/seal/seal groove design.

Let's look at piston "knockback" first—you're going to need a dial indicator for this one. It should read in 1000ths of an inch and have the ability to be clamped on different components while being used. Photo 1 shows an indicator set up to check rotor runout.

As the wheel revolves, any lateral runout in the brake rotor is transmitted to the brake pad and in turn, the caliper's piston. Each time the high spot on the rotor comes around, it "knocks" the caliper's piston back into its bore. This creates excessive clearance between the

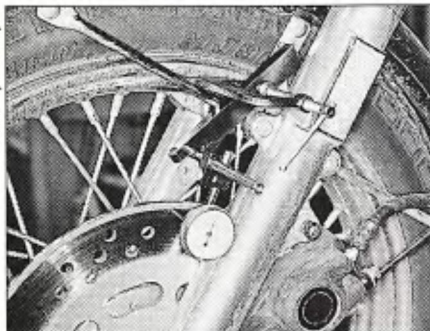


Photo 1

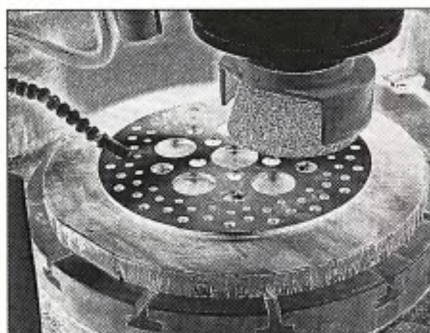


Photo 2

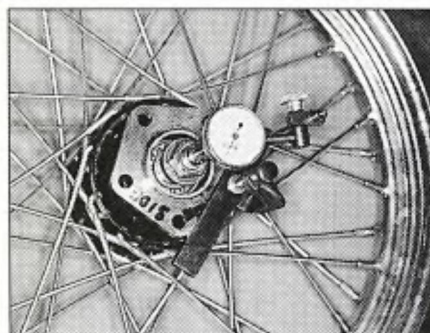


Photo 3

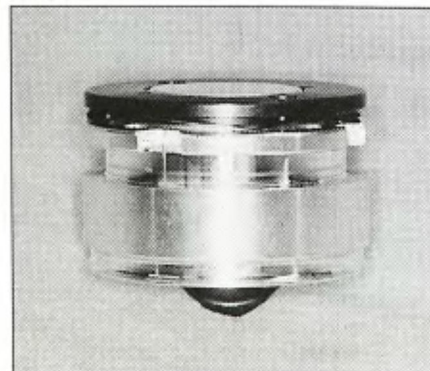


Photo 4

parts. The small quantity of fluid displaced by the master cylinder is not sufficient to overcome this extra clearance, thus the lever must travel further to displace more fluid and take up the clearance. Maximum rotor runout should be .004-inch. If you have more, it should be corrected. Have your rotor resurfaced by a reputable machine shop. Photo 2 shows a rotor being resurfaced at Thompson's Cylinder Head Service.

Note: H-D rotors are thin and can only be ground to the minimum thickness specification stamped on the rotor.

Excessive wheel bearing end play contributes to piston "knockback" by allowing the wheel to float from side to side as left-to-right cornering loads are applied; naturally the rotor moves with it and pushes the caliper piston back into its bore.

H-D allows .004-inch to .018-inch end play with the axle nut tightened to 60-65 ft. lbs. Measure this carefully and adjust to as close to the minimum .004-inch as you can get. Do not go under .004-inch. Note: Wheel bearing seizure is a possibility if you completely eliminate end play. Take your time and make careful measurements and adjustments. There are three different length spacers available for each H-D wheel. If one of these doesn't give you exactly what you want, anyone with a lathe can shorten your spacer. Later models use shims to allow more accurate adjustments. There are universal shims available which will work on almost all models.

You can reduce the time required to adjust end play by doing it off the bike (see photo 3). Use your axle and axle nut with some appropriate spacers to allow you to torque the nut and clamp the bearings and spacers together.

Piston retraction is not something you can change much. You must, however, verify that the components in your system are working properly and are the correct ones for your application. '72-'80 H-D "Banana" calipers are a good example of incorrect parts causing problems: These calipers were used

in both front and rear positions on Sportster, FL and FX models. They look and mount the same, but they have different pistons, seals, and sometimes retraction devices mounted on the pistons. When used in the wrong position they can cause either dragging brakes or excessive lever travel. If your caliper uses a plain piston and square seal ring you're all set. This is the late 1980-style caliper. If you have the earlier-style caliper, which has a piston retraction device on it (photo 4), make sure the piston you're using is stamped "016F" on the outer surface. This can be seen without removing the piston from its bore or disturbing the dust boot. If your piston isn't stamped, you need to purchase H-D part #44109-72B. This piston retracts .016-inch to .018-inch instead of the .020-inch to .031-inch retraction of the older piston. Of course, there's a fly in the ointment. This piston has been obsoleted by H-D and superseded by #44006-80A, which is a complete caliper assembly costing over \$175. If you can't find this piston, send me your old one and I will alter it to provide the new retraction amount.

Any caliper found to be dirty or have a sticking piston should be overhauled. Damaged mounting components should be replaced. While it's apart, check for damaged threads at the inlet fitting and make sure the bleeder screw is not frozen.

Brake parts are not a good place to save money. Use high-quality parts, DOT 5 fluid where appropriate and road test carefully after repairs.

If your braking system was repaired properly to begin with, utilizing these simple tips should give you a good, solid brake you can really rely on.

This article was furnished by Jim Thompson of Thompson's Cylinder Head Service Co. Jim's been helping Harleyriders and shop owners solve their problems for years. If you have problems obtaining any of the parts or services mentioned in this article, call him at (617) 326-8380, FAX: (617) 320-9351 or mail/ship to 186 River St., Dedham, MA 02026.

R I L K E R HALL O' FAMER

BROTHERS AND SISTERS WHO STAND OUT IN THE CROWD

Gary Misegades Marine, Illinois



Photo by Julius Esmon

Six years ago, doctors told Gary he would never ride motorcycles again. Yet in March of last year, he proved 'em wrong by taking second place in the Trike Class of the American Motor Racing Association's East Coast All-Harley Spring Nationals in Orlando, Florida.

Gary became paralyzed from the waist down when he was working as a carpenter on a roof that collapsed and he broke his back. As a result, he decided to

sell his Harley, but a magazine ad for sidecars changed his mind, and now, to make a long story short, Gary owns three bikes.

Gary is the only one on the track with a sidecar, but he feels it gives him an edge over the trikes he competes with. "Less weight in the rear end," he says. Seems to me, Gary's doing a helluva job pulling his own weight, no matter how heavy it might be. —Speedster

Gene Neill Crystal River, Florida

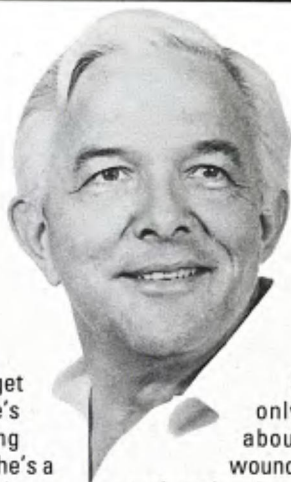


Photo from World Wide Ministries

Hey, we're not tryin' to get religious on you, but here's a guy who's been riding Harleys for 45 years, and he's a minister, a Southern Baptist to boot.

"So what?", you might say. "Happens every day."

Well, this guy calls himself the founder and director of the largest Christian prison ministry in the world, meaning he's been to more than 2,000 penitentiaries in 40 countries in the last 18 years, spreading the word and conducting revival services.

But this only came about after he wound up in a federal penitentiary with a 50-year sentence some 20 years ago, when he was working as a public defender. He saw the light some time into his stretch and was "miraculously" released after two years. I s'pose, if anybody can pull strings, it would be Jesus.

Now, the only question I have: if he rides with Jesus, does Jesus hafta wear a helmet?

Randy Texter Willow Street, Pennsylvania

At 30 years of age, Randy already has an astonishing 22 years of racing experience. You might say it's in his blood. His dad was a professional racer when Randy was a mere tot, just like Randy's kids are already involved in his sport now.

Randy is part of the H-D Screamin' Eagle Twin Sports Contingency Program or professional dirt track racing, which he does nearly every weekend, from February through November. In other words, he is sponsored by the factory, something, many a racing fool would like to be. Last year, Randy's racing success earned him \$10,000, which might

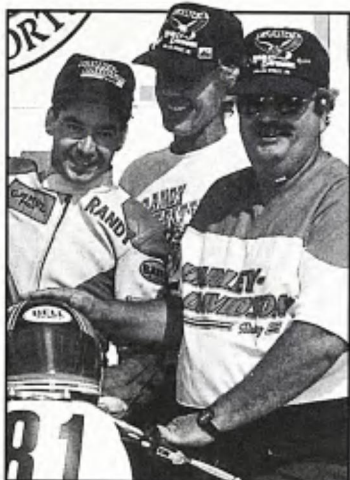


Photo from Monty Ann Black

not seem like much, until you consider that the entire purse for the season was \$50,000. It takes a lot of wins to add up that much cash, but that's exactly what Randy is all about.

—Red Baron

Shack O' Shame

Sheriff Dave Anderson

Brown County,
Indiana

For going on 10 years, ABATE of Indiana has sponsored the Bean Blossom Boogie, a four-day affair that attracts as many as 5,000 bikers to Bean Blossom, Indiana.

Too many for Sheriff Dave Anderson. He wants the county commissioners to require permits for any gathering of over 2,000 people. Of course, to apply for a permit doesn't mean you'll get one, so the permit requirement could be a back-door way



of ending the Boogie.

So far, the only person in favor of the new requirement seems to be Sheriff Anderson. Maybe the voters should encourage him into another line of work.

—from Herm Albright

EASYRIDERS TRUCK TOUR SCHEDULE!

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 28—THE LAST RESORT BAR

5812 S. RIDGEWOOD, HARBOR OAKS, FLORIDA
THE LAST RESORT BAR WILL BE HOME FOR THE EASYRIDERS TRUCK ALL WEEK. STOP BY AND CHECK US OUT!

FEBRUARY 29—CRAZY DAVE'S

HWY. 1792, LAKE MONROE, FLORIDA
Come and join in on all the fun biker games at Crazy Dave's, one of the best bars in Florida!

MARCH 1, 2—ART'S PLACE

5115 N. HWY 17, DELEON SPRINGS, FLORIDA
Bikers get out of town and take a pleasant ride into the country. All-you-can-eat pancakes, fish fries, famous Art burgers, beer gardens, putt-putt golf, ping-pong, horseshoes, best buns contest, drunk relay, free 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 "Pig Roast" starting at noon, biker games, and a not-to-be-missed wet t-shirt contest at midnight!

MARCH 4—SOPOTNICK'S CABBAGE PATCH

549 TOMOKA FARMS RD., NEW SMYRNA BEACH, FLORIDA
2nd annual colo slow wrestling championship! Camping and showers will also be available.

MARCH 5, 6—GILLY'S PUB 44

1889 STATE RD. 44, NEW SMYRNA BEACH, FLORIDA
Annual bike bash along with a wet t-shirt contest!

MARCH 7—SOPOTNICK'S CABBAGE PATCH

549 TOMOKA FARMS RD., NEW SMYRNA BEACH, FLORIDA
3rd annual bike blast "Battle of the Japs"! Camping and showers will also be available.

EASYRIDERS BIKE & TATTOO SHOW TOUR '92

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 Saturday & Sunday, 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 Saturday & Sunday. 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
(I-84 to Hwy. 17 West, to exit 120)
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 Saturday & Sunday. THE EASYRIDERS TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRTS!

'92 RODEO SEASON BEGINS WITH:

MAY 23, 24, 25—EASYRIDERS RODEO KICK-OFF

PASADENA, TEXAS
JOHN RAY HARRISON CONVENTION CENTER
(Hwy. 225 to Red Bluff exit, South to Fairmont Pkwy. left)
Come join us for the first rodeo of the season. We'll have a ride-in bike show, rodeo events, trade show, live music, camping, food & beverages on sale and a trophy girl contest. THE EASYRIDERS TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRTS!

FOR MORE RODEO INFORMATION, REFER TO THE RODEO CALENDAR ON THE BACK COVER.



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WHAT'S HAPPENIN'

Here's your guide to what's happenin' in your area in March, April, and May. 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 or country. Send your information to *What's Happenin'*, Box 3000, Agoura Hills, CA 91301.

Arizona

APRIL FOOLS RALLY—March 28-29, in Arizona City, halfway between Phoenix and Tucson, just off I-10. For more info call: (602) 984-5077.

California

10TH ANNUAL 500 ROAD TOUR—April 4-5, starts at Cycle Parts Plus, 800 Wagon Wheel Rd. 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 JBMCPOKER 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 & TATTOO SHOW TOUR—March 6-8, at the Solano County Fairgrounds in Vallejo. See the best custom bikes and tattoo work. Trade show, live music, and fashion show on Friday and Saturday. Daily door prizes. For 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

DAYTONA BIKE WEEK—February 28-March 8. See *Easysiders* #225 for a detailed guide.

11TH ANNUAL HELMET LAW PROTEST RUN & STATE MEETING—April 10-12. Contact your local ABATE for more info.

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, bloodmobile on site. 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 Olstein. 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.

Illinois

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

5TH ANNUAL ST. LOUIS AREA MOTORCYCLE PARTS EXTRAVAGANZA—April 12, at the Belle-Clair County Fairgrounds in Belleville. For more info call: (319) 462-6011.

3RD ANNUAL SWAP MEET AND BIKE SHOW—May 17, at the Gordville Auction Center, 6 miles east of Rantoul on Rt. 136. Admission \$5, vendors \$25. For more information call: (217) 359-4869.

Louisiana

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

Maine

DOWN EAST TATTOO SHOW—March 28, 29. In Bangor, at the Airport Hilton. Saturday from 9 a.m. to 11 p.m.; Sunday from 9 a.m. to 6 p.m. Contact Al Cook at (207) 989-6017 for more information.

Maryland

ANNUAL AMERICAN PRIDE YELLOW RIBBON RIDE—May 24, leaves Harley-Davidson of Washington, 9407 Livingston Rd. in Ft. Washington, at 10 a.m. for a 30-minute ride to join Rolling Thunder V POW/MIA parade in D.C. For more information call: Jack or Ric at (301) 248-1200.

Michigan

SMC SWAP MEET—March 15, at the Smith Hall at City Park in St. Johns. For more information call: (517) 699-1946.

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.

Nevada

RIDE FOR LIFE—March 22, in Las Vegas. Bands, food, prizes and much more. For more info call: (702) 737-3103.

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.

2ND ANNUAL SWAP MEET AND BIKE SHOW—April 12, in Robbinsville at the Washington Township. Fire Station. For more info call: (609) 396-2211.

New York

ROCHESTER MOTORCYCLE SPRING SWAP MEET—March 15, from noon to 5 p.m. in Rochester at the Monroe County Fairgrounds. Admission is \$6. For more information 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 & TATTOO SHOW TOUR—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

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

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

Ohio

ALL MAKES MOTORCYCLE SWAP MEET—March 29, in Steubenville, at the St. John Arena. Admission is \$4, show is from 10 a.m. - 5 p.m. For more info call: (614) 765-5247.

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 HARLEY DAVIDSON EXPO, SHOW, 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 & TATTOO SHOW TOUR—March 20-22, at the John Ray Harrison Convention Center in Pasadena. The finest custom motorcycles and tattoo artwork 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 more information call: (818) 889-8740, ext. 281.

EASYSIDERS RODEO—May 23-25, at the John Ray Harrison Convention Center in Pasadena. Rodeo, trade show, food, beer, trophy girl contest, live music, and ride-in bike show. Camping available for weekend. For more info call: Gloria at (818) 889-8740.

H-D EXPO SHOW AND SWAP MEET—April 26 in San Antonio at the Convention center. Hour are from 10 a.m. to 5 p.m. Admission is \$6 for adults, kids free. Call Bob Bagwell at (214) 216-5520 for more information.

Washington, D.C.

ROLLING THUNDER V—May 24, in Washington, D.C. Meet at North Pentagon parking lot at 9 a.m. The ride will begin at 12 p.m. sharp for the ride through to the Vietnam Veterans Memorial. This ride is a demonstration for our POW/MIAs. For more information contact Eugene at (912) 746-8237.

Wisconsin

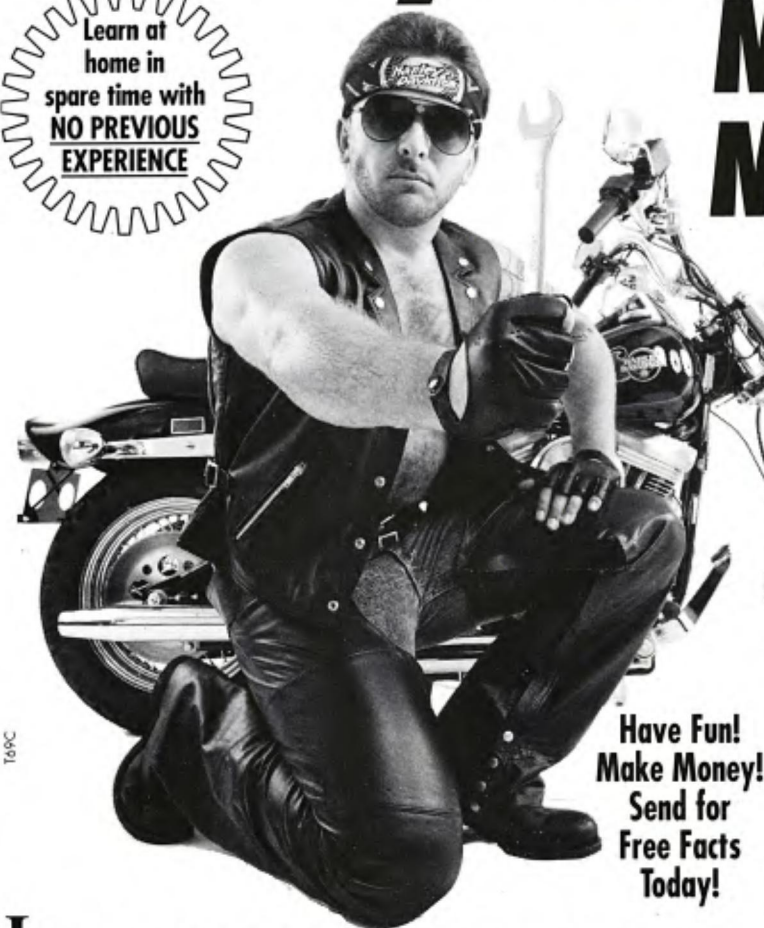
BIGGEST AND BEST SWAP MEET—March 29, in Green Bay at the Riverside Ballroom. For more information call: (414) 725-5516.

Wyoming

THIRD ANNUAL WESTERN WYOMING MOTORCYCLE SHOW—May 16 at the Expedition Island Pavillion. Sponsored by Harley-Davidson of Green River. Call (800) 869-7317 for additional information.

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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 every step by step, from minor tune-ups to major overhauls.

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Motorcycle sales mean profits for repairmen

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

Motorcycle shops employ qualified mechanics

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

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

More girls—more bikes each year

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

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

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

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

Start your own cycle repair business

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

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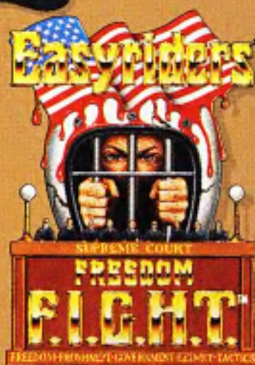
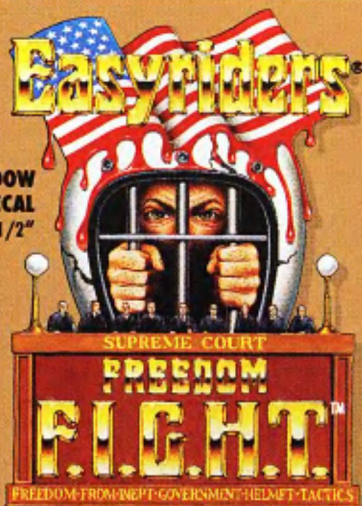


Five-piece Freedom F.I.G.H.T. Kit — \$20

includes

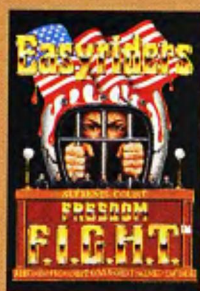
- 1 100% cotton T-shirt
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M, L, XL, XXL



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	Postage and Handling per order: U.S. add \$3.00. Canada add \$5.00. Foreign add \$10.00.	
	CA residents add 8% tax.	
	MAIL TO: Easyriders Freedom F.I.G.H.T., 7M Box 1025, Agoura Hills, CA 91301	TOTAL

Send U.S. funds only, please.

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By Ricky Racer

There are other motorcycle racers who are better known than Scott Parker. There are others who go faster, earn more money, and draw bigger crowds. Which is a cryin' shame, really. Because as of right now, no other motorcycle racer in history has done more and won more than Scott Parker. You can get too tired to putt just reading about all the things this 30 year-old Michigan boy has done.

In 1991 he hit the headlines twice. First, he became the all-time winningest rider in AMA Grand National Championship dirt track racing history when, on August 24, he won his 41st National race—the Indy Mile. With that win he beat the nine-year-old record of 40 victories held by his Michigan buddy, Jay Springsteen. Then, just to make sure everybody was paying attention, Scott went on to win his fourth straight Grand National Championship, tying the record of the legendary Carroll Resweber. (Resweber, who was also on a factory Harley, won his championships in 1958-61.) Parker and Resweber are now the only riders in the 37-year history of the series to win four championships.

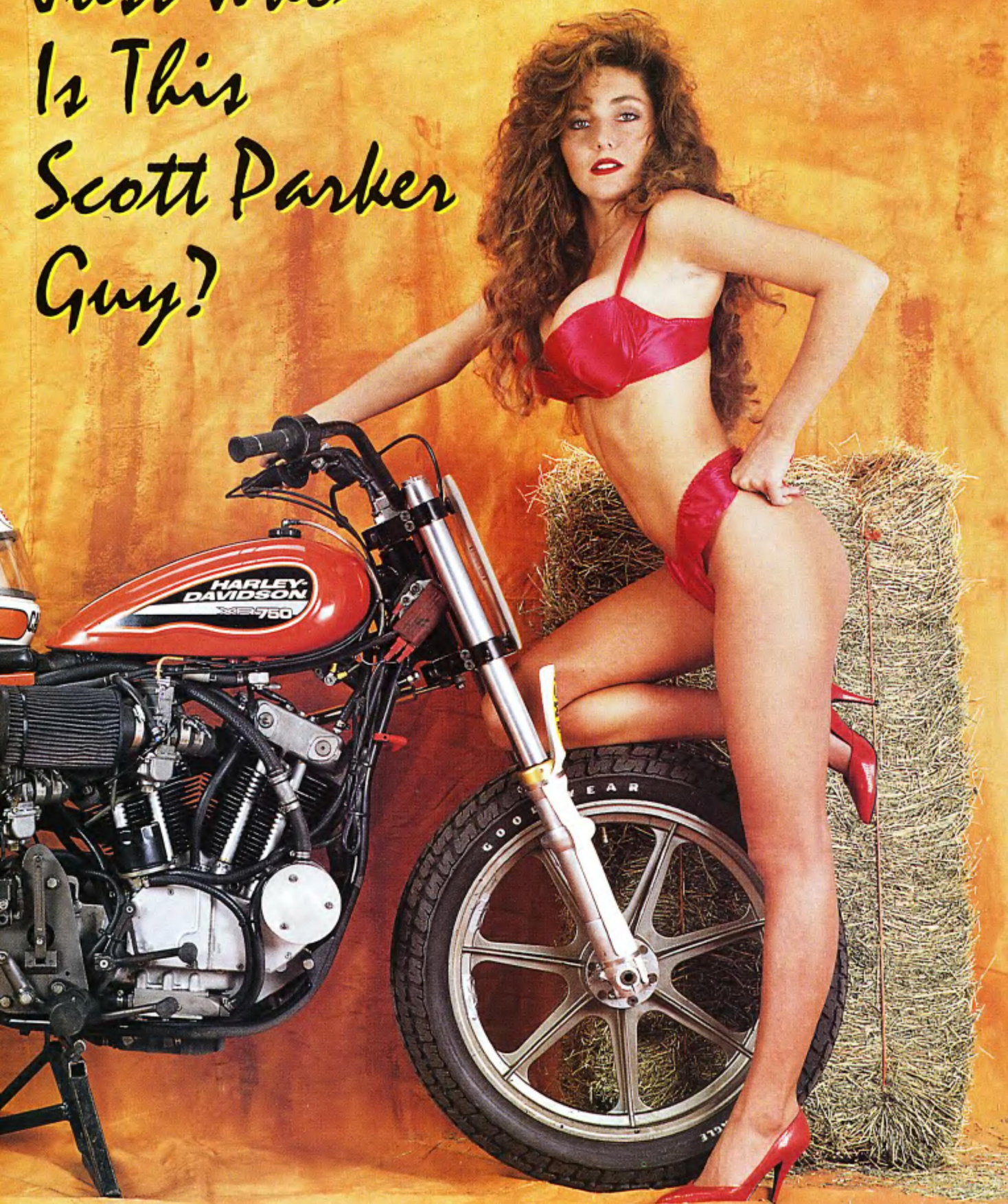
Scotty even set a record on his way to the record. Locked in a season-long, my-front-wheel's-gonna-get-there-before-yours-does battle with Harley teammate, Chris Carr, the two became the first two riders in series history to end up tied for the lead. But because Parker had won six races to Carr's four, Parker went home with the flash and the cash.

The way he began his pro career, it looked like Parker was aiming his Harley down a path blazed with nothing but glory. He started out winning the AMA Rookie Of The Year title in '79, the same year he also won his first two Nationals: the DuQuoin Mile and the Indianapolis Mile. If you'd been hooked up to a crystal ball back then, you'd have seen two big pieces of future news attached to those two wins. First, they were both mile races—and in a dirt track racing season peppered with short track courses, TTs, half-miles and miles, Scott Parker would become the king of the miles. Second, he put his stamp all over the Indy Mile event, winning it six times, including his record-breaking 41st win.

But after the '79 season, it was dues-payin' time. If you ride a Harley, you don't expect anybody to hand you anything. If you want it, you go



Just Who
Is This
Scott Parker
Guy?



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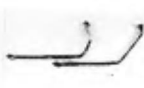
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Photos by Rick Menapace and Jim Gianatsis

out and earn it. Scott settled into a steady nine-year climb to the top of the hill. He only won two races in the four seasons from '80 to '83, but in '83 he wound up fifth place in the standings. He was then, as they say, off to the races.

He moved up to fourth the next year, to third in '85, and was runner-up in both '86 and '87. He finally grabbed his first brass ring in 1988 and was named the AMA Pro Athlete of the Year.

In 1989, he not only won the championship again, he set two AMA records: one for winning 10 races (the most in a single season) and the other for getting six straight victories in mile events.

One of the things about Scott that makes him a true bro is that his head size hasn't grown along with his glory. He spreads the credit around like it was free beer. He's never won a race without turning the spotlight on his tuner, Bill Werner, a legend in his own right who can make an H-D race bike do things that would curl your hair.

Even after he'd won the big 41, Parker pulled Jay Springsteen up to the victory podium with him. "Jay's very much a part of my success as a racer," he told the crowd. "When I was a dumb kid learning the ropes, Jay never shied away from giving me help and advice. Jay wasn't the type of guy who worried about his record being broken. He was always encouraging me along the way."

Now if you're out there thinking you want to be a famous Harley racer, I'd give some serious thought to moving to Michigan. Yeah, I know it gets colder than the tax man's heart up there, but think about this: Scott Parker is the latest in a line of major-league H-D dirt track racers from Michigan. This line includes: Jay Springsteen, Kevin Atherton (the third member of the current factory team), and the legendary Bart Markel. Some pretty famous company to keep. Right now, Scott sits on top of the pile. He's earned it, and according to anyone who's spent time with him, he deserves it. ☺

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tire with a high strength, flexible rayon casing, and a classic look for your classic Hog. Or Conti Blitz, whose radical tread gives you performance you never knew your Harley had. Or Conti Tour, the long-haul tire with the industry's highest load rating and super wet weather handling.

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FOR TIRES WITH THE RIGHT ATTITUDE (from left), CHOOSE THE CLASSIC LOOK OF CONTI TWIN, THE LIGHTNING REFLEXES OF THE CONTI BLITZ OR THE LONG-DISTANCE MOVES OF CONTI TOUR.



Continental 

19TH ANNUAL KEY WEST POKER RUN

The Run To Paradise

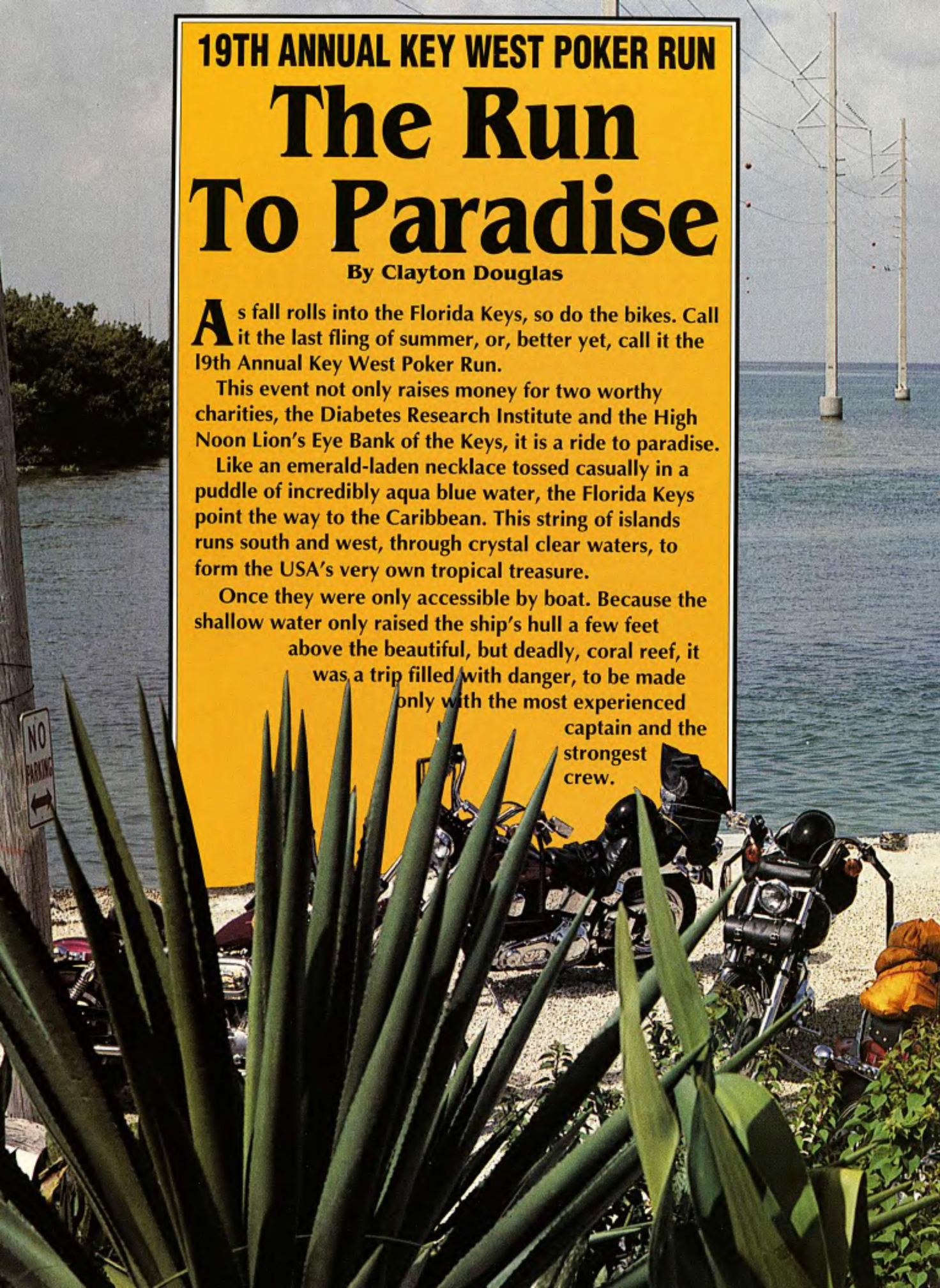
By Clayton Douglas

As fall rolls into the Florida Keys, so do the bikes. Call it the last fling of summer, or, better yet, call it the 19th Annual Key West Poker Run.

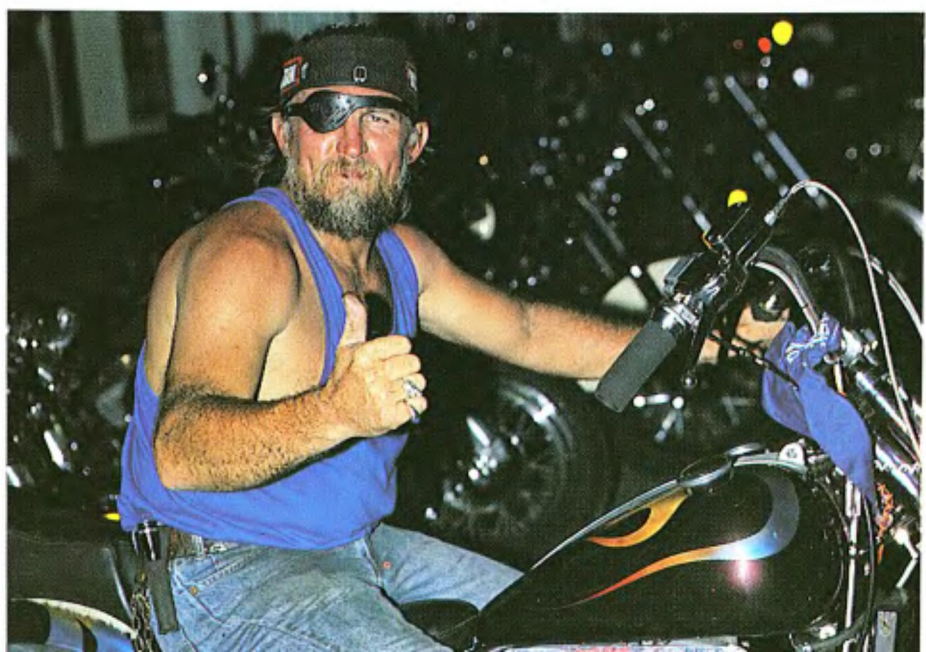
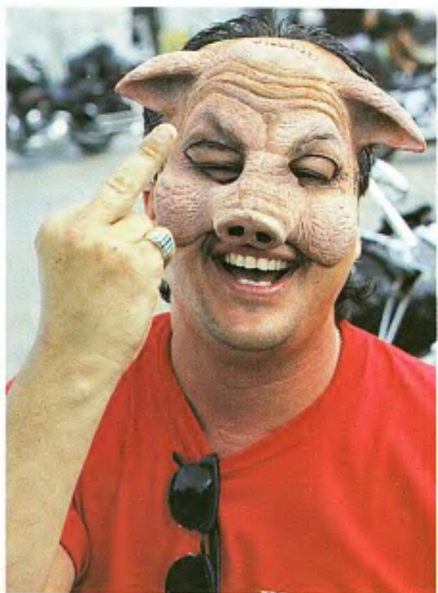
This event not only raises money for two worthy charities, the Diabetes Research Institute and the High Noon Lion's Eye Bank of the Keys, it is a ride to paradise.

Like an emerald-laden necklace tossed casually in a puddle of incredibly aqua blue water, the Florida Keys point the way to the Caribbean. This string of islands runs south and west, through crystal clear waters, to form the USA's very own tropical treasure.

Once they were only accessible by boat. Because the shallow water only raised the ship's hull a few feet above the beautiful, but deadly, coral reef, it was a trip filled with danger, to be made only with the most experienced captain and the strongest crew.









One of Florida's oldest settlements, Key West was once a haven for the untamed, unwashed, and ungovernable. Ruthless pirates and fierce sailors, hardened from life at sea and liberty in raucous ports throughout the lawless Caribbean, stayed in Key West and joined in the local hobby of luring in ships by building bonfires along the beach. The darkness hid the rocks and shallow water which ran from 3 to 5 miles from shore. Before the unsuspecting ships could turn, they were aground and surrounded by grinning looters who were more than eager to help them salvage everything. They were called, generously, "wreckers."

Today, thanks to Henry Flagler,



The common man had tasted paradise and wasn't about to let it go

that's all changed. Henry was one of the country's great industrialists, right up there with William S. Harley and Arthur and Walter Davidson. He felt the common folk should be able to visit these islands without the danger and hardships. His dream was to build a railroad down this string of islands. He did it, only to see his dream destroyed by one helluva hurricane on September 2, 1935. The storm killed 500 people. But the common man had tasted paradise and wasn't about to let it go.

Henry Flagler's bridges were modified to allow motorcycles to use them. Unfortunately, this also opened the door to automobiles.

The Annual Key West Poker Run starts on Saturday morning, September 21. Sponsored by two veteran Harley-Davidson dealers, Phil Peterson in Miami and Mike Horne in Key West, this event has grown over 19 years into a major biker



event attracting thousands of riders.

Many leave early on Thursday or Friday to prepare the locals and to acquire a pre-bash sunburn. You can easily spot the bikers on the beaches, they're the ones with the tanned faces, muscular arms, white beer bellies, and bright red shoulders.

As Harry, Peterson's shop foreman, checked out my bike for the run and the Keys braced for the influx of the rowdiest, roughest, and hairiest invaders since Blackbeard's crew, Phil Peterson talked to me about the history of the run.

"I started in the Harley-Davidson business in Key West in 1954," he said. "A friend of mine, Jimmy James, used to be a motorcycle patrolman down there. He became the chief of police and asked me to open a dealership so he could have Harleys on his force. Mike Horne was a mechanic for me back then, and he was real interested in going down



Nubile young nymphs walk around downtown in skimpy swimwear

there. So, I opened the Key West store and Mike went down to run it.

"Business was a little slow at first so Mike said, 'Why don't you bring your motorcycle club down here for the weekend?' That was in 1972. My club was the Mustang Motorcycle Club. I think there were only 24 bikes the first year. We had such a good time that the next year they asked if they could take some friends along. From there it just grew like crazy. Then, I decided to do it for charity. I think I was the very first Harley dealer to do it for MDA.

"Anyway, it just kept growing. It's no big deal, just a poker run. We



don't do anything special. We stop on the way down at some neat places. We've never had any major incidents. According to the Sheriff's Department in Monroe County, we had over 3,000 bikes last year."

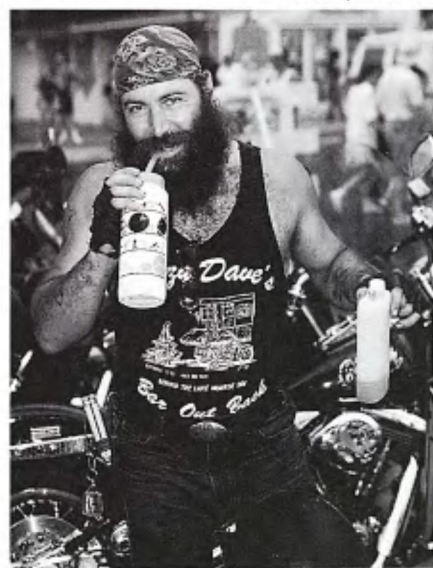
Key West is the place to party. You can walk down the streets with a drink in your hand and nobody thinks a thing about it. Nubile young nymphs walk around downtown in skimpy swimwear and in the evening everyone gathers at Mallory Square to watch the incredible sunset and the entertaining sidewalk showmen.

There are many watering holes along Highway 1, on the way down to The Keys, that welcome bikers. The Last Chance in Homestead is the first, but it lacks the island charm of The Caribbean Club in Key Largo, where a dock in back allows access by land or sea.

I have to mention Alabama Jack's here, although it is not on Highway One. Outside of Homestead you can pick up the Card Sound Road, which will also take you to The Keys. It'll cost you \$1 to cross the Card Sound Bridge but it has two advantages: no



Photos by Pat Randle



traffic and Alabama Jack's. AJ's sits on the water just before the bridge and it's the destination of many riders on the weekends.

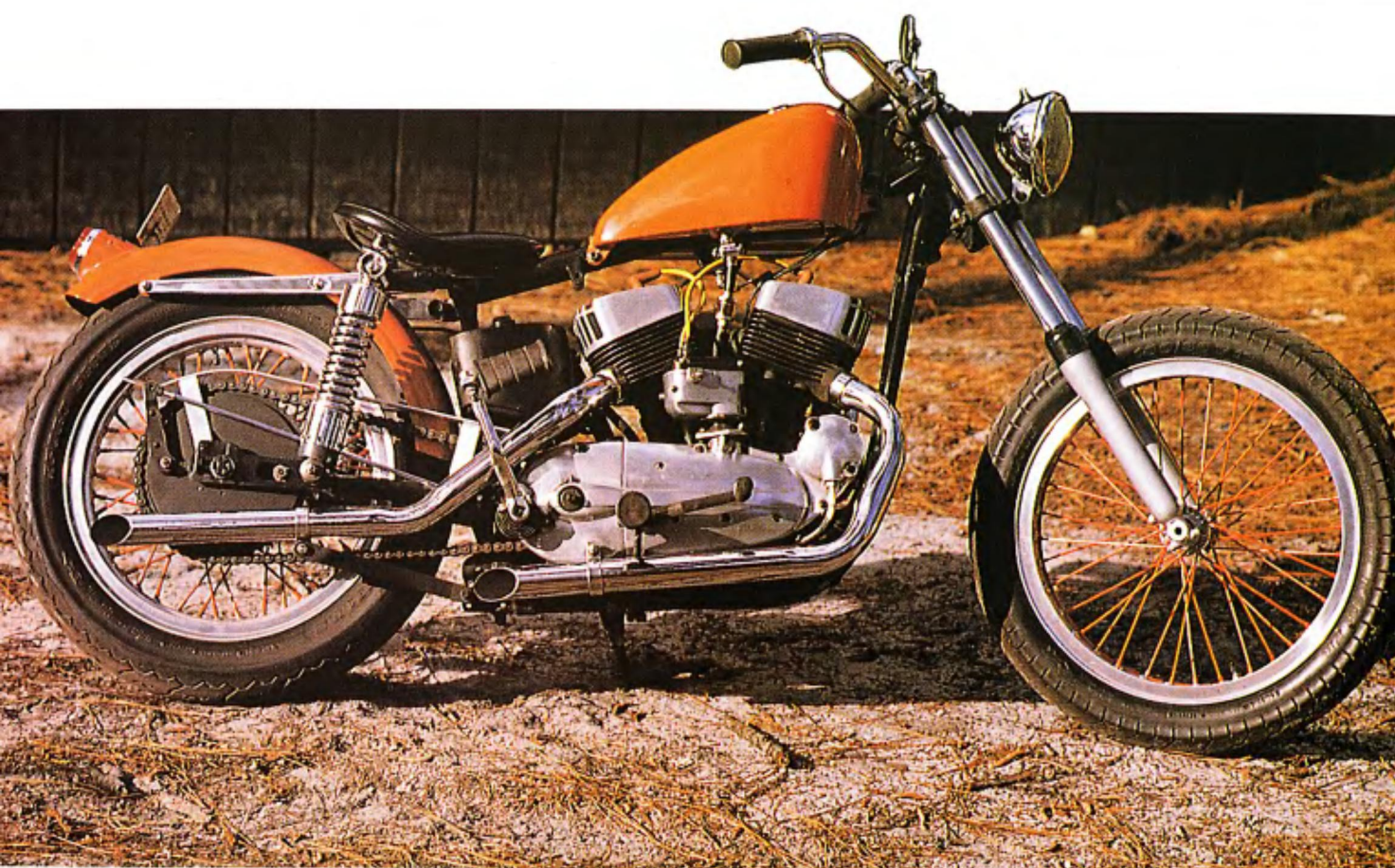
None of these biker bars were included in this run, though. We stopped at Perry's Restaurant (mile marker 102.5) for our first hand. Papa Joe's (79.5) was second, followed by Adventure Island (54) in Marathon, the last big town before Key West. Boon Dockers (27.5) was fourth, and Mike Horne's H-D in Key West was the final stop.

Like Peterson's, Mike Horne's

parking lot was packed most of the day. The area's hotels and motels had more bikes in their lots than cars. In fact, for the occasion, Phil Peterson rented one of the largest hotels on the island, LaConcha Holiday Inn on Duval Street, Key West's main drag. He sold every room. A glance out the window revealed a parking lot containing millions of dollars worth of Harleys.

In the end, Phil announced that over \$12,000 had been raised for charity. Over 1800 bikers signed up, an estimated 4500 showed up.

Key West's cops and residents welcomed us with open arms. There were no hassles, no arrests, and no harassment. Much of this easy-going attitude is due to Phil Peterson's devotion to Harley-Davidson and bikers in general. He's helped to elevate the word "biker" to a term of respect. His efforts to aid the less fortunate through this and other runs for charity make him more than just a successful businessman. By supporting him and these runs, we do ourselves a favor and have a damn good time doing it. ☺



Steven Allen Coe, Daytona, Florida 1954 K model H-D

There's nothing that compares to the satisfaction and solitude of working with your hands, and as a carpenter Steven Allen Coe knew that feeling well. Problem was, when he was done building a house he couldn't fire up the fruits of his labor and take it for a putt.

At least not until a few years back when a good-looking lady named Denise decided to retire Steve so he could do what he loves most—wrench and race scooters. Talk about a gal who's got her priorities straight: The only thing my ex ever retired was the same thing she used to hitch me in the first place.

Well, our good bro's luck didn't end there. The latest addition to his stable of sleek, competitive rides is this pretty little 1954 K model. Steve bought her sight unseen at an auction for a whopping \$100. Sure, he had to do some work on her—replace the rubber, throw on a saddle, splash on some original Harley-Davidson racing orange, and perform the usual mechanical exorcism. But, hell, that's what Steve loves to do, and it's what he does best.

We wish him lots of luck in his already successful flat track racing career. Not that he needs any. And as far as Denise is concerned, I forgot to ask him if she had a sister.

—Clay Sherrig

General		Forks	
Fabrication: Harley-Davidson		Type: Betor front end	
Year and make: 1954 H-D		Builder: Betor	
Model: K		Special features: Super Glide shocks	
Chroming: Atlantic Plating		Accessories	
Engine		Bars: flat track	
Year and model: 1954 KH		Lights: Bates chromed headlight	
Rebuilder: Steve		Gas tank: Sportster	
Displacement: 900cc		Oil tank: horseshoe	
Transmission		Seat: custom solo	
Shifting: 4-speed manual		Other: H-D magneto	
Trans sprocket: 21-tooth		Wheels	
Wheel sprocket: 52-tooth		Front	Rear
Finish		Size: 19-inch	Size: 18-inch
Color and type: orange/black Starathane		Tire: Dunlop	Tire: Dunlop
Special paint: Steve		Brake: none	Brake: stock
Frame		Special features: Spanish dirt front end,	
Year and builder: 1954 H-D		homemade chromed exhaust, home-	
Type: swingarm		made aluminum chainguard, buffed	
Alterations: chromed fender struts		aluminum heads	



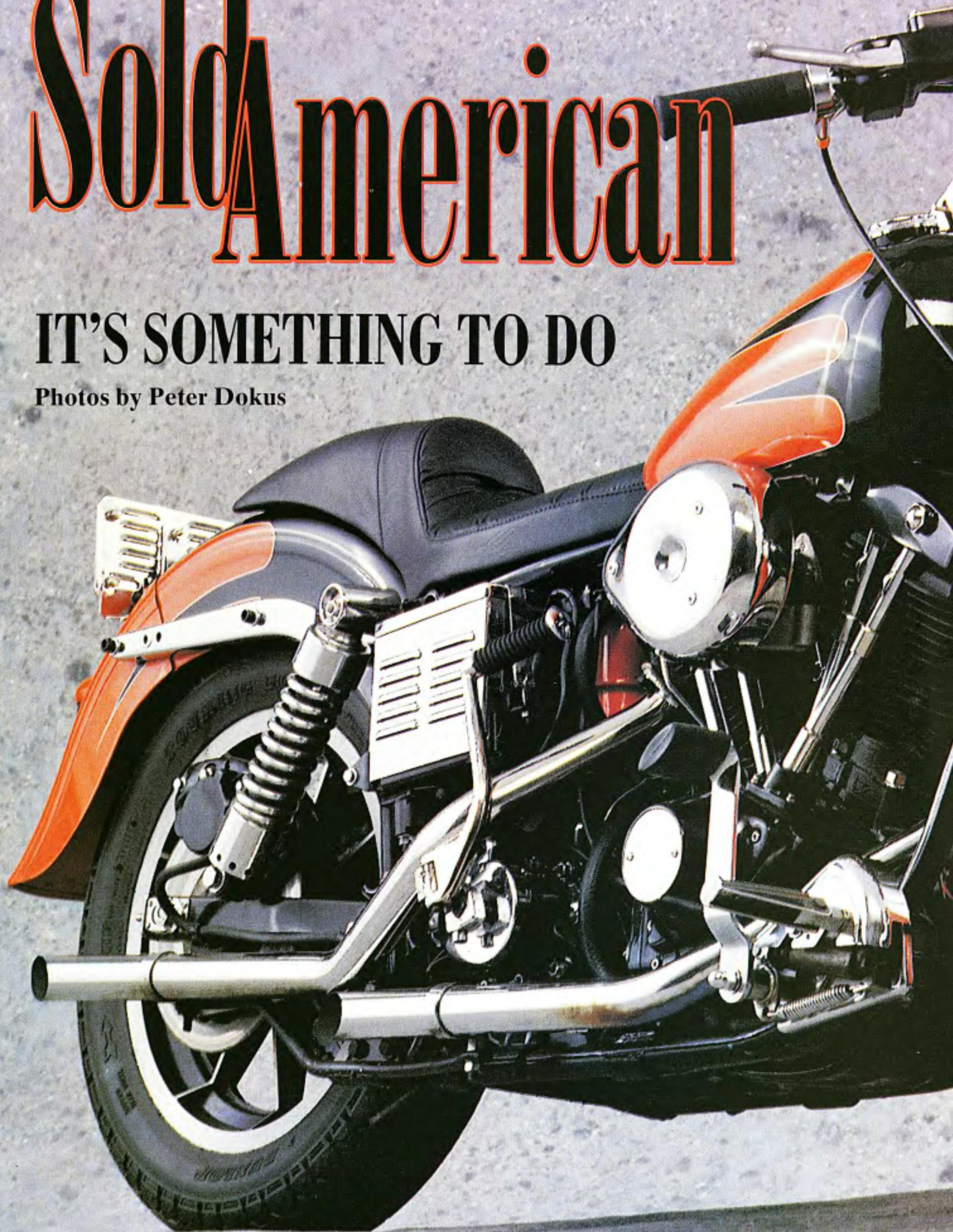
Photos by Billy Tinney



Sold American

IT'S SOMETHING TO DO

Photos by Peter Dokus

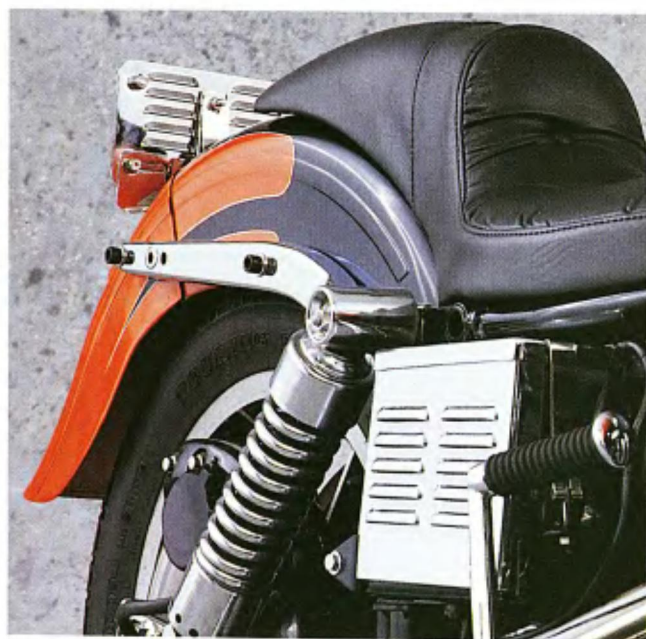


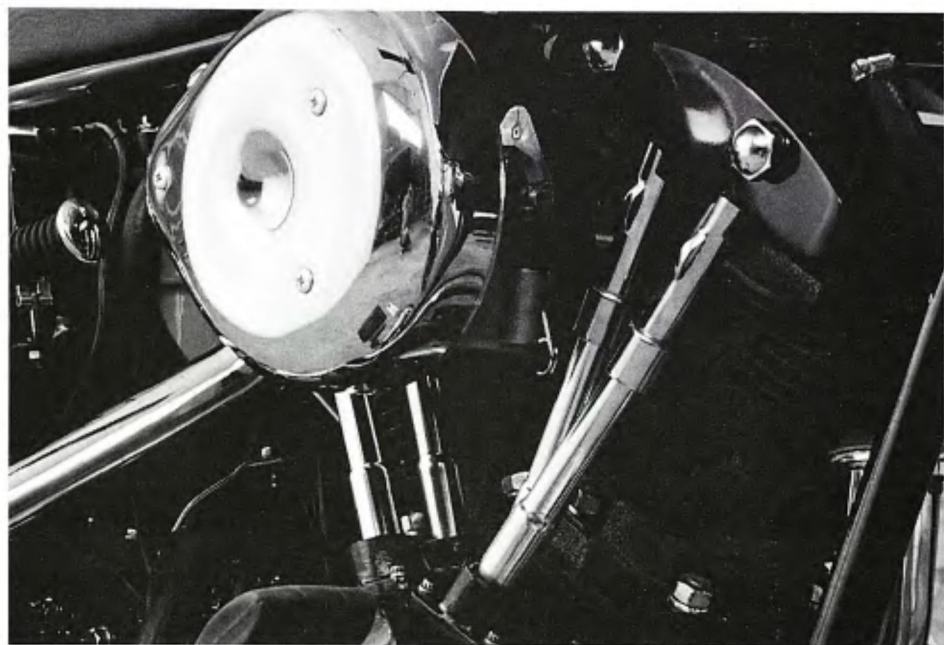


I was down at the club the other night, soakin' up suds and perusing the latest dog-eared issue of this righteous rag. Suddenly, a commotion out front totally disrupted the belchin', beer-fartin' ambience that makes it our beloved, special place. It was a horrifying and disgusting sound, sort of a cross between a wounded lawn mower and a pissed-off sheep with a serious case of gas.

But it was only a passing rice rocket, and soon everything was back to normal, with all the sounds and smells that make it home sweet cave. See, we ride only American—Harley-Davidson motorcycles, built by Americans, for Americans. It's what sets us apart. That, and how we take care of our own.

Richard Davis, of Fresno, California, knows all about it. He's a traditional American biker, and watching over his own is second nature to him. He makes sure his family has food on the table and clothes on their backs and what rolls out of his garage is always welcome at the club. Rich builds American only,

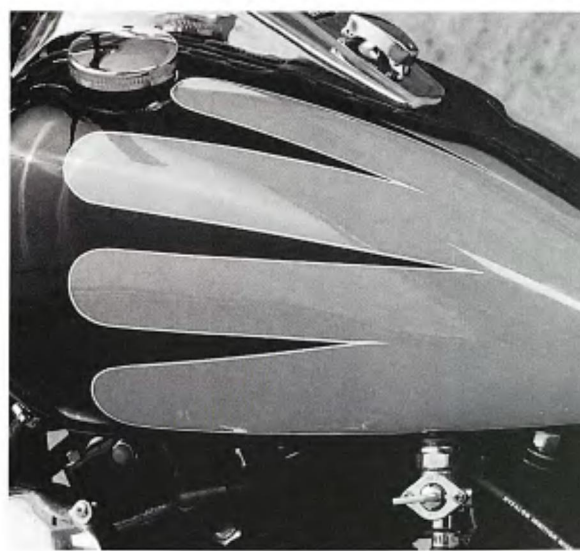
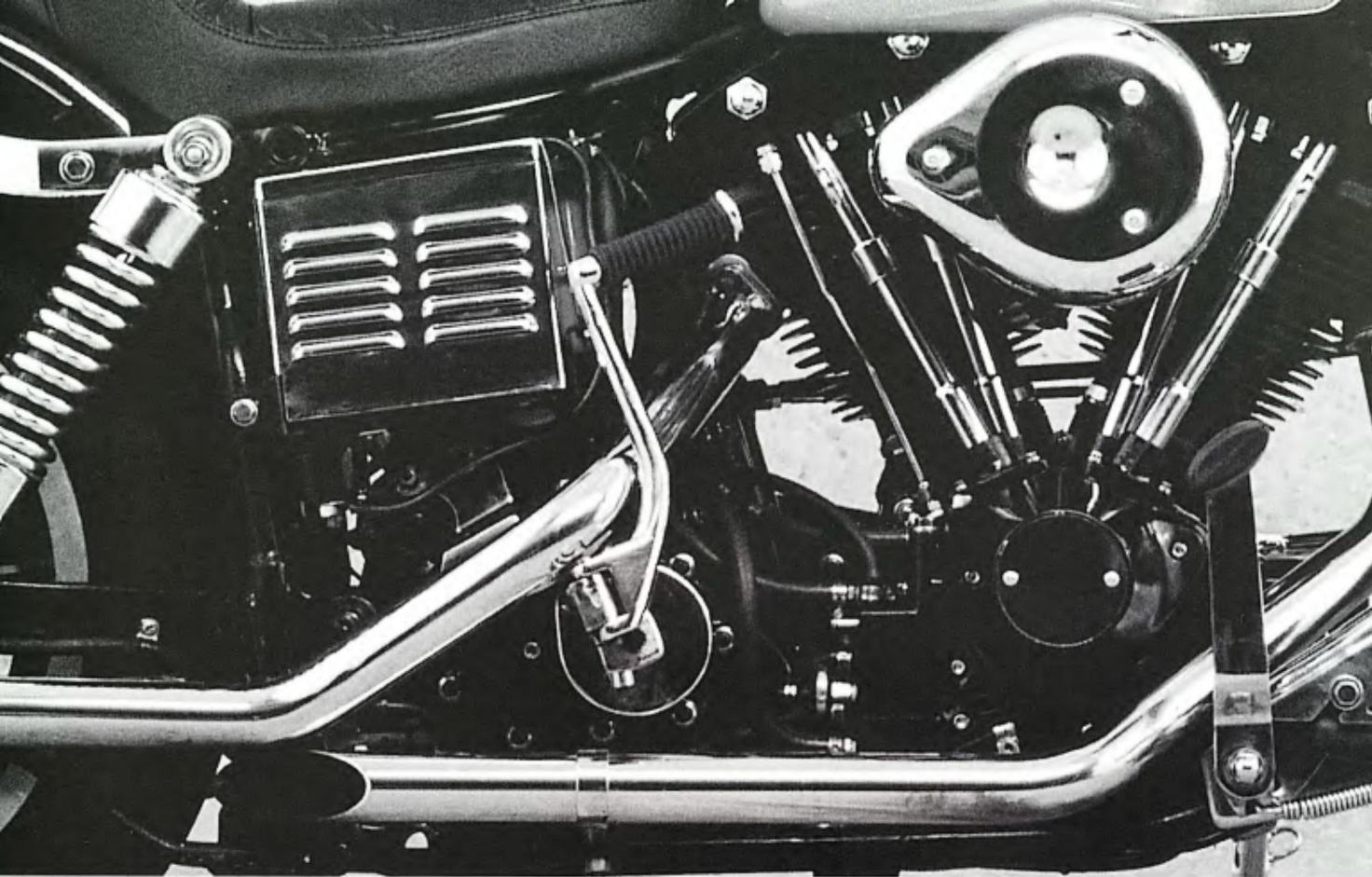




and sells them right here, not overseas. He put this sassy shovel together in six months, for under six grand. It's modeled after his lifestyle—uncomplicated and simple. But, it's got everything it needs and plenty of juice on demand. And check out the detailing—real sanitary.

He builds two or three bikes each year, rides them a while, and moves on. This beauty sold a couple years back to some lucky stiff. Since then, he's built a 108-incher that ran in the money at the All-Harley Drags in Sacramento, California. Then he sold it. Hey, it's something to do.

Rich has been at it for close to 30 years. It started when he was just 14, and had been hounding the big kid



on the block to let him ride his knuck. The kid said he could ride it, if he could start it. So Rich climbed into the saddle and, well . . . you can figure out the rest. I tell 'em the same thing, 'course I secretly pop the coil wire, first. Then I tell 'em if they can't start it, I get to ride their sister (heh, heh).

Rich works the *Easyriders* Rodeos, driving the freightliner from town to town. You've also seen him in the arena, waving the start-finish flag, and generally assisting Rodeo "Field General" Leon Hatcher. It's something to do that's fun, and it pays the bills. What more could an American biker ask for?

PARTS BOX

Tell 'em Snake sent ya



GMA Trees

The GMA gang is now producing new triple trees for narrow and wide glides. They are completely computer-designed and machined from heat-treated, alloy aluminum. Then they are clear anodize finished to keep 'em shiny. For more data on their brake systems or the trees, scratch a note on an old grocery sack and send it to GMA Engineering, Dept. ER, 2808 Q St., Omaha, NE 68107, or dial (402) 734-6141.



Kennedys Catalog

There's only one major shop still building wild stretched bikes—except these guys have gone the high-tech route with products and frames that make a long-stretched machine handle like a 1200 Sportster. Watch for their bikes. But to get a taste of what they offer, write for their catalog: Kennedys Custom Harley-Davidsons, Dept. ER, 3028 San Luis Rey Rd., Oceanside, CA 92054, or call (619) 967-5883.

ROAD PIRATES



Photographs by Marc Hauser

Text by Judy Robb

Road Pirates

Here's a down-to-earth book about our people and lifestyle. It's a pictorial, with outstanding black-and-white photography, of riders who have been veterans in the sport of motorcycling for their entire adult lives. They ride to live and live to ride, just like it says on the only tattoo I've got. It's a collector piece, you'll be proud to have in your milk crate for many moons. For the rugged reality within, drop a postcard to Chicago Review Press, c/o Road Pirates, Dept. ER, 814 N. Franklin St., Chicago, IL 60610, or call (800) 888-4741.



Racing Cylinders and Jackets

The guy who taught me how to build engines, who was the original designer of our World's Fastest Harley, designed these. His water jackets cooled the 92-inch engines that powered the Streamliner to 322 mph. Now they're available to the general racing population. The water jackets provide an efficient means of cooling Big Twins. They consist of a combination of air cooling of the cylinder head portion and water cooling of the barrels through jackets that maximize heat transfer from the cylinders. For more information, write: R&R Cycle, Dept. ER, 6622 West 87th St., Los Angeles, CA 90045, or call (310) 645-9067.



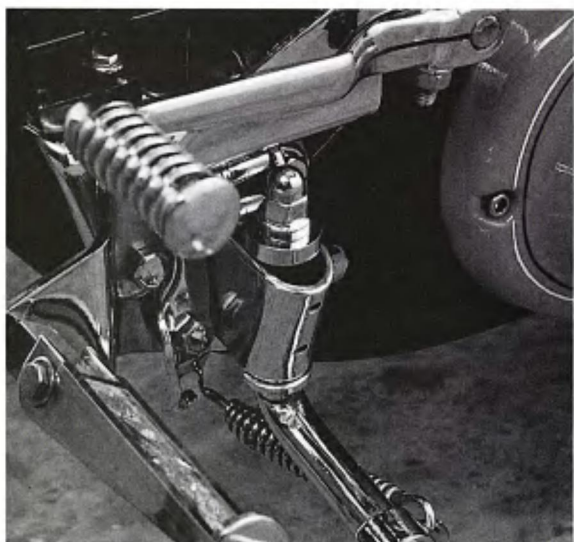
Metal Masters

Innovations emerge just when ya think you've seen it all. Metal Masters has designed stainless steel covers for several applications including this one that covers the swingarm axle. I like the flames—nice touch. For the real skinny, write Metal Masters, Dept. ER, Box 161, Harrison, MI 48625.



Liberty Sidecars

A couple of weeks ago a rider pulled into our garage parking lot after riding all the way from Washington. He came down to show us the sidecar he was manufacturing for Softails. A helluva nice piece—tough, well-constructed, and built like a stock item. If you've got a Softail and want a sidecar, ya gotta break out a pad of paper and write for more information to Liberty Sidecars, Dept. ER, 3400 13th Ave. S.W., Seattle, WA 98134, or call (206) 292-8420.



'Course, he's still buildin' rides. At the moment, he's workin' on a 1942 45-inch WL (solo), a Sporty, and a '62 Servi-Car. He'll get 'em up and tricked out, in his sparing but finely-detailed style, and then he'll probably sell them. His ride of choice right now is a '79 FLH, done in what he calls "standard buckboard" style. That means stripped down—the show is in the go. It does have purple flames though, to match the *Easyrider*s trucks. He says he'll probably take it on the circuit with him this year.

Whatdahell, it's something to do.

—Glider

Owner(s): Richard Davis		City: Clovis, California	
General		Frame	
Fabrication by: Iron Hog		Year: 1979	
Year and make: 1979 H D		Builder: H-D	
Model: shovel		Type: swingarm	
Value: enough		Rake: stock	
Assembly by : Iron Hog		Stretch: none	
Time: six months		Other alterations: none	
Chroming by: not much		Accessories	
Engine		Bars: drag	
Year: 1979		Risers: 4-inch, bent	
Model: shovel		Fender (s): hinged	
Rebuilder: Iron Hog		Headlight: CCI	
Ignition: distributor		Taillight: beehive	
Displacement: 80 cubic inches		Speedo: new	
Lower end: oiled		Front pegs: Frisco	
Balancing: stock		Rear pegs: none	
Pistons: replacement		Electrics: 12-volt and wires	
Cases: painted black		Gas tank: 3-1/2-gallon fatbobs	
Heads: wrinkle		Oil tank: H-D	
Cam: sure		Oil system: pump and rubber hose	
Lifters: solids		Primary cover: painted	
Carb(s): S&S Super B		Seat: Danny Gray	
Air cleaner: S&S		Sissybar: none	
Pipes: straight		Height: n/a	
Muffler(s): none		Material: n/a	
Transmission		Forks	
Modifications: none		Type: narrow glide	
Year: 1979		Extension: none	
Shifting: okay		Builder: owner	
Engine sprocket: 24-tooth		Special features: painted legs	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: none		Hub: mag	Hub: mag
Painter: Tovar		Rim width: 3-inch	Rim width: 4-inch
Color: orange and black		Tire: mounted	Tire: mounted
Type: Imron		Brake: dual disc	Brake: H-D disc
Special paint: pinstriping by Gang Wish			
Other special modifications: scallops, painted taillight, all black engine.			





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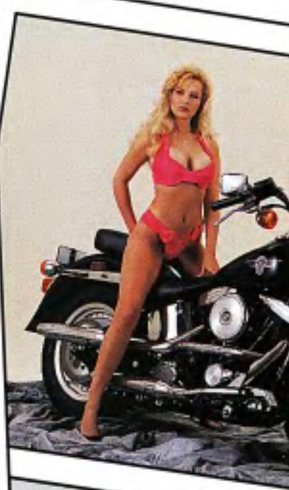
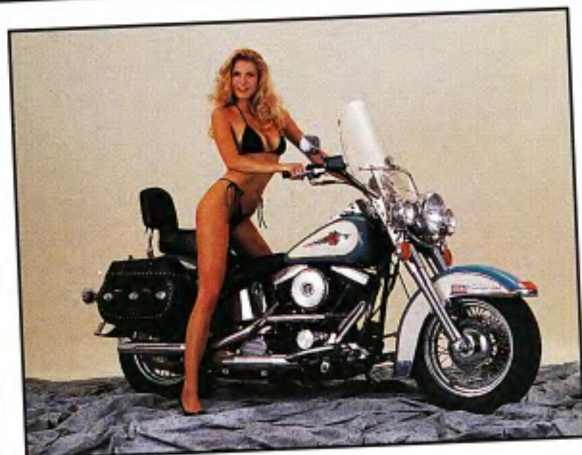
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Which will it be?**

GRAND PRIZE

FLSTC HERITAGE SOFTAIL CLASSIC

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This tough, ready-for-the-road bag is jam packed with an assortment of heavy-duty biker items. Valued at \$50 each.

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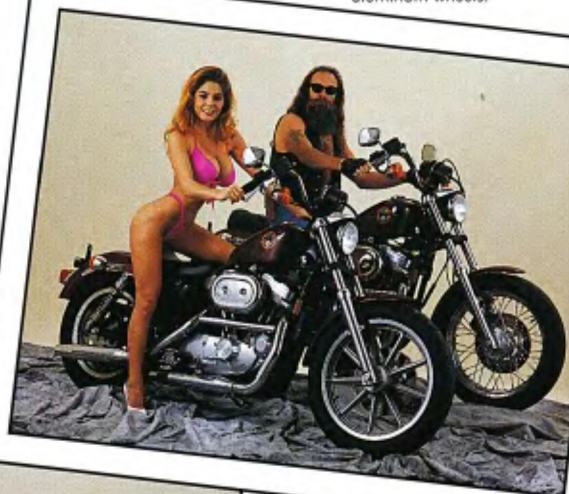
Easyriders Motorcycle Rodeo Tickets

750 tickets to Easyriders Motorcycle Rodeos. Pack your ol' lady on the P-pad and get ready to party at one of this year's rodeos. Tickets valued at \$30 each.

Price of these Harleys. CASH.

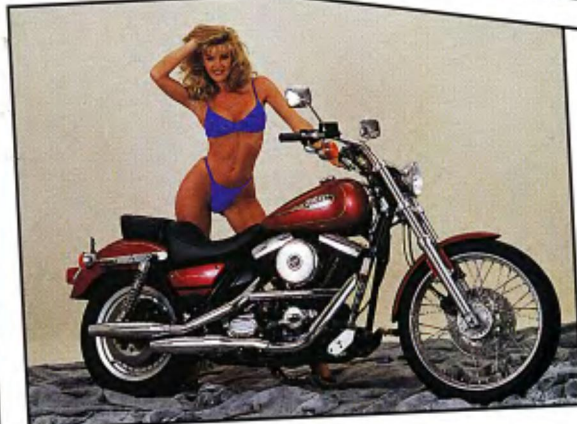
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Here's Performance with a capital P. With its 1340cc OHV V2 Evolution engine, this Low Rider turns a backroad jaunt into a run to remember. The exclusive anti-dive front suspension lets you stiffen or soften the fork action right from the air reservoir handlebar. No rice grinder comes close to this righteous Harley.



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Mike Moore
Mesquite TX

OFFICIAL SWEEPSTAKES RULES

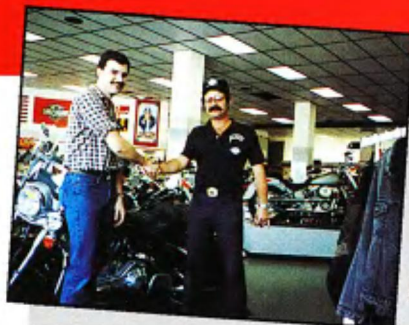
1. Use the enclosed Official Entry Form and subscription envelope. Mail your entry to Easyriders \$100,000 Sweepstakes, Box 390, Mt. Morris, IL 61054-0390. LIMITED TO ONE ENTRY PER HOUSEHOLD. Entry blank must be legible and completed in full to be valid. All entries must be received by July 15, 1992 (or by March 31, 1992 to be eligible for the Early Bird Bonus). Easyriders assumes no responsibility for lost, misdirected or late mail.
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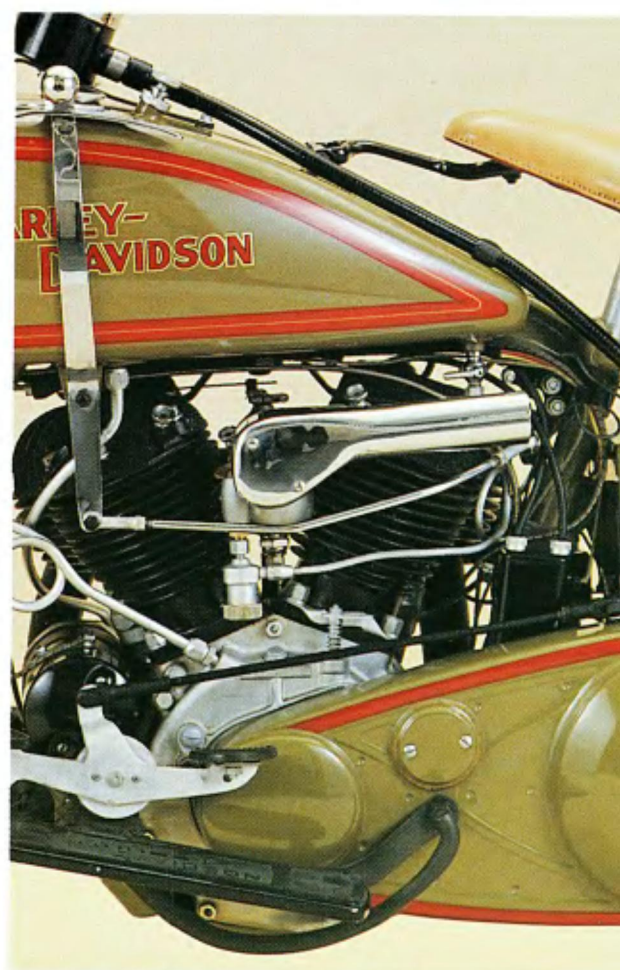


A woman with blonde hair and a black leather jacket is sitting on a motorcycle. She is smiling and looking towards the camera. The motorcycle has a large headlight and a black handlebar. The background is a blue sky with clouds.

BANDIT'S VL

A Staff Antique
Returns
To Life

Photos: Raiko Hartman





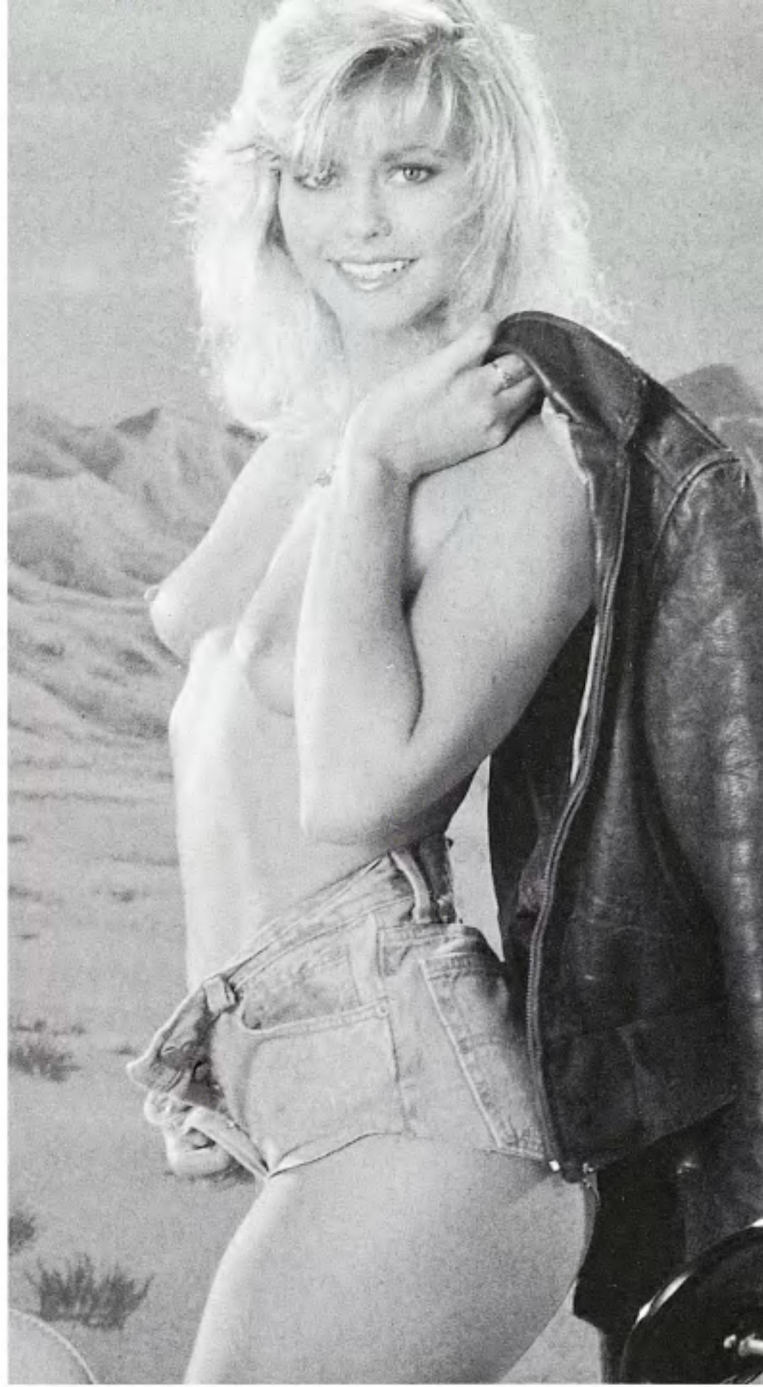
This bike first belonged to a dealer and collector of used bike parts named Jungle Jim. Spider bought the bike from Jim and commissioned the restoration to M.F. Egan, a collector and restoration expert from Santa Paula, California.

Egan builds engines, performs all aspects of the restoration process, and makes some hard-to-find parts—like battery boxes for these bikes and wiring looms. Egan supplied the rocker rebuild kits, springs for the forks, brake cables, ignition and throttle cables, tires, fittings, the gas petcock and exhaust system. In the process of rebuilding the engine and trans, he also supplied all the internal parts, i.e. pistons, bearings, etc.

After years of storage in his garage, Spider recently turned over the antique keys to Bandit. Now, the bike resides in our editorial offices, so the staff and guests can enjoy it. The VL does hit the streets when an antique meet is in town, though.

That's the history of the ride, but we thought the majority of the story should revolve around the restoration. The following copy is M.F. Egan's explanation of a portion of the process.

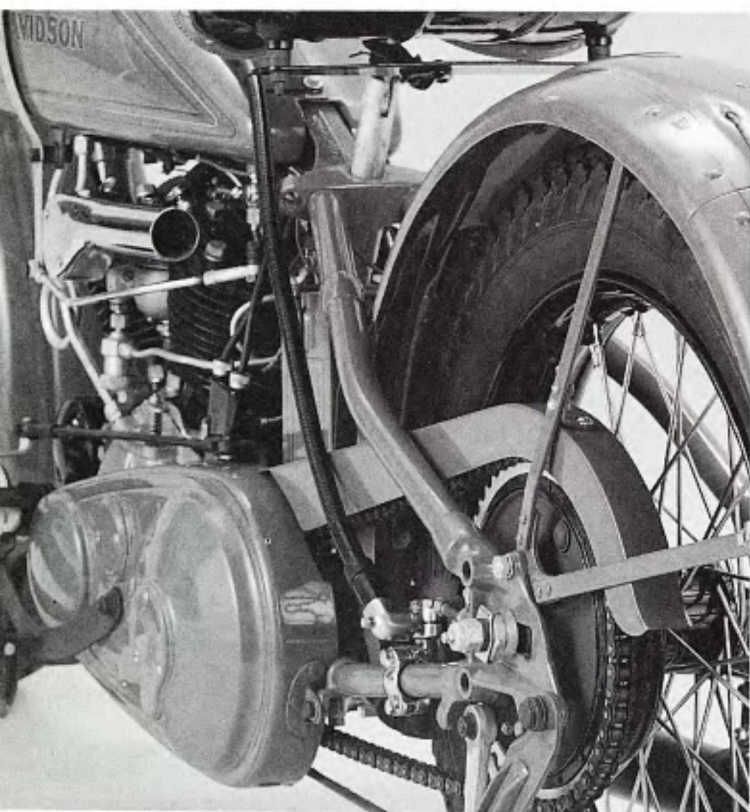
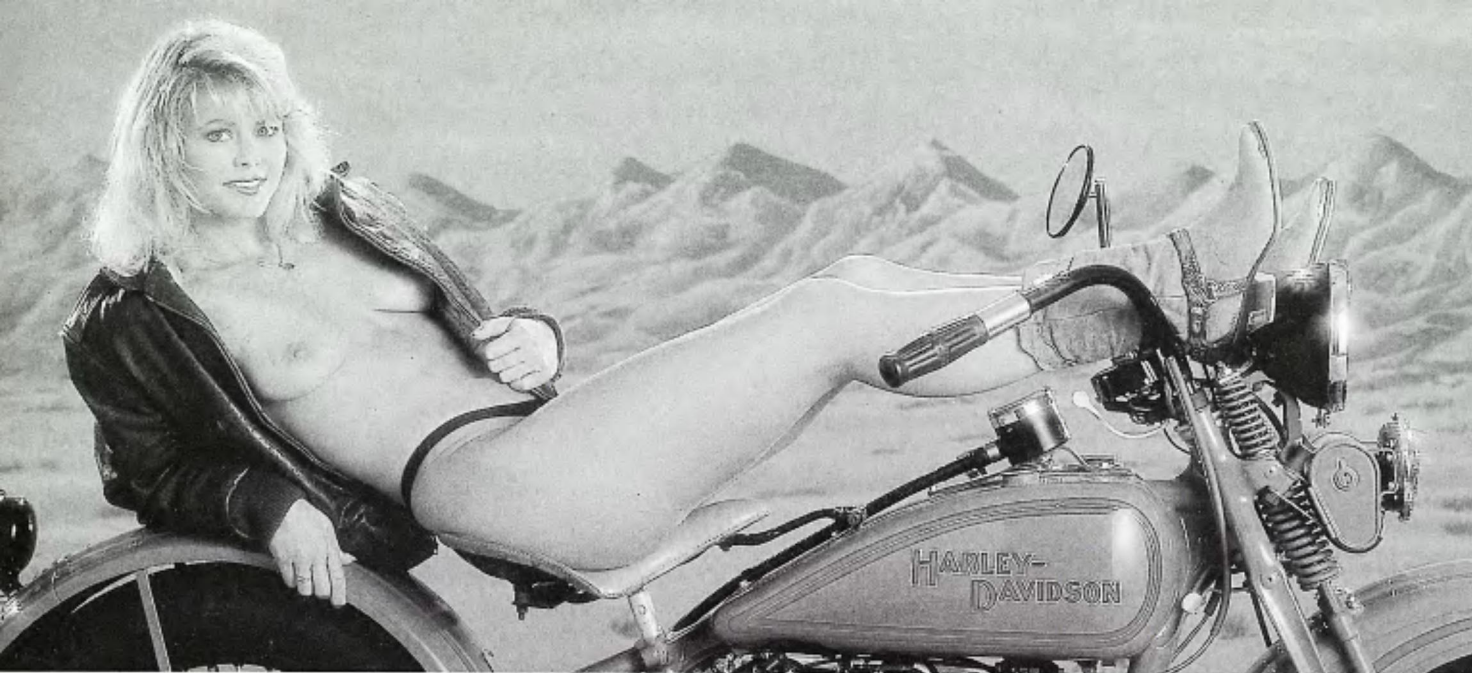
This 1931 VL (74 cubic inches) restoration had been in storage since the late 1950s. It was in relatively complete original condition, but it was run down. The first VLs (pre-'33) had a peculiar brand and style of headlamp from Brown/Motolamp Co., and in many cases they were discarded for a later Guide headlamp. This made the original headlamps very rare. This VL had a later, incorrect headlamp. We had a few headlamp components but not a rim, lens, or bucket. After three years of letter writing, want ads, swap meets and travels to foreign places, we had accumulated enough parts to complete and restore the lamp



to its original state. The rim was a mess, it was all rusted and dented. The reflector was restorable by (re)silver plating. The bucket was a metal nightmare. It had been run over and squashed. Undeterred, we spent countless hours working on the rim and bucket alone. The lens was reproduced.

To repair the headlamp, rim, and bucket, we made various shaped jigs by melting soft lead into an undamaged portion of the rim on both sides. Then, using that smooth jig in the damaged area, either by hammer or pushing, we pressed the two lead forms together to slowly renew the dented and twisted area. The headlamp bucket was done much the same way, using both oak and lead as forms to reshape the bowl and smooth the dents.

The primary chain covers on VLs can be quite a chore to restore because they have so much going on. What the chain didn't lump up from the inside, every road hazard and deep rut banged up from the outside. The L-shaped brackets that hold the cover to the engine are usually bent six ways from Sunday or



replaced with something from the hardware store with two stove-bolts holding them to the cover. New mounting brackets were fabricated, fitted, aligned, and attached with nuts to the primary cover.

While this VL looked sound in its original condition, once apart, the frame had a slight C-shape from front to back. It was bent enough to see with the naked eye, but there was no apparent evidence in the way of squashed or dented tubing to indicate it had ever been hit. Judging by the tire wear, it probably had a dogleg look from behind and more than likely steered a little heavy. The front fork and rear legs were bent slightly to the rear and while it was not readily apparent when the bike was together, the bend was obvious once the fork leg was standing by itself. The frame was straightened and aligned by Buchanan's

in Monterey Park, California, and we straightened the rear fork legs and handlebars in our press.

The frame, fork legs, and handlebars were all sandblasted to remove paint and rust before any operations were performed on them. Why didn't we chemically strip these parts when we had the sheet done? Tubing is a good candidate to retain liquid chemicals in crevices. Once the chemicals get behind the joints and dry, they are forgotten only to show up later under a new paint job. That's why it is recommended to sandblast parts made from tubing.

When engines and transmissions are stored and not run for long periods of time, dirty oil and condensation become corrosive to steel bearing surfaces: mainshafts, crankpin rollers, roller races, rod races, case races, etc. The engine



was completely disassembled, even though it ran and may have had some miles left on it. The piston rings can also stick to the piston and give the impression of being worn out (while it's only a coat of gummy oil that turned to glue). Or, the rings can rust to the cylinders and brake up as you kick it over and finally get it running. The rings dissolve into tiny particles that will circulate in the oil and damage other parts. This engine was completely rebuilt, cylinders restored oversize, new crankpin and rollers, oversized sprocket shaft rollers, new valves, springs, keepers. The valves can sometimes stick in a sidevalve from storage. Carbons in the guides can cause an interference fit with the valve stems and stick the valve open, thus there's no compression.

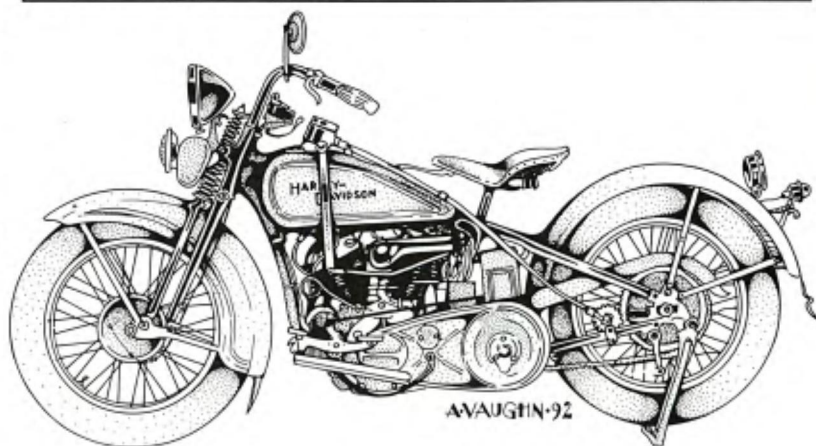
Even broken fins on cylinders must be repaired. First you must radius the jagged broken surface—locate a suitable replacement fin (usually removed from an unserviceable similar cylinder) of the same material. The replacement fin is then shaped and the mating edge is V'd slightly for surface contour fit to the cylinder. In the case of cast iron, a cast iron welding rod is advisable for gas welding. If a cast iron rod is not available, take an additional fin (with same base metal, iron) grind it up, flow it together and use it for your rod. Brazing cast iron is another method of cast iron repair but we feel it should be used as a last resort.

Early VLs were not equipped with a stop light from the factory, however, the Harley dealers offered an accessory stop lamp. This particular 1931 had one of these stop lamps.

Well, there you have it, although it's what Egan describes as just the tip of the iceberg. A serious restoration project takes an incredible amount of time, knowledge, and patience. But they sure are one helluvan accomplishment once they're completed. Besides, Bandit sure looks humorous ridin' this puppy.

—Wilburn Roach

Owner(s): Bandit		City: Calabasas, California	
General		Frame	
Fabrication by: H-D		Year: 1931	
Year and make: 1931 H-D		Builder: H-D	
Model: VL		Type: rigid/single downtube	
Value: big candy		Rake: stock	
Assembly by: M.F. Egan's Vintage Cycles		Stretch: stock	
Time: two years		Other alterations: steering headlock	
Chroming: chrome, silver, and nickel		Accessories	
Engine		Bars: stock H-D	
Year: 1931		Risers: part of bars	
Model: Big Twin side valve		Fender(s): original	
Rebuilder: M.F. Egan		Headlight: rebuilt battleship	
Ignition: points		Taillight: original with H-D accessory stop lamp	
Displacement: 74 cubic inch		Speedo: Corbin, 100 mph	
Lower end: rebuilt		Front pegs: footboards	
Balancing : M.F. Egan's		Rear pegs: none	
Pistons: stock replacement		Electrics: 6-volt battery/Weston Amp gauge	
Cases: original H-D Ricardo design		Gas tank: original	
Heads: high compression		Oil tank: original in gas chamber	
Cam: four, original		Oil system: total loss	
Lifters: solids		Primary cover: original painted tin	
Carb(s): Schebler Deluxe		Seat: tractor	
Air cleaner: original air horn		Sissybar: no way	
Pipes: original replacement		Height: n/a	
Muffler(s): original		Material: n/a	
Transmission		Forks	
Modifications: none		Type: I-beam springer	
Year: 1931		Extension: stock	
Shifting: hand		Builder: H-D	
Engine sprocket: 21-tooth		Special features: Remy horn	
Trans sprocket: 22-tooth		Wheels	
Wheel sprocket: 52-tooth (original)		Front	Rear
Painting		Size: 19-inch	Size: 19-inch
Molding: none		Hub: stock	Hub: stock
Painter: M.F. Egan's		Rim width: WM3	Rim width: WM3
Color: original H-D green		Tire: 400 Firestone	Tire: 400 Firestone
Type: color matched		Brake: drum	Brake: drum
Special paint: original pinstriping and tank decals			
Other special modifications: Special thanks to M.F. Egan for his time and expertise (805) 933-1557, and to Lou Kimzey, my mentor for 20 years.			



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.

Evo-FLT

☐ Can I stuff an Evo motor into my '82 FLT?
FLT Man
Aledo, Ill.

■ Yes.

Chain Belt

☐ Some of my bros and I are looking for the chain belts you used to carry in your rag.
Midnight Rider '91
Clearwater, Fla.

■ Contact the Hy-Vo chain department at Morse Automotive. They can make an endless chain belt any size or width you want. We wanna see the buckle you put on it.

Stroking It

☐ I have a '78 shovelhead that I want to stroke to 84 cubic inches. Will it be reliable? Would I have to change the carb? I run an S&S Super on it now.

V. Cimmino
Brooklyn, N.Y.

■ It's a good engine size. Use cast pistons unless you're going to drag race. Cast pistons, with the S&S stroker kit, will give you about 7-1/2:1 compression. These same pistons will give you about 8:1 or more with a 4-5/8-inch stroke and engine life is still very good. The carb's okay, but will need rejetting.

Speedo Drive

☐ I have a '74 Sporty with a narrow springer front end and an Invader six-spoke rim. I want to hook up a speedo, but have no idea which drive to use. I'm changing to a bigger tank with a built-in speedo with a 2:1 ratio. The stock Sporty drive won't fit into the hub.
Mark C.
South Bound Brook, N.J.

■ You're going in the right direction. The speedo drive you need is the '82-'86 FLT model. If your wheel has a 3/4-inch axle, the axle spacer will only need to be shortened by the thickness of the drive. If you have a 5/8-inch axle, then the spacer must be machined down to 3/4-inch at the wheel end and back just enough for the drive to fit. A 1/4-inch hole must be drilled in the hub for the drive tang.

What Fits?

☐ I have a rigid-framed Santee Sportster, a two-piece rigid pleated seat, wraparound oil tank, fatbob rear fender, side mount tail lamp, bullet rear turn signal, and on it goes. What I need is a book on what fits what, not specifically for Sportsters or choppers.

Glenn Coulombe
Swansea, Mass.

■ See the catalog (pg. C-32) in *Easyriders* #222. There's a manual called *What Fits What #5* that covers interchangeability for all '36 to '82 V-twins. Part #120001, \$6.95.

Aluminum Shovel Cylinders

☐ I'm rebuilding a '76 shovel and was wondering if anyone manufactures sleeved aluminum cylinders to fit 74- and 80-cubic-inch shovelheads? I think it would lighten up a shovelhead real nice and run a bit cooler at that.

Guy Pellets
Ocala, Fla.

■ Mike Poole, from Texas, used to make aluminum cylinders for shovels, but I no longer have a current address. His cylinders were made similar to the way Evo jugs are made, but were sand castings. Hydraulic lifters were also a must.

John Shumaker from Van Wert, Ohio, also made billet aluminum cylinders, but only in big bore sizes.

Sporty Problem

☐ I have a '73 Sporty XLH. The bike's totally stock. I'm having a problem in the area of my advance weights and springs. I can't go down the road for more than 80 miles of steady 65-mph driving without breaking a flyweight spring. If I install a new advance mechanism, the same thing happens.

Vinny Giardina
Winston, Ga.

■ Advance weight destruction is caused by valve train harmonics—a vibration caused by excessive gear backlash. The excess backlash allows the cams to momentarily slow down as the lobes start to lift the tappet. As the tappet passes over the top of the cam lobe, the cam tries to speed up. This gear rattling usually sounds like loose pushrods. The fix may be as simple as new cam cover bushings, case needle bearings, and some shims. Or it may require a new set of cams, tappets and guides at worst.

Paughco

☐ I'd like to get Paughco's address, so I can get some info on frames and accessories.

Bruce W. Melam
Greenville, Ky.

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

Chains Over Belts

☐ About two years ago there was an article in your mag about a company that manufactured sprockets (trans and rear wheel with spacers) so you could change your belt drive over to chain. It also allowed you to run a larger back tire. I've written them twice, but have never received a reply. Over time, I've lost their name and address. Can you give me any info about this?

Mike Yensch
La Salle, Mich.

■ Call CCI: (408) 778-0500 or Rivera Engineering: (213) 693-4273.

46 Flathead

While in the process of rebuilding a 1946 flathead UL model, I searched swap meets for 74-cubic-inch flattie parts, but came up empty. I need the name of a bike shop which deals in vintage flattie 74-cubic-inch parts and rebuilds flattie motors and trannys specifically for a 74 rather than a 45.

Ridge Springer
Astoria, N.Y.

■ Mike Egan, Box 688, 136 N Ojai St., Santa Paula, CA 93060.

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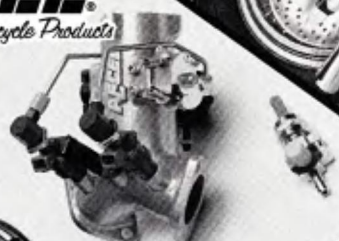
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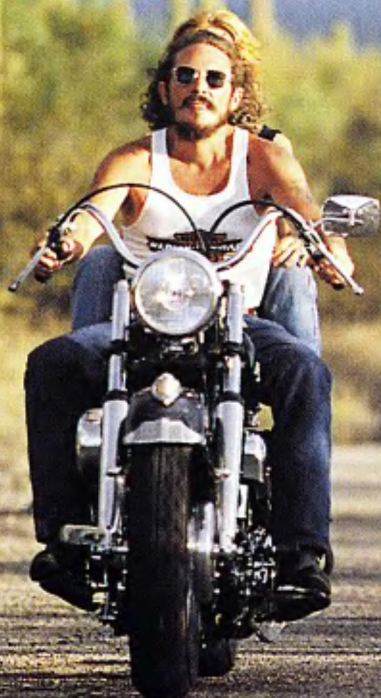


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July 3-5 _____ New York
July 24-26 _____ Michigan
July 31-Aug. 2 _____ Penn.
August 14-16 _____ Iowa
Sept. 4-7 _____ Ohio
Oct. 9-11 _____ Nor. Cal.
Oct. 16-18 _____ So. Cal.



IN THE WIND



—Billy Tinney, Tucson, Ariz.

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

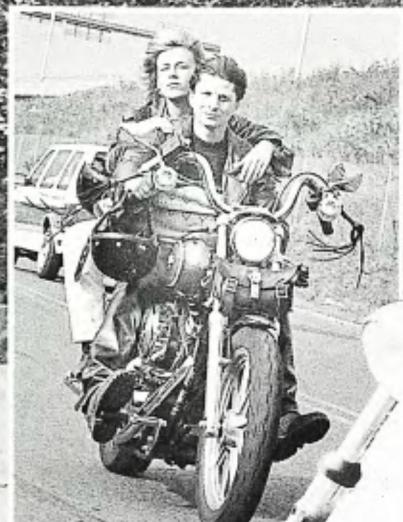
biking. (Oh, yeah, dig this—we now pay \$30 for every black-and-white photo we print, \$100 for every color photo we print full page \$50 for every color photo we print half-page, and \$40 for every color photo printed smaller than half-page.) Please label all the photographs you send in with your name 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.

—Steve Cadrain, Harley Rendezvous 1991



—Jimmy Olsen, Ventura, Calif.





—Blue Bike Mike, On the road



—Popeye, Bridge City, La.



—Herb, In memory of Pop White, Tarpon Springs, Fla.

—Russell Carmona, Glendale, Calif.





—Fred Miller, Minneapolis, Minn.



—John Lewis, Flint, Mich.



—Kristin Vassdal, Oppdal, Norway



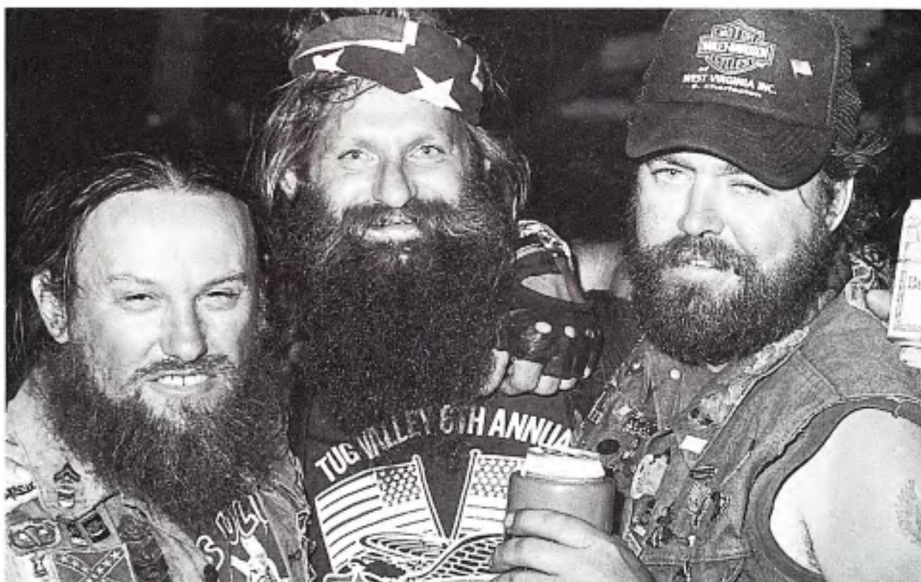
—Max Martinetti, Sierra Nevada, Spain



—Rob Terry, Covington, Va., 1942



—Char Clark, Billings, Mont.



—Kelly Jones, Pipestem, W. Va.

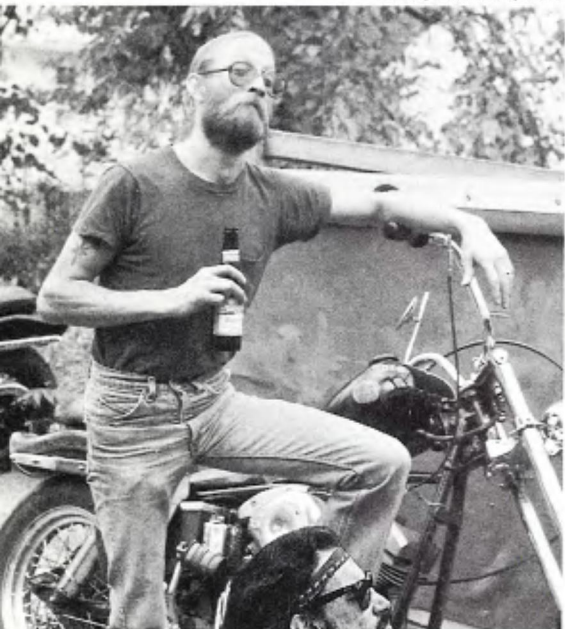


—Omri Parson, Route 80, Utah

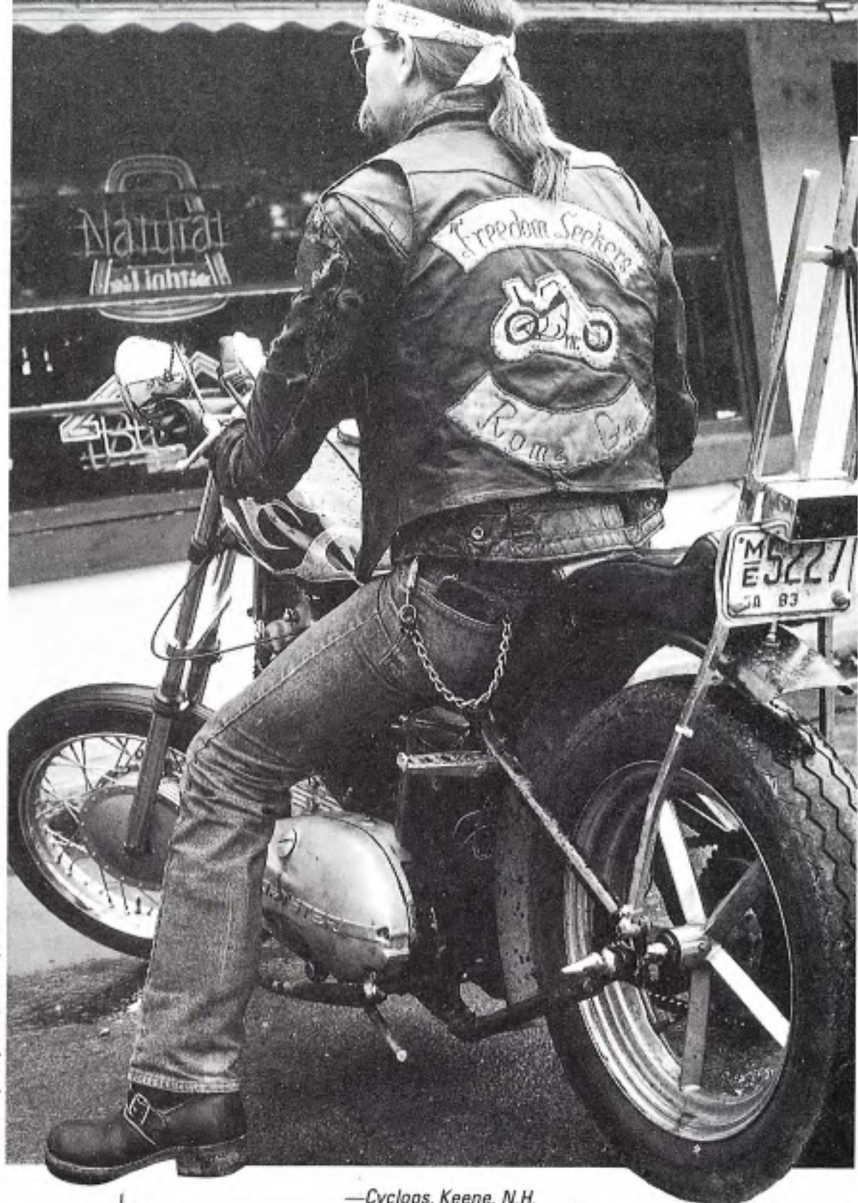


—John Lewis, Flint, Mich.

—Dozer, Lienwood, Iowa



—Woody Hayman, Rome, Ga.



—Cyclops, Keene, N.H.



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FREE BACK IMPRINT ON ALL T-SHIRTS

Hotop's Iowa Evo

Dedication In The Dust

Photos by Mike Lichter



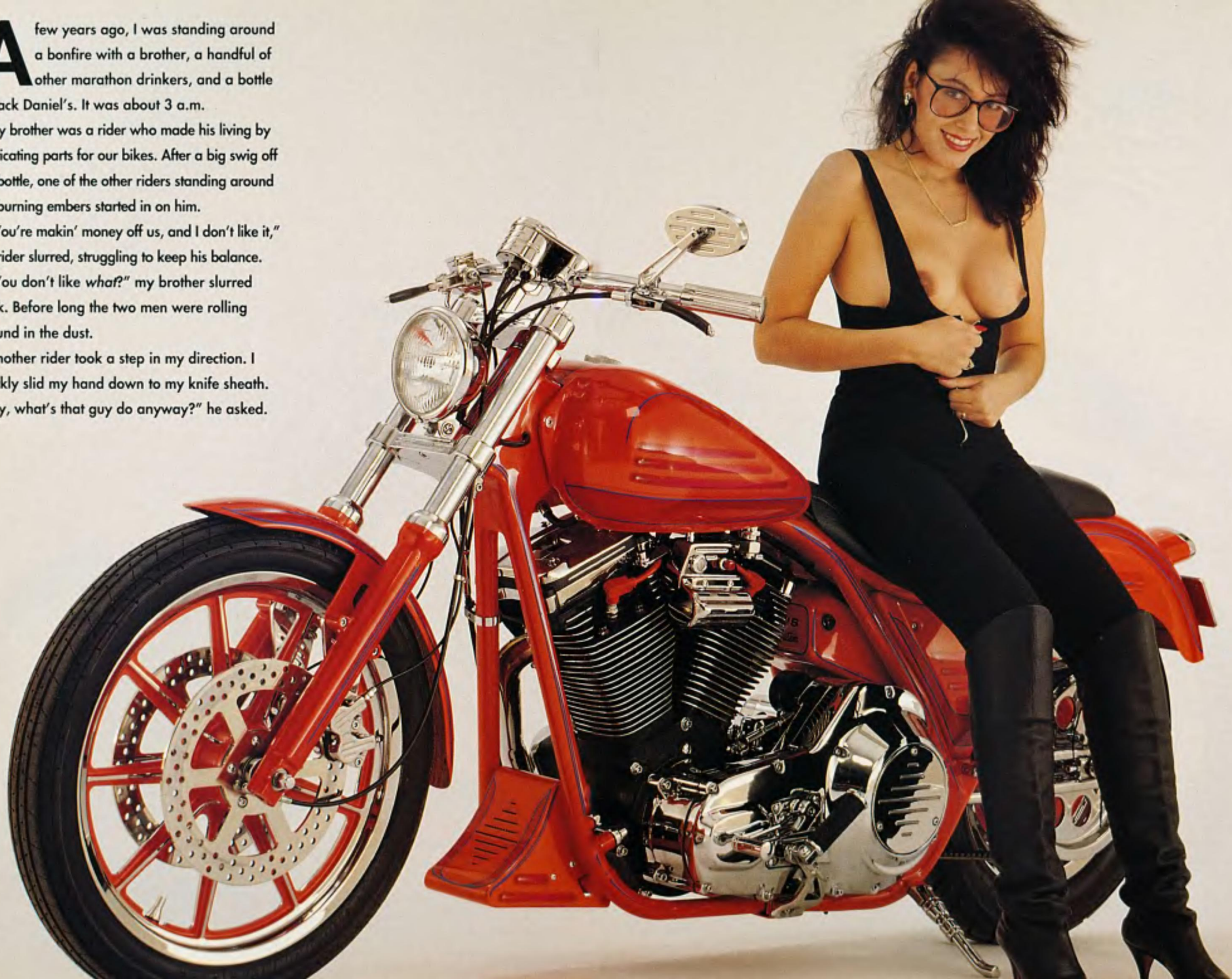
A few years ago, I was standing around a bonfire with a brother, a handful of other marathon drinkers, and a bottle of Jack Daniel's. It was about 3 a.m.

My brother was a rider who made his living by fabricating parts for our bikes. After a big swig off the bottle, one of the other riders standing around the burning embers started in on him.

"You're makin' money off us, and I don't like it," the rider slurred, struggling to keep his balance.

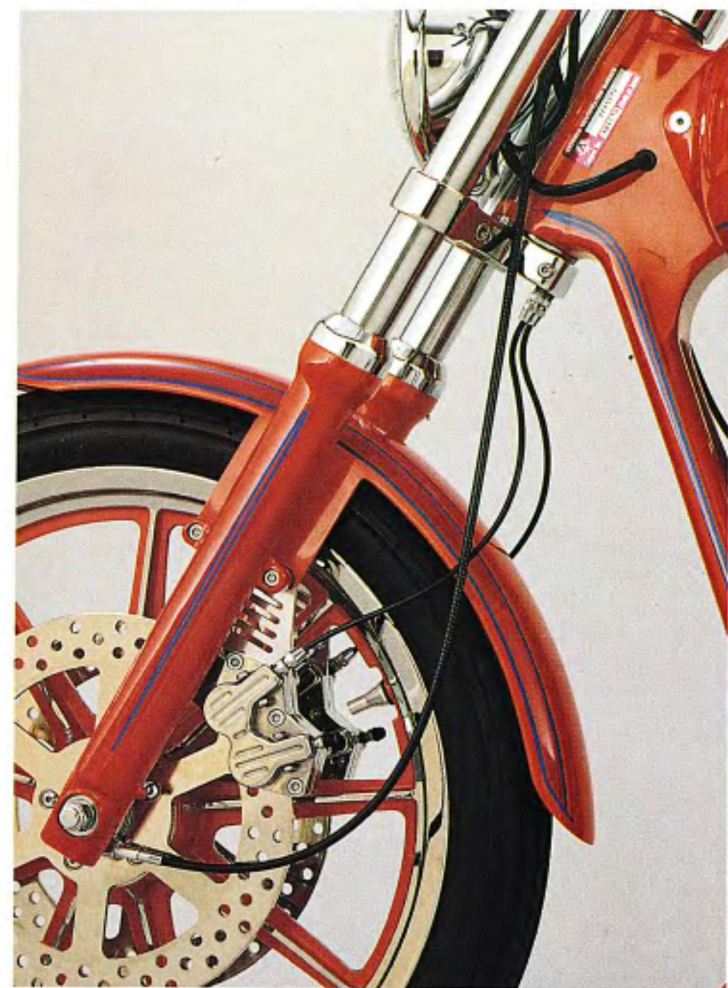
"You don't like *what*?" my brother slurred back. Before long the two men were rolling around in the dust.

Another rider took a step in my direction. I quickly slid my hand down to my knife sheath. "Hey, what's that guy do anyway?" he asked.



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"He makes parts for our scoots," I replied. It's a helluva lot better than making parts for Toyotas."

"You think he might be interested in seeing what I built for my shovel?" he said, pointing at my bro, who was still tumblin' in the dirt. "I'll check it out for him," I muttered. Besides, the dust was kicking up so bad we couldn't even see the fire anymore. We walked over to his bike to look at his innovation, which was a bracket he'd designed to eliminate the switches on his handlebars.

A couple months later I started seeing the guy's stuff in motorcycle magazines. You can't get wealthy overnight, but working within the sport has its advantages—at least you get to roll around in the dust with the best of 'em.

Don Hotop, the owner of this scoot, has been hammering out bikes for nearly 20 at his shop, Don's Speed and Customs, in Fort Madison, Iowa. Don's one of those dedicated brothers who decided he was going to make his living by doing what he loved. In the process, he made the commitment to add something positive to the sport. This resolution took the form of developing innovative products and services. If you were to enter his shop, though, you wouldn't think a damn thing was going on—except maybe some serious beer drinking out back. Don's income stems from his talents in fabricating, creating, and rebuilding—not from selling decals and T-shirts.

Don created the air dam featured on this bike, and many of the others we've featured in the past. He originally saw it on a drag bike and thought it would





look hip on his. When he couldn't get the builder to whip one up for him, he built his own. He's been pounding 'em out ever since.

With the assistance of his machinist Sieg Weiler, an artisan with over 45 years of experience, they create blower drives for Harleys, fabricate custom aluminum primaries, and build motors.

Almost everything Don does is one-off, except for some of the products he's designing for Drag Specialties. Check out the handle-bar mount on this ride, it's one of his new deals.

He sold his last bike to Gary Bang and built this scoot to suit his classic low-and-lean formula. Despite the fact that Don's a tall, skinny bro, he doesn't look half bad crouched over the slender, narrowed tank, rollin' down the road in all his Hamster glory.

Look closely at the way this motorcycle is constructed. If you examine the detail and quality of fabrication, you'll understand why riders from all over the country trust him to create their parts and build their engines.

And at about 3 a.m., with enough Old No. 7 in him, Don's been known to roll around in the dust, because he takes pride in what he does, and who he does it for.

—Renegade





Owner(s): Don Hotop		City: Fort Madison, Iowa	
General		Frame	
Fabrication by: Don's S&C		Year: '86	
Year and make: '91 FXRS		Builder: H-D, Don's S&C, Fidd Fasching	
Model: Hamster Hauler		Type: FXR	
Value: \$20,000		Rake: 33 degrees	
Assembly by: Dons S&C		Stretch: none	
Time: 12 months		Other alterations: shaved neck & rear fender	
Chroming by: Brown's, Precision		Accessories	
Engine		Bars: drag	
Year: current		Risers: 3-inch	
Model: Evo		Fender(s): H-D & Don's S&C	
Rebuilder: Don's S&C		Headlight: Drag Specialties	
Ignition: points		Taillight: Don's S&C (Sieg Wieler)	
Displacement: 80 cubic inches		Speedo: Don's S&C (Sieg Wieler)	
Lower end: H-D		Front pegs: CCI	
Balancing: stock		Rear pegs: CCI	
Pistons: factory		Electrics: 12-volt	
Cases: H-D		Gas tank: Dons S&C, Fidd Fasching	
Heads: Don's S&C		Oil tank: shaved rib, Fidd Fasching	
Cam: Sifton		Oil system: slippery	
Lifters: H-D		Primary cover: H-D (Sieg Wieler)	
Carb(s): Super B		Seat: Corbin	
Air cleaner: Sieg Wieler		Sissybar: never go in them	
Pipes: Supertrapp		Height: n/a	
Muffler(s): it's in there		Material: n/a	
Transmission		Forks	
Modifications: Andrews 1st		Type: H-D glide	
Year: 1991		Extension: 2 inches under	
Shifting: left foot		Builder: H-D	
Engine sprocket: stock		Special features: turned lower legs	
Trans sprocket: stock		Wheels	
Wheel sprocket: stock		Front	Rear
Painting		Size: 19-inch	Size: 16-inch
Molding: Cycle Fabrications		Hub: H-D trimmed	Hub: H-D
Painter: Dave Perewitz		Rim width: WM2	Rim width: 3 1/2-inch
Color: tangerine		Tire: Avon	Tire: Avon
Type: lacquer		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: Roy Mason			
Other special modifications: If you think you've see all the handmade parts—look again. Special thanks to Sieg Weiler, Dave Perewitz, Fidd Fasching, and Larry and Tanya at Big River for the H-D parts.			



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.

Mary Morris Overland, Missouri

Mary Morris has a gift. She's one of those special individuals with the innate ability to express her feelings through a variety of media. Many of us experience the exhilaration of a back roads putt on a crisp fall day. The difference between us and someone like Mary, is that she can transfer those emotions to canvas, metal, paper, and film.

A fine arts major at Southern Illinois University in Edwardsville, Mary has been dabbling in the arts for most of her life. She's also been surrounded by Harleys for the majority of her 26 years. Naturally, a coupling of her two passions was inevitable. Seven years ago, Mary decided to focus her artwork on the classic lines and styling of the Harley-Davidson motorcycle. She realized



Photos from Mary Morris



that choosing Harleys as her subject matter was not only unique, but it was something that would set her apart from other artists. She found her niche.

Last summer, Mary had a show entitled "Cycle Images" in a Missouri gallery. The exhibit featured her photography, watercolors, and paper castings. Currently, her metalsmithing talents, in the form of jewelry, are featured (and for sale) in the Goshen Gallery in Edwardsville, Illinois.

Perhaps her most unusual creations are her paper castings. She starts with paper pulp, which is wet, and layers it on top of wood frames. Then she places a bike part on top of the paper. She pulls the part off when the paper dries, and is left with the impression. Wild stuff.

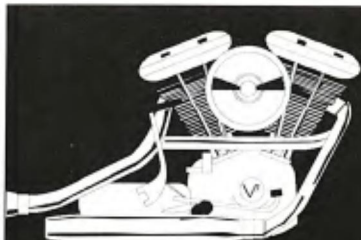
Mary graduates in June. Her first priority after getting her diploma is riding to Sturgis on her new red Sporty. Mary's been riding solo for five years, first on a Triumph and, as of last spring, on a 1980 1000cc Sportster. Right now the bike is stock, until she gets the time to work her painting magic on the tanks.

She says her fellow students are surprised when they find out she rides, claiming she "doesn't seem like the type." One of my main goals with this page is to open up some eyes to the fact that women who ride don't fit into a specific class—we represent a wide variety of personalities and professions. Mary helps to prove that, and she also demonstrates that riding Harleys is a lot more than a method of transportation. Harley-Davidson is a lifestyle, a symbol of freedom, and an art form.

—Two Step



If you're interested in Mary's work, and want more information, write: 100411 St. Charles Rock Rd., St. Ann, MO 63074



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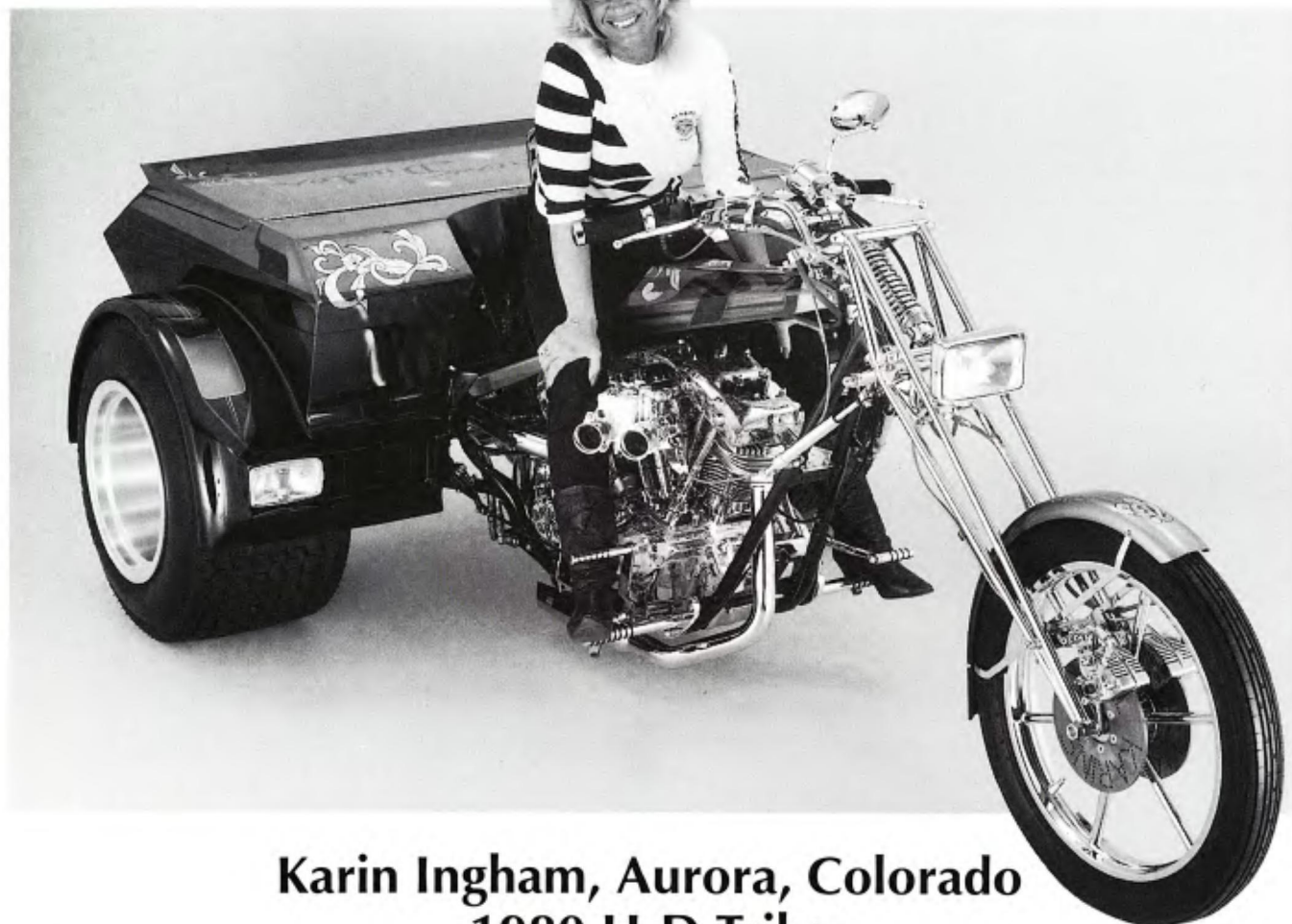
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Karin Ingham, Aurora, Colorado 1980 H-D Trike

This month's Foxy Rider truly has a romance with the road. Partners with her husband, Herk, Karin makes her living as a long-distance trucker, covering the white lines of the Continental U.S. And when she gets some time off, you won't find this highway lady sitting at home knitting. Karin's idea of unwinding is trading in her 18 wheels for three and flying down the road on her 1980 trike.

In fact, Karin's puttin' time is so precious to her, that she and her husband are contemplating a move to Arizona, so they can ride year-round. This third generation native of the Rocky Mountain State loves where she lives, but it's tough to get the Colorado weather to comply with their busy schedules.

Karin's trike, which was built by Herk, has won numerous awards over the years, including best of show, best engine, and best trike at the Colorado Motorcycle Show and Swap. Herk is responsible for Karin's love affair with the road, and it's a liaison he definitely approves of and encourages.

Just a little note to you people goin' out of your way to say "hey" to Karin when you see her puttin' down the road: *Stay in your own lane.* According to Karin, every time she's out riding her trike, so many heads turn to look at her that she almost gets run off the road. I guess it's just another occupational hazard . . .

—Lynnyrd

General		Forks	
Fabrication by: Herk Ingham		Type: girder	
Year and make: 1980 H-D		Builder: SB&F	
Model: trike		Special features: raked 1 in.	
Chroming by: Mile High Custom Plate		Accessories	
Engine		Bars: unknown	
Year and model: 1970 shovelhead		Lights: Aris, T-Bird sequential	
Rebuilder: Herk		Gas tank: Ness, 4-gal. in trunk	
Displacement: 98 cu.in.		Oil tank: CCI with filter	
Transmission		Seat: Herk	
Shifting: foot		Other: engraved primary, 12-inch sissybar	
Trans sprocket: 20-tooth		Wheels	
Wheel sprocket: 36-tooth		Front	Rear
Finish		Size: 19-inch	Size: 14-inch
Color and type: lots, lacquer/imron		Tire: Avon	Tire: McCreary
Special paint: gold leaf		Brake: dual disc Sifton	Brake: drum
Frame		Special features	
Year and builder: '58/'70 Herk/Cage		All steel box, electric trunk—engraved	
Type: tube		by Herk.	
Alterations: 40° rake, 4-in. stretch			



Photos by Mike Lichter



NOVEMBER
Fox Hunt
 WINNER



Sizzlin' Sandra, the people's choice from Jersey, is a nice little mother of one. She's concerned and caring for her family, until she drops those schoolmarm glasses. Then, a little devil in her decides to let go and have some fun, and brother you better make way for this Fox. Sandra made it out to Colorado for a matchup meeting on Don Hotop's hot red Evo. See her doff her duds on page 76.

—Loudmouth



I took my first ride, went to my first biker bar, and met the man of my life all in the same night. Now I can't stay off the bike or the man.

Tammie, Texas — #401



My boss took me for a ride from Olympia to Bremerton. It was the closest thing to flying I've ever felt. I'll never forget it.

Sandra, Washington — #402



Harleys make my body feel free when I'm straddling 98 cubic inches of thunder, it makes my heart accelerate.

Kim, Missouri — #403



I love the freedom of the road and the hard, thrusting power between my legs.

Tami, California — #404



My first trip on a Harley was when a guy I know asked me to go to Laconia Bike Week with him. Need I say more?

Brandy, Massachusettes — #405



It was great. I loved the feel of a vibrating machine and a great guy between my legs at the same time.

Maxine, Indiana — #406

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□ Lois Ayres
□ Regina Bardot
□ Suzi Bartlett
□ Stacey Bell
□ Busty Bell
□ Blanca
□ Bunny Bleu
□ Blondie Bee
□ Bridgette Blue
□ Erica Boyer
□ Cameo
□ Lauren Brice
□ Christy Canyon
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□ Blondie Doll
□ Krystal Dream
□ Christina Evol
□ Felina Fabre
□ Tanya Fox
□ Rebekka Frances
□ Talia Geneau
□ Kathleen Gentry

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□ Linette Gyser
□ Roxy Hart
□ Nina Hartley
□ Candace Heart
□ Isha
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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 mailing in your vote. That's right, Ma Bell's definitely on the rag, and there are *no phone votes* anymore! But there is *still* a 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 sending 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 we get in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

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

1. Entry photos (nude). No negatives, please.
2. The release form on this page signed and a photocopy of model's current driver's license.
3. 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.

Photographs must be black-and-white or color prints or color

slides—no negatives (color slides are best). Sorry, no photographs can be returned without a self-addressed, stamped envelope (SASE). All entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and a reader of this rag, and vote. Simply write the name and number of the girl you like on a postcard or on the back of a sealed envelope and mail it in to #226 *Easyriders* Fox Hunt,

Box 3000, Agoura Hills, CA 91301. For this issue, you can begin sending in votes starting March 1, 1992. Like we say, it's really easy. Just look the girls over and, when ya stop droolin', note the name and number of the foxy lady who entices you the most, and vote. If you're not into her written comments about our lifestyle, you can vote for another girl.

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



Here she is, bros, the 11th monthly winner in our 13th Annual Fox Hunt, Kathy, from Fredericksburg, Virginia. See more of her next issue.

FOX HUNT
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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 of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, 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.

226

Model's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

I am _____ years of age, born _____

I will pose Topless _____ Full Nude _____

Model's Signature _____

Photographer's Name _____

Address _____

City _____ State _____ Zip _____

Daytime Phone () _____ Evening Phone () _____

Photographer's Signature _____

Send a photocopy of your picture I.D. that shows your signature and photo.

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

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

Raking An FXR

Just Couldn't Leave The Low Rider Alone

By Wrench

Well, I put the springer on this puppy and was pleased with it, except for the fact that the front end felt a tad light at 100 mph. Then, my brother Barry said, "Ya gotta rake that thing, it looks like you ran into a wall."

So I took the FXR to Arlen Ness. First, he took off the front end and the gas tank. Then, with a Saws-All, he cut under the neck (see illo) to within 1/2-inch of the top. With a wedge or a pry bar, he drew out the neck to the desired rake. A 1-inch spread at the bottom of the neck represents approximately 10 degrees. The important part of this modification is that the two large tubes under the sheet metal must be welded together after you've stretched the neck out (my bike was raked 3/4-inch). If you stretch it just slightly less than your final modification, when you cut and shape the wedge out of solid bar to fit into the area, it will be snug and tight for welding.

Drive the wedge into place and tack it securely on each side (alternating) so the neck doesn't pull to one side or the other. Once tacked, weld it all around.

Next, Arlen cut and shaped two pieces of 1/4-inch plate to fill the sheet metal gap on either side of the neck and welded them into place along with a piece of bar stock along the bottom.

Okay, so the bike sat a tad lower, and the front end tracked considerably better on the freeway and still handled well in the canyons, but the neck looked like hell. The frame needed molding and paint something awful. So here's what I did.

First, I had to locate my ex and the pickup I once owned. This was the toughest part of the project. Then, I had to convince her to let me use the truck and had to make careful arrangements to meet with her and get it. Natch, she wanted it back before I was done with it. It wasn't an easy task.

Once the scooter was inside the truck, I crept along the coast toward Carlsbad, California. I was looking for a small, dilapidated warehouse overlooking the ocean. I was told an old Hamster lived

there who did good molding. I eventually found the rundown building. It was surrounded by vacant lots and tumbleweeds, dusted by a strong salty wind that raced inland off the cold, gray sea.

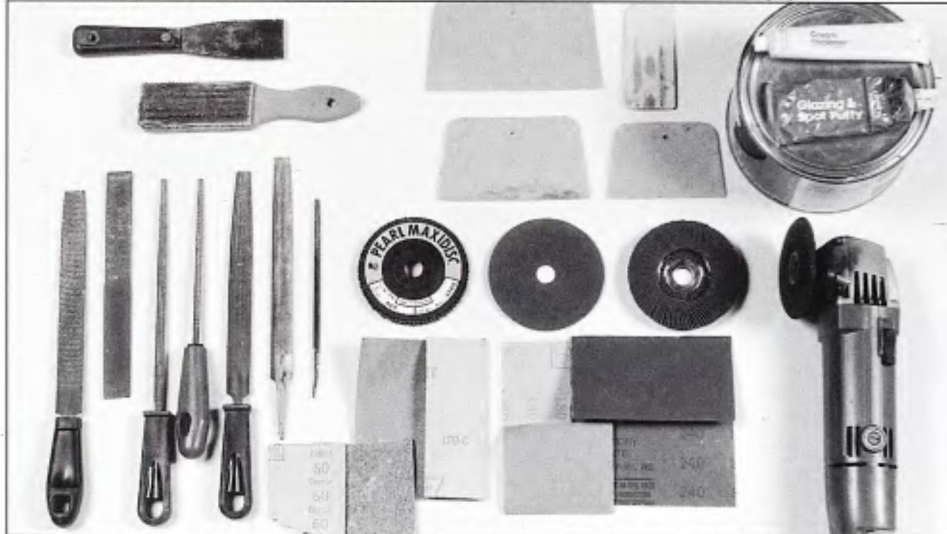
Here's what Jim Waggaman, the silver-haired Hamster, did to my sled:

First he took a Makita Disc Grinder (or orbital sander) to the neck area and any area that the molding, or body filler would touch. Then he began laying on the Bondo. Note: Be sure to follow the directions on

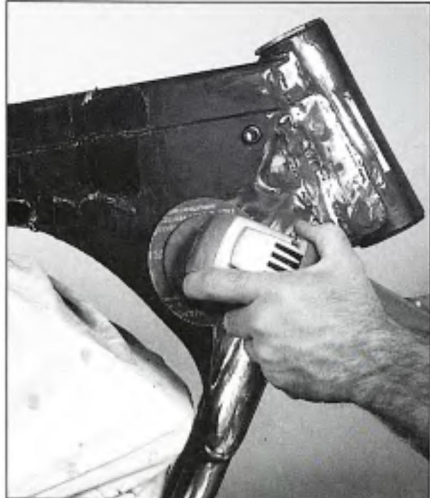
the can and mix carefully. Too much hardener and it sets up too fast and is brittle to work with. Too little, and it won't set up at all. He stirred in the hardener thoroughly, then applied the Bondo in smooth strokes to get a good grab against the metal and not create pits or bubbles that would have to be filled again.

Initially, he created the basic shape and design with the rasps and files. Once the general form was accomplished, he

Here are the supplies you need to do the job right. They are listed in the materials list on the next page.

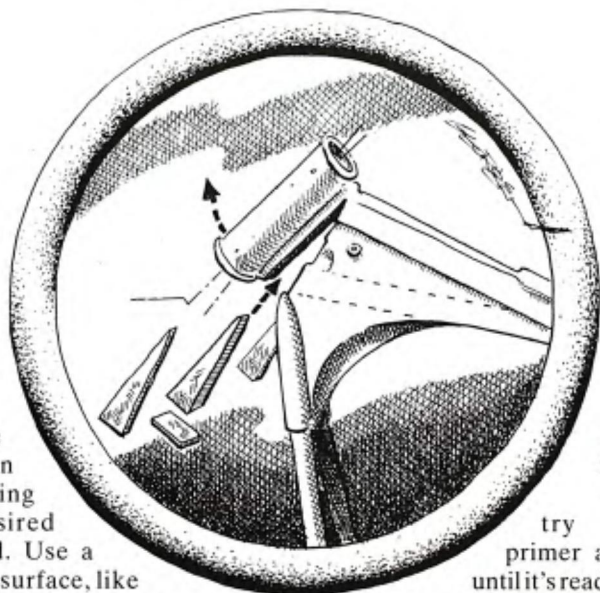


Starting to grind. Be careful to wear eye protection through this process.



Finished grinding. Note the fork stop hole that's been drilled and tapped for the springer.





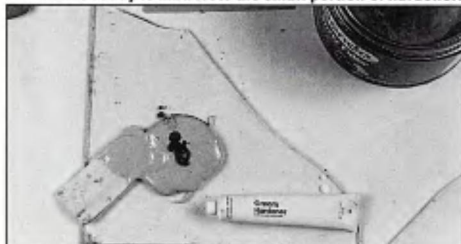
sanded, using coarse papers between coats, and kept laying it on until the desired shape was obtained. Use a sanding block or flat surface, like a chunk of two-by-four to hold the paper flat, so that you don't get low spots which have to be filled again. Then sand. When ya think you're close, shoot some primer on the job and check it out after it dries. Fill it

Bondo ready to mix. Note the small portion of hardener.

some more and try the primer again until it's ready for paint. Follow the flicks, check out the materials list, and go for it.

Molding takes a knack, but if you have it, you can always find work or score high in a college ceramics classes.

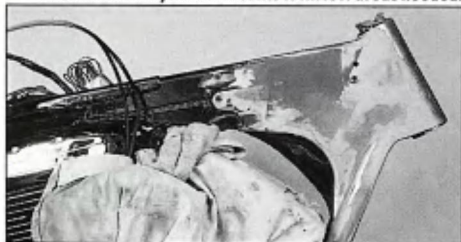
Applying Bondo to get a good seal and bond with the metal.



The neck after several coats of Bondo have been applied and sanded. Only small amounts to fill low areas needed.



Bondo work complete and coats of primer being applied to allow inspection of work.



The completed neck with the springer and tank replaced. Not a bad job for a Hamster.



A. Makita Disc Grinder

1. #80 and #120 grit sandpaper discs for removing all paint from areas to be molded
2. #100 and #120 pearl Maxidisks for knocking down and shaping high areas or welds. They can also be used for removing any excess paint. They may be used in some of the areas for the rough shaping after the first couple of putty applications.

B. Body Filler Putty And Applicators

1. Putty knife or a kitchen mixing paddle for scooping out putty and mixing with hardener.
2. Mixing board or pallet. He uses a 1/4-inch piece of glass.
3. Variety of applicators. Sizes to use vary for different areas being worked on.

C. Assorted Files

1. Rasp combination (flat on one side, domed on the other). It's used for initial shaping to knock off rough putty areas and high spots.
2. Medium combination with domed side for shaping.
3. Medium and fine rat tails.
4. File brush for cleaning files during and after project.

D. Assorted Sandpaper

1. #60 grit for rough out sanding and shaping.
2. #120 and 180 grits for refining, shaping and finish shaping, and sculpting. Also for smoothing and feathering.
3. #240 wet and dry for sanding out putty for initial primer coats.
 - a. Initial primer coats are for inspecting work in progress. This allows you to see the highs and lows and any other imperfections.
 - b. A gray primer is recommended because it allows you to see difficult surfaces with direct lighting—it creates more contrast and shadows.
4. #320 and #600 wet and dry for sanding off primer on any areas that need more work. Primer should be sanded off before applying more putty.
5. Once the molding is completed to the desired look then an overall sanding #320 or #600 wet and dry should be done.

E. Finish Primer and Paint

1. Several wet or heavy coats of a good filler sealer primer (such as Ditzler DZ-7) should be applied.
2. Using a Scotch Bright scuff pad on final coat of primer then it is ready for color coats.

This old Hamster started molding in 1970 and only stopped once to focus on his airbrush and design work in the early '80s. His specialties are custom painting, graphic design, and illustration. He even illustrates for Biker from time to time. For more info or to give the poor Hamster some work, drop a couple of dimes to (619) 931-5931.

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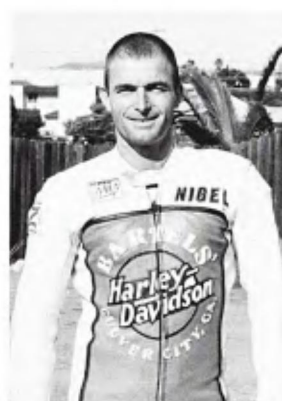
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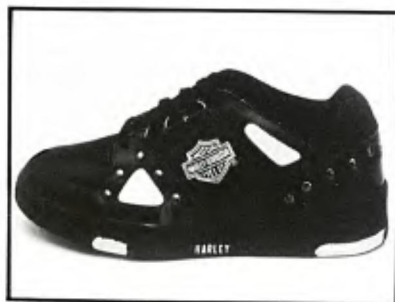


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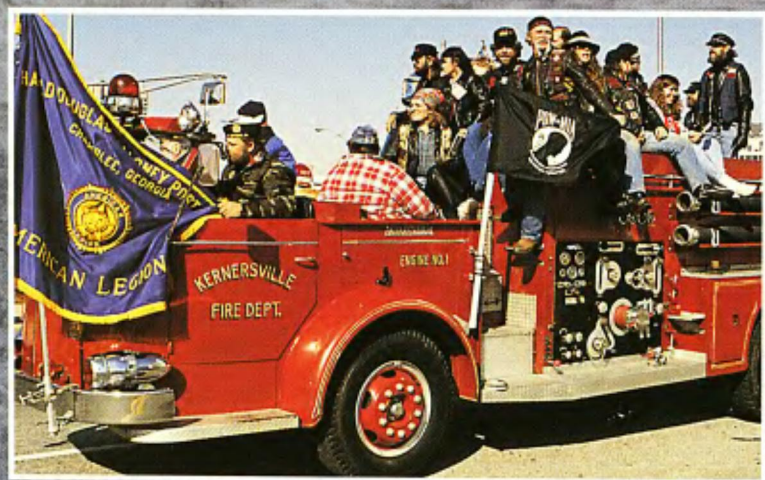


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Vets By Rip

I'm gonna get political later in the copy. Thought I'd warn ya early. I'm writing this on Thanksgiving Day.

First of all, I'm thankful for being an American. Second, I'm thankful for having a great job. And third, I'm thankful for having served my country

and survived—that is, getting to come home. I'm sure the Vietnam Vets Motorcycle Club members you see on these pages feel as I do. We lost brothers and sisters, but we didn't lose our homeland or our pride. There are people still over there who need to be accounted for.

While I was in Daytona Beach, I got an invitation to ride up to Atlanta, Georgia, for the Veterans Day parade. The putt called for doubling up on the socks and putting on long johns, a heavy denim shirt, and Levi's, with an *Easyrider*s sweatshirt under my →



Part of the crowd watching the tug-of-war battle behind the Iron Horse.

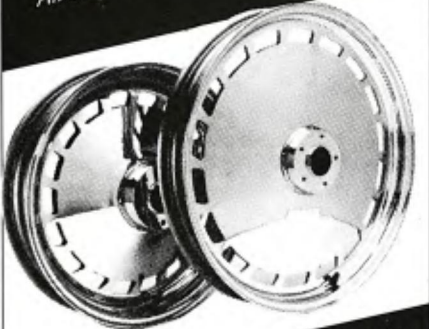
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Vietnam Vets wives.

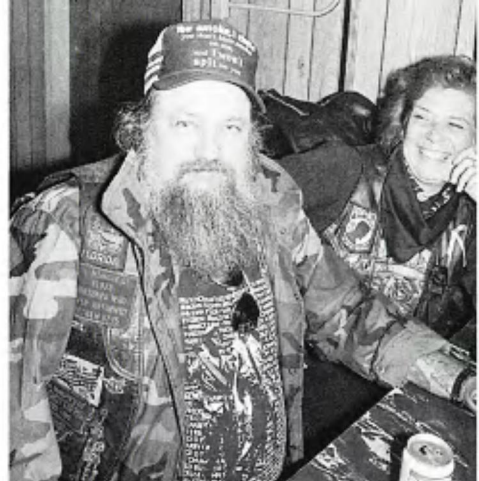
leathers and a wool *Easyriders* watch cap under the helmet I was forced to wear. The wind was blowing when I left and it was overcast. On Sunday night, I arrived at the American Legion Post (#252) in Chamblee, Georgia, the meeting place of the local Vietnam Vets MC. Their clubhouse is attached to the Legion Hall. The post commander is Sam Rae. This was to be the assembly point for the next morning's run.

When I got there they were socializing and the juke box was blasting country tunes. I really enjoyed their company. Their ladies weren't hard to look at, either. I moseyed around taking pictures and talking to the guys I had met before. They introduced me to their sisters and brothers. Some of the brothers I remember meeting there were Bibbs, Blaster, Chaz, Chuck, Desperado, Doc, Inkslinger, Leprechaun, Pablo, Slugger, and Tunes.

The next morning we all got up early and met at the clubhouse. I cut out from the clubhouse before the pack left so I could videotape them. I caught them in formation, rounding a corner in downtown Atlanta. I did this several times by shooting the footage, and then moving farther up the parade route ahead of them. I was having a blast running and shooting. After the parade, we regrouped back at the clubhouse. Some people hung out and partied in memory of our fallen and lost bros, but many split 'cause Tuesday was a work day and they had many miles to cover before reaching home.

My trip back to Daytona Beach started really late because after the parade I rode by Stone Mountain, Georgia, to take some shots of the Confederate memorial carving. The memorial portrays General Robert E. Lee on his horse Traveller, General Stonewall Jackson, and Confederate President Jefferson Davis.

Getting back on I-75 south, I rode way into the frigid night. It wasn't cold



Proud biker.

enough to stop and go through the hassle of putting on my electric gear. It was just cold enough to be uncomfortable. I'm sure you've been there before.

I hung around the *Easyriders* store in Daytona for the rest of the week. While I was in town, I rode by Our Place, 2845 S. Ridgewood, South Daytona, and Di's Blazing Saddles Bar on 631 North Grandview Ave. in Daytona Beach. I also ate at Las Brisas, a new Mexican restaurant at 642 North Dixie Highway in New Smyrna Beach. They serve something closer to home than many of the places I've been to lately. The next Saturday I attended John and Kathy Semonski's wedding in Titusville. They had a potluck dinner and some really cold keg beer. I even ate some gator tail, which wasn't new to a kid who grew up 1/2-mile from the 'glades—but that's another story. After the wedding celebration I dropped by the Iron Horse Bar in Ormond Beach. The Iron Horse featured a tug-of-war and biker games. I enjoyed myself at both places.

Okay, I warned ya about the political stuff, but it needs to be said. I'm sure



Commitment.



She rode her shovel to the Iron Horse.

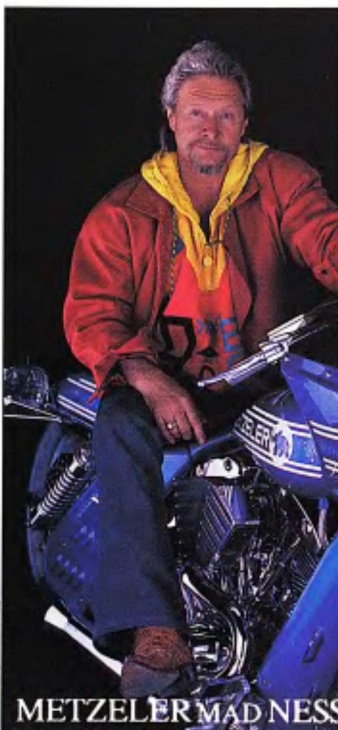
that when the helmet law went through in California, many eyes rolled up to the heavens and many people figured it was a done deal and that it was only a matter of time before the government finished us all off. No way, José, it's not a done deal until we say it is—and we ain't goin' down without a fight! That means we will go all the way to the top if we need to—and then some. Come on, get mad—our future, and the quality of our children's lives, hangs in the balance. Most of us have ridden on toy runs or have given money to support either local or national charities. It's time to take care of some old unfinished business for ourselves.

This is a bad time for many of us. The MRF is currently going through a transitional period and we miss Ron Roloff, of the California MMA, but the fight must continue. We still have ABATE, the MMA, the AMA, and many other biker organizations. We need to carry on and eradicate a threat that is literally and figuratively hanging over our heads. Now is not the time to quibble amongst ourselves. Let's not be



Smooth touch—at the Iron Horse

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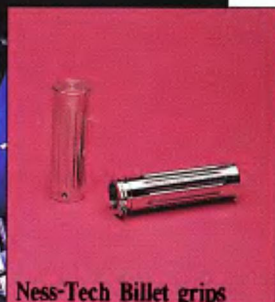


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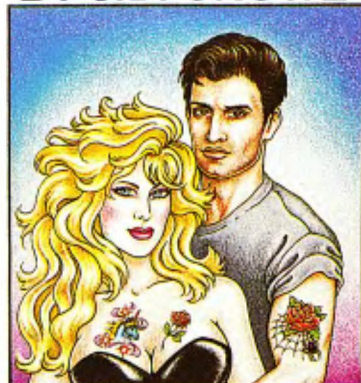
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Artie and his two nurses.

petty but, rather, pull together as one to fight for our rights. We can't become weak and crumble under to people who don't even ride.

How in the hell are they gonna understand us, anyway? They don't have anything to compare us to. What would it be? Flying, skiing, motor boat riding? No, none of the above. They simply follow the path of least resistance, whatever is the easiest. They believe in the stereotype bad boy, wild girl Hollywood image and our supposedly well-meaning government's Big Brother policies. They are giving up all their individual freedoms. Soon, it will be too late for them to do anything about it. They are meek and never question authority. What will they dream up next? Crash bars for all bikes? Or leg guards, as some government officials like to call them. Look around and see what's going on. Military personnel who choose to ride their bikes on posts or air bases have to wear funny-looking, bright orange, neon vests with white crossing guard X's on the front and back. To me, those X's signify cross hairs, like those on a target, so we won't be missed in case of an accident. I'd like to know how many police, fire, or state road repair vehicles have been rear-ended by drunks because they were mesmerized by the bright lights, whistles, and bells. What will be next? With any kind of imagination, thoughts run wild and rampant. How 'bout a tall antenna with multi-colored flags on top?

Cages get pissed-off at us because we get by them in gridlock situations, while they sit and stew on a hot July day. They would prefer to be relaxing at home with their families instead of sitting and frying in traffic. Who wouldn't? But most of them won't even try to ride a bike because they believe all the horror stories they've heard. So they continue to hate us because we represent a freedom that they will never know.

We are discriminated against many

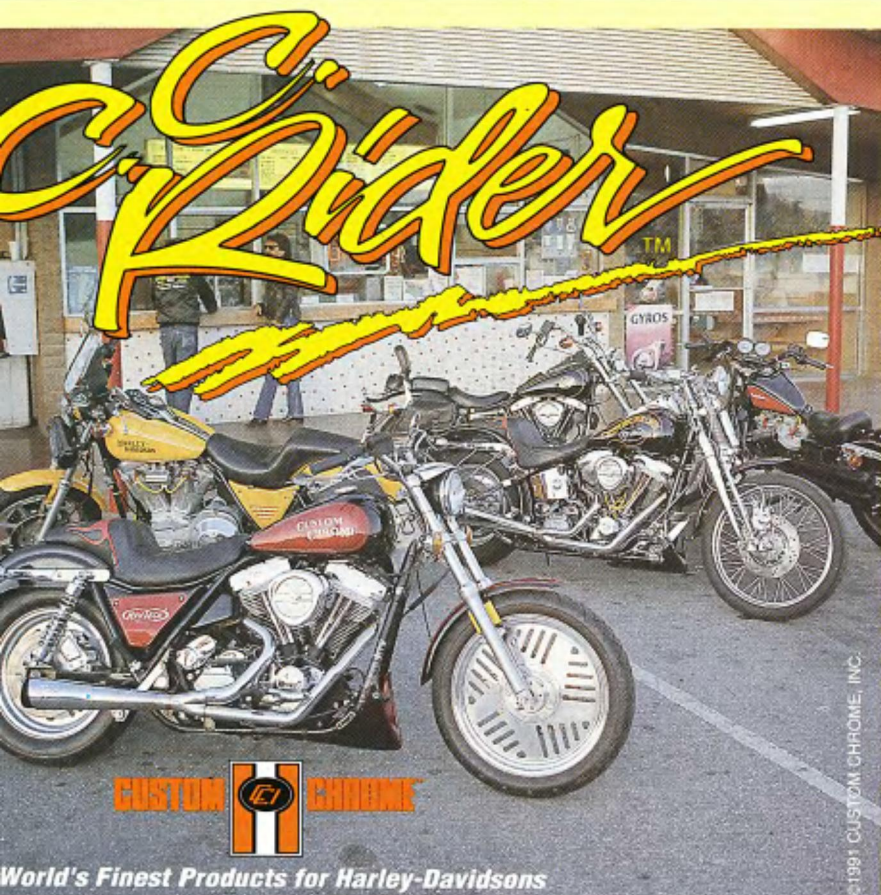
times because of what we wear. These biased individuals don't even bother to think that those tough leather chaps, jackets, or pants may actually save a person's hide in a traffic accident. If you have never experienced road rash how do you explain the sensation to someone? Or about beards and long hair covering your head against the elements? To them it's just hogwash. What do they know? These prejudiced people are usually boring and unadventurous. They are typically pale, and seldom get far from the living room couch whenever they're not at their boring jobs. Or, they complain about the noise of the exhaust pipes. To us, it's sweet music and it lets other drivers know that we are around. These are the same people who ride around listening to elevator tunes with the windows rolled up and the a/c on full blast. Then, when they drift into our lane, they just say, "Gee, Officer, I'm so sorry. I didn't see him."

Why should we change the way we look or what we wear? We should please ourselves rather than let a bunch of wimps force us to do as they do. Hey, this is supposed to be a free country, →



Kathy and John Semonski on their wedding day.

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On the parade route in Atlanta.

let's keep it that way. Ya know, there are far more people killed due to head injuries in cars. If the government really thought helmets saved lives, they'd make everyone who rode in or on anything that moved faster than 15 mph wear a helmet. That would include: horses, airplanes, cars, skateboards, 10-speed bicycles, and the list goes on. Instead, they single us out. Why are we being discriminated against? I guess without meaning to, we sometimes scare people. We should not be penalized for that. Can you imagine how the tongues wagged when our pioneer fathers went to Washington with their buckskins, long hair, and beards? It's the same thing. People don't understand or simply don't want to comprehend what we are all about.

Well, that's not our path. It certainly isn't our history, and it definitely ain't us. We aren't gonna lie down, roll over, and let them stomp all over us. Let's stand up and be counted—let's fight! Let's fight the good fight for ourselves and for forthcoming generations, before they outlaw motorcycles... before they pass one helluvan expensive catastrophic insurance plan... and before they run us off the road altogether. God only knows what other kinds of dirty tricks they have hidden up their legislative sleeves. We have to fight for our share of the road. The fat cats in D.C. think they can shit on us and we will sit there and take it. Let's shove their faces in it. They won't have it any other way. After all, that's how these bureaucrats make a living—and a nice living at that. In this period of extreme recession, unemployment, and homelessness, what do they do? They give themselves a raise—\$90,000 apiece plus expenses. I can hear it now: "Are you kidding me?"... "Give me a fuckin' break."... "Rip, say it ain't so." Sorry, folks, that's the way it is and they did it during the cover of night. That's the fine example we can expect from

Washington, D.C., and it's all the more reason to register to vote.

Let's fight brothers and sisters. Let's stand up back-to-back and shoulder-to-shoulder, like our forefathers did. F.I.G.H.T. now, don't wait. Hey, we may or may not win, it may take a few years but we will never know if we don't try. We have to let them know that they're in a fight fueled with the fury and tenacity of an American pit bull. After all, this is the same court that said it was all right to burn the flag.

The sooner the money comes together, the sooner the Freedom From Inept Government Helmet Tactics (F.I.G.H.T.) continues. To enlist in this righteous battle against the oppressors, see pages 34 and 35.

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Photos by Rip



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By J.J. Solari

**It wasn't a
very pleas-
ant viewing
experience**

At 7 p.m., Eastern Standard Time, America's cable television viewers were subjected to a frightening sight: Bill "Nutscratcher" Mullins trying to sell a dirty jockstrap on their TV screens. It wasn't a very pleasant viewing experience. For one thing, Nutscratcher didn't have very many teeth. At least not in his mouth. He had a couple around his neck, but they had once belonged to an elk. The dirty jock wasn't much to look at, either.

"This item is useful in all 48 states," he said. Actually, it was useful in all 50, but Nutscratcher probably didn't know there were 50 states. Or he forgot. It didn't matter.

"Now, we are very limited in the quantity on this item," he said with great sadness. But not with much truth. There were 300 of them in a basket out in the back. There was also an extremely bad smell out in the back. →

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Nutscratcher's head filled the screen. He held the soiled jockstrap up by a pair of tongs.

"Now, the retail on this item is 400 dollars," he said, "if you can find one."

And now he was prepared to even lower the price on this treasure.

At the bottom of the screen it said "number sold."

The number was zero. But it didn't say zero. It said, "Fuck you, who needs your fuckin' money." Apparently the word "zero" was not in Nutscratcher's vocabulary. But what the hell, neither were most other words.

Things were bad on the Biker Shopping Network, but they'd been worse. They were worse when the Biker Shopping Network first began. Which was about a week ago.

Nutscratcher didn't have any jocks to sell then. He had rubbers, as I recall, a pair of Judy's dirty underwear, and a jar of rancid cottage cheese which he said was "elephant sperm" from a genuine "elephant-herd circle jerk!" I don't know who he thought would want something like this, but he offered it for sale and put up the "three-minute clock." But nobody called in.

The "Faggot Dead of Aids" poster sold pretty well. We don't know if it was really a dead faggot, or just a dead normal person, or just someone posing on the sidewalk. But there they were, all rolled up by the hundreds, and Nutscratcher called them the Faggot Dead of Aids posters. That was the first item to actually "sell out," though he was claiming most of the time that everything was "selling out." A few of the other clubs said that we were selling out. "... trading the freedom of the road in exchange for crass hucksterism." Nutscratcher liked this phrase and he even used it on the air a few times to try and bolster sales. "Hey, →

Dear Fred,
Dinner will be late,
I'm out getting laid.

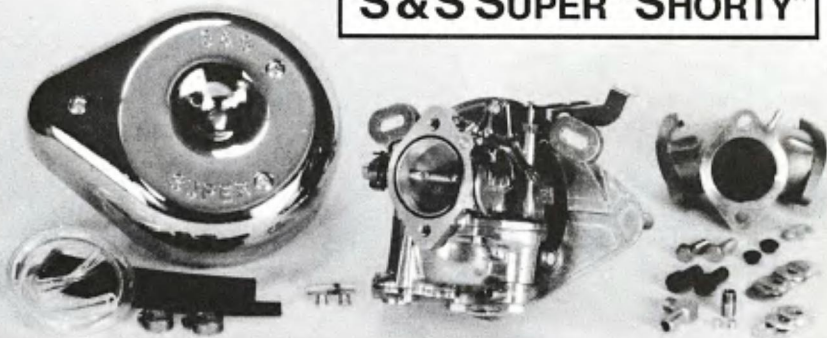


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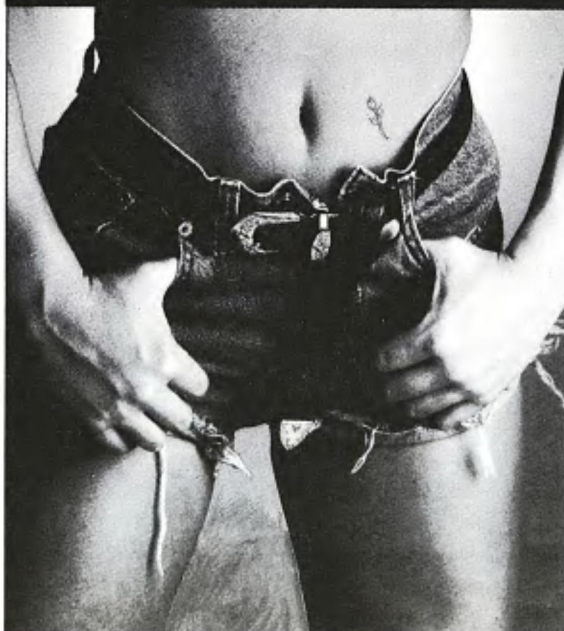
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this is crass hucksterism at its best," he said excitedly, selling, as I remember a dick-up-the-twat pendant made "Of the finest brass." Bill always considered brass superior to gold. "Not only does it look like gold, but you can smell it."

A real television shopping show emanated from the same city as ours did. The biggest television shopping show, in fact. In fact, they were only about a block away. Sometimes they'd send a spokesman over to give us tips. "You guys really suck," was usually all he said. But sometimes he'd get so fed up with Nutschatcher that he'd tell him to stand aside for a moment, to show him "what bullshit really is." Then he'd start to go on and on about whatever was currently up for sale. One time it was Eddie's *Playboy* collection. Which consisted of three issues from last year.

Now, he would say, *we have coming up . . . something I think you're really going to enjoy. Don't hesitate to call in on this one. I am talking rare, I am talking hard to find, I am talking paper and binding of a high order. What I'm talking here is quality, what I'm talking here is exquisite page numbering. Sit down and put your seat belts on, becawwwwz, what I have here is . . . three . . . complete . . . every advertisement, every sentence, every photograph in intact, consecutive months, with no skips, Playboy magazines from what many consider to be their finest year ever, the first year of this present decade, YES, THAT'S RIGHT! . . . and he went on and on like this so much that Eddie himself went to an outside phone and bought them back.*

Inside there was only one phone. You couldn't sell too much "in quantity" with only one phone, but Nutschatcher wasn't discouraged by this. He simply added all of our own home phone numbers to the studio number and sometimes there'd be 30 phone numbers splattered all over the screen. You could hardly see the merchandise. Not that that always mattered. Very often the merchandise



"I tried letting it all hang out, and somebody stepped on it!"

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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H-D Patches, Official Licensed Product. Send \$3 for color catalog, refundable with first order of \$10 or more. A.B.E. Enterprises, Box 647, Fostoria, OH 44830.

Champion weenie eater: Still praying for you both. The one younger than you got married one month after you. Now going to have a baby in the same month. Did I see you on C.T. Live? We all send our love.

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STILL LOOKING for Red and other friends of "Gypsy". Rode with him in the fifties & sixties as the White Fence Gang, out of California. I've been searching a long time. Heard some of you were at Sturgis 50th. Please write, I'm his daughter. Tanna S., 6677 West Colfax, Box 252, Lakewood, CO 80214-1896.

FOR SALE: 1981 Harley-Davidson, Sturgis, black, 11,627 miles; \$6,900 or O.B.O. Will trade. Call Hawg Hunter, toll free (800) 426-8337, daytime, EST.

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LITTLE LOR-LOR: Christmas time now and somehow I make it. Love and miss you so much. Mom and Daddoo.

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Tiffany—Oceanview, Autumn 1986: Hey you (little?) witch, how's life treating you. Sneaked into any G.I. barracks lately? Ski, (201) 476-1417. Collect O.K.

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70 MONEY MAKING REPORTS. Full reprint rights! \$10 to Amici Enterprises, Box 35342, Tulsa, OK 74153.



was a rotted pair of boots. We got lots of phone calls, I'll have to admit, and while the callers didn't always score any merchandise, sometimes we'd score a caller. Especially if she lived nearby and didn't sound fat. But then, fat girls never sound fat, so we had some pretty shocking surprises. Still, they were better off getting fucked by us than by the merchandise.

It wasn't always junk, though. The "clothing" segment had an aspect the other shopping shows didn't have; not only did you get the duds, you got the chick modeling the duds. We'd lose a lotta chicks this way because most of them decided they liked us. But then they were pretty dumb chicks. Fortunately, there wasn't a shortage of dumb chicks, so the clothing segment always ran as scheduled, so there were different items in three-hour segments. There was the jewelry segment, the bike parts segment, the record segment, the T-shirt segment, and the videotape segment.

Mostly, though, there weren't any

segments, an item would just be presented, and Nutschatcher, or somebody, would try to sell it. You know, you can go through a department store and look at a million different items and not buy a one of them, but when you see an object on your TV screen for 10 minutes, with some asshole telling you it's the next best thing to owning your own tropical island...

eventually somebody's going to call up and buy the fuckin' thing. Even if it's a bag of yesterday's trash.

... you cannot find a bag of trash like this in the stores ladies and gentleman, and if you could it would cost you one thousand dollars, but here it's only two dollars and ninety-nine cents. YES, THAT'S RIGHT!...

By the second week, however, we were shut down. The other shopping show pulled some legal maneuvering to get us off the air. We weren't selling

that much in dollars, but we had all the viewers. People just watched because they couldn't believe it. And, of course, we were the most interesting thing on television. 'Cept maybe for America's Most Wanted

So, the Biker Shopping Club came to an abrupt end. At least for the time being. It was too bad, too: coming up on the "housewares" segment was an "Andy Gump Chemical Toilet for that emergency bathroom in the living room you've been thinking about" that I'd had my eye on for some time. But whatdafuck, maybe it would turn up on the other shopping show. Everything else did. ☺



Not only did you get the duds, you got the chick modeling the duds



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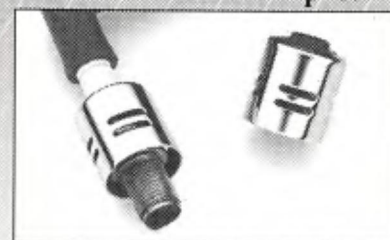
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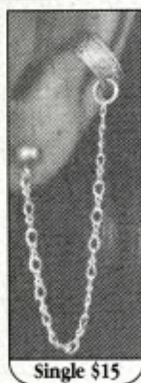
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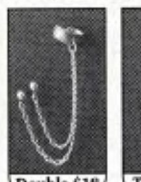
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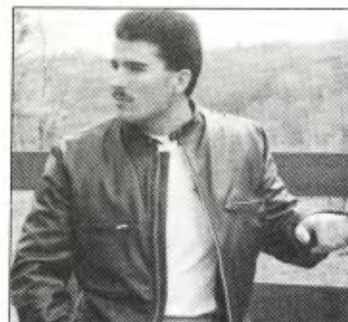
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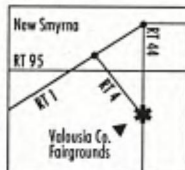
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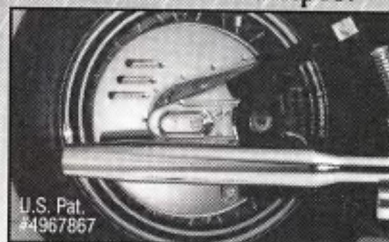
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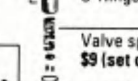
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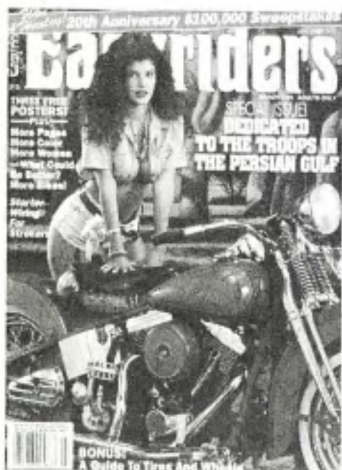
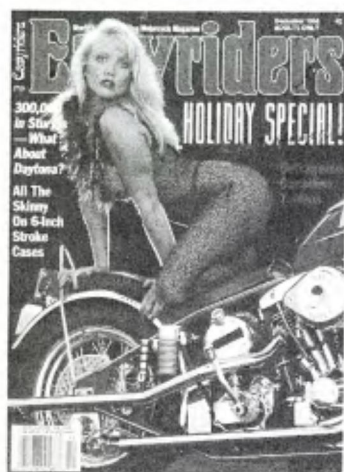
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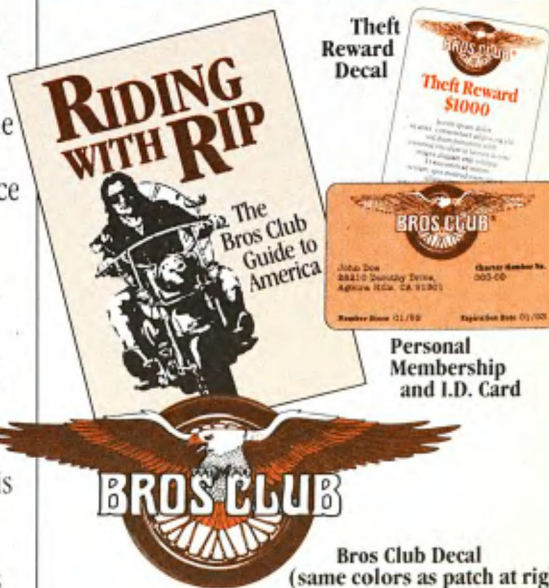
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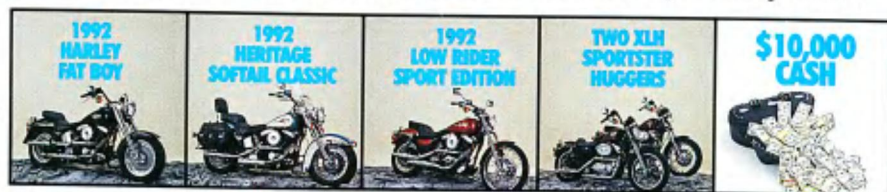
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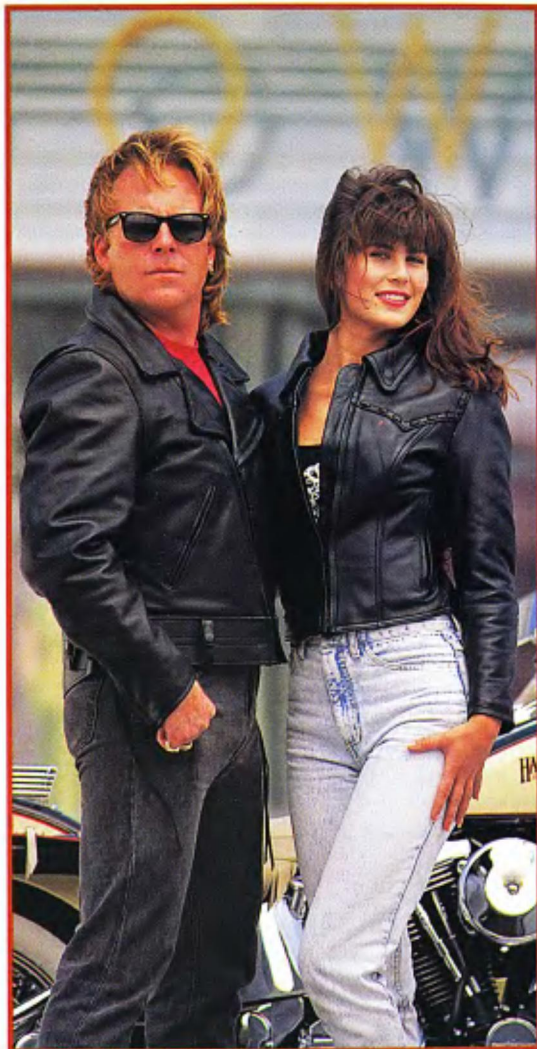
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Dakota Ladies Weave Leather Jacket, Sizes 32-42 \$258.95, Sizes 44-48 \$275.95

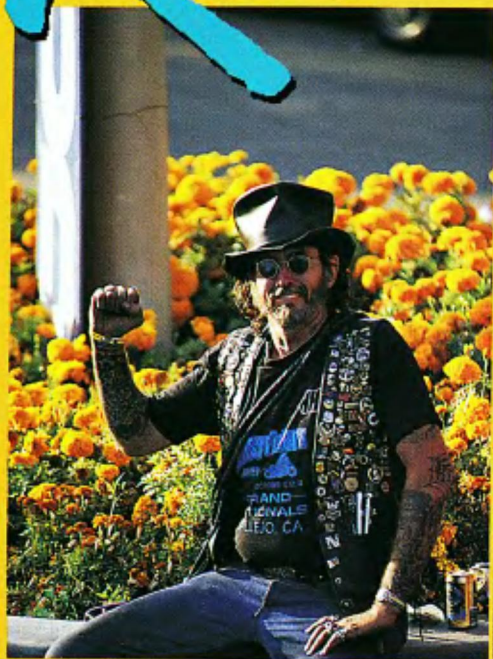
Cheyenne Ladies' Fringed Leather Jacket, Sizes 32-42 \$288.95, Sizes 44-48 \$299.95
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You'll get it all from Easyriders leather jackets. Children and adult sizes are made of Super Grade-A leather and fully lined to keep you cool and comfortable. So if you ride the best, wear the best: Easyriders leather jackets.

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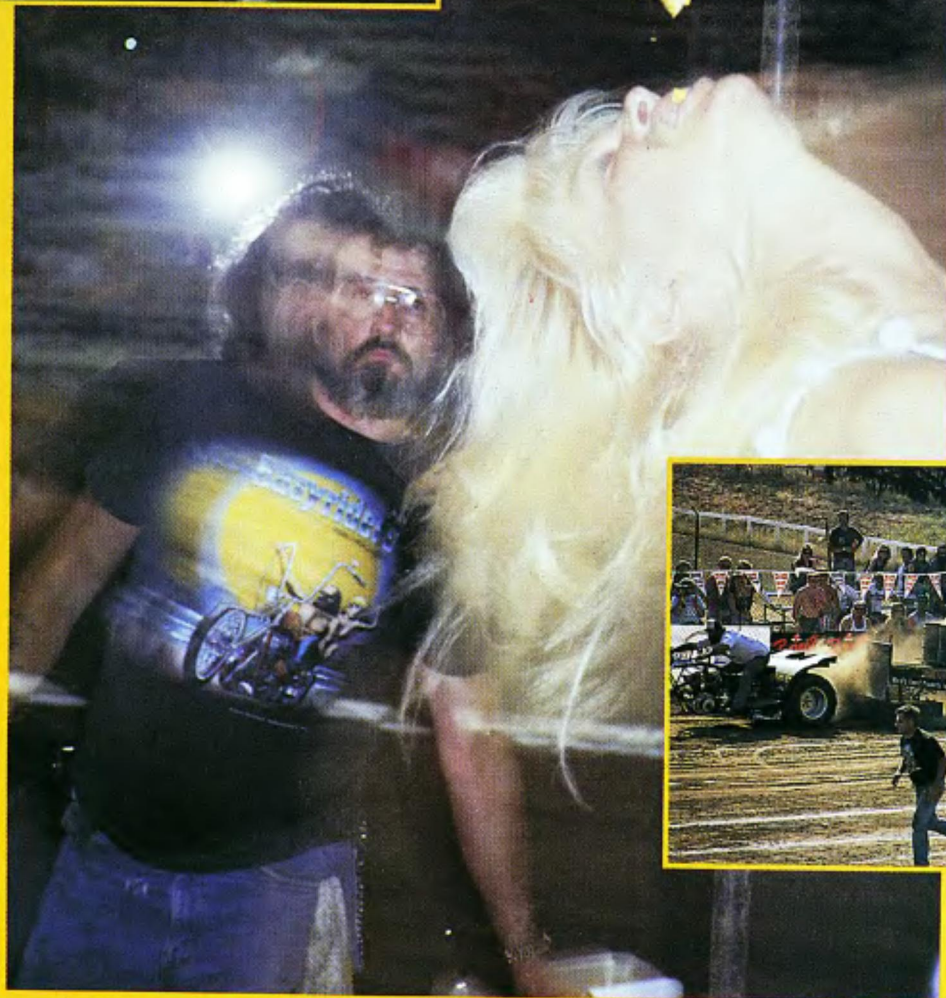
Rodeo Recap

After Ropin' In Five Successful Years, We're
Ready To Lasso 1992



The original idea in conceiving the *Easyriders* Rodeo, and the Associated Rodeo Riders On Wheels (ARROW) organization was, and is, to create a new motorcycle sport. We wanted an event the whole family could enjoy, to be held in an arena where lovers of our lifestyle could both watch and participate.

After five years of cross-country trekkin' and rodeo ridin' we've learned a lot about staging



By Ben Doverdahl

events. We've faced the preconceived, stereotypical perceptions of bikers from fairground board of directors, to city councils and law enforcement agencies. We've won some and lost some.

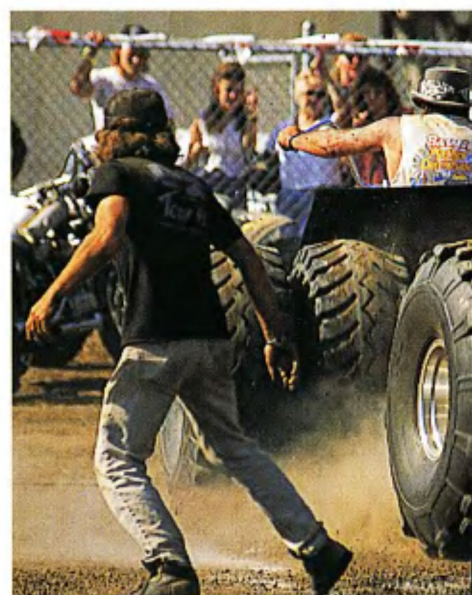
When it comes to the *Easyriders* Rodeo, we've found that the most rural town around is what works for us. For instance, who needs Gotham City, its weirdos and muggers, when you can have Prospect, Pennsylvania, a field fulla cows, and a handful of locals who are glad to see ya. The choice was simple. This year was no different, but we're refining the process.

To get the ball rolling, Event Coordinator and Rodeo whiz, Cathy Chaffin, together with her trusty assistant, Gloria Lucero, pinpoint potential event sites. From there, Events Director Al Sherman checks 'em out firsthand.

That is not an easy a task in this prudish day and suspicious age. At a time when paranoia rules the roost, it takes a heavy effort to convince city councils that their fair city won't be pillaged and plundered, and that, in fact, they will actually profit from the "invasion of leather-clad heathens on Harleys," as we've been described.

We now have testimonials from the town patriarchs of Chillicothe, Ohio, and new sites hear how we come to town every year on the Labor Day Weekend, behave ourselves in public, party in our own area, and load up the local coffers with greenbacks. The same can be said in Middletown, New York; Prospect, Pennsylvania; Pecatonica, Illinois; Vallejo, California, and other Rodeo locales.

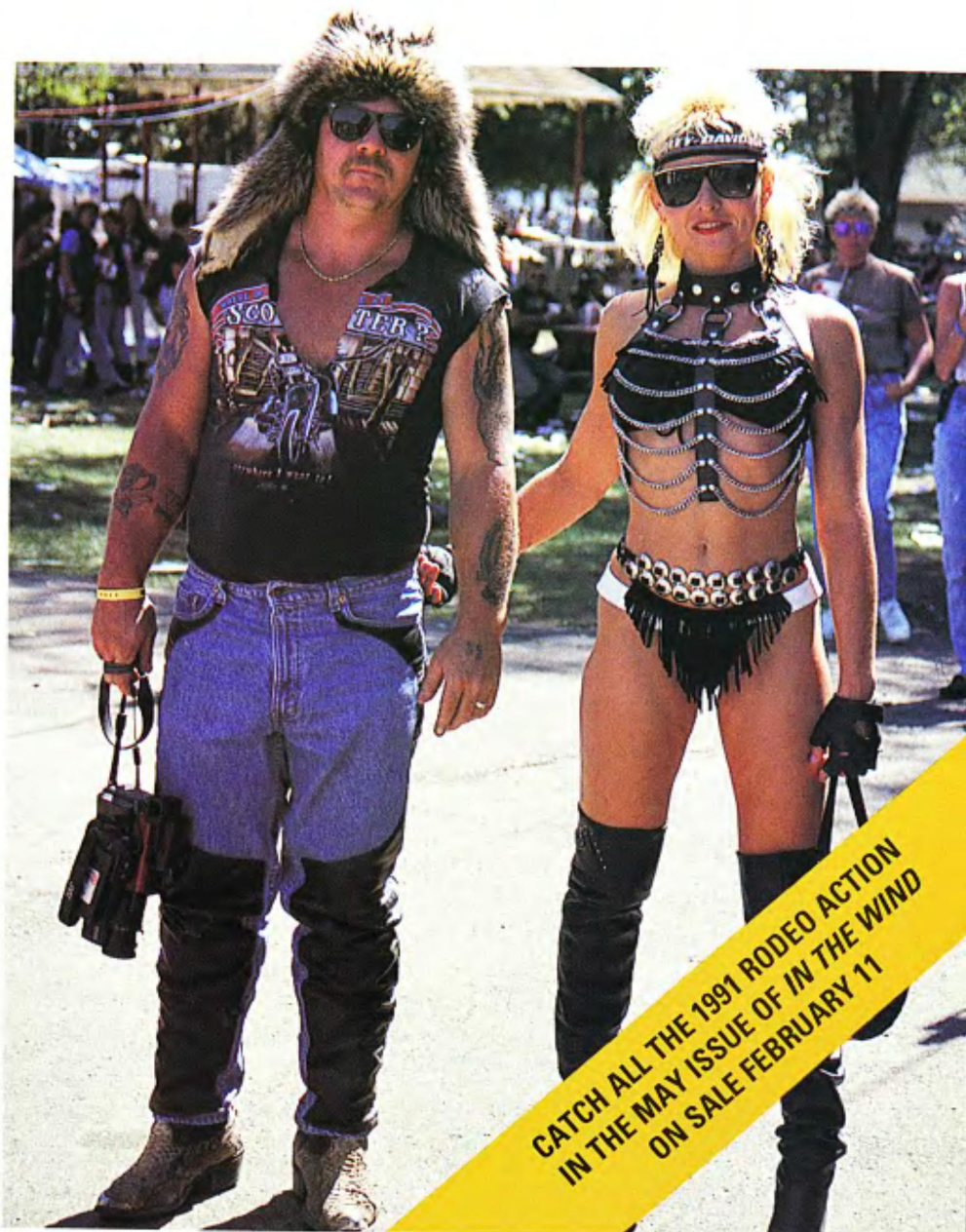
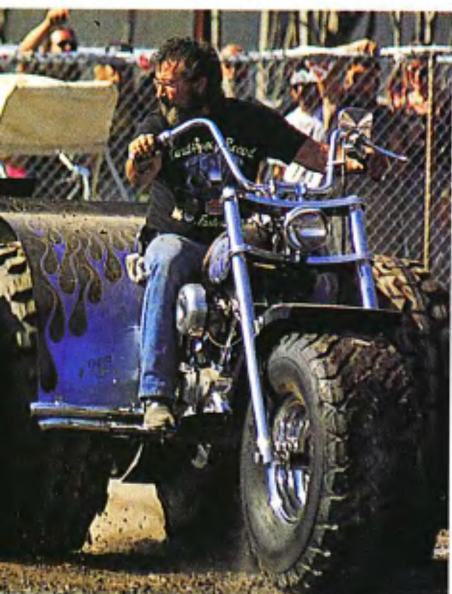
One discovery has been the good-natured rivalries and sportsmanship that has developed between the sport's combatants. How many other sports can boast of rivals helping each other so they can compete against each other? Current Grand National Champion Ray Tewksbury often helps out new Rodeo riders with technical advice for their bikes. Gary Freel hauled Rico Padilla's bikes from Iowa to the Nationals, so Rico could fly in from Connecticut. Bill Van Dyke, rider and one-time MC, has wrenched on Tewksbury's motors the night before a National.



These examples are repeated constantly and are not confined to competitors alone, but to bros who come to watch and end up helpin' out. Whether its volunteering to help set up, or unloading gear off the trucks, it's all about being involved.

That same camaraderie has existed since the rodeo beginnings, which date back to the early '80s in California's San Joaquin Valley, where farmers Leon Hatcher and Manuel Azevedo competed for fun in an organization called the West Coast Tri-Pullers. Though a few guys used some foreign ATVs, the greatest reaction came from the sound and smell of the Harley-powered trikes when they were fired up in exhibitions at county fairs and car races.

A sport was born when we saw



**CATCH ALL THE 1991 RODEO ACTION
IN THE MAY ISSUE OF IN THE WIND
ON SALE FEBRUARY 11**

one of their exhibitions at the Bike Fest in Hanford, California, in 1986. Soon after, we featured Azevedo's "The Beef" in our October '86 issue.

From just a couple trike pullers five years ago, the Rodeo has blossomed, with more than a dozen high-tech trikes contending on the circuit in '91. This season was defined by its innovations. Technical advances on all the machines, particularly the trikes, have boosted horsepower, thus increasing pulling-power. Five years ago the goal was to see who could pull a load the furthest. Now, it's who can pull a full load the fastest over a designated course. Safety's become a big concern. With guys like Dino Heath of Zanesville, Ohio, riding his 120-cubic-inch Ground Hog, pulling

4,800 pounds in 5.2 seconds over the 100-foot course, you've got to protect him—and the fans.

The bikes and trikes have evolved from barely being able to pull the weight, to gaining so much speed that there's a need to slow them down. The field crew will provide more shut-down space in order to keep the rides from running through the fence and into the crowd. Additional safety precautions are being taken. Leon Hatcher will be modifying the sleds by lengthening them, thereby making it harder for the weight to transfer. He also plans to install and use three gears for different degrees of weight transfer on the sleds, depending on the rig. There will also be three different hook-up heights on the sleds, as

course conditions dictate, which is the sole decision of the field director.

Reigning champ Tewksbury will shoulder his repeat hopes upon dependability and riding technique, to say nothin' of the help he gets from his rodeo-riding partner/wife, Kari Sioux. Hard-charging candidates include Dino Heath, Gary Freel, Rico Padilla, Frank Olenick, Bob Hanna, Rob and Linda Schwellinger, and undoubtedly newer, unknown riders who'll be breathin' down Ray's neck, setting their sights for next season to capture the prized golden belt buckle and cash for themselves.

It takes a tough breed to compete. A new site for '92 that we're excited about, will be Boone, Iowa. We'd like to get to every region of the country, notably lacking has been



Photos by Mike Lichter, Chuck Emery, Smokey, Kim Peterson

the Northwest—we're tryin' to get up there. If you think it could work in your area, contact ARROW: Box 1050, Agoura Hills, CA 91301.

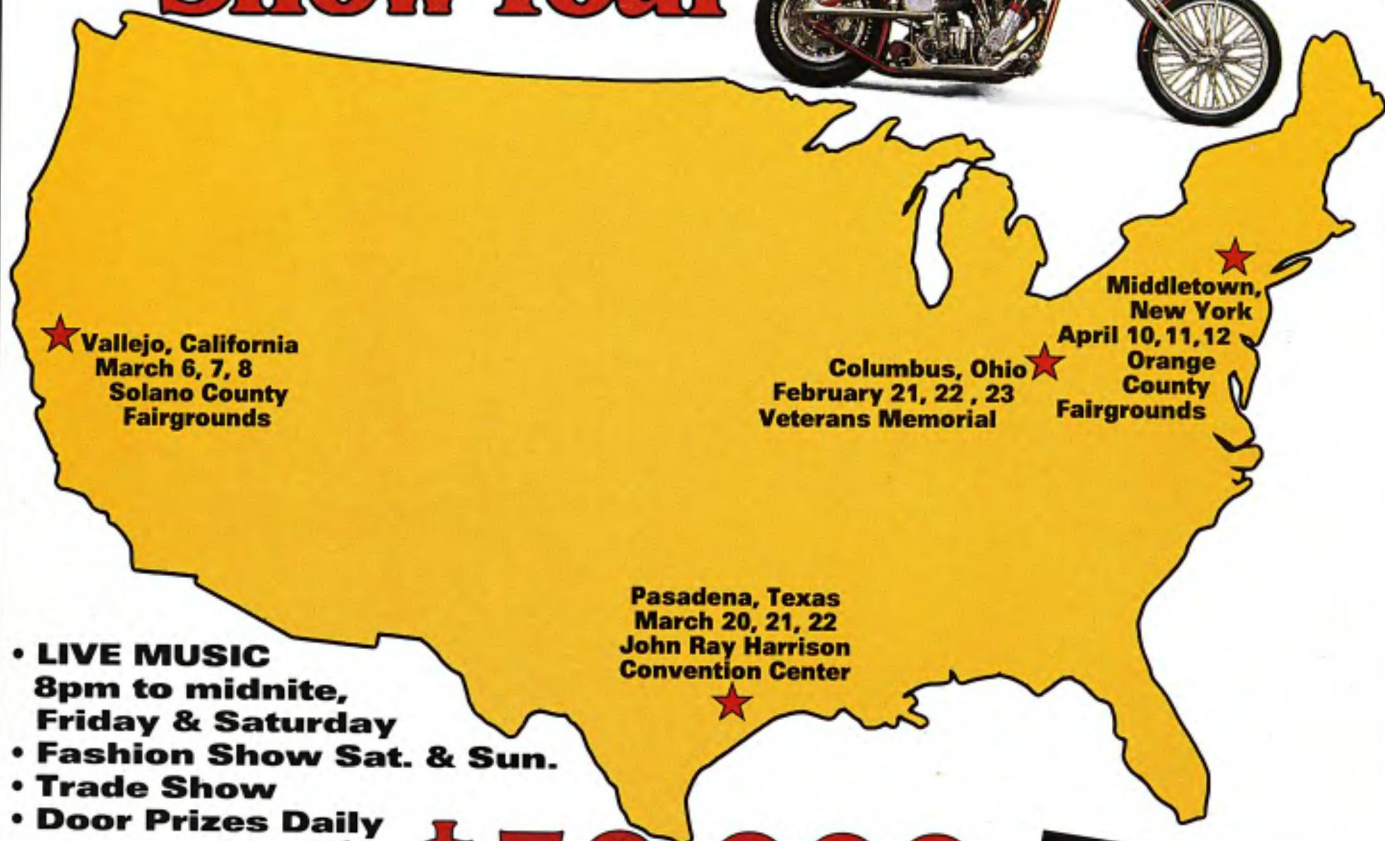
Most riders who have been out there doin' it for a few years require help from sponsors to keep rollin'. TV should be involved. Everyone wants

to see their product on the tube. The *Easyriders* Rodeo has been on USA and ESPN in the past, but it'd be great to be on regularly, on Motor World, or a similar show. Cable looks like the best shot. Who knows, maybe in the near future we'll be going head-to-head with Monday Night Football. ☺

Accumulated Event-by-Event Final 1991 ARROW Point Standings

Competitor	GA	TX	SC	PA	MI	OH	NY	IL	CA	Total
Ray Tewksbury	1525	1475	725	875	1375	1050	1000	625	2050	10,700
Gary Freel	750	825	1125	650	1100	1550	1100	775	2650	10,525
Danny Heath	0	0	350	75	0	2200	2400	1300	1000	7,325
Rico Padilla	500	662.5	575	925	300	550	1500	200	650	5,862.5
Bob Hanna	375	0	325	175	400	450	1000	500	0	3,225
Frank Olenick	825	587.5	250	150	650	200	400	0	0	3,062.5
Bill Van Dyke	150	0	550	350	200	700	0	275	0	2,225
Todd Calhoun	0	0	125	325	0	100	0	350	0	900
Rob Schwellinger	0	0	200	100	0	300	0	0	0	600
Linda Schwellinger	0	0	350	150	0	0	0	0	0	500
Don Seabolt	0	0	0	0	0	500	0	0	0	500

Easyriders Bike & Tattoo Show Tour



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

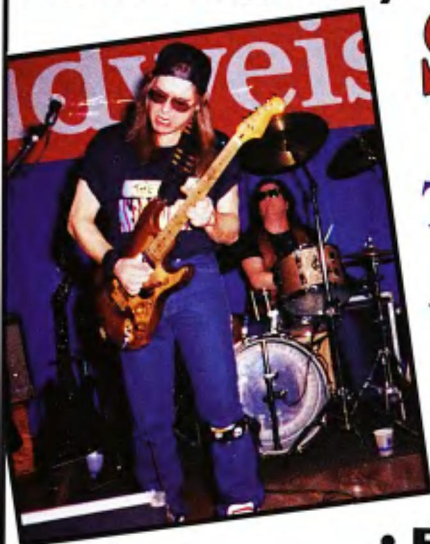
Columbus, Ohio
February 21, 22, 23
Veterans Memorial

★ Middletown,
New York
April 10, 11, 12
Orange
County
Fairgrounds

Pasadena, Texas
March 20, 21, 22
John Ray Harrison
Convention Center

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

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



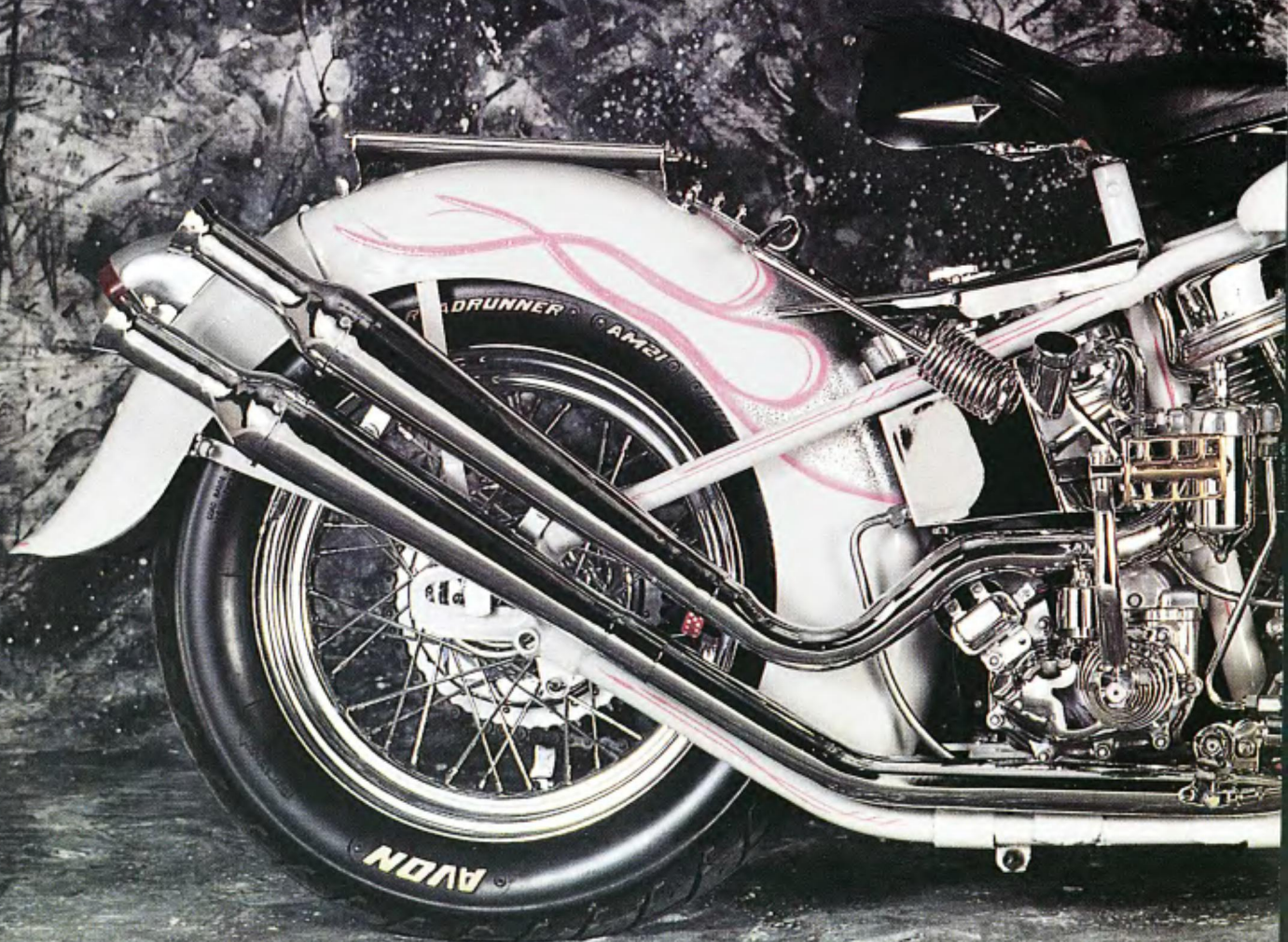
- **Friday 5 pm-midnight •**
- **Saturday 10 am-midnight • Sunday 11 am-6 pm •**

Come out and see the best custom bikes and tattoo work from your region of the country (or enter your own bike or tattoo!). It's gonna be a blast! Here's how it works—the fifteen best bikes and tattoos will be featured in one of our magazines: *Easyriders*, *Tattoo*, *Biker*, or *In The Wind*, and will receive a cash prize to compete in the Ohio \$25,000 Invitational next year!

Awards Ceremonies Start at 5:00 pm, Sunday

To Enter A Bike Or Tattoo Call (800) 962-9857
Vendor & Tattooist Spaces Available—Call Gloria Lucero (818) 889-8740

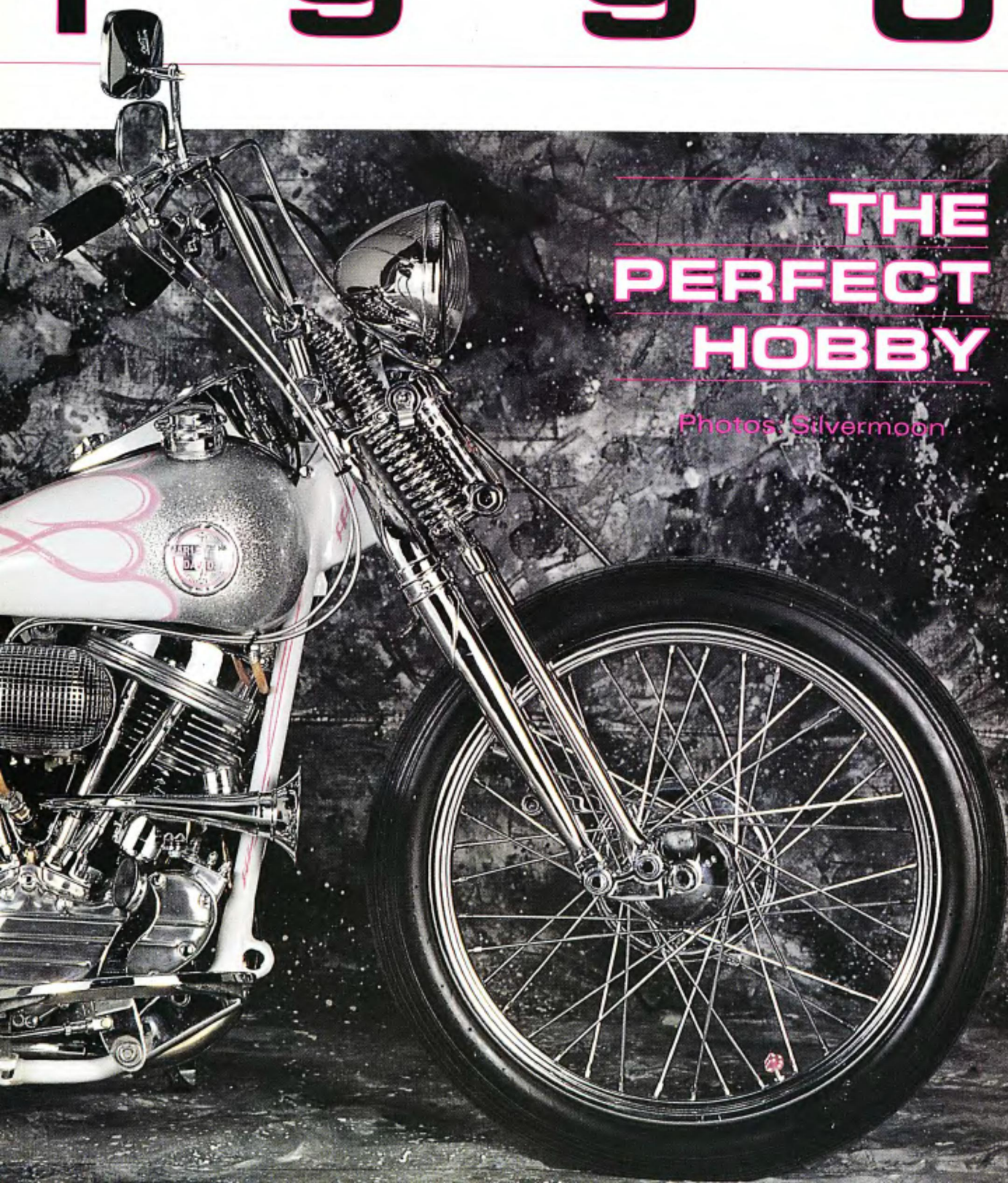
Sponsored by Easyriders Magazine—Sponsored by Teresi, Inc.



PROJECT 1 9 9 0

THE PERFECT HOBBY

Photos: Silvermoon







Now there are all kinds of hobbies. We all have something we enjoy doing when we aren't working, riding, partying, or generally raising hell. Usually it's something reasonably inexpensive, like reading or hunting. But that isn't always the case. Some of us have more expensive tastes, like Terry Shaw, designer and builder of the eye-poppin', mind-bogglin' hunk of Milwaukee's best pictured here.

Ya got it. Terry builds bikes as a hobby. No that's not right, Terry doesn't build bikes as a hobby, he builds custom bikes, sharp-lookin', neck-snappin' pieces of H-D

artistry. And he builds one a year when things go right.

Hey, don't start screaming at me, bros. The envy's eating at my guts, too. I'm sitting in front of a worn-out word processor, with an old 750 Triumph sitting in a bro's shop with a trashed front end, wondering where in hell I'm gonna get the bucks for a new front end before the fair winds of spring blow. I know how you're feeling. But the bottom line is, I'm not in the brains equals bucks class that Terry's in. And if you're feeling the same as me, neither are you.

Terry is a computer programmer

who owns and operates his business of designing and installing programs for health care facilities all over the country. And while I don't have the slightest idea how many digits it takes to write his yearly income, you can believe it takes several if he can afford to build a \$20,000 motorcycle a year. But that isn't why he does what he does. Terry builds bikes because he loves them. He loves to ride them, he loves wrenching on them, and he loves just looking at them.

The pan was Terry's 1990 project, his swap meet special. Yeah, get this, Terry found the mill



Owners: Terry and Darlene Shaw		City: Zanesville, Ohio	
General		Frame	
Fabrication by: owner/B&B Cycle Service		Year: 1957 straightleg	
Year and make: 1963 panhead		Builder: Harley	
Model: '60s-style chopper		Type: hardtail	
Value: \$20,000		Rake: as is	
Assembly by: owner/B&B Cycle Service		Stretch: as is	
Time: two years		Other alterations: molded	
Chroming by: Browns		Accessories	
Engine		Bare: medium apes	
Year: 1963		Risers: dog bones	
Model: panhead		Fender(s): full (rear)	
Rebuilder: Clyde Dickerson		Headlight: springer	
Ignition: points		Taillight: limp dick	
Displacement: 74 cubic inches		Speedo: police	
Lower end: B&B perfect		Front pegs: floorboards	
Balancing: B&B perfect		Rear pegs: none	
Pistons: .040 over		Electrics: 12-volt	
Cases: starter (mod./polished)		Gas tank: 1957 HD/custom emblems by Wags	
Heads: unleaded/polished		Oil tank: Paughco	
Cam: "A" grind		Oil system: chrome/polished	
Lifters: solid		Primary cover: 1965/'69 in and out	
Carb(s): Keihin		Seat: solo	
Air cleaner: CCI		Sissybar: none	
Pipes: custom made		Height: n/a	
Muffler(s): megaphones		Material: n/a	
Transmission		Forks	
Modifications: Andrews/polished		Type: early springer	
Year: 1970		Extension: none	
Shifting: 4-speed foot		Builder: H-D.	
Engine sprocket: 24 -tooth		Special features: chrome	
Trans sprocket: 23-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Howie Harlan		Hub: CCI Timkin bearing	Hub: CCI Timkin bearing
Painter: Howie Harlan		Rim width: 2.15-inch	Rim width: 4-inch
Color: light gray/pink/silver		Tire: Tyre	Tire: Avon
Type: lots of metallflake		Brake: drum	Brake: drum
Special paint: Howie/Mike Hayes			
Other special modifications: Electric start by Kurt Maxwell, polished by Pete Davis.			
Special thanks to: Charlie Brown, Doc, Stone, Wags, and Clyde Dickerson.			

sitting in one of those big, white, plastic pickle barrels that fast food joints get their pickles in. I don't know where the '57 straight-leg frame and early '40s front end came from because Terry didn't tell me. But he did tell me why he decided on the '60s chopper style.

Like I said, the bro likes to look at bikes, and he looks at a lot of them. He makes swap meets, shows, and runs all over the country every year. Whatdafuck, he can afford it. Besides, in looking, he developed this

thing about choppers built around blockhead and shovelhead mills.

When he ran across the pan mill sitting in that pickle barrel he knew it was time to build a *real* chopper, the kind David Mann draws so well. And, bros, what ya see here is a *real* chopper. The only extensive modification is the electric start. Hell, we're all a little lazier in the '90s than we were in the '60s, right?

Of course, you don't build a *real* chopper by yourself and Terry asked me to thank the bros who

helped out. Kurt Maxwell did the modifications for the electric start. Clyde Dickerson assembled the mill. Charlie Brown, Doc, Stone, and Wags ran down parts and assisted with the wrenching, and Pete Davis, who is gone but not forgotten, did the polishing.

Yeah, Pete, it's like Terry implied: The next one may be polished just as well, but it won't be the same—not without your touch.

Ride free, bro. Ride free

—Silent

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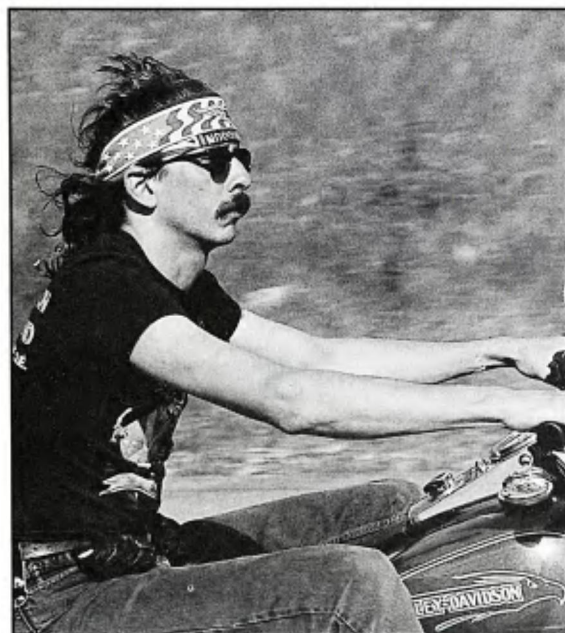
COMIN' AT YA



▼ IN THE WIND

We're gonna feature the signs of the road, from personalized license plates to eye-catching road words. We've also got a real feast for yer eyes this issue—a gorgeous babe gettin' lubed on a custom scooter. This one will leave

yer jaws floppin' and yer senses screamin'. As usual, we'll pack this issue full of all the great photos we get from you—the creators and purveyors of this pulpy, picturesque publication. *On sale April 9*



▲ BIKER

Biker is packed with events from 'round the country. We've got happenings in Ohio, N.J., PA., Nebraska, Wisconsin, Florida, and California. Five bikes are featured plus a special follow-up on the Roger Lyons' murder in 1977. Combine that with beautiful ladies and sleazy advice from Mutha, and you've got the improved *Biker* magazine. *On sale March 10*

◀ Easyriders

Don't miss this special exotic nightclub issue. We had the cutest French girl in the office hard at work for months, researching every titty bar in the land. We've created a listing of friendly places to pull into, offering slinky entertainment to soothe your weary bones. The photos that go with it won't hurt ya, either. Our top wrench, Keith Ruxton, also put together a guide to Softail lowering kits. As always, the girls and bikes are earth shakers. *On sale March 26*



▲ TATTOO

It's going to be another jam-packed issue, filled with hundreds of the finest tattoos on skin. You won't want to miss Jack Rudy's latest portrait piece, a tattoo that looks more real than the photo it was taken from. Col. Naylor has put together a Memphis, Tennessee, tattoo party, and we'll be showin' off all the great work from that city. Check it out. *On sale March 10*

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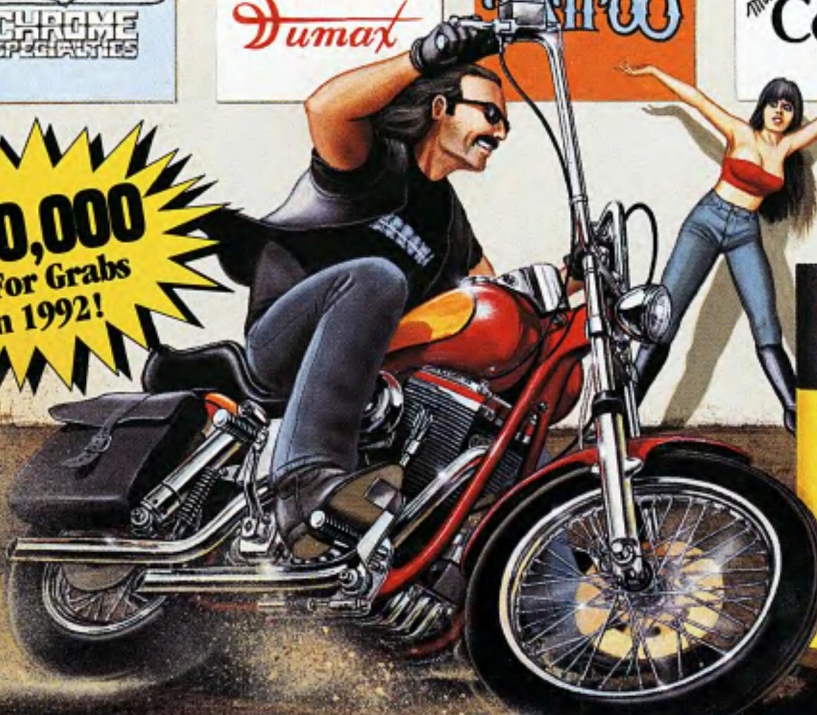
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TATTOO

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\$100,000
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In 1992!



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May 23-25 Texas
June 12-14 So. Carolina
June 19-21 Illinois
July 3-5 New York
July 24-26 Michigan
July 31-Aug. 2 Penn.
August 14-16 Iowa
Sept. 4-7 Ohio
Oct. 9-11 Nor. Cal.
Oct. 16-18 So. Cal.

Motorcycle Rodeo '92 Calendar

Memorial Day Weekend

May 23, 24, 25
Pasadena,
Texas

John Ray Harrison
Convention Center
(Hwy. 225 to Red Bluff
Exit South, to Fairmont
Pkwy., Left)

June 12, 13, 14
Ladson,
So. Carolina

Exchange
Park
(Take I-26
to Exit 203, to
Hwy. 78)

June 19, 20, 21
Pecatonica,
Illinois

Winnebago
Fairgrounds
(Between Rockford
and Freeport,
Off U.S. Hwy. 20)

4th of July Weekend

July 3, 4, 5
Middletown,
New York

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

July 24, 25, 26
Detroit,
Michigan

Michigan State
Fairgrounds
(Take I-75
to State Fair
Exit)

Fireworks!
Fireworks!
Fireworks!

July 31-Aug. 2
Prospect,
Pennsylvania

Butler
Fairgrounds
(Located on Route 422,
8 miles West of Butler)

Aug. 14, 15, 16
Boone,
Iowa

Boones County
Fairgrounds
(I-35, to Rt. 30 West, go
North on Story St.)

Labor Day Weekend

Sept. 5, 6, 7
Chillicothe,
Ohio

Ross County
Fairgrounds
(Hwy. 35 to Route
104 North)

Oct. 9, 10, 11
Vallejo,
California

Solano County
Fairgrounds
(Located where Hwy. 37 and
Hwy. 80 meet)

Grand Nationals

October
California
Location to be
Announced

Bike Show • Trade Show • Trophy Girl Contest • Camping • Live Music • Food & Beverages On Sale

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