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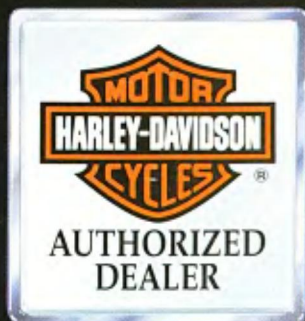
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MAGAZINE

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*The next liver-quiverin' issue of this rag goes
on sale June 25.*

*Cover photo of 1992 Daytona Bike Week buns
by Michael Lichter.*



**The
Audit
Bureau**

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Missing headlight department: This dork went to a police station and told them he needed a background check to get a job. The police obliged him and ran a check. They discovered he was wanted for charges of burglary, theft, criminal mischief, criminal trespassing, and traffic charges. As they led him off to jail, he pleaded, "All I wanted was my damned background check."

I picked up an item that gave me chills after I read it. It stated that during a prison brown-eye test, they found the following items an inmate kept up his asshole: \$2,000 in cash, six home-made handcuff keys, seven hacksaw blades, and 34 razor blades—all in a plastic bag.

They were both in a bar having a brew or two when they got in an argument over which one of them had the bigger crank. Pretty soon they had their joints flopped on the bar. The guy who lost was a poor loser—he cut the winner's joint almost off. They say they can sew on a severed joint, but I don't want to find out.

Here's another cold woman story. It seems she was having fun and games with a guy in bed while her husband was at work, but surprise, surprise! The guy had a heart attack and croaked. So what did she do? Call 911? Give mouth-to-mouth resuscitation? What? She put his trousers back on and dragged him out of the house into the back yard where she left him. Then she called the cops and told them there was an unconscious man in her back yard. I think that's pretty cold—here she's having fun and games, and as soon as the guy croaks and the fun is over, she tosses him out into the weeds.

This guy was beefing with his wife one morning, and the argument got hot and heavy. He got so pissed that he walked out to the freezer and picked up two frozen squirrels, then came back in the house and threw them at her, hitting her in the head twice (once with each squirrel). He was arrested for spousal abuse.

Here's some startling news. Would you believe there are cows who are fucking around at night? It seems they just discovered that there's such a thing as cow AIDS. They haven't determined just how cows catch AIDS, but I'll report to you when I hear.

I get pissed off when I hear about all this male bashing that's going on (like the movie "Thelma and Louise"). This dude was locked naked in a windowless room for 10 years with his wife and eventually his children coming by daily and beating the shit out of him. Why? Because they didn't like him.

This seems to be a bad time for guys' nuts. Here's another case of nut abuse. He started arguing with his wife, and she reached down and grabbed him by the balls with her fingernails, ripping off one of them. Besides the pain, imagine the shock of looking down and seeing his nut firmly squeezed in his wife's hand.

This dude died about two weeks before being sent the following letter from the County Department of Social Services: "Your food stamps will be stopped effective March 1992 because we received notice that you passed away. May God bless you. You may reapply if there is a change in your circumstances." (That's our friendly Feds working for us.)

All this shit about implants got her worried, so when a friend told her about how she could enlarge her breasts through hypnosis, she was really excited. She went to a hypnotist, and he convinced her that she could in fact enlarge her breasts through a hypnotic process. She plopped down her \$1,000 and waited for the results. But all she got was a zit on her nipple, so she demanded her money back. (Women who want big tits will do anything.)

This nerd was arrested for being drunk after he went (now get this) to a police station to complain about being kicked out of a bar in town for drunkenness. He was blitzed to the eyeballs so the police kept him for a while.

Now we all know there are days we should stay in bed. For instance, this dude held up a cabbie with a cleaver, took the cabbie's money, and opened the cab door to get away. But, sure as shit, when he flung open the door, it hit a parking meter and sprang back, hitting him on the head and knocking him out.

His stomach was making strange noises after he had drunk two martinis and a glass of wine and eaten a bowl of chili, so he decided he needed a Bromo. He mistakenly grabbed a box of baking soda which forced his stomach to rupture, spewing beer, wine, and beans all over the kitchen along with the usual amount of guck.

Here's a new one. This chicken almost drowned in a punch bowl at a county fair, so a judge of the Best Chicken Contest grabbed it and, believe it or not, gave it mouth-to-beak resuscitation! The chicken had a hard time holding its stomach after she breathed into it, so it gladly squawked back to life.

TAKING IT EASY

By Spider



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

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

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WORDMONGER

A Texan Agrees

□ I want to comment on Troy's idea about picking a day or week when we all get together and refuse to wear lids. I'm a Texan too and have quite a few friends who agree with you. When do we start?

Ready When You Are
Brazoria, Texas

Thanks

□ I would like to thank all the brothers and sisters for sending info on remote control Harleys. I planned on writing to them individually, but there were just too many letters to answer. And since I'm in prison, it makes it that much harder financially.

Again, thanks to all those who helped me out.

Richard Winters
Portage, Wis.

Harley Drag Racing

□ I'm interested in Harley drag racing. Can I join the HDRA? How can I get their racing schedule? I subscribe to *National Drag Boat* and *National Dragster*. Do they have a similar rag?

Ratt
St. Louis, Mo.

■ Drop a line to AHRA: Box 1429, Elon College, NC 27244 or AMRA: 109 E. Irving Rd., Bensenville, IL 60106

Save The Sport

□ I was glad to see the article on Scott Parker in the April issue. These guys are a breed apart. Anyone who can throw a motorcycle sideways at 130 mph has large brass balls. Flat track racing is definitely an American sport and it's dying. Each year more dirt tracks are closing because attendance is down and promoters are losing money.

I've been a street rider for 45 years—also a flat track fan. Every street rider who thinks he or she can really ride a motorcycle should go to a mile race and see how little he or she knows.

May 17 of this year will be the last race on the San Jose mile as we lost another track. Every motorcycle rider should make a point to see a mile race before they become extinct. Maybe we can save the sport.

Dan Spencer
Lake Havasu, Ariz.

Hot Tail

□ I just saw the January issue and was a bit disappointed in your photo layout of Hogzilla. You guys fucked up! Not only did you not show

a tail end shot of that fine, big-busted blonde, but you forgot to show the ass end of that big buck custom sled. I saw it in one of your previous videos, and the fender was hot looking. It must have taken some work to get some fine lines like that.

No raisin pie for you guys this month! Get your shit together.

Franimal
Fitchburg, Mass.

Down With Pastels!

□ No more pastel scooters! I'm hoarse from puking!

Zeek the Wanderer
Chicago, Ill.

A Long Story

□ I'm a non-pro wrench with 15 years behind me so I may know what I'm talking about.

My close bro Jeffro has an '84 Sporty that we've wrenched on for about a year. He's got about \$10,000 invested in this bike (not counting my labor) so we're very into this putt. But this bike is no good to my bro if we can't get forward controls, 'cause he's got steel pins in his legs!

Well, our local Harley shop got us Custom Chrome controls, but they're wrong because on a few '84 Sportys the front frame mount holes are 3-3/4 inches from center hole to center hole. The ones they had were 4 inches from center hole to center hole. Back to square one: more phone calls, more eat-shit attitudes.

I finally got in touch with Kirk Van Scoten at Sumax. He said, "No problem." Finally, a bro who knew his shit. He said JayBrake made a set of controls with an adaptor kit that would work. Three days later we got the kit—same shit, same problem. So I called back Kirk at Sumax and he referred me to JayBrake. I called JayBrake and got this chick on the phone who cared, I mean really cared. I was told to be patient, and they would get back with me. (Don't call us, we'll call you, right?) Wrong! A few days later I got a call from Jay—as in JayBrake. This guy was great. He spent his own time researching our problem. I sent him pictures and measurements, and with a few phone calls this guy totally fixed our problem—at no extra charge.

Barry Carr
Nashville, Tenn.

Needs Photo

□ I need help in locating photos of an *Easyriders* rodeo participant (Pasadena, Texas Rodeo—1991). My good brother, Ronnie Krejci, was

killed in Houston in a senseless robbery attempt on July 31, 1991. Since then, his lady gave him a baby boy on Feb. 5, 1992.

Ronnie was #55 in the barrel races. If anyone took photos of that event, please contact me. I'd like his son to see what his dad loved to do the most—ride his Harley!

I sincerely hope some of the brothers and sisters out there can help me. Little Ronnie will be raised to be a true biker. I will see to that.

Nasty Norm
9719 Checkerboard
Houston, TX 77096

Another Chapter

☐ You be the judge. In your January '92 issue, Jim Graham of Fla. said that Night Train came out in 1972. However, 1971 was the only year Night Train came out with a molded fender and seat. It was called Midnight Express in '72. He said it came out on a Sportster frame. Wrong—it was on an Electra Glide frame in '71 and '72. My bro in Lancaster, S.C., has a '71 Night Train. Let's set the record straight.

J. C. Dunn
York, S.C.

A Korean Vet Speaks

☐ I read in the April issue where a Gulf Vets MC has been started. We know about the Vietnam Vets MC. Now the question: Was there ever or is there in existence a Korean Vets MC? I served in that forgotten war in 1950 - 1951 and was out of the biker scene for many years after.

Please help if you can.

Dave "Stroker" Hernandez
Yorba Linda, Calif.

Unfair Treatment

☐ More motorcyclist prejudice. I was recently denied health insurance coverage by the Golden Rule Insurance Co. because I am a motorcyclist. They say I'm a high risk because I ride a bike. When will we be treated fairly?

Bob Benson
Miami, Fla.

☐ I've been locked down six years and have collected about 100 of your rags ('79 to '91). Now they need a good home. These assholes say I have too many (fire hazard).

If you are interested, write:

John Fisher
#337920 - MB #370
Lake Corr. Inst.
Box 120099
Clermont, FL 34712-0099

Small Print

☐ Thanks to "Easynews" for printing the small print—names of congressmen and senators and how they vote on the issues that concern us. The raisin pie is yours.

Scooter
Holt, Mich.

An Important Phone Number

☐ The White House has a comment line that anyone can call. The number is (202) 456-1111. It operates from 9 a.m. - 5 p.m., EST, Monday through Friday. This is a good way to get across the point of personal choice with helmets and other beefs you have with the government.

Dawn Mathes
Arroyo Grande, Calif.

A Disagreement

☐ I don't feel we should be having any friendly relations (let alone a "buddy ride" to leave Harleys) with a country that is still holding our vets as POWs. This friendly trip Fredy plans (April '92 issue) is a kick in the nuts to us big, bad, die-hard Harley-riding Vietnam vets.

We just want our buddies home!

Jerry Giberson
Decatur, Ill.

Needs A Break

☐ I just sent in my renewal to this fine piece of literary craftsmanship along with my entry to the \$100,000 sweepstakes.

I've been racking my brain trying to figure out who would check the box that's labeled, "No. I'm not interested in babes and bikes, etc., etc." I can come up with those who would not be interested in babes, and I can come up with those who would not be interested in bikes. I can also come up with those not interested in both babes and bikes—but they wouldn't be anyone who would be reading your mag.

Who was that question really for, or was it a trick question to find out who was sober when checking off the boxes?

Woodie
Brookpark, Ohio

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the back? Poison pen letters, porno mail, threats of violence, love letters, propositions, and demands for payment may all be sent to the Wordmonger, Box 3000, Agoura Hills, CA 91301.

ONLY THE BEST

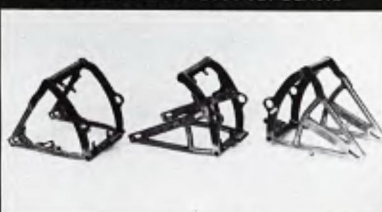
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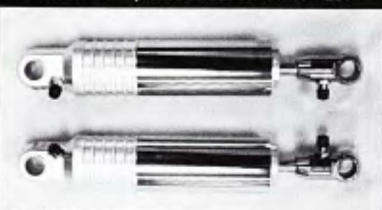
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How long can yo

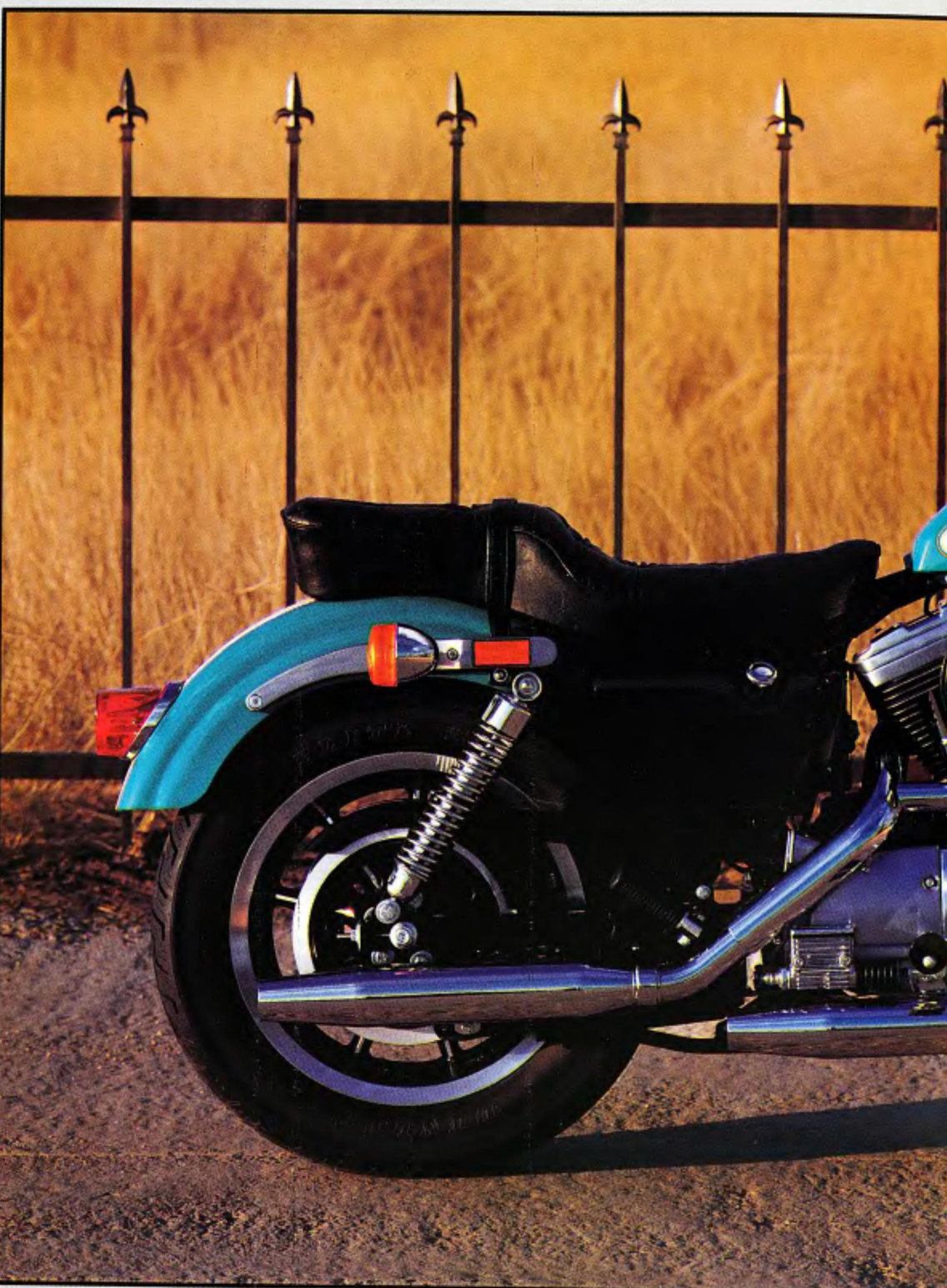
It hurts just to think about it.

The only thing worse than having to make a decision, is wanting to make one, and not being able to. You get stranded somewhere in the middle, knowing that the longer it takes, the closer you get to the 20-20 hindsight of "should've could've would've."

If you're thinking about a Harley-Davidson®, and having a tough time taking that final step, the Sportster® 1200 can go a long way towards taking the agony out of the decision.

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definition of torque. And to insure that it all gets put to good use, the five-

speed transmission spreads it out over a wide range of road speeds.

Putting the power to the pavement is a belt final drive system that is clean,

Can I sit on the fence?



clean, classic profile has outlasted many a flash-in-the-pan. While winning over legions of long-time fans.

You could be one of them. You could get your hands on a Sportster 1200, and hook into the experience that you can't get from any other machine. And put yourself on the side of the company that has been into this sport longer and deeper than anyone else. Harley-Davidson wants you. Are you with us? Now is as good a time as any to get to your Harley-Davidson dealer. If only to get the idea out of your head and in front of your eyes.

It could help you make up your mind. Besides, that fence has got to be getting awfully uncomfortable by now.

quiet and strong. This motorcycle just plain works.

Of course, if all the

1200 did was work well, it couldn't wear Harley-

Davidson on its gas tank.

So now, as always, this machine makes no excuses in the styling

department. From peanut tank to staggered shorty duals, the Sportster's



Through and Through.

KNUCKLE KNOSTALGIA



Photos: Raiko Hartman

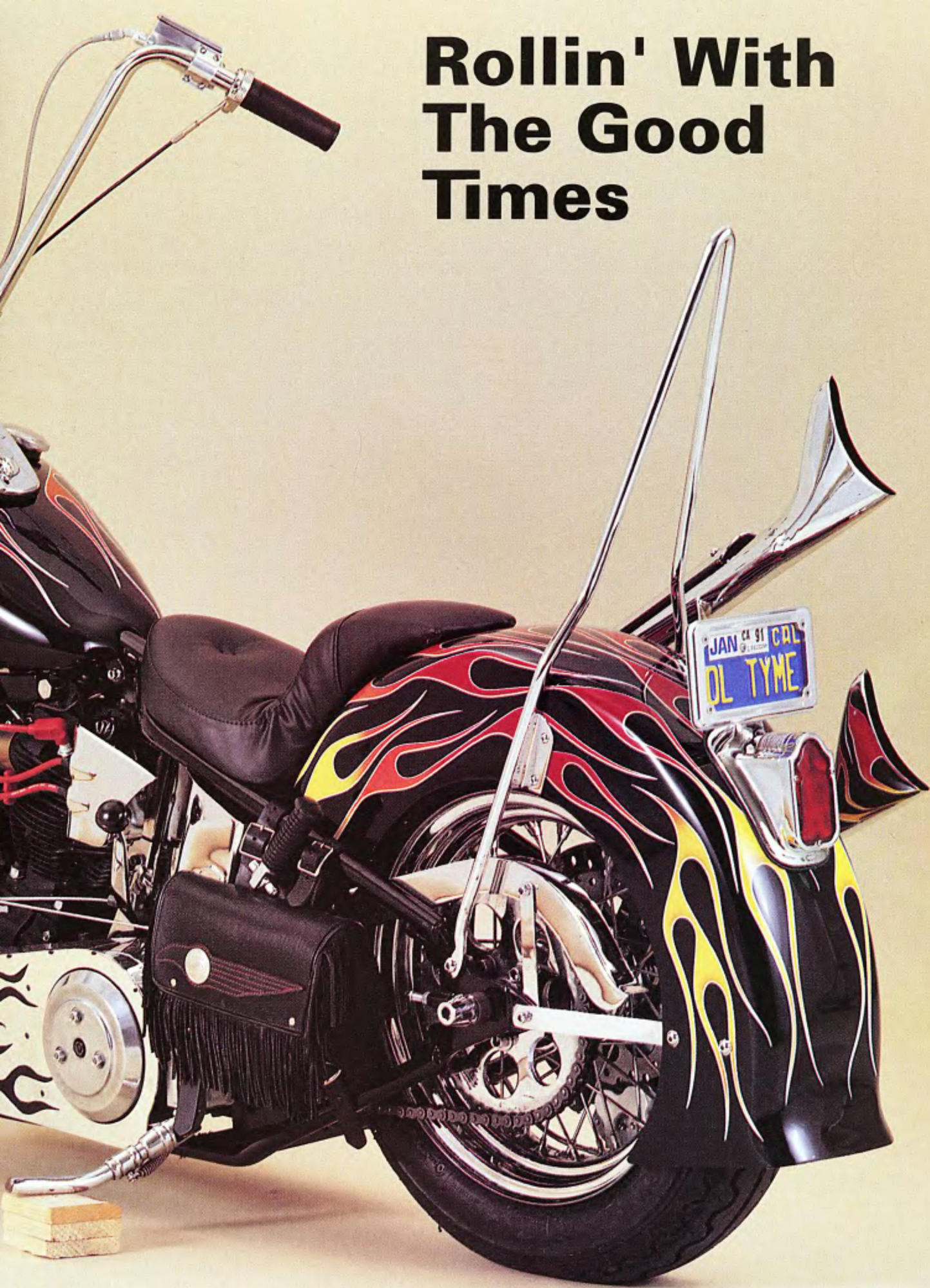
1945 was a good year to be born an American. We'd kicked some serious ass in Europe, the Japs were payin' the consequences for their cowardly sneak attack, and, back home, The Harley-Davidson Motor Company was getting back to building classic rides—like the knucklehead.

No one had ever heard of budget deficits. Politicians didn't lie and chip away at personal freedom (or we didn't realize it). It was the beginning of what a lot of folks remember as the good old days.

Cut to the present. Focus in on Arlen Ness' garage. The Master's wrenching on a bike while Barry Cooney helps out. The beer's flowing. The bullshit's rolling. It's just a couple of bros doing what they love most.



Rollin' With The Good Times



"I was telling Arlen how much I wanted to build an old-style chopper," Barry says, "something with a suicide clutch, jockey shift, apes, and upswept fishtails."

Arlen agreed.

"There's just something about those old bikes that relives all the good times you had in the past," Barry says. "The more we talked about it and the more the beer flowed the more it seemed like a good idea."

Three weeks later Arlen found a panhead to work on. So Barry decided to look for a knuckle built in 1945—the year he was born.

"I started searching really hot and heavy," Barry says. "But I finally had to settle on a '46. It had already been enlarged to 80 inches and it had cherry numbers."

He bought the engine, tranny, and title and proceeded to build the rest of the bike from scratch.

"The only concessions I made to modern was putting on disc brakes and a 12-volt generator. Riding with the old six-volt electrics is like running with a match out in front of you."

The red and yellow flames over black also recall the old-style hot rod look.

Besides being a ridin' adventure the old classics were a ridin' challenge, too, especially if any kind of distance was involved.

"If you look at the photos you'll see a tool bag on the bike," Barry says. "It's full of any kind of shit I might need from baling wire to clamps to all the necessary tools."

"That's the fun of riding those old-style chops," he continues. "You ride hard and fast all day and then you roll home and tighten every nut and bolt again, starting at the front axle nut and working your way back."

"If you just wanted to get somewhere you'd ride the train."

One place Barry got to was Sturgis. "I'd pull up somewhere with all the knock-out high-tech killer bikes and my old knuck would get all the attention," he says. But not all the attention was welcome.

"I was riding the road back from Deadwood," Barry remembers. "There were hundreds of us literally nose to tail and we passed the cops."

Sure enough, the patrol car

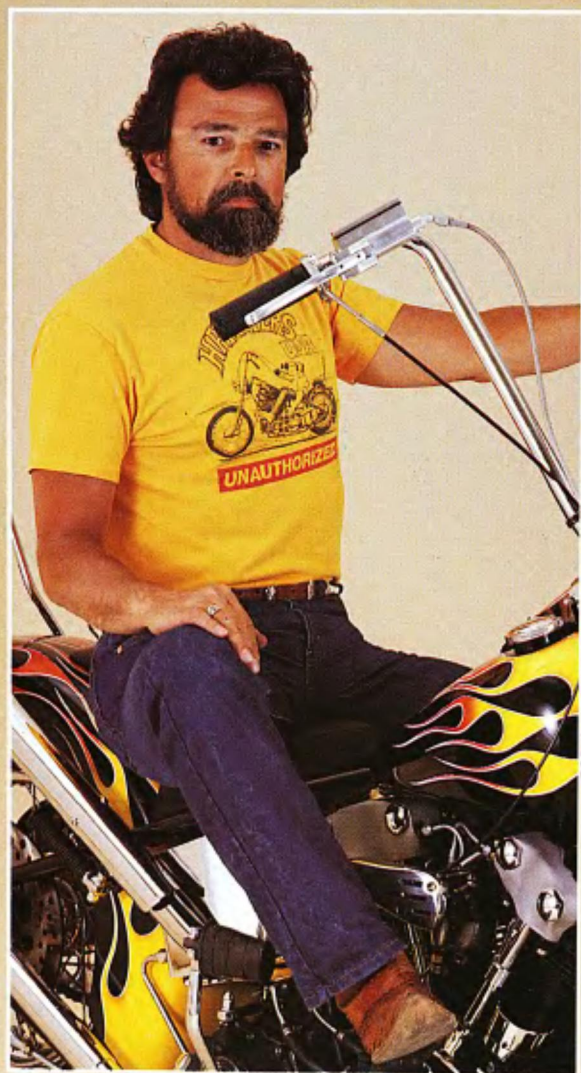


swooped into the traffic and put the lights on for Barry. Those old-style apes may look good but they're against the law in South Dakota.

"They wrote me up a ticket," Barry says. "Nothin' much I could do about it 'cept move on as fast as I could. So I gave the bike a good kick . . ."

Unfortunately, the two cops were standin' directly behind Barry's upswept fish-tails . . . and he ain't got mufflers, understand? →





Owner(s): Barry Cooney	Heads: Ness	City: San Diego, California	Oil system: shovelhead pump
General	Cam: Sifton	Frame	Primary cover: Dave "The Loveslave"
Fabrication by: owner,	Lifters: H-D solid	Year: 1989	Seat: San Leandro Upholstry
Arlen Ness, Bob Monroe	Carb(s): Linkert M74-B	Builder: Santee	Sissybar: Mun
Year and make: 1946 H-D	Air cleaner: Ed Roth aluminum air scoop	Type: rigid	Height: 16 inches
Model: knucklehead FL	Pipes: Mun	Rake: 40 degrees	Material: cold rolled steel
Value: \$15,000	Muffler(s): What?	Stretch: 2-inch	Forks
Assembly by: owner	Transmission	Other alterations: none	Type: springer
Time: three months	Modifications: 3-inch primary belt	Accessories	Extension: 2-inch
Chroming by: Hi-Lustre	Year: 1946	Bars: Ness	Builder: Paughco
Engine	Shifting: jockey	Risers: Ness-Tech	Special features: sorta works
Year: 1946	Engine sprocket: 25-tooth	Fender(s): Ness Tail Dragger	Wheels
Model: knuckle	Trans sprocket: 24-tooth	Headlight: Ness	Front
Rebuilder: Jim —Hawg Nutz	Wheel sprocket: 49-tooth	Taillight: tombstone	Size: 21-inch
Ignition: dual point distributor	Painting	Speedo: H-D	Hub: H-D
Displacement: 80 cubic inches	Molding: Doug at Arlen's	Front pegs: Gary Bang	Rim width: 2.5-inch
Lower end: factory	Painter: Ron Morelli	Rear pegs: Gary Bang	Tire: Avon
Balancing: maybe	Color: black	Electrics: 12-volt	Brake: JayBrake
Pistons: Gary Bang	Type: lacquer	Gas tank: Arlen's	Brake: JayBrake
Cases: stock	Special paint: flames	Oil tank: Arlen's	
Other special modifications: Special thanks to Arlen, Mun, Slave, and the usual (and unusual) Hamsters.			

"It went brap-bap-bap!" Barry laughs.
 "Right in their faces!"
 "Another violation," the cops

grinned coldly. "We'll be watchin' for
 you tomorrow . . ."
 So maybe some things never

change. But for Barry and his knuck the
 good times just keep rollin'.
 —Southern Connection

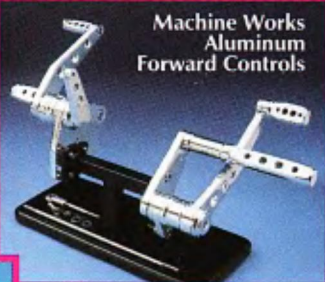
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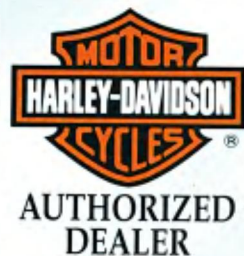
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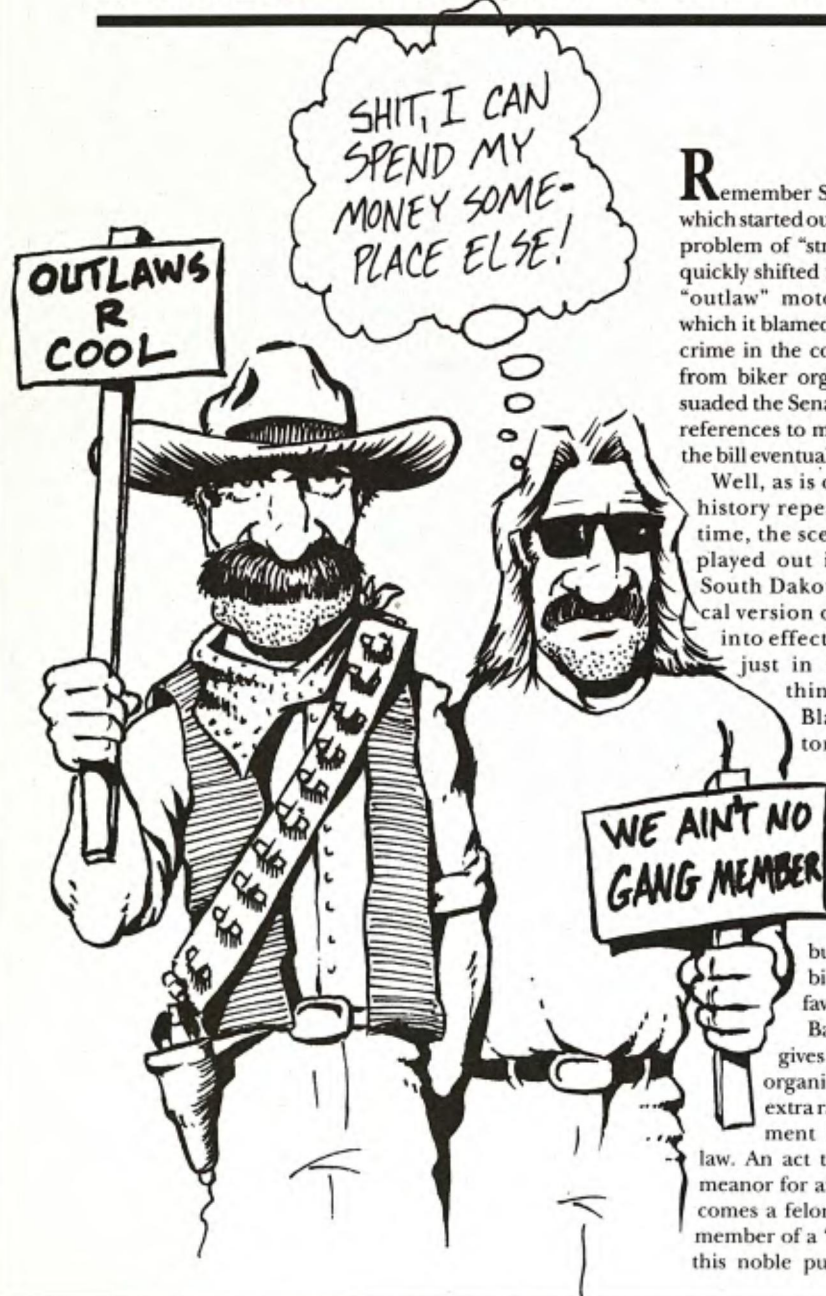
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Where The Legend Begins.

EASY NEWS

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

SOUTH DAKOTA: OUTLAW EVERYBODY



Remember Senate Bill 339, which started out addressing the problem of "street gangs," but quickly shifted the emphasis to "outlaw" motorcycle gangs, which it blamed for every bit of crime in the country? Protests from biker organizations persuaded the Senate to delete the references to motorcycles, and the bill eventually failed to pass.

Well, as is often the case, history repeats itself. This time, the scenario is being played out in the state of South Dakota, where a local version of S-339 will go into effect July 1, 1992—just in time to spice things up at the Black Hills Motor Classic.

Like S-339, the South Dakota law started out aiming at the streetpunks in Rapid City, but ended up with bike clubs as the favored target.

Basically, the law gives a member of an organized "gang" an extra ration of punishment if he breaks a law. An act that is a misdemeanor for anybody else becomes a felony if done by a member of a "gang." Toward this noble purpose, the law

defines a "gang" as three or more people who share, among other things, similar emblems or styles of dress. Thus, three bros from different states, each with a tattoo, Levi's, and a leather jacket, constitute a "gang," even if they never saw each other before they met at the Broken Spoke in downtown Sturgis.

In the same way, if you bust some guy's nose in a barfight, the fact that you belong to ABATE or H.O.G. proves that you belong to an organized "gang" and your membership can bring the extra ration of heat down on you.

Bill Delaney, the Public Defender in Deadwood, doubts that the new law will pass Constitutional standards. However, Bill also says the local courts rarely let constitutional issues affect their decisions, so the law has the potential for causing a great deal of trouble for motorcyclists. To beat this law, Bill says, means getting it into a federal court—and that will cost some money.

Local or federal, the new law is one helluva menace to bikers who live in or visit South Dakota. While you're partyin' it up in Sturgis this year, take some time to give the South Dakota brothers all the help and encouragement you can to get this thing repealed.

—Maestro

FIGHTIN' SAM MCCLOUD



Ever had any dealings with a lawyer? What did you think of him/her? Well, here's what one client thinks about Sam McCloud, a Harley-riding lawyer from Minneapolis, Minnesota:

Sam is excellent in terms of breaking everything down into small pieces and explaining them... he knows how to cut through all the ands and ifs and buts and get down to the meat, to the legal question of what's going on.

We mention Sam because he may just come riding up on his Harley and join the *Easyriders* FIGHT to take helmet laws to federal court. Like the guy above said, Sam knows his business. Furthermore, Sam doesn't like government by Big Brother, and he's been fighting

for individual rights—and winning—in the courts of Minnesota for two decades now. If Sam can get away from his clients long enough to join our FIGHT campaign, helmet laws are one step closer to their judgement day.

So far, the FIGHT campaign has been researching all the court cases over the past 20 years that involve helmet laws—ammunition for Sam—and helping the California brothers with their challenge to their new law. From all this, we'll eventually find the argument against helmets that no one can deny. Check out page 34 of this issue and come along for the Helmet FIGHT ride.

—Perfesser

HAWAII HELMET LAW PROVOKES MAJOR ERUPTION



Everybody knows about the periodic volcanic eruptions on Hawaii, the "Big Island" to the locals. So, when the state legislature began the spring helmet law shuffle-and-stomp, Henry Otani, of Hilo, got busy and stirred up a public eruption. The legislature, finding themselves about to be overrun with hot objections, backed off. Otani says some legislators reported getting up to 15 letters or calls per day—which shows you the value of letting them know what you think.

The fight goes on, though. Two other bills, which may come up for debate later this year, would require helmets but would

allow riders to exempt themselves by paying a higher registration fee. That has the sound of selling privileges, and might not pass constitutional review.

Watch this space for later developments, and all you poi-and-plumeria bros rally around Henry Otani and help out. He's in the Hilo phone book.

MARITIME BROS: HARD AT WORK

We got a letter from Tom Donnachie, president of the Nova Scotia chapter of Bikers Rights Organization (BRO). Up in the corner, the letterhead has this inscription: "Motorcycles use less of everything." Nice thought.

Otherwise, Tom says Nova Scotia BRO has persuaded the provincial Department of Transportation to improve the motorcycle licensing test and are on their way to reforming helmet laws. "Since our helmet law has been in effect since the early seventies, many of our politicians are very ignorant of the facts concerning helmet-caused injuries," writes Tom.

BRO plans an education campaign to teach provincial legislators that the fallacies of 20 years ago are still fallacies today—only more so.

We had no more than finished Tom's newsletter when we got another from Martin Hilbig, of the Ontario BRO chapter. Martin reminded us that the problems we bikers face are the same all over: insurance hassles, helmet laws, dangerous roads, discrimination, and so on.

He went on to explain the reason why Canadian geese fly in formation. It turns out that the geese up in front create air currents that help the ones in the rear. Thus, such a formation can fly about 70% farther than one goose.

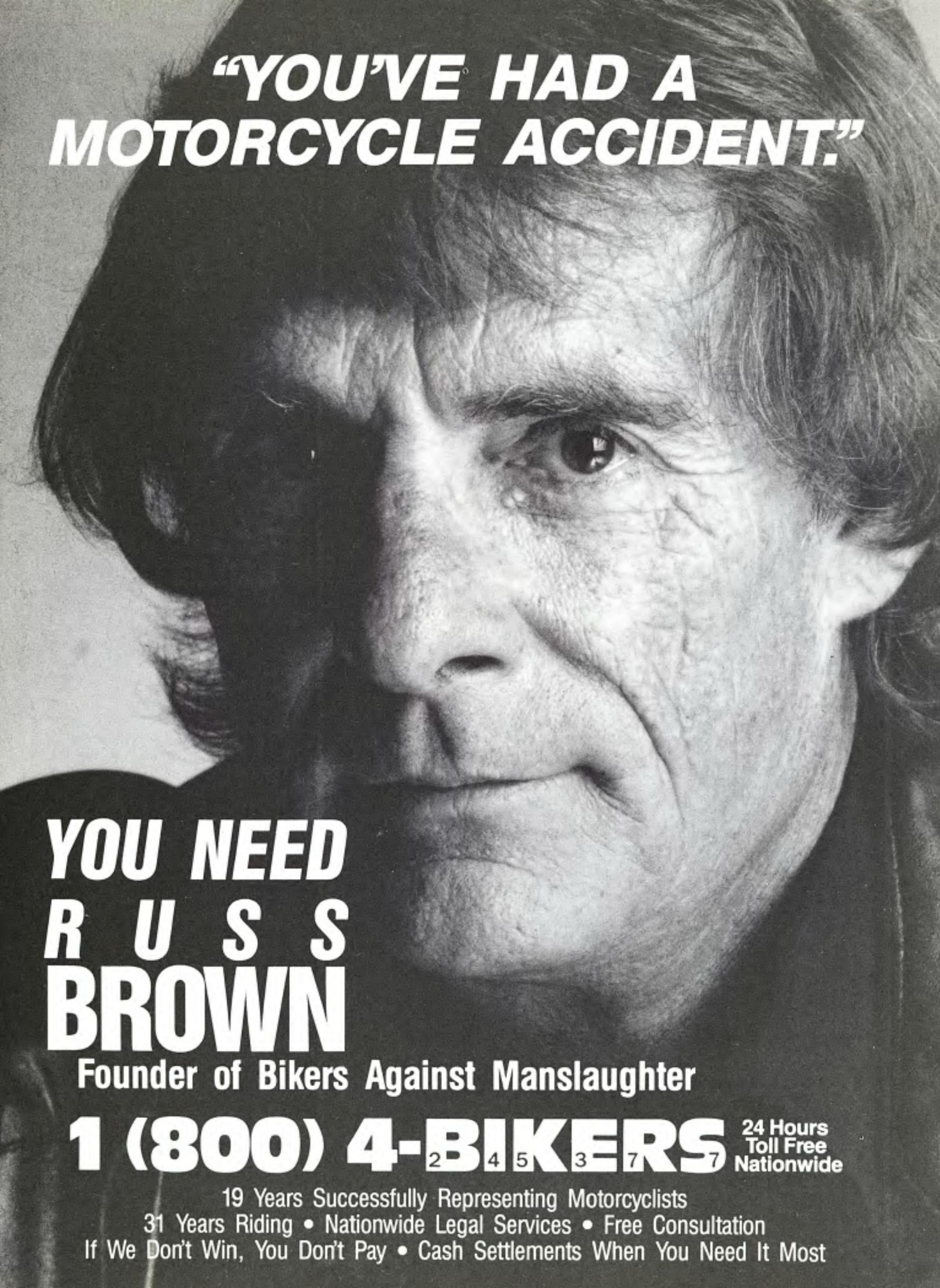
Of course, the leaders work the hardest, so they have to trade off doing the leading, and the whole formation has to stay together or the aero-



dynamics won't work. It's the same way with bikers' rights organizations, says Martin. We've

got to stick together and support the leaders.

—Toejam



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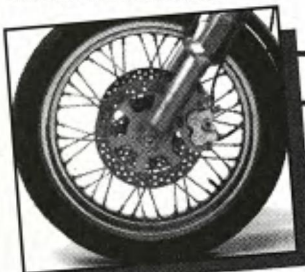
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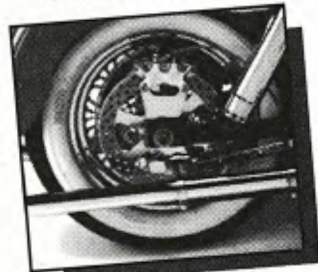
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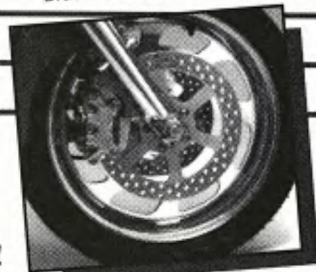


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IOWA: INSURANCE LOBBY BREWING CATASTROPHE

So-called "catastrophic" insurance requirements haven't succeeded anywhere—yet. No matter, the insurance lobby keeps at it, and has persuaded Iowa State Senator Elaine Szymoniak to introduce a bill to require bikers to carry \$1,000,000 worth of insurance. Moaning the tired, old public burden tune, Senator Szymoniak says bikers with broken heads cost the state "millions of dollars" every year. Not a word about what people who break their heads in cars cost.

Representative William H. Harbor came in as the chorus, singing the refrain that "Sometimes the government has to protect you from yourself." Not a word about protecting people from the insurance companies.

The good news is that neither the public

nor the other Iowa legislators are buying the argument. Senator Michael Pavich said riding bare-headed is a fundamental choice that belongs to the individual (support that man!). Representative Emil Pavich said that helmets can cause accidents, and made the point that bikers work hard on safety and education (support that man, too!).

Angelo Bruno, a member of Nebraska ABATE, made the point that since Nebraska passed a helmet law, 10 of 15 riders killed in accidents died of massive head injuries. In other words, helmets don't save lives at all.

"It's not what's on your head but what's in your head that keeps you alive," Bruno said. Now there's a remark that deserves repeating.

—Maestro



WRITE A LETTER, SAVE A BUCK AND YOUR FREEDOM



discount for people who write letters to their legislators. People claiming the discount can bring their own letters, or the organizers can provide pens, paper, envelopes, stamps, the relevant information about a bill, and the names and addresses of legislators. The vendors themselves might be willing to offer discounts for letters (and local bike shops might do the same thing).

The same logic can apply to membership in biker organizations: A member who writes a letter gets a discount off the membership fee, whether new or renewal.

Putting a price, however small, on a letter shows that the letter is worth writing, and the appeal to material self-interest could be just enough to provoke people to act—especially at a large gathering, where the example of a few people writing letters will lead others to pick up a pencil, too. It's an idea worth pursuing.

—Maestro

In general, people don't like to write letters, and that means the biggest problem for motorcycle rights organizers is to get people to break the inertia, to pick up a pencil and do what they don't usually do.

Nolan Smyth, of San Jose, California, suggests that organizers tie letters to admission to biker events. Say you set up a swap meet and charge \$5 admission. Offer a dollar

CALIFORNIA ABATE PAC TOP 20

The following are 20 races throughout California where bikers can make a difference. You should find one of these people in your district.

Assembly District

- 17: Dean Andal (R-Stockton): His first official act was to sign Veto AB-7 letter.
 29: Bill Jones (R-Fresno): Bill has voted for us every time.
 32: Trice Harvey (R-Bakersfield): always a good friend.
 33: Andrea Seastrand (R-San Luis Obispo): She voted against AB-7.
 38: Paula Boland (R-Granada Hills): She's a good friend who voted against AB-7.
 54: Gerald Felando (R-Torrance): On several key committees, he's always voted for us.
 55: Vote for either Dave Elder or Juanita McDonald, both Democrats. This is the ANYBODY, but Floyd, race.
 59: Richard Mountjoy (R-

- Arcadia): He voted against AB-7.
 67: Nolan Frizzelle (R-Orange County): a good friend and a close election.
 69: Tom Umberg (D-Garden Grove): a Democrat who hung tough against major pressure from Floyd. He's a good friend who has proved himself.
 75: Connie Youngkin (R-North San Diego County): a good friend.
 78: Jeff Marston (R-San Diego County): a former Assemblyman who voted with us in the past. Very important, could displace a solid "NO" vote.

Senate District

- 11: Faye Jeanis (R-San Jose): could displace another no vote.
 17: Don Rogers (R-Bakersfield): One of our best friends, he came through for us every time. Elect him at all costs.
 19: Cathie Wright (R-Simi Valley): Another of our very best friends, she's always been there for us regardless of the cost.

- 23: Herschal Rosenthal (D-Santa Monica/West L.A.): He's a Vietnam vet running against Tom (Mr. Jane Fonda) Hayden.
 37: Carol Bentley (R-San Diego): She's always voted for us in the Assembly, now she's running against a guy who voted for AB-7. It's very important to elect Carol.

United States Congress

- 10: Bill Baker (R-Contra Costa): He's another VERY good friend who should do well in Congress.
 24: Tom McClintock (R-Ventura County): A champion of individual liberty, he's fought for us every time. He'd try to stop any national bill.

United States Senate

- At large: Bruce Herschensohn, Republican: Bruce is the only guy for us. With him, we will finally have a friend in the U.S. Senate.
 For additional information call ABATE PAC at 1(800) 540-1979.



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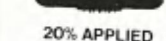
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SHORT STROKES

TOUGH TIMES IN THE STREETS



From one month to the next the legislative picture changes, but we bikers know that "When the going gets tough, the tough get going." We're gonna get going. Wayne Curtin, the legislative watchdog for the Motorcycle Riders Foundation (MRF), has analyzed the numbers for the 1991 highway bill, and showed that a state may not get hurt much if it doesn't pass a helmet law. Curtin provides bikers with all the arguments you need to talk to your state legislators out of being scared into a helmet law. To get full details in Curtin's paper, *Dollars and Sense*, from the MRF, write: Box 1808, Washington, D.C., 20013-1808, or call (202) 546-0983. Lee Richardson, long active in the Georgia Motorcyclist Political Action Committee and board member of the MRF, has just accepted the position of Legislative Director for ABATE of Georgia. Richardson persuaded a legislative committee to amend a law that would have prohibited a rider from carrying a passenger under the age of 10. It was actually a back-door way of discrediting bikers by representing them as dangerous and irresponsible. A lot more kids get hurt and killed in cars, but nobody is saying you have to keep them out of cars. We need a break from the legislative faction. Mom's Place, at 819 Ryder in Longview, Texas, has reopened its doors to the biker fraternity. She sold out in '90, but recently got her biker home back. Stop by and say hey. If you're forced to wear a skid lid, try stuffing a sheet of fabric softener inside of it. Static won't build up in your hair and your helmet won't smell like an old boot. Lobbying is a growing industry in California, despite the recession. Professional groups, businesses, labor unions and other special interest groups spent more than \$116 million in 1991 to lobby the legislature. Among the top four are the medical association and the California Insurance Companies. In Ohio, a girl was thrown out of school for giving a classmate two Tylenols.

The girl's mother said the action was an example of an anti-drug campaign gone "out of control"....Here's an example of the California Welfare Program out of hand. The state has learned that 32% of women on AFDC conceive and have children after going on aid. Without changes in the system or demographic trends, they expect the ratio of taxpayers to recipients of AFDC to drop from 6.21:1 in 1990 to 2.94:1 in 2000....Hold on for this: A security firm has developed a car alarm that warns would-be vandals and thieves in English, Spanish, French, Italian, German, Japanese, Thai, and rap....In Newark, N.J., a county prosecutor had his car stolen around the corner from a church where he was speaking on the evils of automobile theft....In Rhode Island, the helmet lobby has been active, but Ed Matheny and "Smilin'" Jim Costa, the "V-twins" of the Rhode Island Motorcycle Association (RIMA), feel pretty confident about beating the annual helmet law proposal. However, they need all the help they can get. Call Ed at the RIMA Headquarters and lend a hand (401) 624-4630....In the Wall Street Journal (February 13, 1992) there was an article about the Olympic skiers who perform those 100-mph downhill runs. Seems they have serious problems with their aerodynamic helmets; the inside of the helmet fogs so much they can't see. Furthermore, they lose contact with reality because they can't hear anything inside the thing. And last, the helmet catches the snow when a skier falls down and breaks his or her neck. Now, where have we heard this before?...Seems there's a pile of bullshit in our restricted lives. One way I manage to escape the heat is to open my garage door, break open the tool chest, and start working on my scooter. And when the sky clears, I'll go for a ride into another adventure—and no one or no law can prevent that.

—Bandit

Bikers' Rights Organizations Nationwide

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

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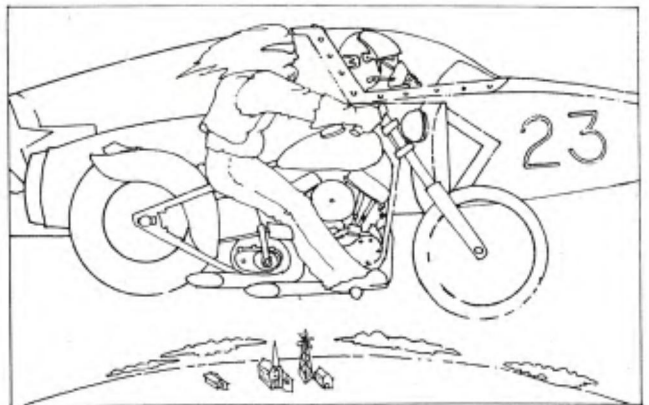
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PASSIN' GAS

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



"Aw, shit."

Crazy Larry and his six-year-old rugrat are standing in line at the bank, right behind an extremely obese lady wearing a telephone pager. The kid tugs on his dad's pants leg and whispers, "Wow, Dad, look how fat that woman is!"

"Pipe down, son, that's not very nice," Crazy Larry tells him. A couple of minutes later, the rugrat's pulling on his dad's pants leg again. "Gee, Dad," he says, "would ya just look at the size of those legs?"

Again Crazy Larry tells the boy to be quiet. Then all of a sudden the lady's pager goes off—beep-beep-beep—and the kid ducks behind his dad and screams, "Holy shit, Dad, watch out! She's backing up!"

—Shamrock
Doing Time

tain he wanted one made in Japan, particularly since the Japs had recently called American workers lazy and untrained.

"Sure do," replied the biker. "I want to be sure the thing really sucks."

—Loco
Somewhere

The word on the street is that an enterprising travel agency is prepared to cash in on a post-Desert Storm revival of Middle East tourism by offering a Persian Gulf package.

The highlight will be unlimited admission to Iraq's newly constructed 270,000-hole golf course.

—Don Lindal
Winnipeg, Manitoba

Philbert, who was only 3'2" tall, was asked how he'd liked his stay at the nudist colony.

"It was kind of scary," he replied. "Everyone looked like Fidel Castro."

—Dago
Simi Valley, Calif.

Abiker walked into an appliance store and told the salesman he wanted to buy a vacuum cleaner, but it had to be made in Japan.

Surprised, the salesman asked the tramp if he was absolutely cer-



"Aw, shut the fuck up, Carmen! If you're gonna ride on my bike, ya gotta get used to a few bugs."



"Naw, let him sleep—we're still two minutes from Dead Man's Curve."

Two bikers met at a roadside diner along the Interstate. "Hey, Jack, long time no see," said the first, shaking his partner's hand. "So how the hell ya doin'?"

Jack sighed wearily and said, "Shit, bro, I haven't had any in so long, I didn't even know they'd moved it."

—Kippy
Countin'

How many feminists does it take to change a light bulb?

Three—one to change the bulb, one to write about the socket being exploited, and one to wish she were the socket.

—Risky
Inside

How are yer ol' lady and yer camping tent alike?

The older they get, the more they sag up on top.

—Keith Timmerman
Mayo, Fla.

Sneaky Pete searched far and wide for a virgin to wed, but an outrageous lie was necessary to win her affection. Showing the innocent morsel his dick, he boasted that he was the only man to possess one.

The marriage was happy and blissful for two years, when one night the bro came home to find his furious mate waiting for him. "What's wrong with you?" asked Sneaky Pete.

"You told me you were the only man with a dick. Well, I saw your friend Lou out back pissing, and he had one too," said his dismayed sweetheart.

"Shit, baby, is that all?" said Sneaky Pete, thinking fast. "I had two dicks, see, and since Lou's my best friend, I gave him one of them."

"Well, maybe so," she wailed, "but why did you give him the big one?"

—Hero
On Foot



"Listen, you'd be a shy and elusive creature, too, if you had to menstruate through your ears!"

Two patchholders were sitting in their favorite watering hole when Kneeless Pete dashed in, out of breath and excited. "Ya won't believe this shit," he gasped. "I was almost killed as I stepped out of the Honda shop—a police car with its sirens blarin' and lights flashin' was chasin' another cage and stopped it right in front of me. Everyone tumbled out. There was shoutin', screamin', threats. Guns were drawn. For cryin' out loud, shots were fired! I was right in the line of fire—I could hear the bullets whizzin' right over my head. I tell ya, I'm lucky to be alive!"

Obviously concerned, one of the patchholders finally spoke. "You were in a Honda shop?"

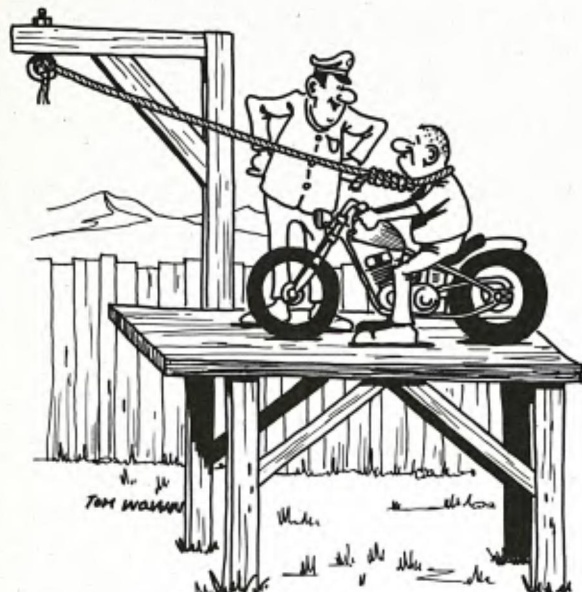
—Dirty Dave
Pacific Ocean

Definition of metallurgist: a bro who can tell if a platinum blonde is virgin metal or a common ore.

—Brazell
U.S. of A.

Our baby was born so ugly that my ol' lady had to get drunk to breast-feed it.

—Joe Curran
Indialantic, Fla.



"I think it's pretty nice of the judge to grant you your last wish."

What did Adam say when he woke up and discovered he was missing a rib?

"Hey, something really smells fishy around here!"

—Chance
Hotel California

If a stork brings average-size babies, what brought Miraculous Mutha?

A crane.

—Beth
Colorado Springs,
Colo.

How can you tell if you're really enjoying a porno movie?

When you butter your own popcorn.

—Victor
West Coast

Mongo ran into Guitar George at the local bar and asked him, "Tell me, bro, do ya dig big, fat, ugly broads with long, scraggly hair?"

"Shit, no," replied Guitar George.

"How about old, zit-faced bim-bos with hairy warts?"

"No way!"

"Well, do ya like snaggled-toothed bitches who never shave their underarms and never douche?"

"Fuck no, man!"

"Then tell me," Mongo demanded, "why've ya been porkin' my ol' lady?"

—Shark
The Valley

Then there was the biker who decided to write a drinking song . . . but he could never get past the first few bars.

—Buzz
The Pit



McDuff and O'Connell, two craggy Scots, were sitting before the clubhouse fireplace after 18 holes of golf on a raw, blustery day. The ice slowly melted from their beards and collected in puddles under their chairs. Outside, the wind howled off the North Sea and hail rattled against the windows.

The pair sat in silence over their whiskies. Finally McDuff spoke. "Next Tuesday, same time?"

"Aye," O'Connell replied, "weather permittin'."

—Deli
Graybar

After Spike brought his latest hardbelly home from their first date, the chick closed her eyes and said chastely, "You may kiss me good-night."

He immediately bent down and kissed her on the belly button.

"Why'd you do that?" gasped the surprised lass.

"Actually," Spike replied, "I wanted to see if you'd open your eyes or your legs first."

—Virge
Stayin' Strong

What in the hell is pillage?

About 16, for most girls.

—The Midget
Tenn.Colony, Texas

Whaddaya give a woman with 11 kids?

A pearl necklace.

—J.D. Kuykendall
Represa, Calif



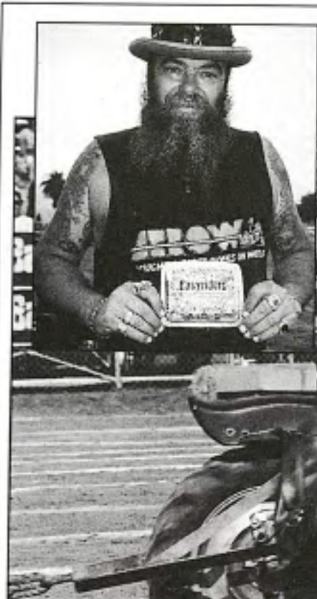
"I see Hatfield is still carrying on the family feud."

Rodeo News

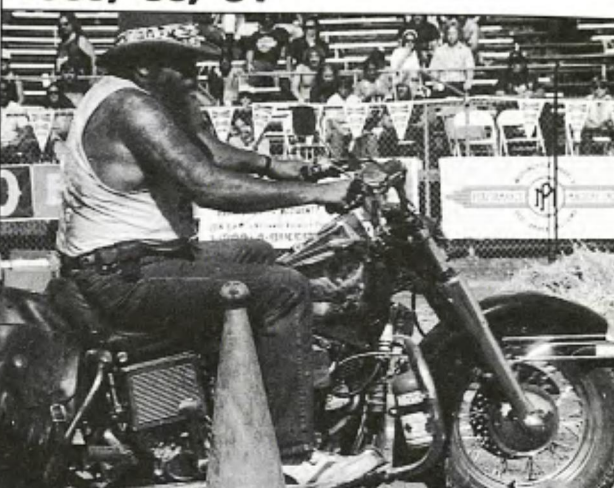
By Cathy Chaffin

At this writing, our 1992 *Easyriders* Rodeo Tour is on the verge of starting, ya might say we're in Spring Training. The staff is knee-deep in organizing the 10 rodeos that are scheduled for this year's tour. Last year's season was exciting and competitive, and our 1992 season promises to be just as thrilling. The amount of prize money will be more than doubled this year. Along with more cash, there will be contingency prizes up for grabs throughout the 1992 circuit. Sponsorships have been secured from five major supporters, who are, to say the least, appreciated. Their generous gift certificates put the icing on the cake for all the rodeo winners. Rodeo sponsors for the 1992 campaign include: Custom Chrome Inc., Chrome Specialties, Performance Machine, Inc., Mike Corbin, and Sumax. These involved, aftermarket motorcycle companies deserve your patronage.

During the rodeo season four sponsors will provide a contingency



**Ray Tewksbury,
Grand National Champion:
1989, '90, '91**



Ray Tewksbury, from Tampa, Florida, the 1991 *Easyriders* Rodeo Grand National Champion and rodeo king for three years running, is prepared to defend his signature top hat and crown for the upcoming '92 season. Stay tuned. One of Ray's winning rides will be featured next issue.

prize for all winners at every event. No one goes home empty handed.

Now, on to new business, starting with amendments to existing rules:

TIRE RIDE:

Let the rules reflect that competitors in the Tire Ride event must be a male/female team (male rider with

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female in the tire). The ARROW points will always go to the rider. No one under 18 will be allowed to be pulled in the tire. The Tire Ride event will also be set up a little differently. The potato to be picked up at the start will be closer to the starting line, in order to make the event more like a drag race and intensify the excitement.

TRIKE SLED PULLS:

All Trike Sled pullers must declare what class they will be competing in at the time of entry registration. This is a new rule that has been designed to help simplify the Trike Sled Pulls and make it easier for the spectators to understand the event. Each entrant who signs up for the Trike Sled Pulls must declare whether he will be running fuel or gas at the time of entry registration. There will be no more competing in both classes.

If you owned or ran two trikes in the past, it would be a good idea to have one of your teammates pull your other trike in the class that you did not get into. That way, you still have a chance at the prize money for your team (although the points will only go to the rider of each machine).

TOP TEAMMATE TO RECEIVE AWARD AT GRAND NATIONALS:

Over the past five years many women have competed to help gain points for their ARROW teammate. We feel the time has come for these women to be recognized. At the 1992 Grand Nationals there will be an award presented to the highest-scoring teammate, given to the lady who helped acquire the most points (in team events only).

All women competing for the highest-scoring teammate must be an ARROW-supporting member. The riding ARROW member will receive the points for all the team event point standings separately. At the end of the season the top three women will be awarded with trophy buckles and cash prizes.

This year's Rodeo Tour will bring us to two new rodeo sites: Boone, Iowa, on August 14, 15, 16, 1992; and the Antelope Valley Fairgrounds in Lancaster, California, where our Grand Nationals will be held October 16, 17, 18, 1992.

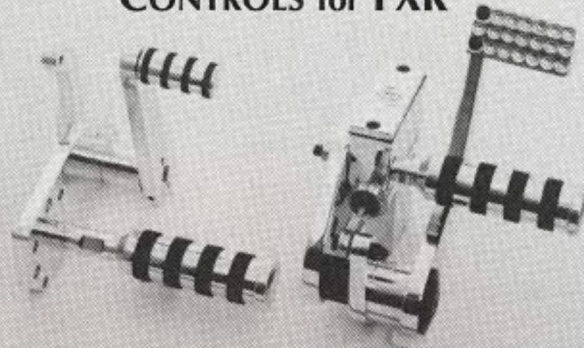
Hopefully, we've covered everything. There's a lot to keep up with these days. The Rodeos are expanding and we want to keep the tour growing and going strong. Here's to another fun-filled season of competition.

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EASYRIDERS

Custom Fork Guide

When I first started looking for front end parts to list in this guide, I thought I'd be including accessories. But after discovering how many aftermarket, non-stock front ends there are, I trimmed down the field of competitors to what I think are the best.

They cover the range of long and lean to short and progressive, and have more options than I could list. If you want to know more you'll need to contact the manufacturers.

Some things you'll need to consider are: How much weight will be loaded on the front forks? What size front wheel and tire? What type of accessories? Can you custom-fabricate parts?

How much trail*? What spring rates will work without bottoming out? What kind of brakes? How much compression or rebound damping, if any, do you need?

**Trail is the distance between where the steering neck points at the ground and where the front tire is sitting on the ground. Tire size, fork length, frame rake, and the amount of stem offset all determine the amount of trail. Generally, 3 to 5 inches of trail is considered stock, and will give you the best overall handling.*

Storz/Ceriani Mid Glide



Uses 42mm fork tubes, instead of 35 or 39mm stock size tubes, for less flex and better handling.

All stock parts bolt on without modification, i.e. brake calipers (1 or 2), fender, headlight, handlebars, wheel, etc.

An improved damping rate is provided by the hard anodized damper rods and air adjustable spring rate.

Optional parts: fork lock kit for Sportsters and FXRs and fork tube brackets for turn signals.

Storz/Ceriani
Upside-Down Forks



Massive 42mm fork tubes with polished sliders, CNC-machined, billet aluminum fork crowns. Designed to use the stock handlebar mounts, single or dual brakes, wheel and fender, and headlight.

Much improved ride and handling due to fixed damping and air adjustable spring rates.

Total fork weight is 7 pounds lighter than a stock 35mm fork.

If FX narrow hub is to be used, disc spacers and a different axle are required at additional cost.

Storz/Ceriani Wide Glide



New for 1992 is the 54mm upper tube fork assembly. Accepts stock handlebars, fork stops, narrow hub wheels, brake calipers, and fender. Features separate adjustments for compression and rebound damping as well as spring preload adjusters.

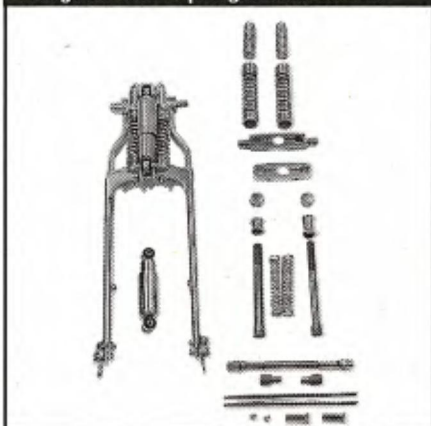
Stock fork steering geometry is maintained. Fork weight: 23.5 lbs.

Options: Turn signal clamp-on mounts, variable length neck stem.

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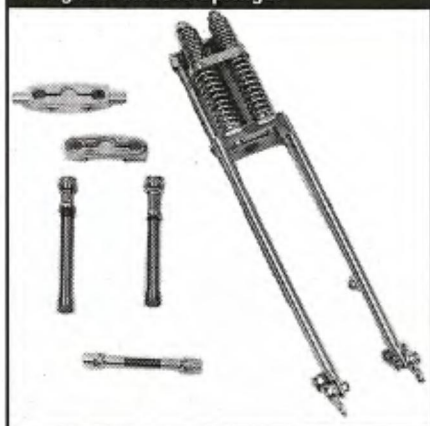
Paughco Wide Springer

American-made with the finest quality materials and workmanship. Comes assembled and includes: neck stem, top nut, crown nut, top clamp, and inner springs. Specify type of top clamp (dog bone or glide-type risers), and neck stem (Big Twin or Sportster).

Paughco Wide Springer with Shock

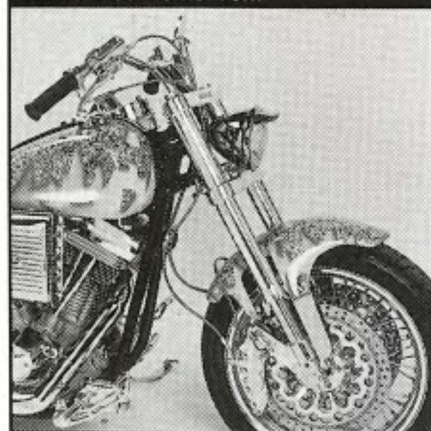
Show-quality, chrome-plated springer front fork with a shock absorber. Features drop-forged, 45-style rockers with proven nylatron bushings.

Most hardware is compatible with stock early springers. Also available are many dress up items (spring covers, rocker covers, etc.).

Paughco Narrow Springer

Made of the finest materials available. Manufactured and chrome-plated in the USA. Fork comes assembled for the model you specify. Flawless welding and machine work. Stock length is equal to stock early glide length, and is also available in 3-, 6-, 9- and 12-inch-over-stock lengths

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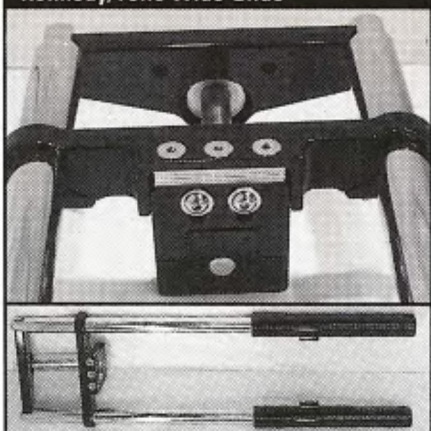
White Bros. Porker Fork

The new porker fork is the same inverted fork that White Bros. sells to several road-race teams. The fork features wide-glide width billet aluminum trees with a chrome-moly stem.

They fit Big Twins from '48 to present and Sportys from '73 to present. They feature state-of-the-art adjustable compression and rebound dampening.

The forks are anodized. Brushed aluminum and polished finishes available.

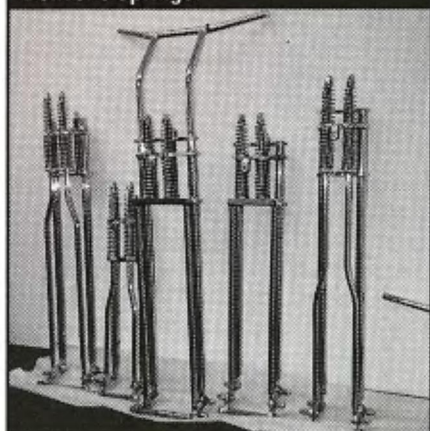
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Kennedy/Tolle Wide Glide

This is the basic, clean-looking, custom wide glide with improved ride control and one major advantage for stretched, raked or modified frames: The amount of trail can be adjusted to correct miscalculations of neck geometry angles.

Also, this front end can work miracles with side hacks and three-wheelers that have bad handling. Trees are also available for popular stock Harley-Davidson front ends.

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Denver's Springer

The wishbone-style springer features needle bearing rockers, 5/8-inch axle size, built-in headlight mount, and is made from 4130 chrome-moly steel, heli-arc welded and chrome-plated in Denver's own chrome shop. Please specify the length you want. Extra charges for lengths 25 inches over and up. (6-foot-long front ends are not unusual here.)

Old-style, straightleg version still available.

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WHAT'S HAPPENIN'

Here's your guide to what's happenin' in your area in June, and July. 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 event sponsors before you putt across the state or country. Send your information to: *What's Happenin'*, Box 3000, Agoura Hills, CA 91301.

California

ANTIQUE AND CLASSIC MOTORCYCLE SHOW AND EXCHANGE—June 20-21 at the Ventura Fairgrounds in Ventura. Admission: \$5/day. For more info call: (805) 656-6777.

CALVERY'S ANNIVERSARY POKER RUN—July 11. Sign-in from 10 a.m. - noon at the Calvery's (1508 Hawkinsville Rd.) in Yreka. Party following at Swallows. All bikers welcome, free camping and showers. Live music by The Fried Brothers Band and Joe Mama Band. Sportster raffle, beer, barbecue, and lots more. For info call: (916) 842-2207.

Colorado

BENEFIT MOTORCYCLE RALLY—June 13 at the Intermountain Events Center in Grand Junction. There will be two runs: 100 miles or less and 250 miles. Sign-in from 8 a.m. - 1 p.m. Entertainment and events after the run. Proceeds benefit St. Jude's Children's Researach Hospital. For more info call: (303) 243-6313, (303) 675-8512, (303) 434-1222.

Illinois

EASYRIDERS RODEO—June 19-21 at the Winnebago County Fairgrounds in Pecatonica. Rodeo, trade show, food, beer, trophy girl contest, tattooists, live music, and ride-in bike show. Camping available for weekend. For more info call Gloria at (818) 889-8740.

2ND ANNUAL OLD FART'S IRON BUTT CHALLENGE—July 10-12. The Old Farts are challenging the young riders to put their butts in the saddle for a long ride. Guaranteed 1,000-mile ride (if not more). For more info call: (312) 327-7263.

6TH ANNUAL HELMET ROAST—July 11-12 at the Riverfront Lounge in Wilmington. Admission: \$15 in advance, \$20 at gate. Beer, food, camping, bands, field events. For more info call: (708) 422-1165.

ANNUAL MDA POKER RUN—July 12 in Effingham. Entry fee: \$10/person. Registration is from 10 a.m. - noon at Jack's H-D. Rain date is July 19. Sponsored by Central Illinois Effingham H.O.G. For more info call: (217) 342-3494.

Iowa

8TH ANNUAL ABATE OF IOWA FREEDOM RALLY—July 2-4 in Humboldt. Call: (515) 858-5001.

Kansas

1ST ANNUAL INDEPENDENCE DAY BIKER GETAWAY—July 3-5 at the Oak Ridge Campsite in Elk City. Field events, 150-mile bike run, free camping, grills, and 15 miles of hiking trails. Sponsored by SEK Independent Bikers for Freedom. Call: (316) 378-3727.

Kentucky

NORTHERN DISTRICT RODEO AND PARTY—June 26-28. Bands, rodeo, bike show, and more. For info call: (606) 342-9441 or (606) 586-9315.

Louisiana

10TH ANNUAL BIKER BASH—June 17-21 at Peyton's Lost And Found Lounge in Metairie. Free camping, 24-hour fun, vendors welcome. Call: (504) 467-3274.

Maine

4TH ANNUAL WEEKEND BEHIND THE BARN—May 22-25 at Grant's Farm in Saco. Live music, field events, bike show, free camping, and more. Sponsored by United Bikers of Maine (Region 1). For more info call: (207) 646-6874.

Michigan

AMRA—June 20-21 at the Central Michigan Dragway in Mc Brides. For more info call: (708) 250-0838. Note: date and place has changed since listing in issue #227.

4TH ANNUAL SANDY CORLEY MEMORIAL RUN—June 27. Sponsored by the Fremont Chapter H.O.G. For more info call: (616) 924-3020 or (616) 893-0378.

AWARENESS BROTHERHOOD RUN—June 27-28 at the Dome World Campground in Byron Center. Admission is \$20, which includes: meal, night of camping, poker run, M/C exhibition, and more. This run is to help paralyzed bikers ride again. For more information call: (616) 877-4749.

EASYRIDERS RODEO—July 24-26 in Detroit at the Michigan State Fairgrounds. Rodeo, trade show, food, beer, trophy girl contest, tattooists, live music, and ride-in bike show. Camping available for weekend. For more info call Gloria at (818) 889-8740.

Missouri

POKER RUN—June 7, sponsored by FORR, St. Peters Local 25. For info send SASE to: FORR Local 25 Events Information, 2038 N. Fourth St., St. Charles MO 63301.

FIRECRACKER CLASSIC—June 13, for state-wide safety. For more info write: Send a SASE to: FORR Local 25 Events Information, 2038 N. Fourth St., St. Charles MO 63301.

Nebraska

6TH ANNUAL HOG ROAST—June 20-21. Live music, camping, bike games. Sponsored by ABATE of Nebraska District #3. Call the state office at (402) 438-2523 for more info.

Nevada

3RD ANNUAL ABATE OF NEVADA MOTORCYCLE RODEO AND BIKE SHOW—July 24-26. For more info call: (702) 945-3613.

New Hampshire

EAST COAST RACING ASSOCIATION—July 26 at the New England Dragway in Epping. For more info call: (609) 652-1159.

New Jersey

EAST COAST RACING ASSOCIATION—June 21 at the Atco Raceway in Atco. For more info call: (609) 652-1159.

HARLEY RENDEZVOUS CLASSIC '92—June 26-28 at the Indian Lookout Country Club in Pattersonville. For more info call: (518) 864-5659.

EASYRIDERS RODEO—July 3-5 in Middletown at the Orange County Fairgrounds. Rodeo, trade show, food, beer, trophy girl contest, tattooists, live music, and ride-in bike show. Camping available for weekend. For more info call Gloria at (818) 889-8740.

North Dakota

POW-MIA RUN—June 13 in Menoken. For more info call: (701) 232-4814.

4TH ANNUAL MDA POKER RUN—July 11 in Grand Forks. Sponsored by Grand Forks H.O.G. and Andy's H-D. Registration starts at 11 a.m. at Andy's. For info call Denny: (701) 775-6098.

Ohio

5TH ANNUAL FREEDOM RALLY—June 19-21 at the Toronto Band Camp in New Somerset. Bands, camping, bike show, vendors, raffle, rodeo, and more. For info call: (216) 484-3962.

13TH ANNUAL SWAP MEET AND PARTY—June 26-28 in Orrville. Live music, women's mud wrestling, beer, food, and more. For info call: (216) 682-SWAP.

11TH ANNUAL SPRING RUN—June 6. The American Federation of Riders, in cooperation with H-D of Cincinnati, will be raffling off a limited-edition, '92 H-D Dyna Daytona. Proceeds go to needy kids. Run during the day, party and drawing in the evening. Call: (513) 661-6080.

Pennsylvania

ANTIQUE AND CUSTOM BIKE SHOW—June 6-7, sponsored by Alle Kiski Chapter of H.O.G. and Gatto H-D. Proceeds benefit Valley Community Services. Trophies awarded in 10 classes, plus best H.O.G. chapter entry. American and European bikes only. For info call: (412) 224-0500 or (412) 486-8460.

South Carolina

EASYRIDERS RODEO—June 12-14 at Exchange Park in Ladson. Rodeo, trade show, food, beer, trophy girl contest, tattooists, live music, and ride-in bike show. Camping available for weekend. For more info call Gloria at (818) 889-8740.

Tennessee

2ND ANNUAL 4TH OF JULY BLOWOUT—July 3-6 in Lawrenceburg. Sponsored by E&E Bar & Grill. For more info call: (615) 722-5917.

Texas

18TH ANNUAL AARDVARK MOTORCYCLE RALLY—June 26-28 at Floresville City Park in Floresville. Sponsored by San Antonio Gypsy MC. Admission: \$11 in advance, \$14 at gate (kids under 12: \$7). Warm-up party on Fri., dance on Sat., tour pin, free camping and showers, bike show, and more. Rain or shine. Call: (512) 662-8161 or (512) 674-3822.

Washington

ANNUAL LAWMAN 1,000 MOTORCYCLE TOUR—June 27-28. Motorcyclists will leave from two locations, SeaTac Mall in Federal Way and Buttray's Supermarket in Moses Lake, early Sat. morning. Destination is Spokane. Party on Sat. night. For info call: (206) 667-2896.

Wisconsin

ALL-HARLEY DRAGS, HOMECOMING NATIONALS—June 6-7 at the Great Lakes Dragway in Union Grove. Saturday show is from 1 p.m. - 12 a.m.; Sunday from 1 p.m. until done. For more info call: (414) 878-3783.

Canada

5TH ANNUAL TWIN CREEKS BIKER RODEO—July 3-5 in Ontario. Admission is \$15. Camping, races, games, live music, vendors, tattooists, wet T-shirt contest, crowning of the Rodeo Queen, and much more. For more info call: (519) 451-6954.

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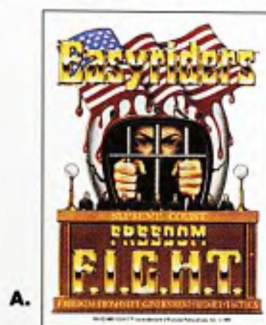
3" x 11 1/2"

C. BIKE DECAL

4 1/4" x 5 5/8"

D. PATCH

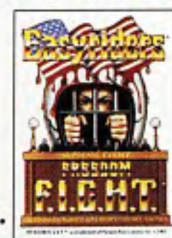
2 1/2" x 4 1/4"



A.



B.



C.



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drive Fords and Chevys are a public burden to those who drive the safer Volvo station wagons. Far fetched you say? Think about what happened to A.T.V.s — can motorcycles be far behind?

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Robert Lamb

Seeing Battle From The Saddle

By Mark Petterson

"The best night's sleep I ever got was in a German graveyard," Robert Lamb chuckles, recalling his years riding a Harley-Davidson during World War II.

Assigned to the 2nd Armored Division, nicknamed *Hell on Wheels*, Lamb rode his rare XA through all the fiercest fighting ranging from the scorched deserts of Africa to the frigid gloom of the Ardennes.

Along the way, he escorted generals and presidents, steered a few tanks and helped crush the Nazis during the furious Battle of the Bulge.

"The XA showed me a lot," Lamb says. "It was always ready. You took care of it and it took care of you."

Lamb and his unit were eventually awarded the Belgian *Croix de Guerre*—the first foreign division ever to receive such an honor.

Robert Lamb was born in 1921. In 1940 he joined the Army at Ft. Benning, Georgia, and was assigned to the military police. He'd never ridden a motorcycle before.

"I first started training with the WLA," Lamb recalls. "We also had an old Indian which I didn't care for because everything was back-asswards."

In 1942, Harley-Davidson developed the shaft-drive XA for waging war in desert conditions. "It was a godsend," Lamb says. "They knew that the sand in Africa would chew up a sprocket and chain."

Only 1,000 XAs were produced. This unique machine featured a 45-cubic-inch, horizontally-opposed side valve twin, with a four-speed foot-operated gearbox and hand clutch control.

"I preferred the XA," Lamb says. "It was quieter and smoother. You could maneuver better because everything was under your hands."

While training at Ft. Benning, Lamb was given the job of escorting the division commander—George Patton.

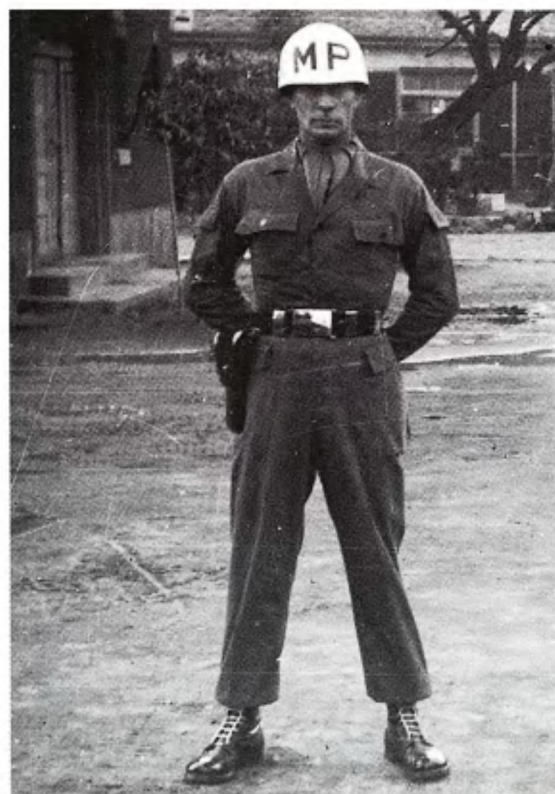
"In order to ride for General Patton," Lamb recalls, "you had to be able to set your bike down at 50 miles

per hour and, by the time it stopped, be lying behind it with your tommy gun out of the boot."

The spillbars helped. So did a foot board that folded up.

"When you escorted Patton you didn't let up," Lamb says. "The foot board had to let up. You should have seen the sparks when we went around curves."

Lamb also escorted President Harry



S. Truman when he visited the area.

In December of '42 Robert Lamb shipped out for North Africa. He arrived in Casablanca 28 days later. One of the first things he saw was a farmer plowing a field. Pulling the plow were a camel . . . and a woman. "That really threw me," Lamb laughs.

"I thought: What has God wrought?"

One unforgettable scene came when Corporal Lamb was escorting General Ernest Harmon to the Sultan's palace. Lamb vividly remembers his first look at a harem.

"It was out of this world," Lamb says. "All the guards were castrated, which made 'em grow humongous, but they sure didn't bother the women!"

Wherever General Harmon traveled, Lamb escorted him. His baptism under fire came from the *Africa Korps* and General Rommel.

"It was pure hell," Lamb recalls. "But there was a lot of respect for the Desert Fox. He fought a gentleman's fight."

Lamb remembers the time General Patton personally challenged Rommel.

"We were outside the cork forest between Rabat and Casablanca. Patton's half-track driver got Rommel on the radio. Then Patton told the Desert Fox: *I challenge you to a tank-to-tank duel and may the best man win.*"

"Rommel quickly replied: *George, I'm not crazy.*"

For more than half a year Corporal Lamb and his XA battled throughout French Morocco, Algeria, and Tunisia. He remembers crossing the Sahara Desert:

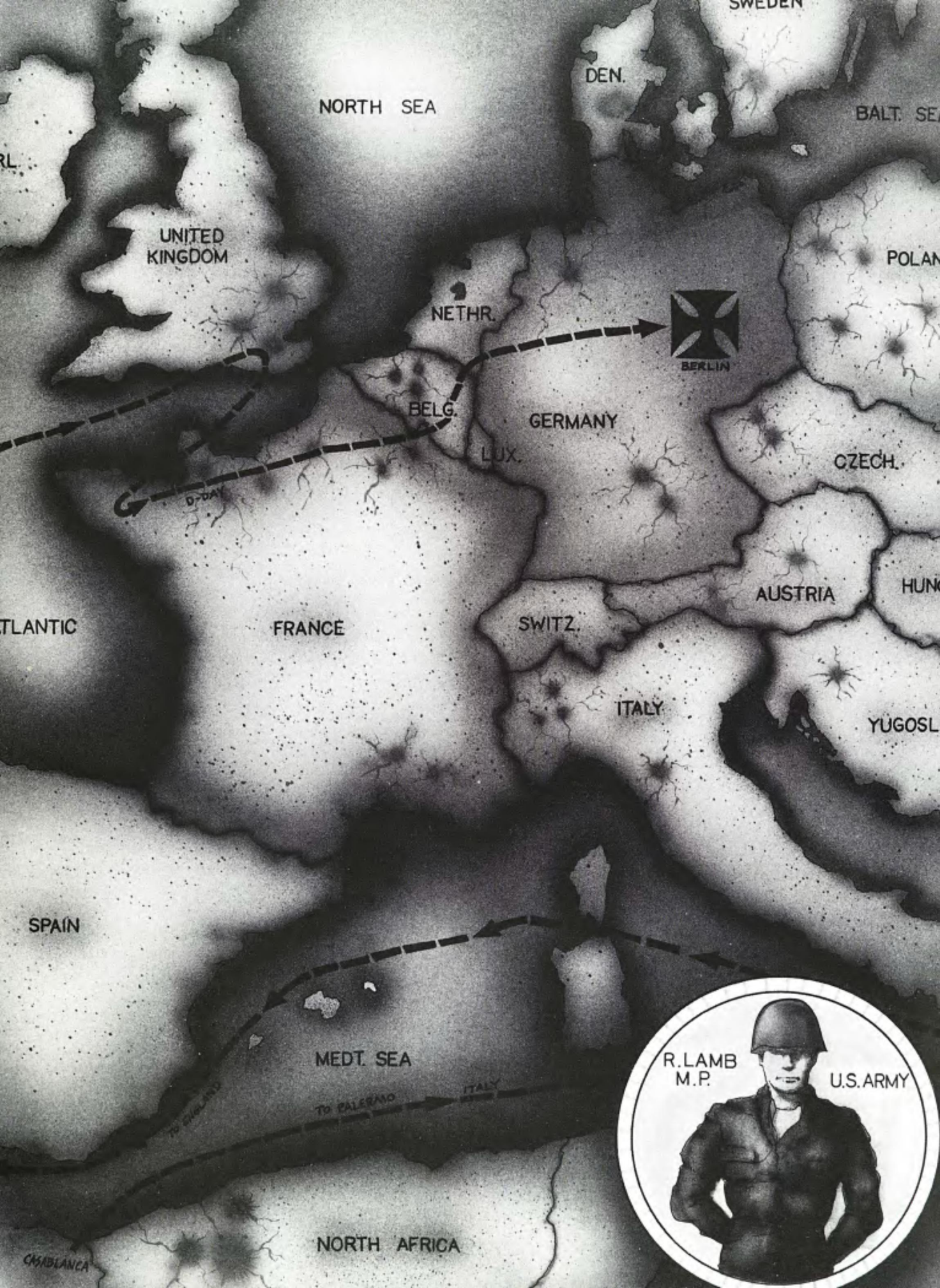
"Talk about hot," he says. "It was 130 degrees in the shade!" Touching bare metal would raise blisters.

The division spent three days trekking across the wasteland. "We'd ride for fifty minutes, then take fifteen minutes to rest and wash the alkali off. Luckily, we avoided any storms."

The storms in the Sahara are legendary. The Arabic word for them is *khamisin*. Temperatures can rise 40 degrees in an hour. Gusts of



Lamb as an MP in Pusan, Korea, 1953



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R. LAMB
M.P.

U.S. ARMY

hurricane strength can overturn Jeeps. Visibility is cut to zero.

When a *khamisin* lasts for five days Bedouin tribal law permits a man to kill his wife.

In spite of the harsh conditions Lamb's Harley withstood the rigors.

"I kept the oil changed. I watched the tire pressure and alignment. The rest of it just took care of itself."

With Rommel routed from Africa, *Hell on Wheels* sailed toward Sicily.

Robert Lamb was ready. He'd stuffed

"I'll bet my Harley's still at the bottom of the Mediterranean."

his ammo boxes full of candy and soap and other trading goods.

Unfortunately, the Germans bombed his transport. "We had to abandon ship," Lamb grouses. "Hell, I'll bet my Harley's still at the bottom of the Mediterranean."

It was six weeks before he got another bike. In the meantime he drove a tank for the Chief of Staff. "I liked riding my Harley better," Lamb says. "I was my own boss."

After the capture of Palermo, Lamb sailed for England. *Hell on Wheels* started training for D-Day.

"We were ready to get it over with," Lamb remembers.

"Anybody that says he wasn't scared was either a liar . . . or a fool."

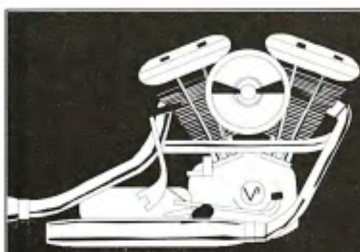
Robert Lamb survived three strafings and two bombings to wade ashore on Omaha Beach. "The Germans were throwing everything they had at us."

The XA proved invaluable. "At night I'd escort troops to the front line and pull the combat units back. By being so quiet my Harley saved a lot of rear ends."

As the Allies drove the enemy back Robert Lamb battled through France,



Robert Lamb and his wife, Mary, at home in DeQuincy, La.



Heart of the Matter

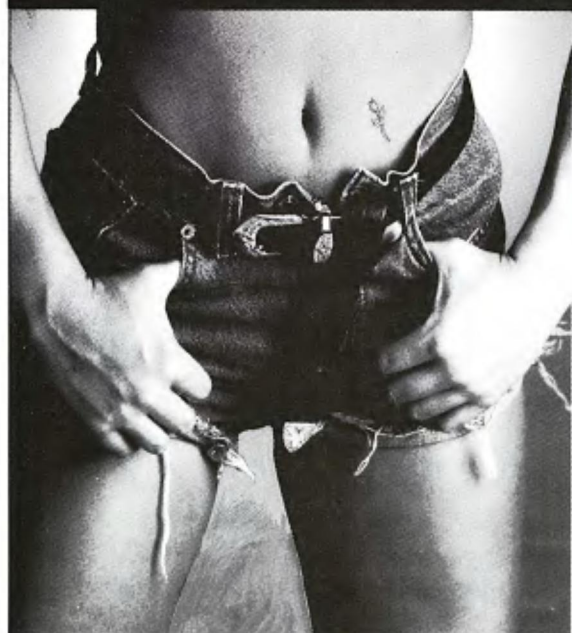
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Luxembourg, Belgium and Holland. Booby traps were a deadly hazard.

"The Nazis would rig anything we might want as a souvenir to explode," he says. "In some areas they'd string piano wire across the road to decapitate riders."

By September, Germany had lost over 1 million men, but Hitler was planning one last terrible *blitzkrieg*.

The Ardennes is a heavily wooded area stretching through eastern Belgium to northeastern France. "It was so dark during the day that sometimes we had to turn our lights on," Lamb recalls. Things were so quiet that it was called the "Ghost Front."

All of that changed in December as

**"When the ground was
damp I'd stretch my
bedroll out on top of
my bike."**

the Germans mounted one last crushing offensive: the Battle of the Bulge.

The 2nd Panzer Division, one of Hitler's most elite units, pounded deep into U.S. lines. Patton asked the 2nd Armored to lend a hand.

"We pulled the Division fifty-two miles in one night," Lamb says. "The fighting was fierce. Part of the time it was hand to hand."

Hell on Wheels smashed the 2nd Panzer Division and blunted the Nazi offensive. Then it was on to Germany.

Enemy snipers were everywhere. "You could have gotten your rear end shot off anytime," Lamb recalls.

That's when he discovered the peace and quiet of sleeping in German graveyards.

"I'd just curl up and nobody would bother me," Lamb says. "The Germans wouldn't go near graveyards at night."

Lamb frequently slept on his Harley, too. "When the ground was damp I'd stretch my bedroll out on top of my bike. You get to where you're pretty comfortable."

By April, Lamb had reached the Elbe. *Hell on Wheels* could have thundered into Berlin but the Russians were promised that honor.

For Sergeant Lamb the fighting was over. As one of the first soldiers into action he was one of the first to ship home. He retired from the Army 22 years later.

Robert Lamb is over 70 years old now and doesn't ride Harleys anymore. "But I won't lie to you," he says. "I still miss 'em." ☉



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DAYTONA BEACH

1992

By Clayton R. Douglas

THE
SPRING
REVIVAL KEEPS
GETTING
STRONGER

As you know, last year was the Golden Anniversary of Daytona Beach Bike Week and a record crowd was in attendance for the celebration. Because of last year's hoopla, everyone thought

the numbers this year would follow the downward trend of Sturgis and dwindle in size. They were wrong.

The droves of people who came last year were back. On March 5, the estimate reported

in the *Daytona News-Journal* was 100,000.

And they brought their friends. The hotels were packed (the Daytona Beach Hilton reported an 80-percent room occupancy). Cycle congestion was tire-to-

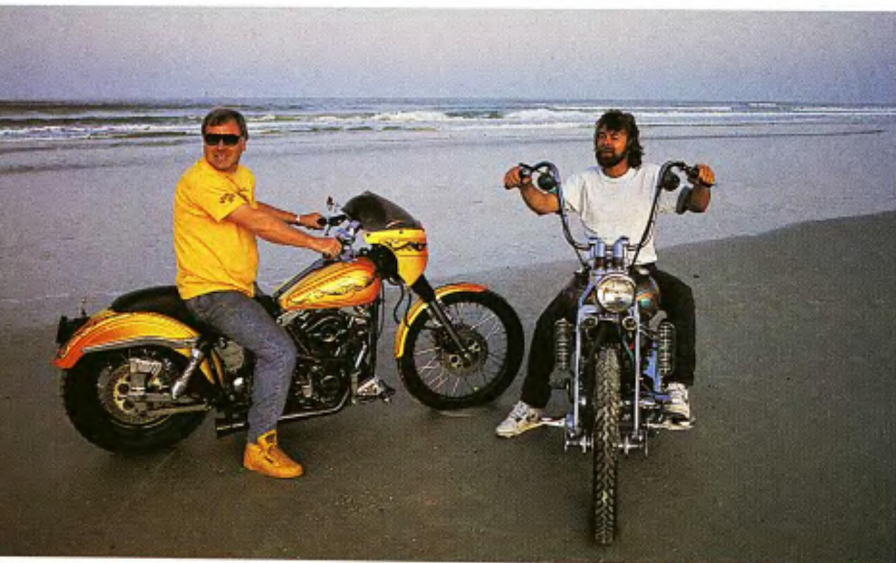
Hey, don't miss the 28 pages of Daytona action, race results, dragstrip records, and custom bike show winners in the September *In The Wind* Daytona Special—on sale June 9.



tire. On Saturday morning, March 7, the traffic was backed up about half a mile on I-95, before the U.S. 92 exits. Police said it took a minimum of one hour for drivers to travel from the I-95 interchange at U.S. 92

to Main Street. Bikes outnumbered cars, cops were highly visible, and the roar of thousands of Harleys filled the air. Even campsites were at a particular premium.

If you hadn't booked an area



in advance, there were damn few places to pitch your tent in Daytona, Ormond Beach, or Port Orange. Some sites were actually booked a year in advance.

Bike Week may just be the tourist surge that keeps Daytona Beach from slipping out to sea. Reports indicate that fewer and fewer spring breakers are choosing this beach to hang out at for the Easter vacation.

But bikers have remained loyal to this area of the Sunshine State. If you think about it, this annual spring revival for free-thinking

individuals has probably been going on for much longer than 51 years.

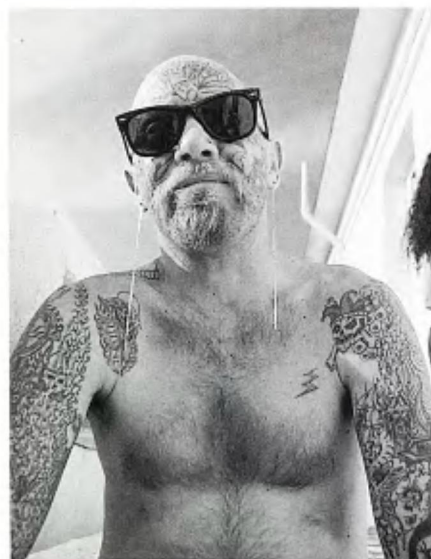
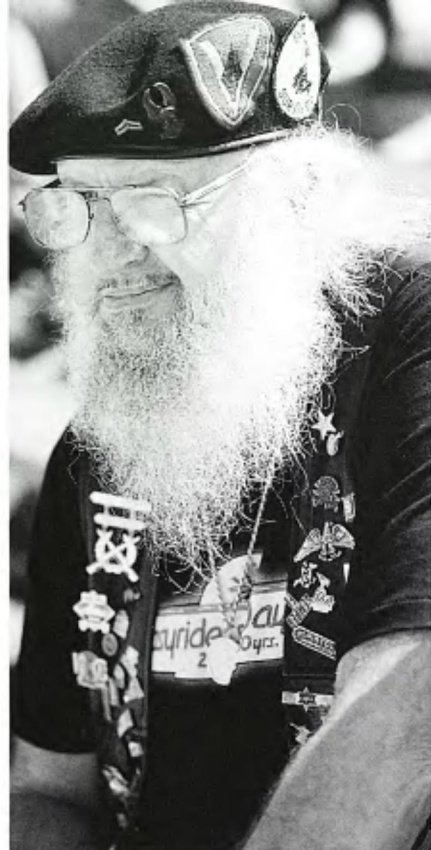
When the ice thawed and spring's flowers started to push from beneath the slush, the strong, bearded, solitary hunters and tribesmen wound their way out of the mountains, rose up from the plains, and, with differences temporarily set aside and truces declared, met on neutral ground to celebrate surviving another winter.

The only thing that has changed is the method of trans-



portation. Our steeds are iron and our wagons are made by Ford and GM, but the celebration remains primeval.

The throngs of bikers that descend upon Daytona for Bike Week must look to the locals like mountain men riding in for a week of partying and fellowship. For 51 weeks of the year, Daytona is a typical beach city, with tourists and locals mingling together in the long summer. But for the other week, the city hunkers down to absorb the onslaught of 100,000-plus indi-



vidualistic riders. But it's not sword sharpeners who line the beach to greet the warriors escaping the northern frost; Rather, it's talented bike builders and artists like pinstriper Dave Davies.

"I represent the fourth generation of my family to do this," said Dave. My great-grandfather and my grandfather worked as sign painters in Wales. They lettered coaches and wagons. My father worked in Schenectady, New York, where we have a shop."

Our ancestors lived by wit and skill. They were the pioneers who

lived an existence in harmony with their environment, their moods affected by the temperament of Mother Nature.

Luckily, Ma Nature was happy this year, and bestowed on us the gift of good weather. For the majority of the week it was warm and the sun shown brightly.

On the beach, riders reveled in the temporary reprieve from the cumbersome helmets required on the road. Riding bare-chested along the miles of shoreline, we checked out the scantily-clad women and turned the sands into

a day-long party for scooter folk.

We didn't get through the week without Ma Nature reminding us of her power, though. Fortunately it only rained in Daytona for a couple of days. In surrounding counties, however, a ferocious storm knocked down walls with tornado-intensity winds and the heavens dumped inches of hail on hapless motorists until the streets were covered by ice.

During those rainy days, we sat around the bars and speculated that the heat generated by our tailpipes must have formed a pro-→



protective blanket over our party and encampments, melting the ice before it ever reached us.

On the slippery side, Sopotnick's Cabbage Patch and the ABATE campgrounds were turned into a sea of mud. But when the weather cleared the promoters at the Patch stirred up the cole slaw wrestling matches at Sopotnick's Corner Tavern in Samsula. More than 10,000 spectators watched as 20 slick women wrestled in 1,000 pounds of cabbage and salad oil. The winner walked away with \$250 and all

the cole slaw she could munch.

Pub 44's Annual Bike Bash was blessed by good weather and over 20,000 fun-loving people pressing their dusty bodies into the fenced compound.

On the other side of town, Smiley's Pub and the Iron Horse enjoyed record-breaking crowds. The county even posted signs that read: "Caution, Congested Area."

Main Street was packed. On Saturday Big Daddy Rat put on his show beneath clear skies and thousands jammed Ocean Center's parking lot to see the

world's most beautiful bikes.

Harley-Davidson was there, represented at the show by Willie G. himself. Chief Executive Officer Vaughn Beals was there, too. He unveiled the Motor Company's 1993 Heritage Nostalgia model. Only 2,700 units of the bike, which features a black-and-white paint scheme and a custom seat with cowhide inserts and saddlebags, will be offered.

Jumpin' Jesse, traveling stunt man and bike jumper, blew himself up for the crowd's entertainment. And, natch, beautiful, sun-



Photos: Mike Lichter and Pat Randle

tanned babes were everywhere.

I rested my feet from the ordeal of walking in boots made for riding at Dirty Harry's. I wandered around, beer in hand, looking at the weapons mounted on the wall, then moved into the next room, which used to be a bank. The vault stood open, and hundreds of hairy hooligans hung from the balconies and the bar. All the while the band cranked out the rock 'n' roll.

It looked as if the barbarians had overrun civilization again. I liked it! I guess the more things change, the more they stay the same. ●



Shown above are the winners of the 1992 American Motorcycle Institute's Brute Horsepower Shootout. These talented gearheads stood out among the 307 competitors throughout the four-day competition, held at the AMI in Daytona Beach. Taking top honors in the Harley class was Chris Carter, from Gray, Tennessee, who made 143 hp on his 1973 FX turbo. Get more details in *In The Wind* 53.



Photos: Rip

Promotions and the Turner Group, out of Greensboro, N. C., and was sanctioned by the All-Harley Drag Racing Association. It was a non-points event.

Bill Furr, from Orangeburg, S.C., blew everyone away by breaking his own mile per hour record with a clocking of 188.28 mph on March 5. Furr went head-to-head against veteran Pete Hill who did a pass of 180.72. Which last year would have put him in the winner's circle. The Harley's are going faster—ain't it great?

Furr's final run was good for a 7.39 ET, nearing Mac Thrasher's 1/4-mile record of 7.38 ET. Tony Mattioli, from Middlegrove, N.Y., captured both ends of the Pro Gas 1/4-mile records with an 8.88 ET, at 150.50 mph. Check out the September issue of *In The Wind* for more coverage of this event.

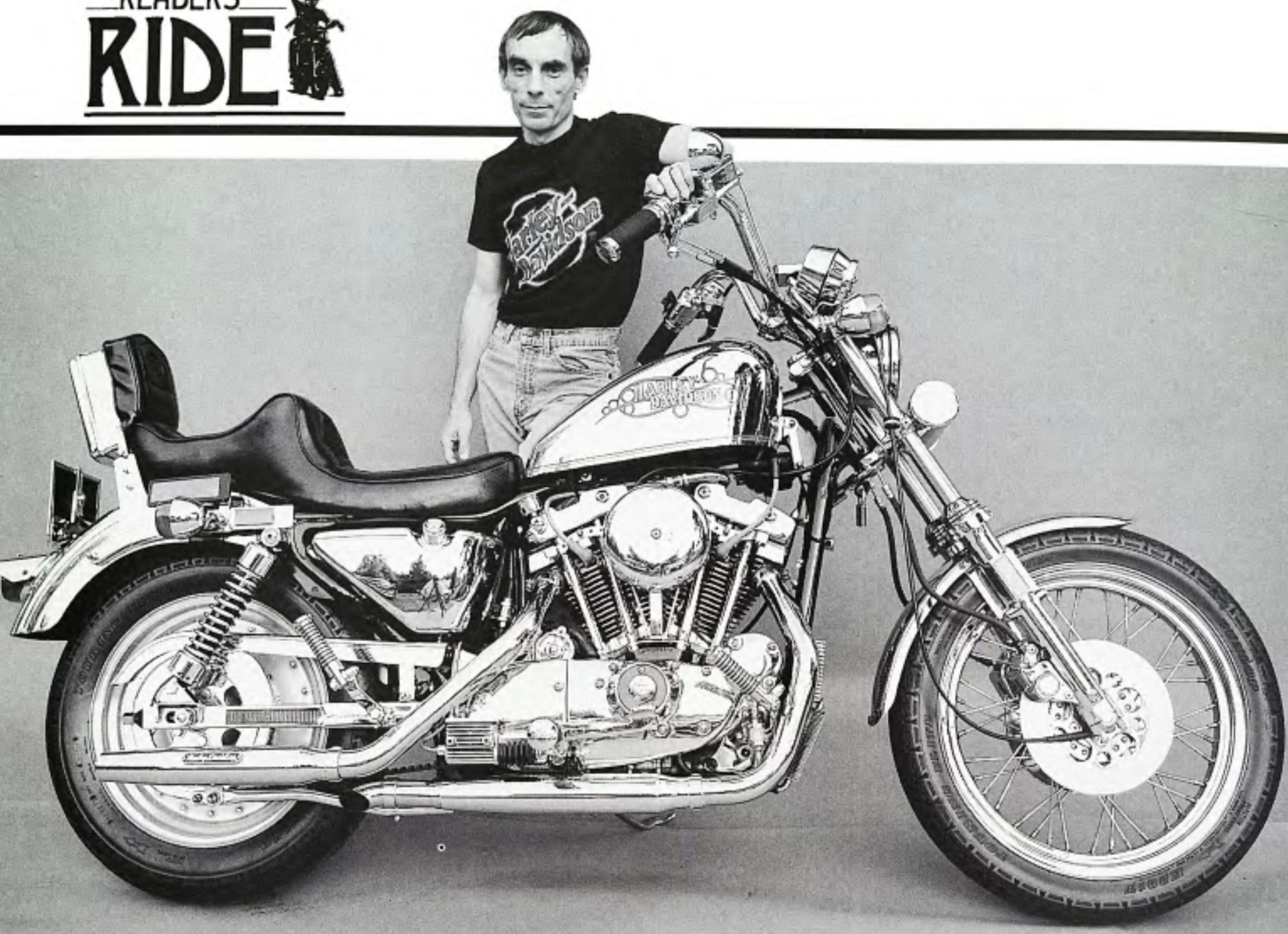
—Rip

Drag Races

Bike Week's all-Harley drag races were run at the Speed World track in the tiny burg of Bithlo, Florida, east of Orlando, on State Highway 50. The event was co-promoted by J&P



The limited-edition, 1993 H-D Heritage Nostalgia model, introduced in Daytona.



Ron Sanderson, Wilmington, Delaware 1983 Harley-Davidson Sportster

Ron first got acquainted with this bike while he was setting up a computer system for a local H-D dealer. The new Sportster on the showroom floor won his heart—and his wallet. But instead of forking over the usual green, Ron talked the dealer into trading programming and software for the pink slip.

Before the ink even dried on the paperwork, Ron had the scooter torn apart and shipped in pieces halfway across the country for chroming. Apart from the frame, saddle, and rubber, he had every inch of scooter chromed down to the brake discs, fuzzbuster, and cigarette lighter he lifted from his wife's Cad.

But the new, shiny-smooth look wasn't enough for Ron. He had to have a smoother ride. So back when H-D engineers were kicking around the concept of belt line drives for Sportsters, Ron went ahead and rigged his own. It was a quieter and smoother ride all right, but he kept finding himself wanting to shift again at around 60 mph. Knocking a couple teeth off the rear sprocket solved the problem, achieving a 2.14 gear ratio (identical to the new 1200s) without losing anything off the start.

Lately, Ron's been racking up hours again at that same dealership, working on their software. No one's sure what he's doing, but as long as the computers don't start spitting out Mario and Luigi, he should be ready soon to trade another program for a putt.

—Clay Sherrig

General		Forks	
Fabrication by: Ron		Type: hydraulic	
Year and make: 1983 H-D		Builder: H-D	
Model: XHL Sportster		Special features: Screamin' Eagle brace	
Chroming by: Brown's Plating		Accessories	
Engine		Bars: pullback	
Year and model: '83 Sportster		Lights: halogen, Eagle Iron	
Rebuilder: stock		Gas tank: 3.2-gallon	
Displacement: 1000cc		Oil tank: side fill	
Transmission		Seat: Camel back	
Shifting: 4-speed, close ratio		Other: sissybar, solar battery charger	
Trans sprocket: 28-tooth		Wheels	
Wheel sprocket: 60-tooth		Front	Rear
Finish		Size: 19-inch	Size: 16-inch
Color and type: Dup. Centari 99		Tire: Dunlop	Tire: Dunlop
Special paint: pinstriping		Brake: H-D	Brake: disc
Frame		Special features: Everything's chromed	
Year and builder: '83 H-D		except the seat, tires, and frame.	
Type: swingarm		Cigarette lighter front turn signal	

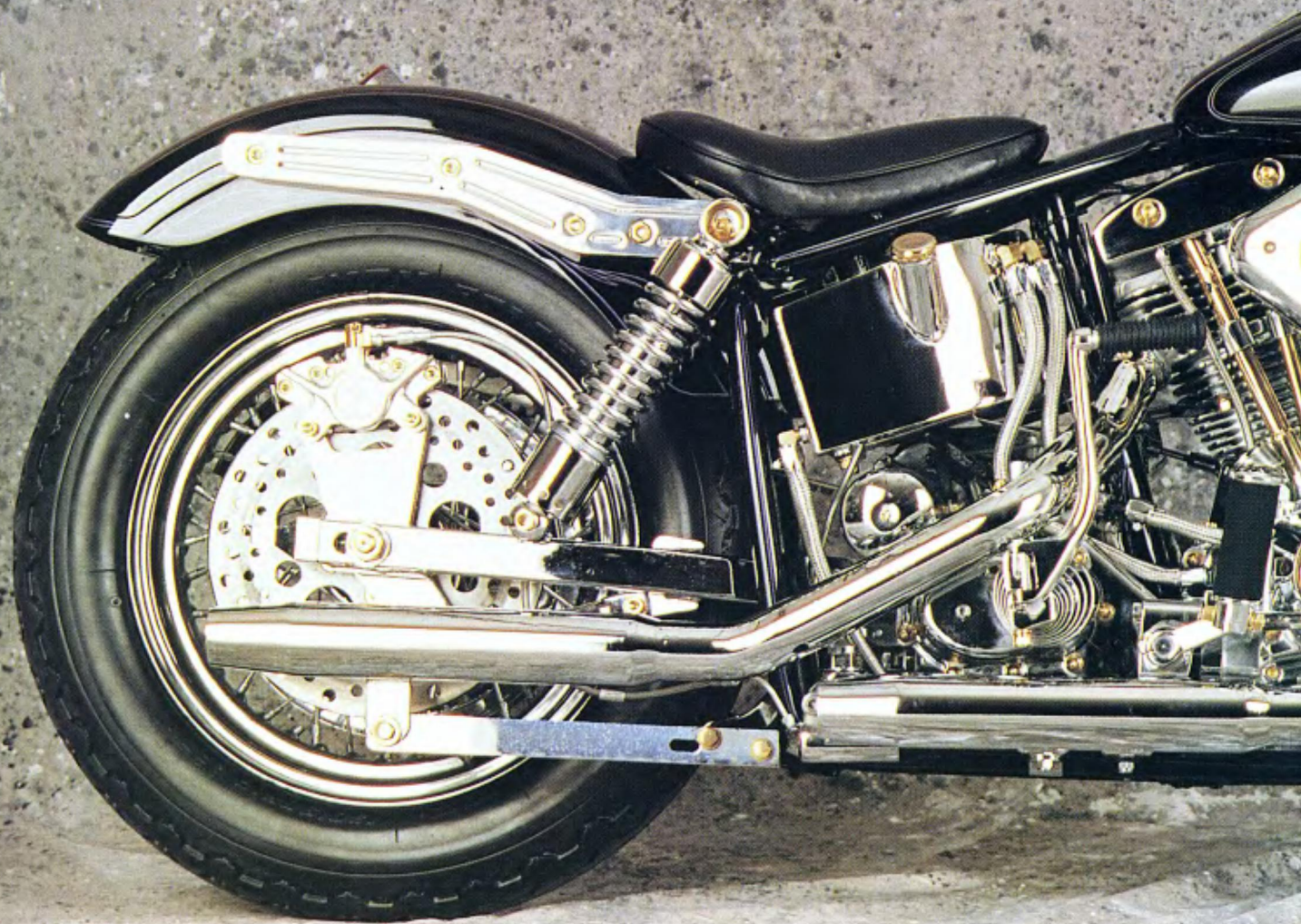


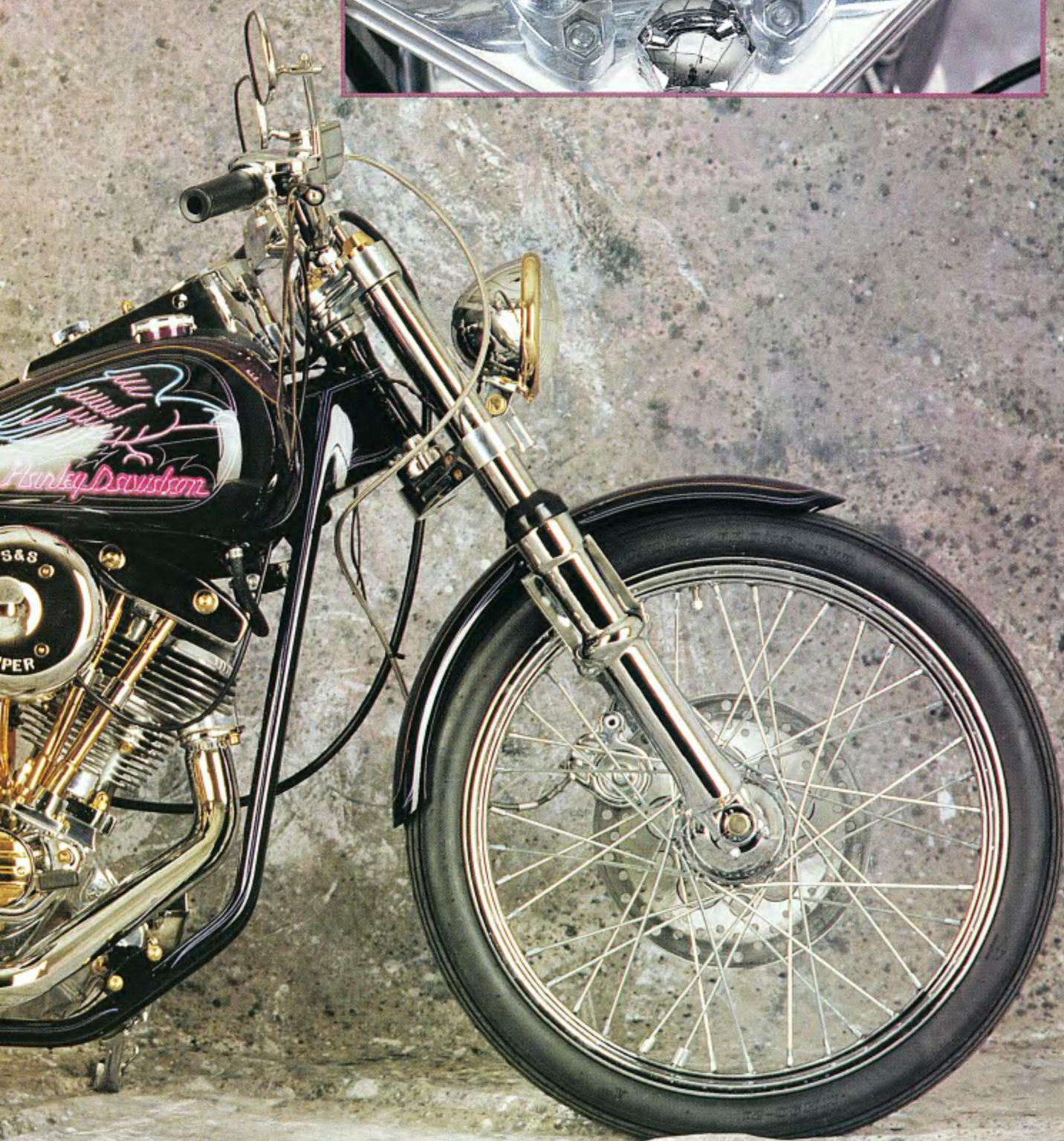
Photos: Ron and Esther Sanderson

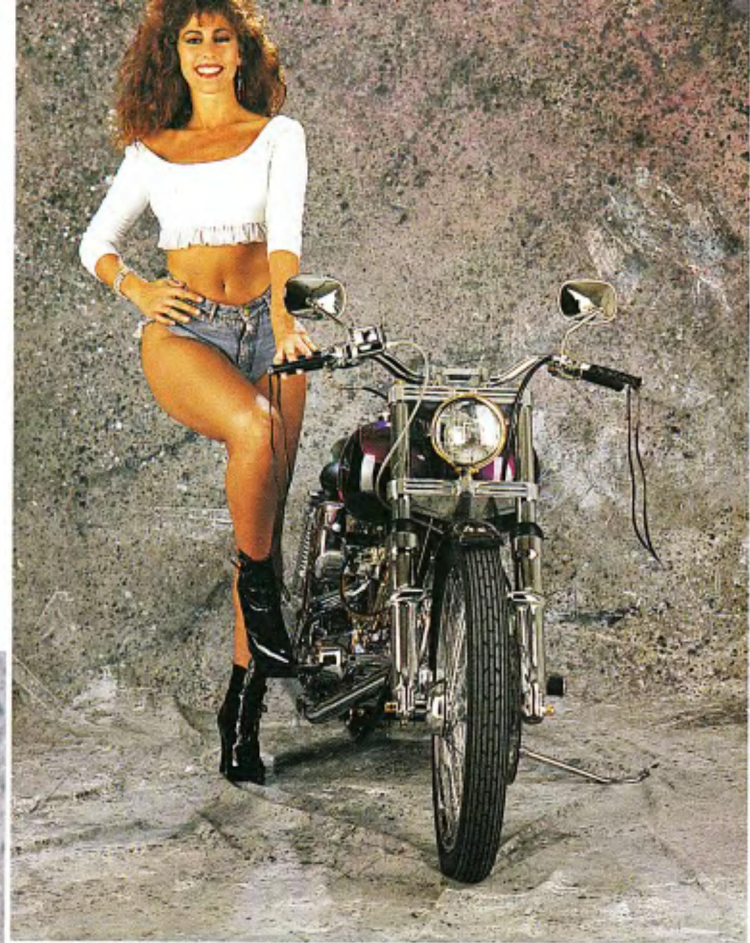


SHADY LADY

**A MEMORIAL
IN
IRON**







I can't tell you what was going through Shane's mind the day he walked into Bay Area Custom Cycles, in Hayward, California, and handed the owner, Ron Simms, the specs for this classy piece of two-wheeled creativity. Nobody can. The secret went down with Shane.

We'll never know why the Shady Lady's black and purple dress was Shane's choice of color. We'll never know why she had an 80-cubic-inch displacement, or why she ran Hannan's heads, a 440 Sifton cam, or an S&S carburetor. Maybe Shane was a go-fast freak. The swingarm frame and stock wide glide front end seem to sug-



gest a preference for speed. Then there's the solo seat, which leads you to believe that there was no other lady in Shane's life. But, then again, who knows for sure?

All we really know is that Shane is no longer with us. He joined that long list of fallen brothers and sisters before he and the Shady Lady ever got a chance to hit the San Jose streets. How did it happen? Does it really matter? It's no secret that our lifestyle isn't the safest. It can happen so easily . . . a heavy hand on the throttle . . . a drunken fool in a cage . . . a careless driver turning left without looking . . . an oil slick or a rock in the middle of

a favorite curve . . . a few angry words followed by the flash of steel or the sound of gunfire . . . Whatever the reason, it does happen. The whys and wherefores don't matter. What *does* matter, and what sets us apart from the straights, is that we remember.

Shady Lady is Shane's metal memorial; it's the method Shane's bro Rick McGee has chosen to keep Shane's memory alive. I'm sure there are some people out there who believe the Lady should have been put to rest with Shane. But, obviously, Rick feels the way I do: the place for a bro's memorial is in the wind.

When I leave this earth, I don't want my Milwaukee maiden rusting away in the dirt under some cold block of marble. I want her singing her siren song through the streets of suburbia, keeping my spirit and my memory alive and in the breeze. With every flash of black paint and chrome I want my brothers and sisters to remember me.

That's what Rick has done for Shane. Even though Rick is riding her, the Shady Lady still belongs to Shane. The photographs you're looking at on these pages, the photo gracing the cover of *Biker* #100, and every moment Shady





Owner(s): Rick McGee		City: San Jose, California	
General		Frame	
Fabrication by: Bay Area Custom Cycles		Year: 1989	
Year and make: 1989 H-D		Builder: Paughco	
Model: shovelhead		Type: swingarm	
Value: \$20,000		Rake: 35-degree	
Assembly by: BACC		Stretch: none	
Time: two months		Other alterations: Paughco design	
Chroming by: Frank's		Accessories	
Engine		Bars: Super	
Year: 1984		Risers: CCI	
Model: shovelhead		Fender(s): springer front on back	
Rebuilder: BACC		Headlight: CCI	
Ignition: points		Taillight: CCI	
Displacement: 80 cubic inches		Speedo: FLH	
Lower end: stock		Front pegs: CCI	
Balancing: BACC		Rear pegs: none	
Pistons: .030 over		Electrics: 12-volt	
Cases: STD		Gas tank: 5-gallon	
Heads: Hannan's		Oil tank: Paughco	
Cam: 440 Sifton		Oil system: stock	
Lifters: 501 Sifton		Primary cover: CCI	
Carb(s): S&S		Seat: solo, Gary Bang	
Air cleaner: S&S		Sissybar: none	
Pipes: Mac		Height: n/a	
Muffler(s): Mac		Material: n/a	
Transmission		Forks	
Modifications: finish		Type: wide	
Year: 1984		Extension: stock FL	
Shifting: stock FXE		Builder: BACC	
Engine sprocket: 22-tooth		Special features: Jim Johnson	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Horst		Hub: H-D	Hub: H-D
Painter: Horst		Rim width: 2-inch	Rim width: 31/2-inch
Color: black and purple		Tire: Avon	Tire: Avon
Type: acrylic lacquer		Brake: stock	Brake: Perf. Mach.
Special paint: none			
Other special modifications: This bike is dedicated to Shane.			

Lady spends in the wind are tributes to Shane and testaments to his taste and style. Rick didn't change her, he simply shelled out the cash necessary to finish her and bring her to life.

When the Northern California bros see her purple and black form flashing through the Bay Area byways, they remember Shane. And as long as they remember, Shane lives on.

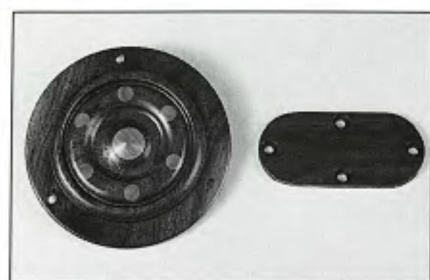
Ride free, bro.

—Silent



PARTS BOX

Tell 'em Snake sent ya



Wood Highlights

As always, we try to feature some of the most bizarre products our suds-soaked skulls can sift through. For instance, check out these derby and inspection covers with wood inlays. The creative people who make them sent us a set, and we're still scratching our heads, wondering how the hell they did 'em. For the real skinny, write: Pamela Gough, Dept ER, R2 Box 101C, Morganfield, KY 42437, or call (502) 822-9165.

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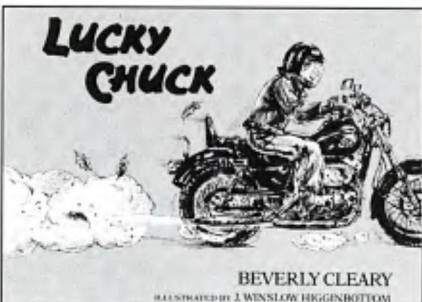
In Case Ya Didn't Believe Us

In our May issue we published a guide to exotic dance clubs throughout the U.S. and Canada. Some of the contacts came from an annual publication called *Exotic Dancer*, which is dedicated solely to bars and clubs that feature the fairer sex dancing to your delight. The rag is visually interesting, whether you've ever stepped into one of these joints or not. Take it from one of the main investigators on the project—only a few places cater to bikers, so call 'em up before you putt over. To get a copy, go to an adult book store or drool on a notepad to: 3437 West 7th St. Ste. 209, Fort Worth, TX 76107, or call (817) 485-1513.



Diapers

I told you some of these products were going to be on the wild side. This rider probably woke up one day, rolled over, and said, "Hell, Martha, we been using old diapers to clean our scoots for years now. Why don't we buy some and try to sell 'em?" And so it was—the wheels of yet another major corporation were set in motion. Okay, enough of this bullshit. If you want to get some diapers for what they're really good for, write to: The Green Company, Dept ER, 9811 Owensmouth Ave., Unit #1, Chatsworth, CA 91311, or call (800) 732-7477.



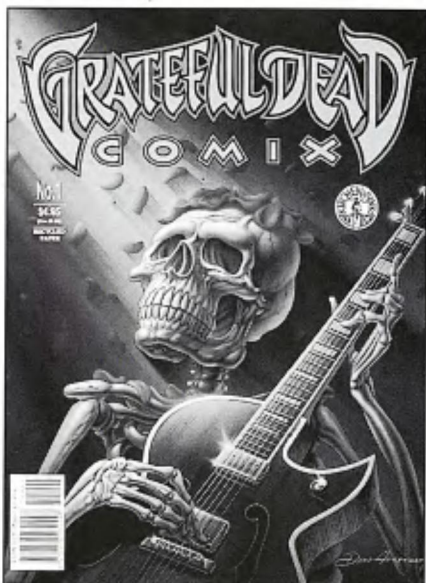
Something For Da Kid

Ron Inselman and Bob Knight, of Syracuse, New York, sent us a copy of this unique children's book. This story about riding a Harley-Davidson is geared to the 7- to 14-year-old age group, when curiosity is high and ability is low. To get your own copy of *Lucky Chuck*, write to: Julia MacRae Books, a division of Franklin Watts Limited, 12A Golden Square, London W1R 4BA, or Franklin Watts Australia, 1 Campbell St., Artarmon, N.S.W. 2064.



Biker Postcards

Hey, don't ask me. Judge for yourself. These glossy postcards have something to say—and they even have original biker art on 'em. They're cheap, about \$1.50 each. Even if the art won't impress the likes of David Mann, it's the sentiment that counts. For orders write: Biker Buddy Ent., Dept. ER, P.O. Box 62, Stillwater, MN 55082, or dial (612) 430-1638.



Grateful Dead Comix

With all the Deadheads on this skeletal staff, I had a helluva time tracking down this fine piece of rock 'n' roll literature once it came into the garage. I finally found it in Loudmouth's cubbyhole, hidden underneath a copy of the latest *One From The Vault* CD. This unique comic book, featuring the antics of Captain Trips and the boys is a must-have for the true Deadhead. If you can't locate it at your local bookstore or nearest Dead concert, tear up a paper bag and scribble a note to: Kitchen Sink Press, Dept ER, No. 2 Swamp Rd., Princeton WI 54968. ☺

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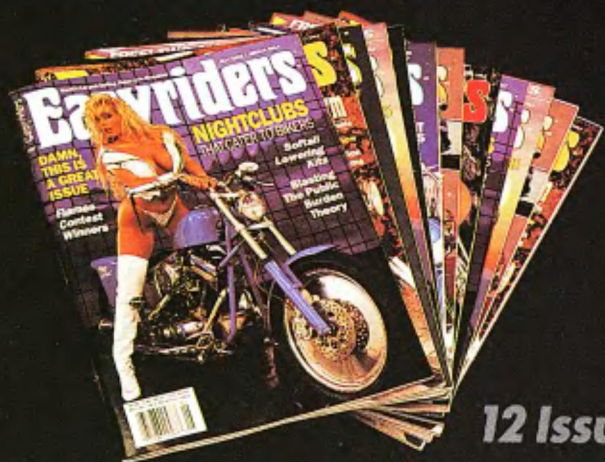
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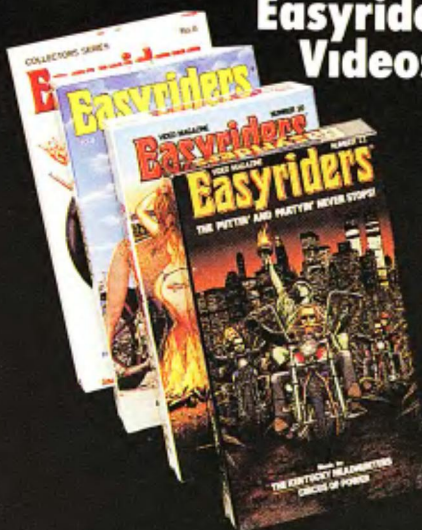
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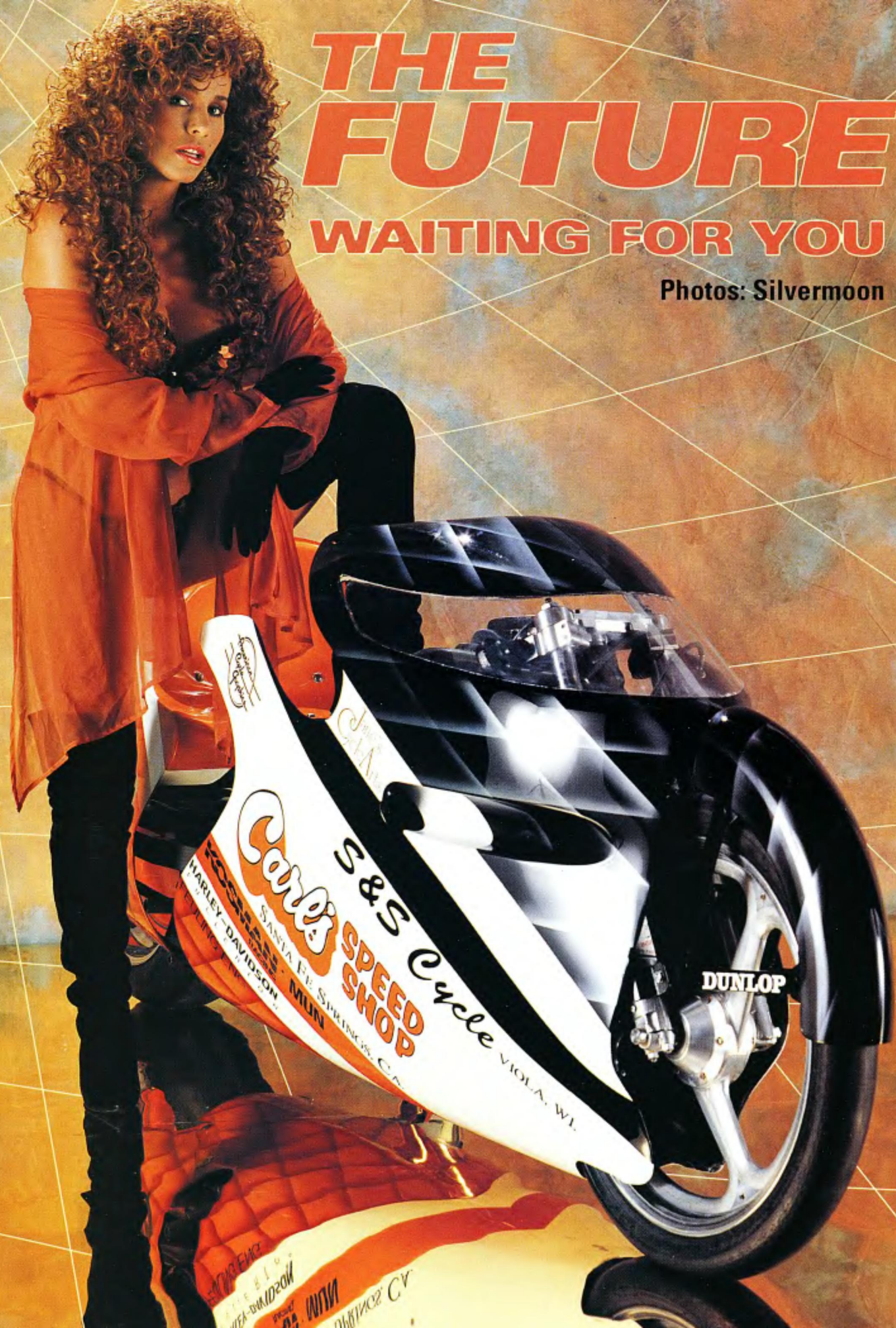
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THE FUTURE

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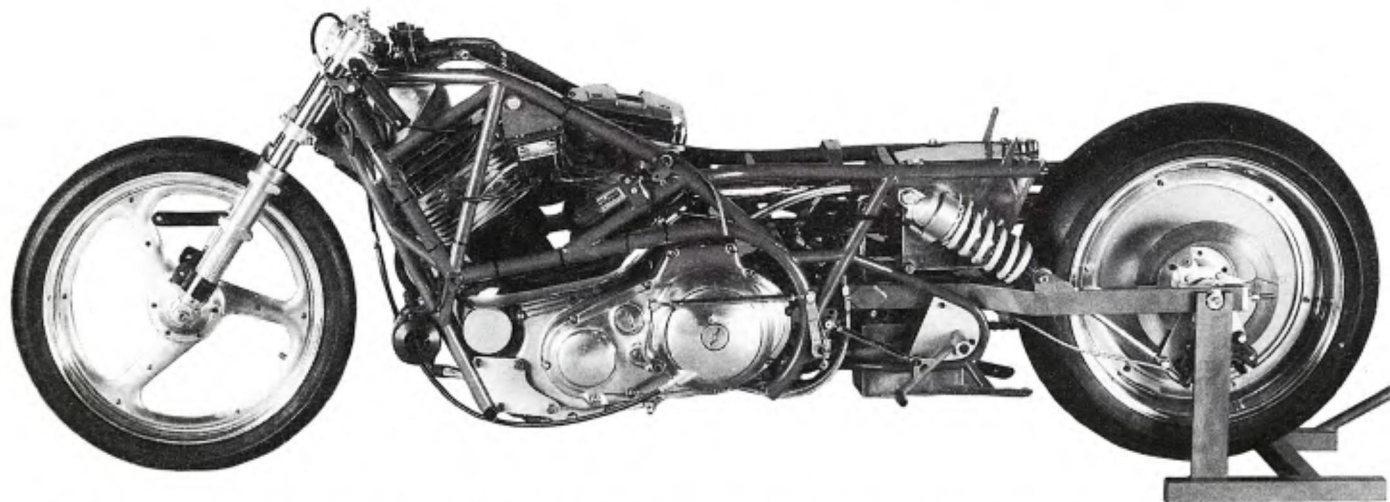
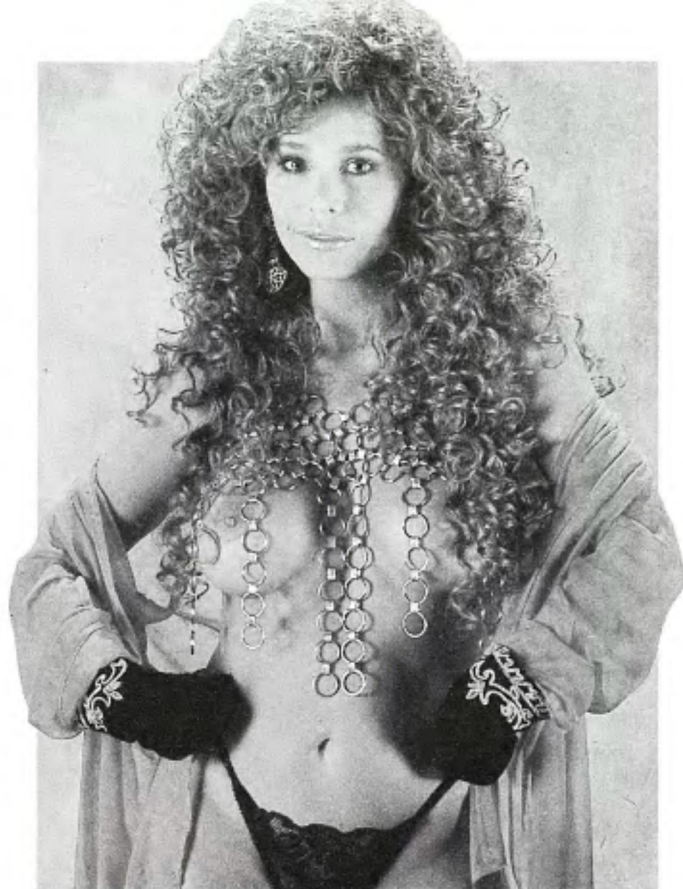


Walk into Carl's Speed Shop, in Santa Fe Springs, California, and the first thing you see is a lathe over against the back wall, and beside it a Kingport vertical mill, followed by a Serdi air-float head machine and a Superflow air-flow tester across the aisle. In other words, not your run-of-the-mill bike shop. Rather, it's a place where they do a lot of their own stuff, and that's one reason Carl Morrow's motorcycles have set 24 drag racing records over the past 22 years.

And they intend to keep at their record-breaking ways. Hence, 2001, the rendering of science, wrenching, and sculpture you see here. If you remember the movie, *2001: A Space Odyssey* gave you a look at the challenges of a new age, and—hey, dragsters, here it is. It will probably have set some new records at the Bonneville Salt Flats by the time you read this.

Carl rode a panhead back when drag racing in the street was a normal part of the bike and hot-rod scene. "I got beat," he says, "and I didn't like it." To make himself feel better, he began doing this and that trick thing to his pan and, sure enough, he started winning. Other guys asked him to make winners of their slugs, too, so before he knew it, Carl was running a speed shop and building everything from plain quick starters to raw pavement-peelers to Bonneville record-setters. As business grew, he added a proprietary line of speed equipment and sends out a 24-page catalog to let people know about it. As we said, not your ordinary bike shop.

Carl mostly works with gasoline-powered bikes, since nitro



entails a quantum leap in cost and complexity. Besides, nitro doesn't have much to do with a clientele who ride their scoots on the street. This latest machine, 2001, was planned as a gas-powered bike to break the 200-mph barrier at Bonneville.

Carl gave a mock-up of the engine to Kosman Racing, and they built a perimeter frame with cantilevered, monoshock rear suspension around it. As the solution to a perennial problem, the engine comes out the bottom. Meanwhile, Carl built an engine from stock cases, STD heads, S&S components, and his own private theories. Vance Breese, of Santa Maria [California] Harley-Davidson, worked out the aerodynamics of the fairing, and Dan Hilton, of High Tech Coatings, gave it some finishing touches. Then they took it to Bonneville, Utah, where their gearhead techniques could be properly tested under the toughest of circumstances.

Randy Snyder rode. The state of California has a law on the

traffic violation books that gives you a ticket for screeching your tire(s) getting away from a traffic light, and Randy had so many of these that he was approaching serious conflict with The Man. When Carl heard about Randy's predicament, he advised him to work off his acceleration urge on the track. So Randy joined Carl's team, along with Doug Morrow, Carl's son. Carl rides, too, but he's a little too heavy for Land Speed or drag racing these days.

Randy, on the other hand, stands short, very well knit, and at around 140 pounds in racing trim. Most people don't know it, but the cockpit of the P-51 Mustang was designed to fit a man of Randy's specifications, and that's because small, precise guys have the best coordination for operating high-performance machinery.

At Bonneville, Randy said Kosman Racing's frame felt

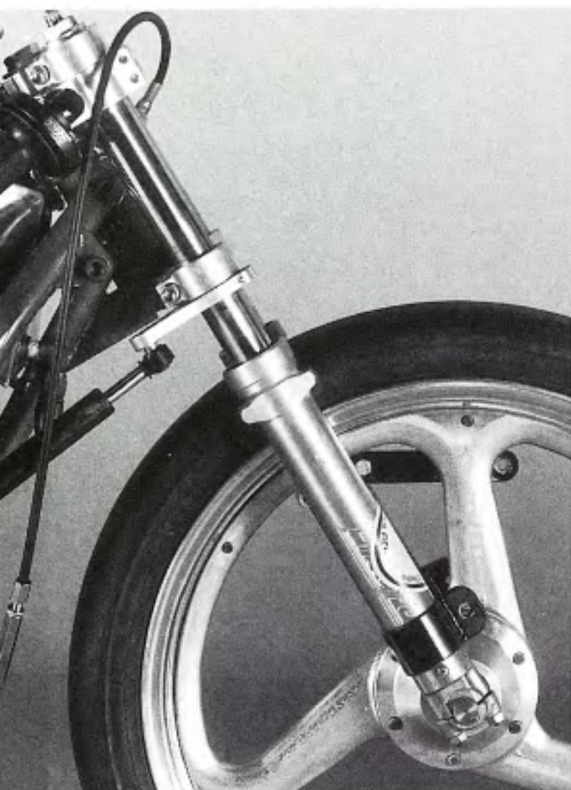


like it was running on rails. The problem was, after fine-tuning the motorcycle past 170-plus mph, the gearbox started acting up. On the last trial, Randy found himself getting off the line in fourth gear—not recommended for reliability. Randy didn't want to scrub the start because he was afraid he wouldn't get another one out of that gearbox, so he ran on down the 11-mile stretch of salt, anyway. The best he could do was 184 mph. All things considered, he thought that was pretty good for a fourth-gear start.

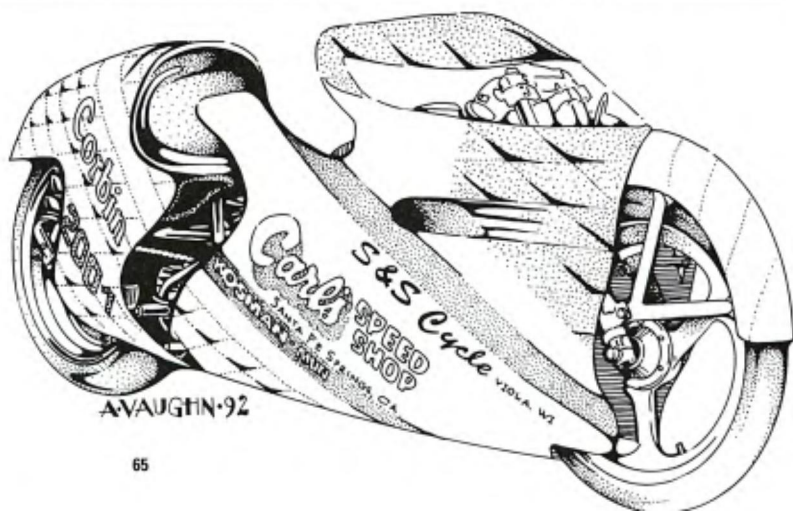
Actually, it's pretty good under any circumstances, and bodes well for how 2001 will perform in Bonneville's APS-AG 2000 Class future. Carl and Randy will be there waiting for you.

—Toejam



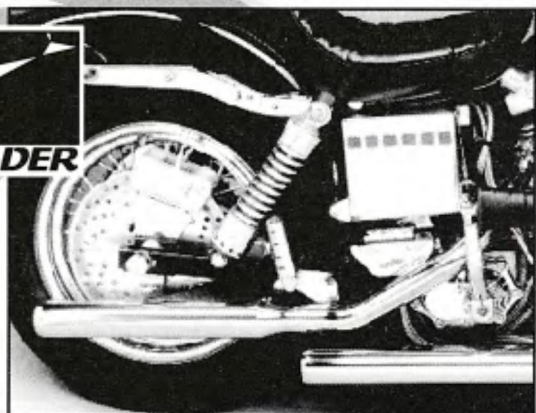


Owner(s): Carl Morrow		City: Santa Fe Springs, California	
General		Frame	
Fabrication by: Carl's Speed Shop		Year: 1991	
Year and make: 1991 H-D		Builder: Kosman Racing	
Model: 2001		Type: one-off	
Value: \$100,000		Rake: 33 degrees	
Assembly by: Carl's Speed Shop		Stretch: none	
Time: eight months		Other alterations: Carl's private list	
Chroming by: no chrome		Accessories	
Engine		Bars: chrome-moly	
Year: 1990		Risers: Kosman, billet	
Model: XL		Fender(s): Mike Corbin	
Rebuilder: Carl's Speed Shop		Headlight: Randy's grin	
Ignition: Carl's CDI magneto		Taillight: Randy's pants	
Displacement: 114 cubic inches		Speedo: ignore posted speeds	
Lower end: S&S		Front pegs: none	
Balancing: Carl's Speed Shop		Rear pegs: yes	
Pistons: S&S		Electrics: minimal	
Cases: H-D, Carl's modifications		Gas tank: stainless steel	
Heads: STD, Carl's modifications		Oil tank: stainless steel	
Cam: Carl's Speed Shop		Oil system: Carl's modifications	
Lifters: S&S		Primary cover: stock H-D	
Carb(s): S&S		Seat: Mike Corbin	
Air cleaner: S&S		Sissybar: none	
Pipes: RB Racing		Height: n/a	
Muffler(s): straight pipes		Material: n/a	
Transmission		Forks	
Modifications: Andrews Products		Type: Kosman Racing	
Year: 1990		Extension: none	
Shifting: Randy's foot		Builder: Kosman Racing	
Engine sprocket: 2.23 gear ratio		Special features: air damping	
Trans sprocket: 25-tooth		Wheels	
Wheel sprocket: 32-tooth		Front	Rear
Painting		Size: 18-inch	Size: 18-inch
Molding: Jane's Cycle Art		Hub: Kosman, billet	Hub: Kosman, billet
Painter: Janes Cycle Art		Rim width: 1.75-inch	Rim width: 4.25-inch
Color: orange, white, black		Tire: Unlo	Tire: Unlo
Type: candy pearl		Brake: none	Brake: Kosman
Special paint: High Tech Coatings			
Other special modifications: fairing: Mike Corbin; plumbing: Lowell Myers; powdercoating: High Tech Coatings; engine parts: George Smith, S&S Cycle. Thanks to R.B. Racing, Bob Bane, and Vance Breese.			

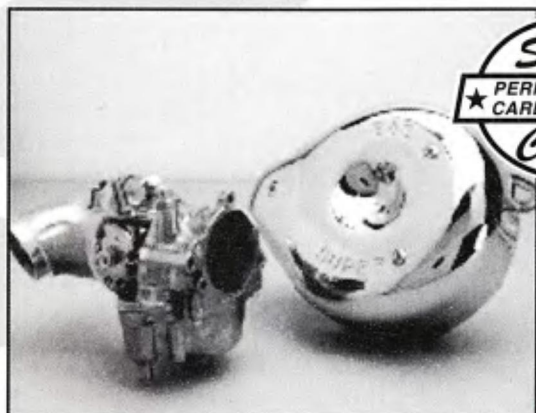


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Randy found his therapy in the fine art of thrashing leather. He started handcrafting boot straps, belts, and guitar straps—and



people bought the shit. In fact, he even started building a name for himself—Hammering Hide, to be exact.

Recently, Hammering Hides hooked up with the *Easyriders* Store on Melrose (in L.A.), resulting in an opportunity for Randy to spruce up some of our jackets.

Beading takes time, imagination, and, natch, beads and bones and stuff (but you can get all that through our catalog). Randy enjoys what he does, and takes pride in converting an ordinary fringed jacket into one of the custom creations you see in the photos. He follows Indian patterns and colors, knots them to keep the ornaments in place, and keeps the designs light in weight—to prevent the fringe from becoming flying weapons when you're puttin'.

Randy makes them through the store. If you're interested in getting beaded up, call the store at (213) 658-8817. Or, you can get the kit through our catalog and go for any wild design your imagination comes up with. It's therapy, doncha ya know.

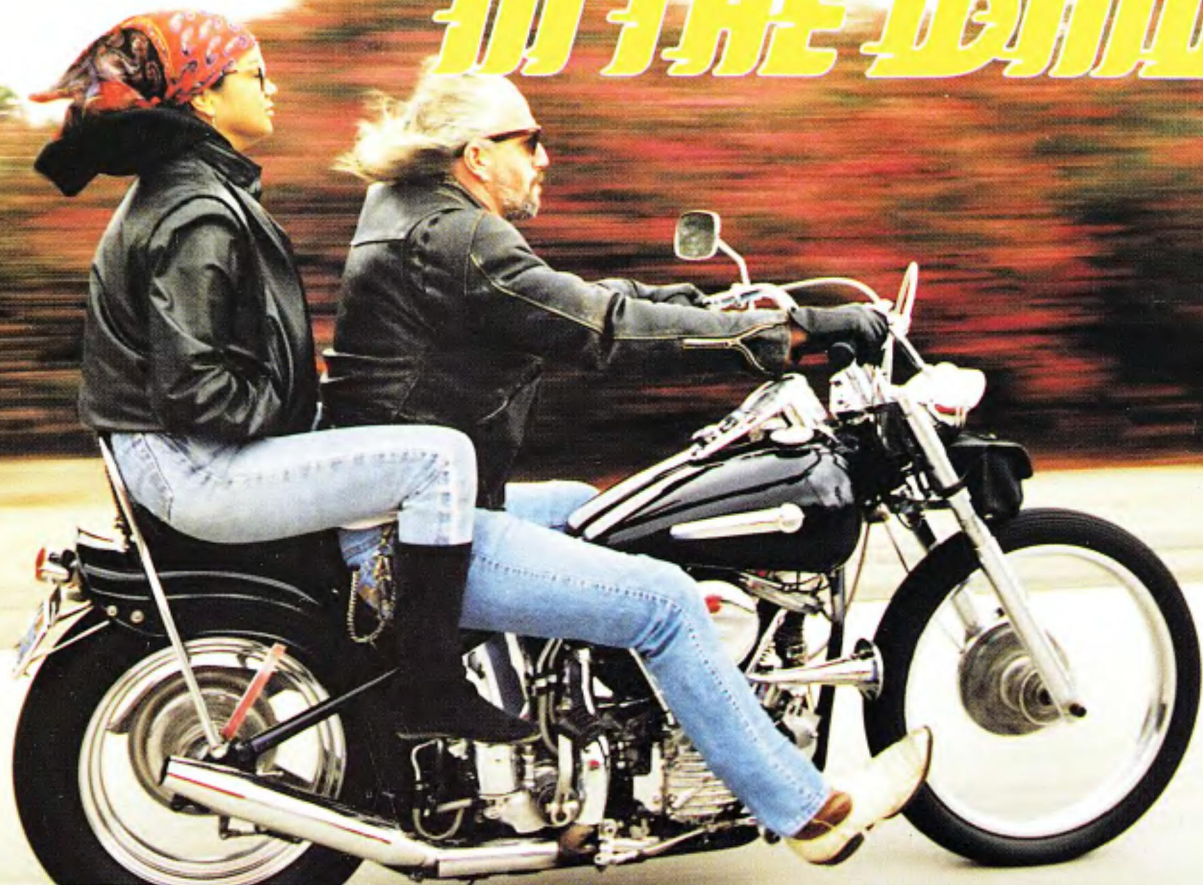
—Snake

Photos: Mark Cuff





IN THE WIND



—Bob Moore, Oxnard, Calif.

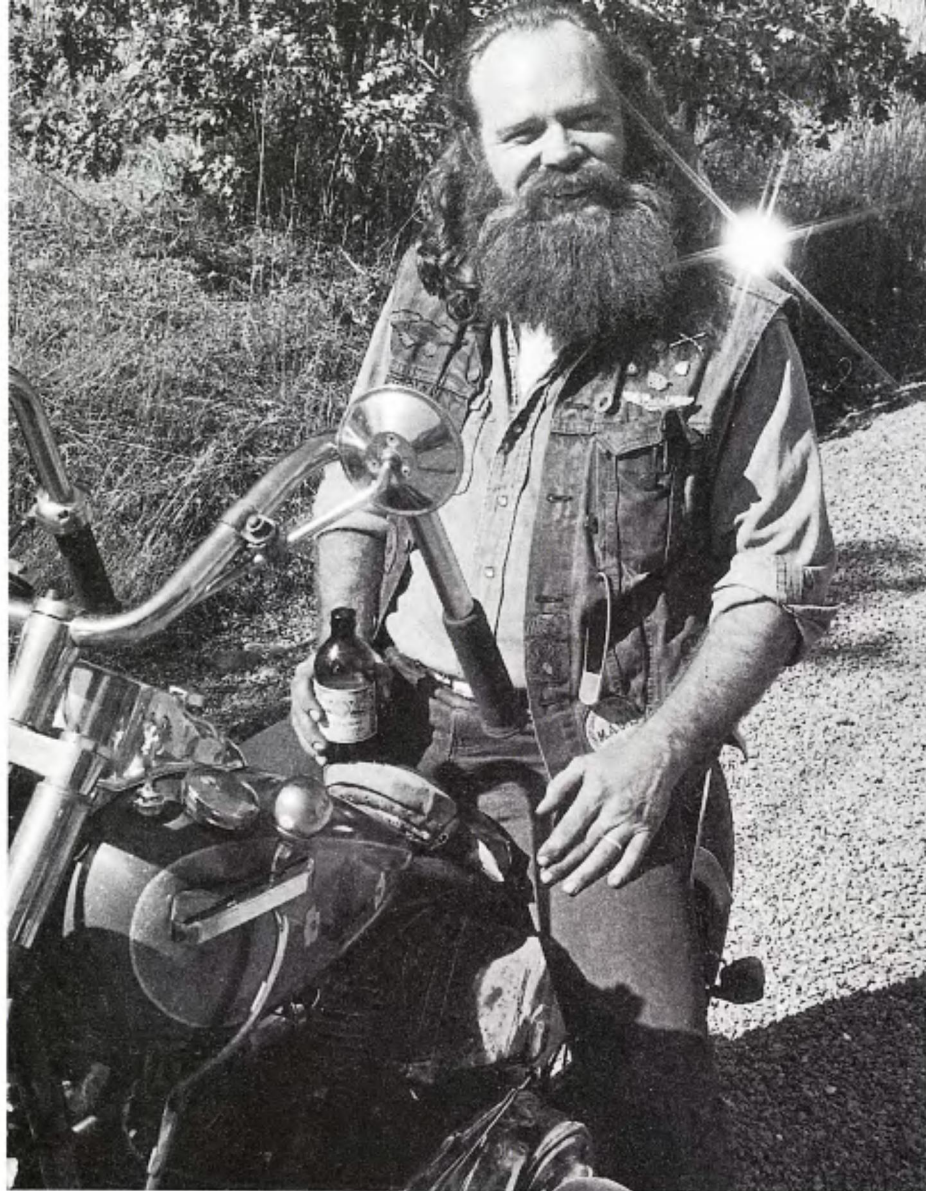
Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2 1/4 X 2 1/4)—nothing else. Whether it's the exhilaration of a dude and his chick flyin' 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.

—Dea Boll, Garden Grove, Calif.

—D.J. Bray, Buffalo, N.Y.





—Wino Joe, USA

—Wayne Benvenuti, New London, Conn.

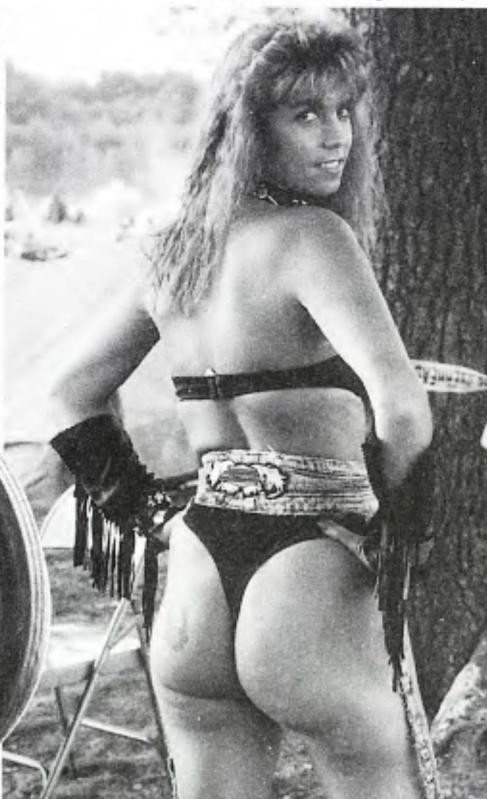


—Uwe Zwick, Rottenburg, Germany



—John Lewis, Flint, Mich.

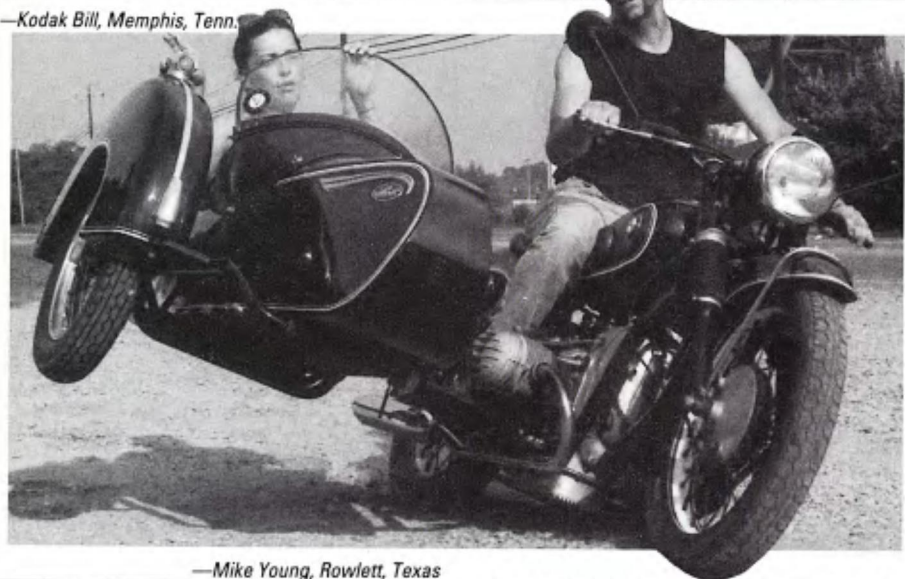
—Irv the Perv, Southampton, Mass.





—Edwin B. Judd, East Greenwich, R.I. 1917

—Kodak Bill, Memphis, Tenn.

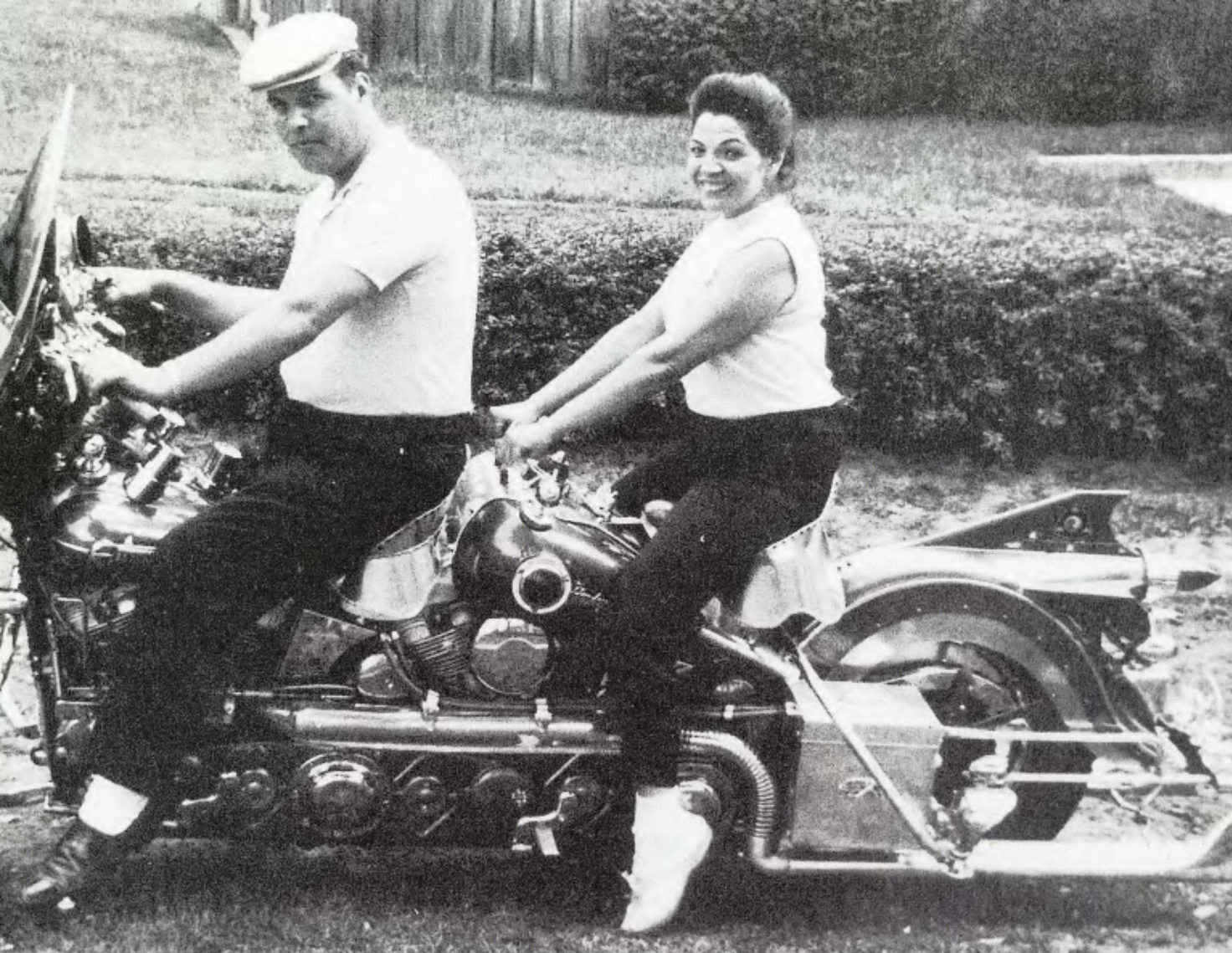


—Mike Young, Rowlett, Texas



—Kelly Gaudin, Big Sur, Calif.



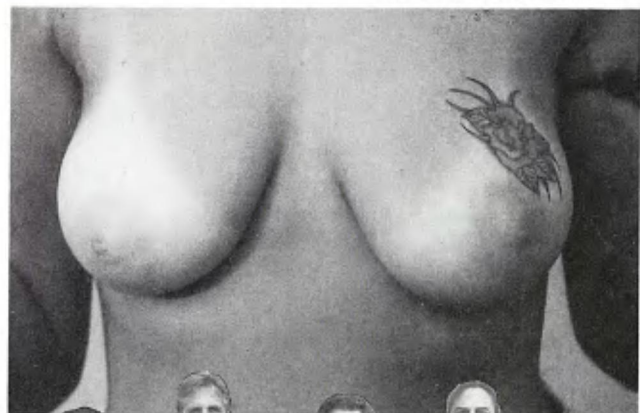


—S. Zimmerman, Owosso, Mich.

—Olive Oyl and Raw, Lansing, Mich.



—John Townsend, Norco, Calif.



—Leon Miller, Meyersdale, Pa.



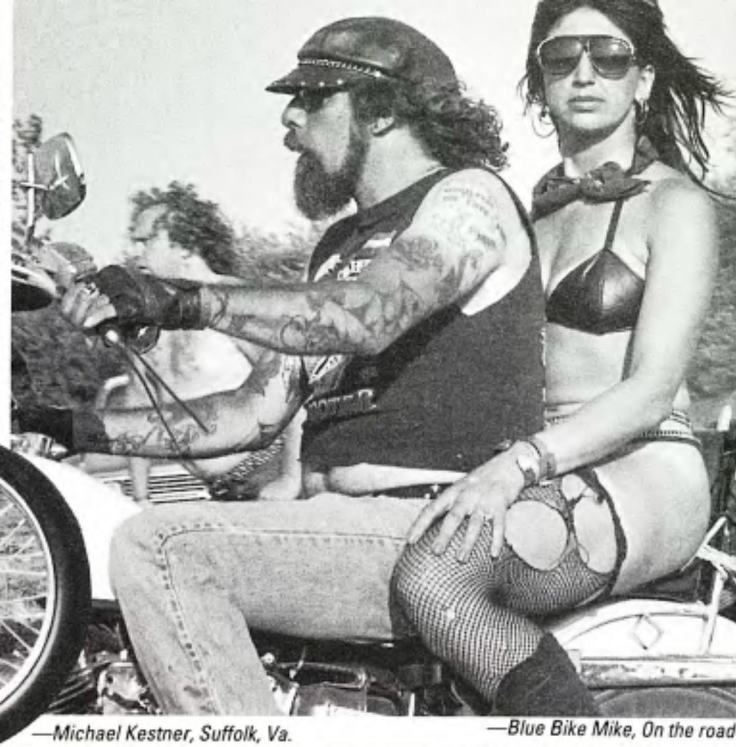
—Oklahoma Pete, Lawton, Okla.





—Green Eyes, Riverside, Calif.

—Dave and Laura Nitsche, Fall River, Mass.



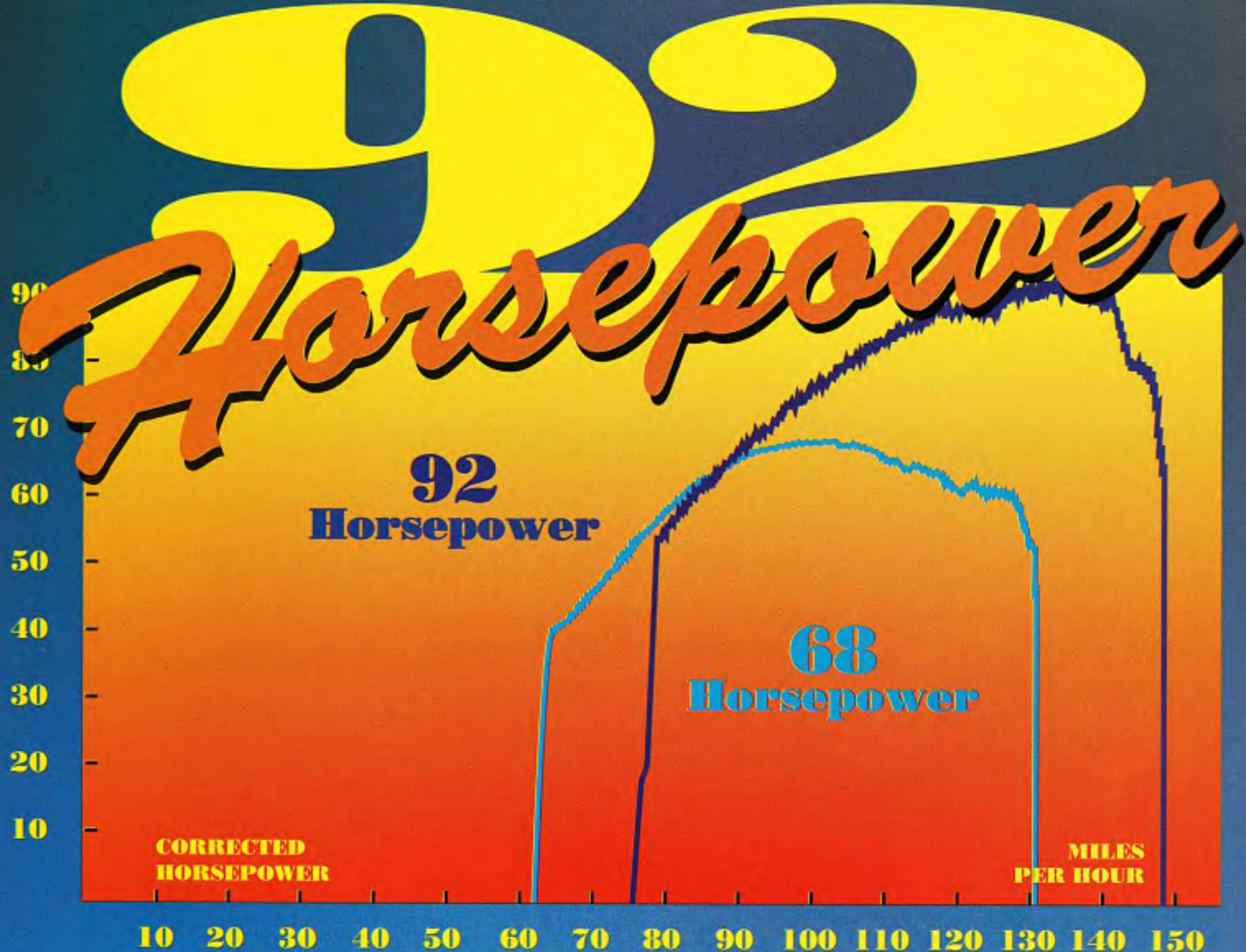
—Michael Kestner, Suffolk, Va.

—Blue Bike Mike, On the road



—The Ghost Rider, Ulster Co. ABATE, N.Y.





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All measurements taken on the DYNOJET Model 100 Dynamometer in public demonstrations on Main Street during Daytona Bike Week 1992. Cost of rebuilds and engine modifications listed provided by each bike's owner.

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2 HOT TO HANDLE

Red Diamond Lights 'Em Up,
The Lady Melts 'Em Down

Photos: Raiko Hartman

Huh, what? Oh, yeah, I'm supposed to be writing here, aren't I? But I was just gazing at the flicks, slobbering in my beard (me and every other horny dude). What would it be like? I mean, just imagine cruising the lonesome highway on Bill DeSantis' righteous Evo, with sweet Melissa wrapped tightly around your back, her arms holding you tight between her legs, her hands slowly sliding down . . . Jeez, sorry, I got kinda carried away there.

But it's not my fault. As usual, somebody screwed up, but only this time it wasn't me. See, normally, what I have to work from are wrinkled, beer-stained bar napkins, scrawled with semi-legible gibberish, women's phone numbers, and dirty pictures. And most of these don't even find their way to me in the john (my office is the end stall), since someone, and I won't mention names, is too tight to spring for TP. But hey, I'm an old scooterbum. A few skidmarks don't (choke) bother me none, ya know?

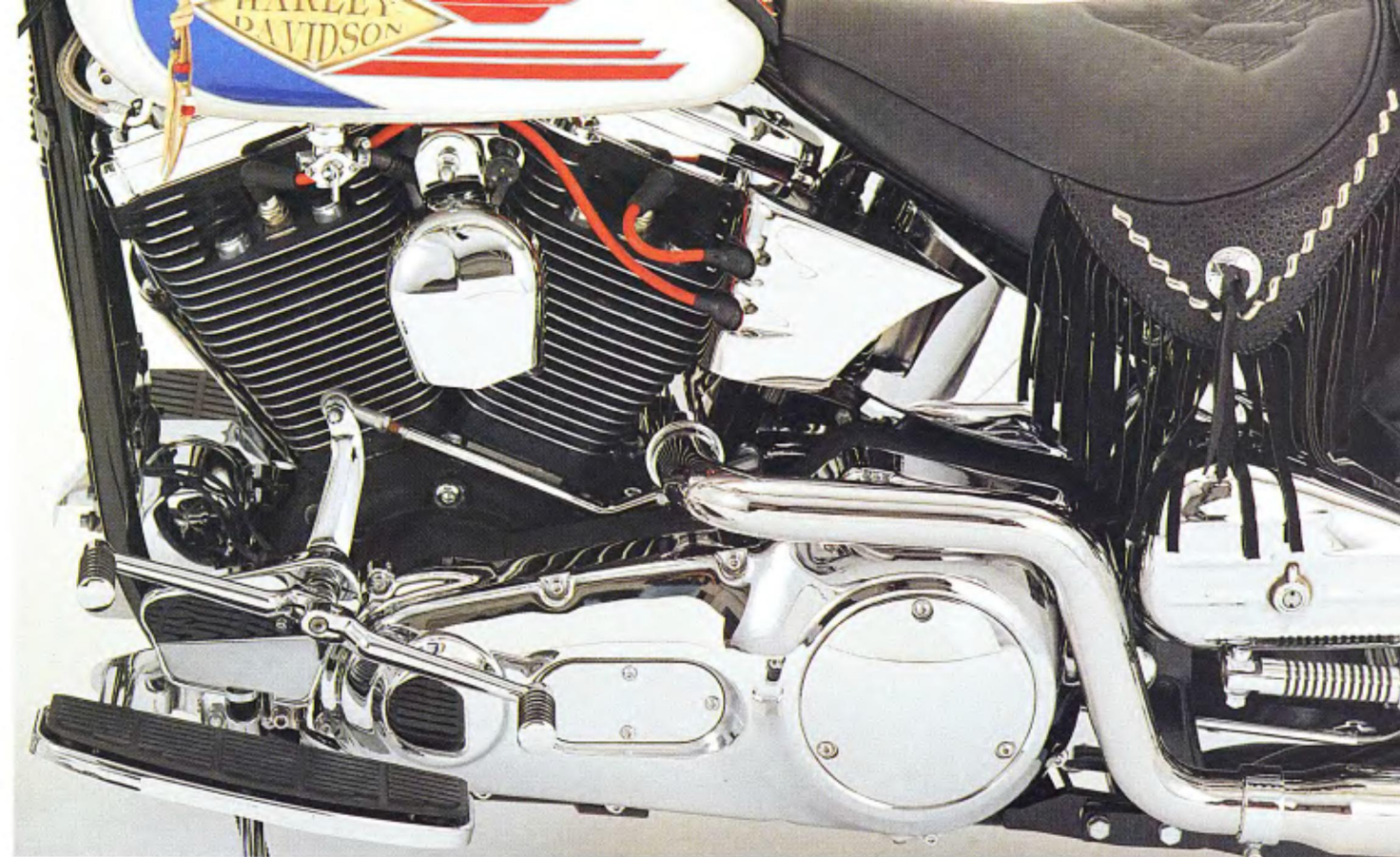
And, normally, the pictures I'm given are tilted, blurred, and have nothing whatsoever to do with anything (the real juicy ones never get past the exec



Easyriders







stall—but they've got TP).

So every month, it's the same fucking thing. This mess, the whole works, my assignment, is airmailed into my face, accompanied by much abuse, threats, frenzied armwaving, and babbling about deadlines. And then I'm supposed to put it all into a nice little package for you to enjoy. But who's kidding who, here? No one reads this crap! Everybody's busy moaning and drooling over the corner of the toi-toi, doing my job every aroma-filled day, trying not to identify the sounds and praying for an open window—for nothing! Nada, nichts, zilcho. No "Thanks, Glider" or "Good work, Glider," and my paycheck would probably stretch further if I used it for TP.

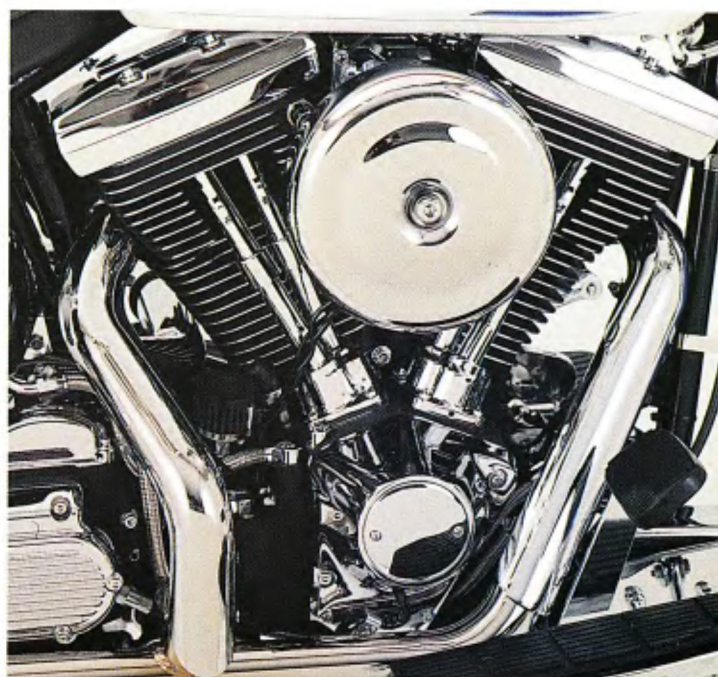
Okay, okay, I know, quitter pissin' and moanin'. Well, as my brother Eric says, "Be happy you even have a fuckin' job, man, since you don't really know how to do anything." Gee thanks, bro.

So, anyway, where was I? Oh, yeah. Well, this time somebody blew it and actually gave me usable notes—and these totally stuh-stuh-stunning pics. I just had to share them with ya.

Sweet Melissa's the Fox Hunt winner you voted for—killer choice, bros. And Bill's scoot, well the two of them in one pic is almost too hot to handle.

Bill figures he's invested about 26 grand in his ride, and if you can tear





yer lust-filled eyes off of Snow White Melissa for a moment, you'll see where it went. It doesn't come any more sanitary than this.

For instance, the wiring for the controls is in the handlebars and the fender rivets have been filled and ground smooth. Then there's the molded taillight. And you can't forget the unique tank panel, which Jackie Robbins, Bill's custom leather fabricator, did in red-, white-, and blue-stained cowhide.

The pearl paint was shot by Tom Prewitt of Damon's in Brea, California.

The color theme is per computer, designed to augment the 1934 H-D Red Diamond logo, and the goldleaf is 24K, of course (thought it wasn't?)

Bill's job as a business consultant is very supportive of his projects. He also owns a 1990 Softy and a '91 Low Rider, and his project in the works is a "hand formed Low Rider with new, high-tech concepts in electronic technology and a mind-blowing paint job." Film at 11.

My only question, Bill, is: Do you have any openings in your company?

As for Sweet Melissa, well, she flew

out from West Virginia to check out our action. We brought her to a biker burger feed, putted her around the Santa Monica Mountains, and showed her the sights of Hollsleazewood, including a stop at the world's largest costume supplier where she got outfitted for her patriotic shoot. Melissa's hoping this spread will lead to bigger and better things. How 'bout it, bros? Anybody got something bigger and better for the lady?

Yeah, in yer dreams. Ride free.

—Glider



Owner(s): Bill DeSantis		City: Malibu, California	
General		Frame	
Fabrication by: owner		Year: 1991	
Year and make: 1991 FLSTC		Builder: H-D	
Model: Softail		Type: Softail	
Value: a lot		Rake: none	
Assembly by: owner		Stretch: none	
Time: six months		Other alterations: none	
Chroming by: Highland Plating		Accessories	
Engine		Bars: California Custom	
Year: 1991		Risers: chromed	
Model: Evo		Fender(s): rivets ground down	
Rebuilder: XRV, Roger Kallins		Headlight: works	
Ignition: Screamin' Eagle		Taillight: FLH molded and painted	
Displacement: 80 cubic inches		Speedo: painted	
Lower end: H-D		Front pegs: chromed	
Balancing: factory		Rear pegs: H-D	
Pistons: H-D		Electrics: 12-volt	
Cases: H-D black wrinkle		Gas tank: 4-gallon fatbobs	
Heads: shaved .050, ported and polished		Oil tank: chromed, wraparound	
Cam: Andrews EV-13		Oil system: braided, stainless steel lines	
Lifters: adjustable hydraulic		Primary cover: chromed	
Carb(s): Mikuni 40mm		Seat: Damon's Custom	
Air cleaner: Mikuni		Sissybar: none	
Pipes: Damon's Crossover		Height: n/a	
Muffler(s): Damon's Custom		Material: n/a	
Transmission		Forks	
Modifications: none		Type: H-D	
Year: 1991		Extension: stock	
Shifting: 5-speed		Builder: owner	
Engine sprocket: belt		Special features: chromed	
Trans sprocket: belt		Wheels	
Wheel sprocket: belt		Front	Rear
Painting		Size: 16-inch	Size: 16-inch
Molding: Damon's Custom		Hub: chromed	Hub: chromed
Painter: Tom Prewitt		Rim width: 5-inch	Rim width: 5-inch
Color: red, white, and blue		Tire: Avon	Tire: Avon
Type: House of Kolor, acrylic		Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: goldleaf on tank			
Other special modifications: handmade braided stainless steel brake lines. Tank panel by Jackie Robbins, Leather Waves, Malibu, Calif. Thanks to Roger at XRV, Tom at Damon's, and David Garver.			





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, and women's 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.

TJ DelCarlo Huntington Beach, California

This is a story about one of those rare times when something good comes out of an awful situation. In March of 1990, TJ DelCarlo was taking a leisurely putt down Beach Boulevard in Huntington Beach, California. She was on her way home to get ready to go to an Aerosmith concert, but the kind of rock 'n' roll TJ wound up hearing that day was anything but entertaining.

Seems a cager made a last minute decision to turn right—from the middle lane of a three-lane highway. His unsafe turn caused TJ to skid 67 feet and end up front row center on his back bumper. She woke up in the hospital with a fractured hip.

TJ stayed in the hospital for a week, then hobbled around on crutches for another six. But going down didn't deter this lady. If anything, it got her even more anxious to get out in the beach breeze. In May, roughly two months after the accident, TJ was in H-D of Orange County, buying a brand-new FXSTC. It was on that trip to the dealership that she met Spin, a local painter. Spin was in the shop buying parts. He struck up a conversation with TJ, a friendship ensued, and not long after he introduced her to a fender concept he was working on. He had come up with a prototype for these nostalgic-looking fenders. The problem was he was too busy to do the work himself; he needed someone to make the fenders for him. Enter TJ. "I had just gotten laid-off at my job in the aerospace industry," says TJ. "I was gearing up to go to Sturgis when Spin said, 'Come work for me.'"

Spin showed her how to do it once, then put her to work. The rest she learned on her own. "I liked it immediately," she says. "I can't explain the rush I felt when I



Photos: Clark Crouse



TJ at work and in the saddle of her "New Breed" FXSTC.





completed my first set of fenders."

TJ still feels the rush and sense of accomplishment after she completes a job. The difference is that now the fruits of her hard work are hers alone. TJ bought the business from Spin last August.

Working out of a shop in Costa Mesa, TJ is a one-woman show of fiberglass fender finery. The molds she uses are taken from Indian fenders, though the rear fender has been modified slightly to fit a Harley. The result of her meticulous six-step process is a set of 1/4-inch thick, New Breed fenders. If you've been looking for something to give your Harley that classic, Indian look—the search is over. Call DelCarlo Enterprises: (714) 960-2802. She knows her stuff—and she's the only one doing it. —Two Step



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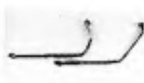
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Lynn Keppler, Cleveland, Ohio 1955 Harley-Davidson panhead

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The first scene opens up in the early '70s with Lynn's first husband giving her a '48 panhead to putt. Then tragedy strikes when her husband dies in a bike accident. The day of the funeral Lynn kicks over the '48 for him and takes it for a ride, deciding to remain in the wind, even if it means riding solo.

Now, remember, this is the '70s, a time when a woman riding a bike is not very well accepted, so Lynn takes her share of criticism and wisecracks; one guy even punches her. Then financial troubles hit and Lynn has to sell the panhead.

But wait, this story's not all sad. On a visit to Ohio, Lynn meets a handsome biker named Steve. A long-distance romance ensues until he goes to Arizona and brings her back to Ohio. They get married. Life is good. But it gets better. Steve picks up a '55 pan as a basketcase and builds Lynn this beautiful bike.

The last scene shows Steve and Lynn riding off into the sunset. Roll the credits . . . "This story is dedicated to my mom Jean," says Lynn. "Thanks to my brothers and sisters, family, and friends."

Two thumbs up.

—Two Step

General		Forks	
Fabrication by: Steve Keppler		Type: narrow glide	
Year and make: 1955 H-D		Builder: H-D	
Model: panhead		Special features: straight and shiny	
Chroming by: factory		Accessories	
Engine		Bars: pullbacks	
Year and model: '55 panhead		Lights: bright	
Rebuilder: Bob Cox		Gas tank: 3-1/2-gallon	
Displacement: 74-cubic-inch		Oil tank: horseshoe	
Transmission		Seat: soft	
Shifting: mousetrap		Other: floorboards	
Trans sprocket: round		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Finish		Size: 19-inch	Size: 16-inch, solid
Color and type: candy magenta		Tire: rubber	Tire: rubber
Special paint: silver metallic base		Brake: dual disc	Brake: disc
Frame		Other special modifications:	
Year and builder: 1955 H-D		Thanks to my husband Steve for tak-	
Type: rigid straightleg		ing the time to make this possible.	
		New mural by Al at Cycle Art	



Photos: Silvermoon



FEBRUARY *Fox Hunt* WINNER



Sweet Melissa, a humanized version of the classic Allman Brothers song of the same name, blew into L.A., inbetween our spring showers, sportin' a snow-white tan. The 24-year-old spends her time hangin' with her rockin' man, Bill, slingin' hash in a roadhouse truckstop, and dancin' in local clubs between Charleston, West Virginia, and Mercersburg, Pennsylvania.

Melissa went puttin' with us to a burger feed (only to have her helmet fly off and nearly choke her), saw the down-'n'-dirty side of Hollywood, and basically loved it all. She sure fired-up our candles when she torched-up her sparklers on Bill DeSantis' patriotic Evo (page 77).

—Raider Rider



My first ride was to the Keys. After that trip, I knew I had to have my own bike.

Kitten, Florida — #701



It's cold here in Germany. I'm dreaming of long rides in the summer sunshine.

Sylvia, Germany — #702



I've loved the excitement of riding ever since
my dad took me on my first putt.

Jojo, New York — #703



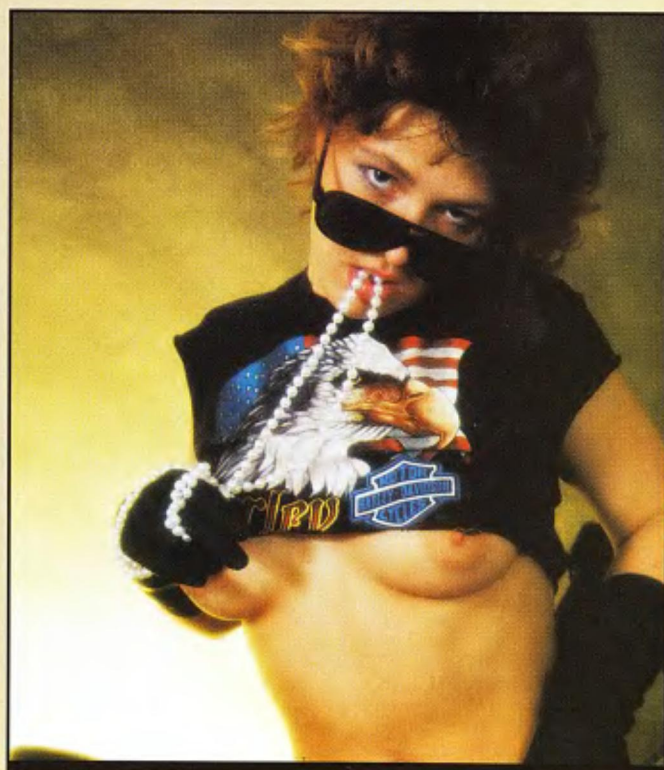
Riding through New England with the bros
has always been a one-of-a-kind thrill.

Christine, Massachusetts — #704



I got a tingling sensation between my legs, reached forward,
and grabbed a hard bulge on my "motorcycle man."

Jacque, Texas — #705



I loved the cold steel vibrating between my legs as
we rode down the open road.

Anita, Nebraska — #706

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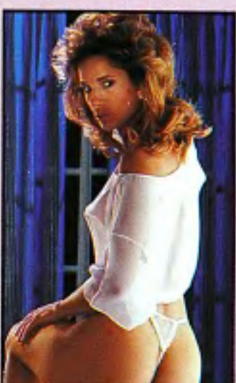
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□ SAVANNAH



□ TONISHA MILLS



□ NIKKI RANDALL

□ Brigitte Aime
□ FeFe Bardot
□ Susan Vegas
□ Dominique
□ Sabina
□ Sabrina
□ Leann Foxxx
□ Desiree Rxxx
□ Flame
□ Patricia Kennedy
□ Porsche Lynn
□ Santana
□ Satina
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□ Rhonda Leigh
□ LeLe
□ Brandy Alexander
□ Eva Allen
□ Tish Ambrose
□ Aja

□ Lauryl Canyon
□ Rachel Ashley
□ Aurora
□ Ebony Ayes
□ Lois Ayres
□ Regina Bardot
□ Suzi Bartlett
□ Stacey Bell
□ Busty Bell
□ Bianca
□ Bunny Bleu
□ Blondie Bee
□ Bridgette Blue
□ Erica Boyer
□ Cameo
□ Lauren Brice
□ Christy Canyon
□ Gina Carrera
□ Cassandra
□ Angela Baron

□ Chantel
□ Cicci
□ Cathy Colling
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□ Dae-Sha
□ Deju
□ Danielle
□ Barbara Dare
□ Buffy Davis
□ Dee Dee
□ Delilah
□ Blondie Doll
□ Krystal Dream
□ Christina Evol
□ Felina Fabre
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□ Talia Geneau
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□ Roxy Hart
□ Nina Hartley
□ Candace Heart
□ Isha
□ Jacqueline
□ Kimberly Kane
□ Sharon Kane
□ Kelsha
□ Lactalica
□ BeBe Le Badd
□ Candace Lee
□ Jeanna Lin
□ Tamara Lee
□ Charlotte Leigh
□ Janette Littlelove
□ Chantilly Lace
□ Stacey Lords
□ Heather Lere

□ Trinity Loren
□ Cara Lott
□ Kitty Luv
□ Amber Lynn
□ Shanna McCullough
□ Sharon Mitchell
□ Alicia Monet
□ Bridgette Monroe
□ Chessi Moore
□ Loni Morgan
□ Stacey Nichols
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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 sendin' in the photo; the cutie gets \$350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received 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).
2. The release form on this page signed and a photocopy of model's 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.

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

slides—no negatives (color slides are best). Sorry, **no photos 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 lady you like on a postcard or the back of a sealed envelope and mail it in to #229 *Easyriders* Fox Hunt,

Box 3000, Agoura Hills, CA 91301. For this issue, you can begin sending in votes starting June 1, 1992.

Like we say, it's easy. Just look the girls over and note the name and number of the lady who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The deadline for voting for this month's crop of cuties is June 30, 1992. We'll print the winner in the November 1992 issue.



Here she is, bros, the second monthly winner in our 14th Annual Fox Hunt, Natalee, #404, from Baltimore, Maryland. See more of her next issue.

FOX HUNT
Box 3000
Agoura Hills, CA 91301

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph 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.

229

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.

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.

Single-Handed

☐ I lost my right arm due to a puttin' mishap. How will I use a throttle and a front brake?
H. "Crash" Davis
Hines, Ill.

■ The throttle can be moved to the left side—like on Indians. Disc brakes can be tied together if you use a proportioning valve to control pressure balance from front to rear.

Contact: Wilwood Racing Products, 461 Calle San Pablo, Camarillo, CA 93010; (805) 388-1188. Adjustable Proportioning Valve, PN #260-2220.

Straightleg Frame

☐ I want to build a '55, '56, or '57 FL straightleg hardtail frame. Milwaukee won't give up the prints: Company Confidentiality. If anyone can help me with layman's prints or specs, I'd really appreciate it.

D. Larkin #N51675
Box 500
Hillsboro, IL 62049

■ Kennedys Custom Harleys builds reproduction stock rigids. Call: (714) 967-5883; or Paughco at (702) 246-5738.

Sidehack Plans

☐ I'd like to get a set of plans for a home-made sidehack to go on my '88 1200 Sporty.
Matt
New Prague, Minn.

■ Contact Doug Bingham at: Side Strider, Inc., 15838 Arminta St. Unit 25, Van Nuys, CA 91406, (818) 780-5542.

Top End Job

☐ I ride a 1985 XLS Roadster 1000. This spring

I paid for a new top end. The mechanic kept it two weeks longer to get stock rings from H-D, because it has Evo pistons. But H-D doesn't build a 1000cc Evo engine. I got nailed \$450 for the top end, and need to know if I got smoked.

Denny
Davenport, Iowa

■ The price is about right for a complete top end job. H-D didn't build a 1000cc Evo Sportster, but they did build an XR 1000 which has similar parts to an Evo Sport.

Single Downtube

☐ I need help locating a single downtube frame for a shovelhead. The Motor Shop used to make one. Are they still in business? Do they still make one?

Michael Winter
N. Charleston, S.C.

■ Try Denver's Choppers, (714) 381-2422. Or try Kennedys Custom Harley-Davidsons.

Out In The Boonies

☐ I want to restore a 1980 fat bob. I'm out in the boonies and don't know anybody in Cleveland or Pittsburgh. Who do I trust to bring it around to spic-and-span-show material?

Weber
Meadville, Pa.

■ Don't trust anyone who says, "Trust me."

Springer Fit

☐ I have a springer front end that's supposed to be from a 45 and a frame coming from Paughco for a pan. Will the springer fit? If not, what has to be done to make it fit?

Mike Fontes
Raymond, Maine

■ The model frame you are getting (how much rake or stretch) will determine if the front end will keep the engine off the ground. Paughco can help, but the 45 springer had a different stem diameter and needed to be replaced. Check with Ron Paugh, he may make replacement necks.

Movie Bike

☐ I fell in love with the bike in the movie *Harley-Davidson and the Marlboro Man*. I'd like to get some info on this bike. I would like to build something similar, crossed with Boy Rojas' 1960 Sportster, which was featured in the July '91 issue.

Donald "Cajun" Hite
San Diego, Calif.

■ The bike was built for Mickey Rourke by Bartels' H-D, Culver City, CA. It has an FXR frame, with an Evo engine, wide glide front end, and solid struts.

Belt Pulley Ratios

☐ I have a 1990 883 Sportster. How can I run a factory belt drive kit using taller gearing than the factory "stump pullin" final drive ratio. Is a smaller rear cog available or can the primary ratio be changed?

Art
APO, AE

■ For that year, belt drives were locked ratio-no options. But if the pulleys can be adjusted Phil Ross, at Super Max will know. Call him at (209) 782-8200.

Gearing Adjustments

☐ I want to find out about sprocket sizes and what should be matched with what. I put on a new chain this year, so I figured since I was popping for a new chain, I'd do it right and get new sprockets, too. I've been wanting a little more top-end speed out of the old Sporty and decided to go from a 21- to a 23-tooth trans sprocket. The guy at the shop also said that with the extra teeth on the sprocket, I'd have to go two extra links on the chain. I made the change and now it cruises at a little over 70 mph for the same rpms that I used to do at about 58. The only problem is, it suffers in the take offs.

Frank
San Ramon, Calif.

■ You can't have one without making the other suffer.

Worn Sprocket Spacer

☐ I have a 1985 Wide Glide with 100,000 miles on the engine. It still runs great. The problem is the tranny. When Harley went to belt drive I don't think the tranny was beefed up enough for the extra weight of the sprocket. Every 25,000 to 30,000 miles I have to tear it down to replace the sprocket spacer. Please tell me what it is so I can quit

busting my knuckles.

John Chandler
Kenai, Alaska

■ The worn sprocket spacer is the result of another problem. The usual cause is running the chain too tight. There can be other causes also: warped inner primary cases, which force the trans into a "dog tracking" position; or, a main drive gear needle bearing clearance being too tight, which causes the gear to screw itself in one direction or the other. Another cause can be pulley or sprocket run out, or high spots that cause the chain or belt to yank on parts at continuous intervals.

Slam It

□ I have a 1990 FL Tour Glide, but, due to my small stature, I need a lower ride. Please help me find a way to lower this model to a seat height of 26 inches.

Joe Phillips
North Wales, Pa.

■ The seat is the easiest and cheapest place to start. By using a denser foam (and less of it), the seat height can be lowered about 1-1/2 inches with no loss in comfort. Fork springs can also be shortened, but load capacity will suffer. Front forks can be lowered by shim-ming the rebound springs about 1 to 1-1/2

inches. This will increase fork stiffness and reduce travel somewhat, but it will keep the front fender from getting smashed if you had shorter fork tubes installed. The rear can only be lowered by installing shorter shocks. Lean angles in turns will also be reduced.

Softail Question

□ I have a 1990 FLSTC. I want to install a set of cast aluminum mags off a 1984 FLH. Are there any modifications that need to be made? Also, do they make a complete forward control kit for this bike? Are the front forks to this bike 2 inches longer than those on an FLH? I'd like to go 4 inches over stock to get the damn frame off the ground.

Frank Oliver
Saint John, New Brunswick

■ The wheel should fit with your stock spacers. The brake rotors and belt pulley may need to be shimmed. Harley-Davidson dealers, Nempco, CCI, etc., have shims. Forging by Frank (see Biker's Bulletin Board) can answer fork questions. Check out *Easysiders* #227 (May 1992) for rear shocks and lowering (and raising) kits.

Out of Mothballs

□ Will you run through all the steps necessary to put my Harley back on the road. It's

been garaged for over four years due to this unexpected vacation of mine. I'd hate for anything to go wrong. Your professional advice is greatly appreciated.

Jerry Joe Azevedo
Wasco, Calif.

■ 1. Before turning over the engine squirt about 1 oz. of engine oil into each cylinder, through the plug holes, and wait awhile.

2. Remove and clean the float bowl and dump all the old gas out of your tank. Make sure the tank isn't full of rust or other debris. Clean the petcock screen or filter.

3. Drain the oil tank, trans, and primary case (depending on year and model).

4. Check the clutch. After extended storage time, clutches won't release. A simple "take it apart and put it back together" is usually all that's necessary—maybe a little sandpaper on the steel plates if rust is evident.

5. Add oil (1 qt. less than required), gas, and a new battery. Don't install spark plugs yet.

6. Put the trans in gear and rock the engine to make sure it's not rust seized.

7. Figure out where the crankcase breather is and put a pan under it. Crank the engine for a few turns and install new plugs.

8. Start it up. ☺

Rear Hub-A-Bubba

An Old Idea—Sprung-Up With Space Age Engineering

By Bud Wiser

Back when the 1989 models were introduced, Harley blew a lot of minds by resurrecting the Springer. They took an idea from the past, applied modern technology, made some engineering improvements, and gave us a functional piece of equipment which is more than up to the rigors of today's requirements.

The really classic look begins and ends with a springer fork and a rigid frame. Trouble is, a rigid leaves a lot to be desired in the comfort department. Triumph had a great idea back in the early 1950s. They came up with a suspension package that was actually fully contained in the wheel hub. What they produced was a cushioned rigid frame.

About that same time telescopic forks and swinging arm suspensions were in vogue, which killed both the springer and the rigid frame on all but custom creations. At least for a few decades.

The Triumph sprung hub was a nightmare for the mechanic, and, in general, a poorly-designed piece. But some ended up at flat tracks. And some of the old Triumph spring hubs are still around, often turning up at swap meets. Unfortunately, they are grossly underdesigned for Harley horsepower and weight.

Custom Cycle Engineering (CCE), a company that has been around since 1968, has given birth to a totally new sprung hub. The concept was to soak up Harley horsepower. Other than that basic concept, it bears no resemblance to the old Triumph version. The new hub offers twice the compression travel and truly Space Age technology. Also, servicing the unit shouldn't be a problem.

Deep within the innards lurks a bearing carrier riding on a pair of tracks. The hard, anodized tracks

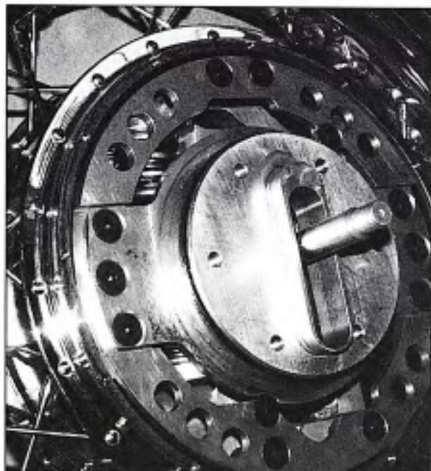
are curved to exactly follow the arc of the drive chain (or belt) as the suspension cycles up and down. In doing so, the chain (or belt) remains exactly as adjusted.

All other types of rear suspension alternately loosen and tighten the chain (or belt) as the suspension cycles up and down. The wheel hub rotates on huge, 7-inch-diameter ball bearings, which also reside within the sealed hub. Extensive use of computer equipment has produced a close-tolerance mechanism, which would have been all but impossible to mass produce, even a decade ago. The

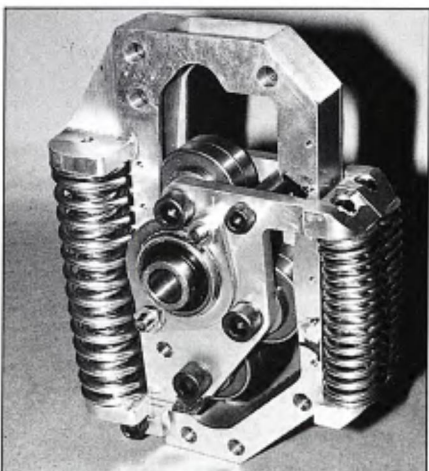
quality of work is attention grabbing.

Only American-produced, aircraft-grade materials have been used on this hub. Design credits go to Randy Smith, CCE founder, former aerospace engineer, and Harley-Davidson freak.

The hub is available for use with either a belt pulley, or a chain-drive sprocket. Axles and spacers are available for stock and aftermarket frames, or special order components can be delivered on request. Mounting adapters are included for a Performance Machine, 13-inch floating brake rotor.



A peek inside reveals billet machine work. The slot surrounding the axle limits the travel to 3 inches.



A spring mechanism is in the hub. Large springs dampen compression while smaller ones handle the rebound.

THAT WORLD FAMOUS WINDBAG...

NICK THE DICK!

IN... **FAT BOY!** BY JONTOWNE (BIG DICK!)

BOY, I'VE REALLY PUT IT ON THIS WINTER. WHAT A DRAG!



I'LL START WORKING OUT NEXT WEEK! YEAH, THAT'S IT!



PIZZA MAN... HELLO?



AS NICK FALLS INTO A DEEP SLEEP... THE FAIRY OF FAT, RICHARD SIMMONS, COMES TO PUT A HORRIBLE SPELL OF POUNDAGE ON NICK'S DREAMS!



SEEEZ, I FEEL LIKE I'VE BEEN SLEEPING FOR... HEY, WHAT THE HELL IS THIS? I'M A FRICKIN' BLIMP! I CAN'T EVEN SEE MY DICK!



OH, SHIT! I CAN'T GET THROUGH THE DOOR... HOW AM I GONNA GET OUT TO MY BIKE, SO I CAN GET DONUTS?



AW, FUCK, I'M STARTING TO FLOAT! HELP, SOMEBODY HELP MEEEE... WHO IS IT?



IT IS ARNOLD... I VIL HELP YOU!

KNOCK KNOCK

NICHOLAS, YOU LOOK LIKE A BIG HORSE'S ASS! VEE VIL HAVE TO FIX YOU SO YOU VON'T LOOK LIKE A FAT GIRLY-MAN! I'M VERY DISAPPOINTED IN YOU FOR GETTING SO FLABBY!



ARNOLD, HELP ME!

FIRST, VEE MUST GET YOU DOWN FROM THE CEILING. THEN, AFTER I SCRAPE YOU UP, YOU VIL LIFT WEIGHTS! NOW HOLD STILL, NICKY!



NO, ARNOLD, DON'T, I'LL EXPLODE... NO, ARNOLD!

THREE HOURS LATER!



WHAT THE HELL ARE YOU DOIN'? YA SICK FUCK!

WELL ISN'T IT OBVIOUS? I'M PLUMPING IRON... HAVEN'T YA EVER HEARD OF IT BEFORE?

HUMP HUMP HUMP

END!
-BOY TIME



SHIT!

POP

ZIP



OUR HERO SNAPS OUT OF IT!
NO FUCKIN' WAY, MAN, I'M NOT GOING TO BE A FAT TURD!

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Joe Cain Day By Rip

In last month's issue I left off by saying that Daytona Bike Week was "just around the corner." But first, I hung around Mobile, Alabama, long enough to do Joe Cain Day. No, that's not cocaine day, it's *Joe Cain Day*. "Just who the hell is Joe Cain?" you may ask.

Well, Let me tell ya.

According to research provided by Sara Loveland, Mobile, Alabama, had the first Mardi Gras celebration—not New Orleans—in 1704. Mobile called its carnival Boef Gras (Fat Beef). Mobile's Boeuf Gras Society was disbanded in

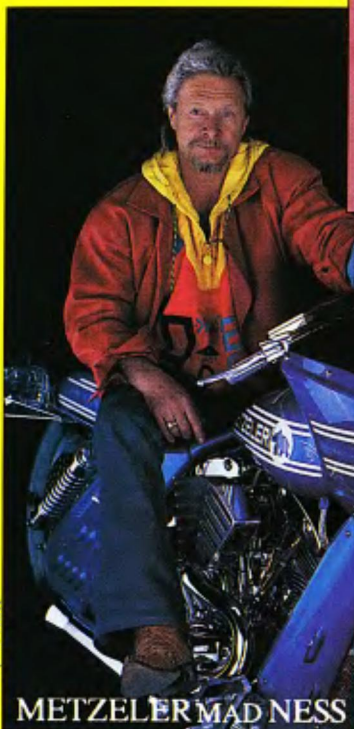
1861, which brings us to the story of Joe Cain. Joe Cain was born in Mobile in 1832. As a young man, he organized the Tea Drinker's Society, where members pledged to "never drink anything as weak as tea" and held regular meetings until the outbreak of the Civil War in 1861. A



Head 'em up, move 'em out.

Photos: Rip

WE INNOVATE, NEVER IMITATE

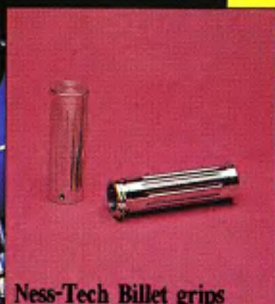


Barry Chall

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Suckin' 'em down on the sidewalk.



Lizette gets sandwiched at the Crane Cam luncheon.

year after the war ended, with Mobile in total despair, Joe Cain, a confederate veteran, decided it was time to bring the Mardi Gras back to Mobile.

Incidentally, Mardi Gras means Shrove Tuesday, or Fat Tuesday. It's the last day many Catholics party until after Easter Sunday. They may also choose to give up some vice such as smoking or drinking. This 40-day period, between Ash Wednesday and Easter, is observed as a season of fasting and penitence and is called Lent. There are your history and religion lessons for the month.

Anyway, in the late '60s, many Mobileans started partying around Joe Cain's tombstone in the Church Street Graveyard. That tradition continued until the crowd got too large. In 1979, the party was moved from the cemetery to Bienville Square, the heart of downtown Mobile. The city fathers told the bikers that if they'd quit partying in the cemetery and meet at the Shoney's Restaurant parking lot in Tillmans Corner, Alabama, they would receive a police escort downtown to see the parade. So they did and it worked out great.

For the bikers, this was the eighth annual ride and party. On March 1, somewhere in the neighborhood of 162 bikers, including this California tramp,



Yeah, give those baby's some air.



Oh, no, don't drop the blonde.

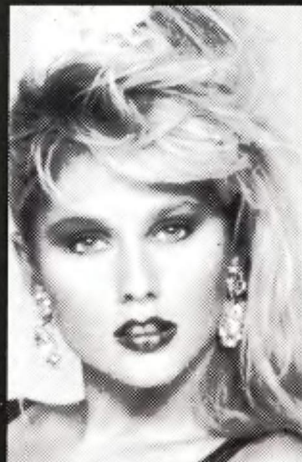
rode to downtown Mobile. The motor cops took us near Government and Jackson streets. We waited on Government Street till around noon, when the churchgoers on Jackson left their church. Then they let us park our bikes on both sides of Jackson Street. The parade didn't start until 3 p.m., and by that time many of us were tuned up—if you get my drift. There were small booths along the parade route selling food and beverages, and, of course, many of the bros brought along their own favorite libations.

Although we had the whole street to ourselves, I didn't see anyone getting out of hand. We partied—but we maintained. Everyone held their mud, patch-holders and independent riders alike.

Before the parade, the bros at Jim's Cycle Shop, located at 1640 Varner Dr., Suite C, in Mobile, were busy getting riders ready for Daytona, including a rider from Arkansas who they got fixed up and on the road the night before the parade. The problem turned out to be minor—his coil cover had been shorting out the coil—but it took some looking before Joe, the head wrench, solved the problem. Ya know, sometimes tracing down a simple thing like that can be tricky—particularly when you've got a lot of cooks in the kitchen (including me). But after→

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Hangin' out on the corner.



Comparing their beads.



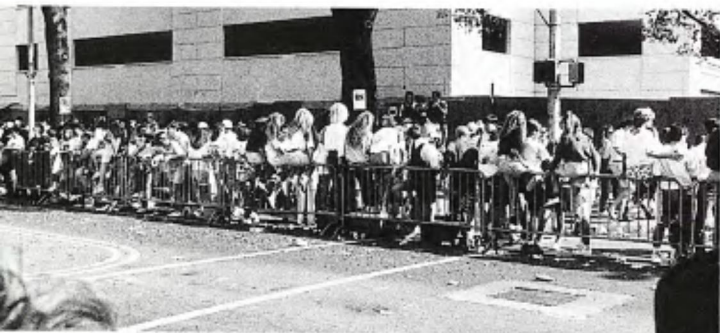
Yeah, he's havin' a good time at Joe Cain Day.



Who dat der?



Now, there's a nice lid.



Letting it all hang out on the parade route.



Street vendor in Mobile.

solving the Arkansas bro's problem, everything, and everyone, was put on the back burner until after the party.

En route to the parade, one rider went down. He showed up later that evening at Jim's Cycle Shop, where the after-parade party was held, with one hand in a cast and the other one wrapped up. Yeah, it was rough on him, but being a typical biker, he parried on. Way to go, bro, hang in there.

During the parade, people riding on the floats threw beads, plastic cups, Super Balls, small toys, and all kinds of geegaws to the folks on the sidewalks. There were some drop-dead gorgeous women riding on those floats. The object seemed to be collecting as much loot as possible. It was great fun. At times they would throw down big bags full of goodies. I got hit several times

while taking pictures of the floats.

Afterwards, at the party at Jim's, there was live music provided by Speed Limit, a group mentioned in last month's column (#228). Jim's wife, April, and her daughter/helper, Sara, took care of the food department for everyone. They served hot dogs, meatball sandwiches, popcorn, and soft drinks. Meanwhile, Jim stayed on the taps, dispensing cold brew. His wrench, Joe, took the day off. While partyin' at the shop, his big line was that he was "in charge of public relations." All in all, it was very casual. The Man had his hands full with the traffic situation downtown, so nobody got hit with a speeding ticket or a DWI during the day. How about that?

The party lasted till about 10 p.m. After the doors closed, we settled down

to feast on some killer steaks provided by Hal and Johnnie Metzger. They measured about 3-inches thick and tasted mighty fine.

The next day, Monday, I rested up, worked on my column, and then packed my gear for the trip to Daytona. The ride back to Florida was uneventful, the weather was warm and dry all the way south—just the way ya want it.

After reaching my Daytona destination late Tuesday afternoon, life quickly became a blur.

On Thursday I went to the all-Harley drags in Orlando, got in a visit with the guys at Crane Cams, and went to the nearby American Motorcycle Institute (AMI) to check out the dudes who had their putts in the AMI shoot-out, a contest held to see who could make



Checking out Crane Cam's product info in Daytona Beach.



The Joe Cain parade leader.

the most horsepower. There'll be more detailed coverage of these Daytona events in the upcoming September issue of *In The Wind* (#53).

I also got a chance to drop by Miller's Custom Parts (1863 S. Ridgewood) in Daytona. While there, I checked out some Mustang saddles that are custom-made for Harleys. They were good quality seats, with many models to choose from.

Like I said earlier, Bike Week was kind of a blur. Those of you who made it know what I mean. For the most part, the weather was perfect. It rained in Daytona Beach the morning of the drag race, but the farther south I rode that Thursday, the lighter the precipitation got. I'm not gonna dwell on the drag races, though, 'cause, like I said, we'll be doing an in-depth feature in →

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Mustang seat folks in Miller's parking lot, Daytona.

our next *Wind* rag.

Hey, I do remember going out to the swap meet at the Volusia County Fairgrounds to visit with Arthur "Moon" Mullins, a former roadie for the Marshall Tucker band. These days he runs a small bike shop in Moore, South Carolina. It's called Moonlite Cycles. Moon raced his 1949 Class C WR racer, along with 35 other riders, in the Antique Race at the Daytona International Speedway. He finished 13th. That's better than his first time, when he came in last. Maybe he'll do even better next year. Moon went up against the 1950s-era OHV iron from England. It was his fifth time on the historic Daytona track.

Thursday night, after the all-Harley drag races in Orlando, I had the privilege of going backstage at the Ocean Center convention hall back in Daytona to meet country-western singer Travis Tritt. His hit song, "Here's A Quarter, Call Someone Who Cares," got the women in the audience stirring around in their seats. Many of the girls threw quarters on the stage. Travis owns and rides two Harleys. Before he came on, we

heard T. Graham Brown, one of my favorites. He's also been riding Harleys for a few years.

Did I tell you I got an autographed picture of this year's Miss Crane Cam Lisa Hansen? She's a real keeper, and she rides a shovelhead Low Rider. I took her picture on one of the Arlen Ness putts, which was handy. Arlen was also at Crane's signing autographs for his many fans.

Well, that about does it for this issue. I appreciate all the mail I'm getting. Keep it coming. I'm looking for neat biker hangouts. I'm not looking for correspondence because I'm lonely or have nothing better to do—Homey don't play that. I'm trying to find prime places where bike riders go. You know, biker bars, bike shops, bike museums, hillclimbs, Harley drags, and just about any neat place that you dig and like to visit. Now that the Bro's Club is off and running, we especially need info to update our members and readership.

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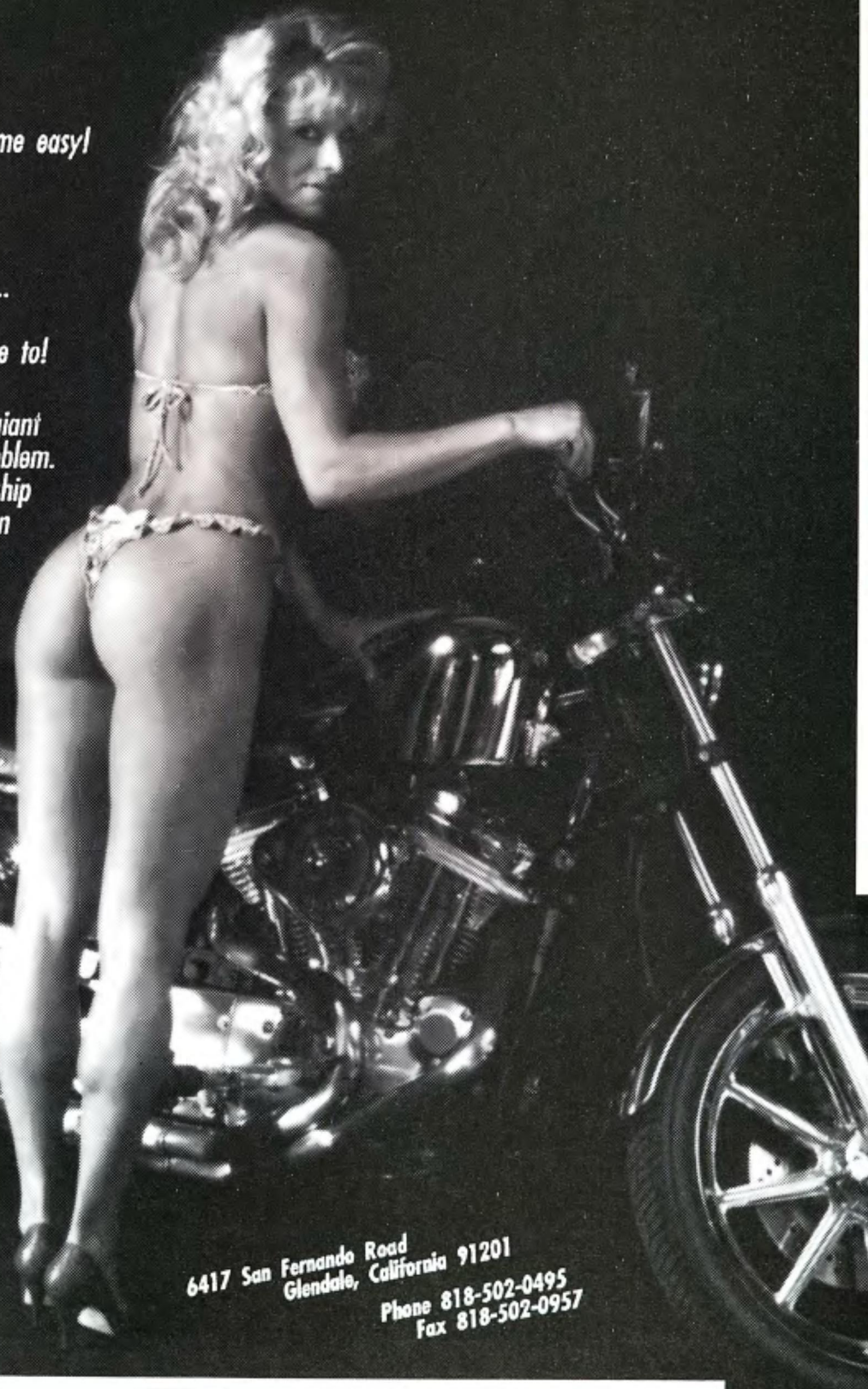
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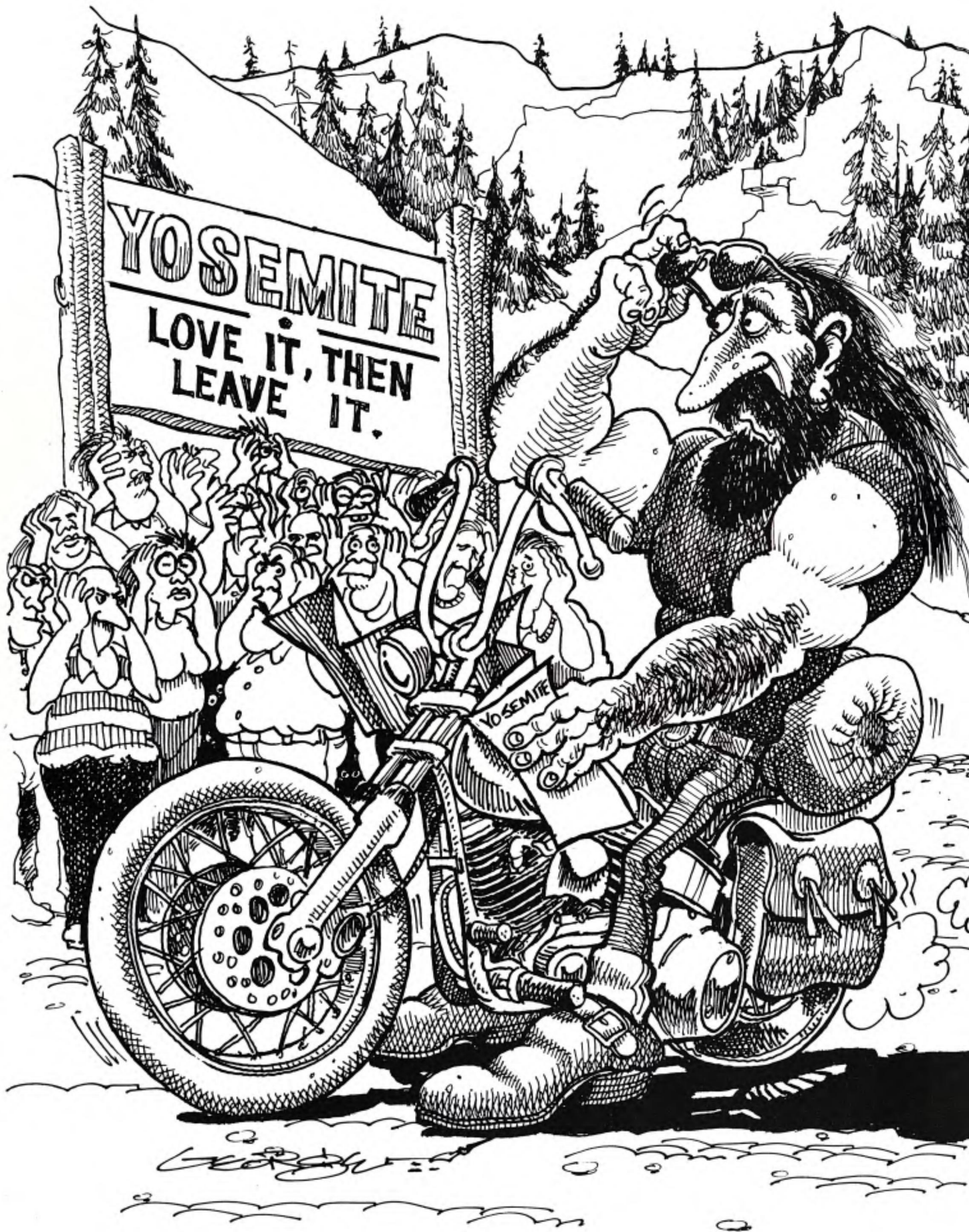
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A BIKE RIDE INTO

HELL

By J.J. Solari

I'll never forget my first sight of it. It was literally the light at the end of the tunnel. A damn long tunnel, too. When you first entered it you couldn't see the light at the end of it. But then eventually it appeared. And then got bigger. And then at last when you emerged from it it hit you smack dab in the face like a cold beer from an insulted chick.

It was scenic. It was famous. It was Yosemite.

It was the Land That Time Forgot. I kind of envied Time. I'm sure I'd remember the place for fucking ever.

No sooner was I out of the tunnel, I screeched to a stop to look at the sight; a whole family of ugly tourists was rolling around on the ground. They had their hands to their ears.

Suddenly fat Papa jumped up, eventually to be followed by his stomach.

He pulled his pancake hands from his ears.

"You son of a bitch! Why don't you buy a muffler for that goddamn motorcycle!"

I figured he was insane so I didn't say anything.

I looked past him and saw two dozen other people down on the ground, their faces turned toward me like squirrels, their hands over their ears. One was yelling in French, one was yelling in German, and 23 were yelling in Japanese.

I was in WW II: I'd already killed lots of Germans and Japanese.

I made for the Frenchman.

A pancake hand grabbed my coat and turned me around to face him.

"You stupid doddering geezer!" he shouted.

The stupid doddering geezer took a step back, lifted one foot, placed it flat against the man's globe-shaped stomach, and pushed him into a backward run, his arms turning like contradictory propellers.

Then he fell over the little wall and was gone.

His two large ugly sons ran after him. "Pa-pa! Pa-pa!" His blimp wife shambled along in position # 3. "Orville! Orville!"

I looked over. Orville had rolled to a stop against a tree. It would take a crane to lift him.

The tall blond German SS type came over to me and set his blue eyes into my gaze with great violence.

"I would think that a man of your

You don't know what lesbians do to me. And it ain't erotic.

"It'd be easier for the park to pad that tunnel than for me to silence that Harley."

"Are you arguing with me?"

"I never argue with a woman."

"I'm not a woman. I'm a park ranger."

"Okay. You've convinced me on both counts. Are you going to cite me or something?"

"What do you mean 'on both counts'?"

Things were not going well during my first few moments in Yosemite

maturity would have more consideration for the ears of others and the solitudes of Nature," he announced.

A somewhat different approach from Fatso's.

"Maybe you're right; you tell me what the hell you're talking about and I'll decide."

"That huge Goliath motorcycle you're riding with the unbaffled engine had its sound magnified a hundred times in the tunnel and then poured into this parking area like a gunnery range in full fire."

"What do you expect; my nickname for her is 'Panzer'," I said, grinning.

The Kraut looked at me for a minute and nodded his head. Then he said, "Well you know, the panther is also known for its stealth and silence."

"I'll think that over," I said. "Meanwhile, I apologized for the noise. But what the hell do they want people to do, *walk* through that tunnel?"

A lesbian park ranger with a body far in excess of her uniform walked up and said, "Maybe you could baffle that motorcycle."

"Am I free to continue into the park?"

"I guess I can't stop you. What do you mean 'on both counts'?"

"How many counts have you charged against me?"

"What?"

"How many counts have you . . ."

"Oh . . ." she said, exasperated, "just go away."

They may have men's bodies but they still have women's brains.

Things were not going well during my first few moments in Yosemite. This was to turn out to be the good part. Yosemite Valley is a public shrine a mile wide and 7 miles long. Contained within its tiny borders are half a dozen waterfalls—one of which is among the highest in the northern hemisphere—surrounded by the hugest chunks of granite on the planet, some of it in a monolith that goes almost 4,000 feet straight up, and the rest of it in the heads of the people who come here. There are meadows you can't walk in, a hotel you can't afford, park employees who look worse off than the animals, bears—whose rights are consid- →

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HELL

ered way more sacred than your own, a hostile battalion of government employees; a propaganda factory churning out oppressive endless blather about Yosemite being a divine entity we should worship, endless reminders

sound of *air raid sirens!* By the time the noise had gone across the valley a few times and bounced off the granite awhile, it had multiplied itself into something that sounded like the scream of a dinosaur heard by someone standing on its tongue.

"What the hell is that!" I yelled, looking around frantically.

"They're testing the sirens," somebody said.

I rode along cautiously, feeling like I was entering some sort of den for the insane

on everything printed about how you should spend the duration of your vacation with your trash to make sure you have it sorted properly, and an army of tax paid freeloaders who hate tourists.

Of course, I didn't know this at the time. These lessons came in sequence and with the force of bludgeons.

Leaving the turnout at the tunnel, I rode to the valley floor, looking over at El Capitan across the valley on my left and approaching shrine # 1, Bridalveil Falls, on my right.

I pulled into the parking lot and turned off the bike. One of the members of a large herd of down-jacketed jackasses said, "We don't like Harleys in here. They're too damn loud."

"I don't like you in here for the same reason," I said.

"We have a right to be here! We're Americans! You're just some dilapidated hippy bum!"

I sat on my bike and looked at him deep in thought. He was wrong, of course; hippies don't explode into insane violence and beat people's faces in while cursing their offspring for the next thousand years to death-by-violence and eternity-in-hell.

"No, you're wrong. I have a good job with an insurance firm," I said.

A lie of course. I can't even get a policy with an insurance firm, much less a job.

"Oh. Well," he said, "you really can hear that bike all over the valley."

It's a sound that should have brought the good people here reassurance I would have thought. I know I always look up in hopeful anticipation when I hear it.

Maybe you should wear earplugs, I thought to myself, lookin' at him. I was about to mention it when suddenly, hitting my head from all sides, was the

"How do you know it's a test?" I shouted, getting on my bike and trying to start it. Good fucking luck. It never starts when my life is at stake.

"It's always a test," some little girl said. "And even if it isn't, nobody ever tells you what you're supposed to do."

I stopped jumping up and down like a lunatic on the bike and cautiously sat on the seat and looked around and watched the trees vibrate from the noise.

And they said my bike was disturbing?

Everybody meandered off to look at the falls while I sat on my bike mopping my brow with my hat and listening to my heart pound. Maybe they ought to put acoustic panels in the whole fucking canyon, not just the tunnel I thought to myself, gasping wheezingly.

I got back on my bike when I thought I was recovered enough to balance the thing and continued on into the belly of the place. I hoped to hell the sirens wouldn't come on again while I was riding, I probably would've swerved right into a tree.

I rode along cautiously, feeling like I was entering some sort of den for the insane. I don't know exactly why I felt that way, the place just seemed to have some sort of demon spirit hanging over it. Maybe it was the peyote I was smokin'. Oh, well. Fuck it. Couldn't be worse than Boron.

It was hard to believe that the trees, which five minutes back matted the whole valley like a small thin carpet, were now towering over my head with wide spaces in between. Nothing made sense in here, not even the sights.

In another five minutes I came to the main tourist quarters; civilized-like structures on one side, Daniel Boone-like closet spaces on the other. The closet spaces were a lot cheaper. I took a closet space even though I found out

that a mile farther on there were even cheaper lodgings; wooden floors surrounded by canvas walls and canvas roofs; where the sun never shone, and in winter sent Eskimos fleeing for warmer shelter. I didn't stay there, though. I was miserable enough where I was.

The guy at the desk gave me a cabin key and a map.

I walked across the street and stood at the entrance to the Cabin Maze. It took me two hours to find a cabin that was only 100 yards from where I started. I would have asked for help but everybody else was too lost in concentration looking at their own maps and up at the position of the sun and setting up sextants.

"I am in hell," I said to myself.

That night I laid in a cold room that had a burnt out light bulb, wondering why the heater was blowing out cold air and listening to a raccoon tear off the shingles on the roof to try and dig his way through the timbers to get at my throat far below. I don't know if that was really his goal, but whatever his goal was he made more noise than a busload of drunken hockey players pursuing it.

The next morning found me sleepy and hostile. There wasn't much I could do about the sleepiness. There was no reason to carry the hostility around all day, though; as a result, the bear who was pulling my bike sideways across the parking lot by the saddlebags in his teeth found himself getting whacked in the head with a 3-inch width of pipe that was being slammed into his skull like a rifle butt. Seeing him gallop away, huffing and hacking and shaking his face about like it was full of porcupine quills, I'm sure it was something he'd remember a lot longer than a pleasant tranquilizing gun and a free ride out of the park. He was on his way out of the park already, and not at the →



"I'm slapping you with a summons, lady. This kid doesn't have a helmet."

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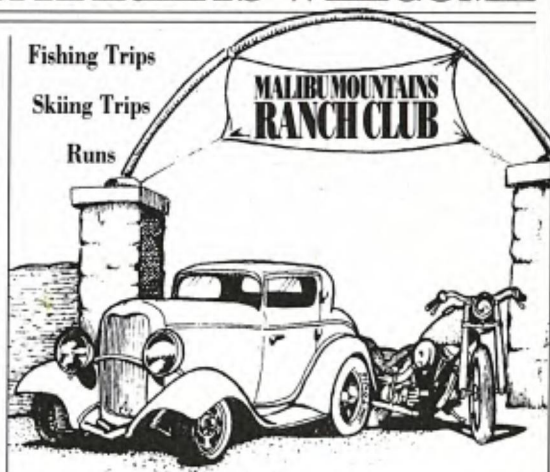
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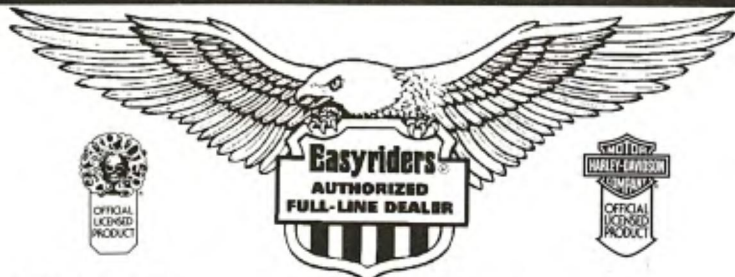


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HELL

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Three rangers piled out of a Jeep.

They ran up to me and stopped and stared at the distant trees moving one by one in a straight line out of the park as the bear punished each for being in his escaping way.

"We didn't see everything that happened but you're lucky you're all right," one said.

"First instance I've ever seen of a Black Bear attacking a human. Though I've heard of some," another said.

"He didn't attack me," I said. "I attacked him," going over and examining my jumbled bike.

The jail in Yosemite isn't big, but it is filthy.

I had plenty of visitors, none of whom I knew. They filed past in endless lines just to look at me. I guess I had been included suddenly in the park itinerary of things to see. It seems the whole of Merced County had heard what I'd done to the poor bear.

"What we do is tranquilize them and haul them out of the park," a park lesbian explained to me, when she pushed me inside and closed the bars.

"Yeah, well, I tranquilized him and he hauled himself out of the park," I said. "I should be on the park payroll, not the park shitlist."

After about two days, during which I did absolutely nothing, they let me out.

"Behave yourself," a park lesbian said.

Don't fuck any pussy I wouldn't fuck, I thought to her mentally. Even though I'm sure there's a lot of pussy she would've fucked that I wouldn't have fucked.

I asked a different park lesbian where my bike was. She said it was in back, locked up. She said if I had any→



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P.J. (Pamela Jean) in Dago. Remember Boss, Dirty Boy, T.C. etc. Important news. Call T.C. (614) 870-1231.

A MAN IS NOT A MAN UNTIL HE KISSES THE LIPS THAT DON'T SPEAK T-shirts, Hanes, black, 100% cotton. S-XXL; \$12.99 + \$1 postage. Send to Ben Correggio, Box 931401, Los Angeles, CA 90093.

LIFE, LIBERTY AND THE PURSUIT OF PUSSY T-shirt, Hanes, black, 100% cotton, S-XXL; \$12.95 + \$1 postage. Ben Correggio, Box 931401, Los Angeles, CA 90093.

BADDEST TATTOO DESIGNS on Earth! SASE for free sample sheet and information. Design Masters Tattoos, Box 785, Wichita Falls, TX 76307.

COMING TO STURGIS RALLY 1992? NEED A PLACE TO STAY? GLENCOE CAMP RESORT can rent you a travel trailer connected to all utilities with kitchen, shower and toilet facilities in each unit. Located 2 miles east of Sturgis on Highway 34. Call (605) 347-3920 for information.

IN MEMORY OF BILL GAUKEL: Who rode hard and died free. Miss ya always. Tim, Watertown, SD.

D.O.T. STICKERS FOR YOUR CUSTOM HELMET 2 FOR \$3. SEND SASE TO HAYDEN HAMILTON, 15870 ROYAL HAVEN PL., SHERMAN OAKS, CA 91403.

Easyriders Collection: 75 issues plus 6 *Biker*. Cherry condition. Best offer. Michael Hamilton, Box C-58200, Tamal, CA 94974.

GULF VETS M/C: For info write Joseph Brown, Box 142, Bridgeport, OH 43912.

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

Handcrafted here in the Black Hills! Heavy-duty leather tool bags, saddlebags and more. Custom tooled/carved designs also available. For more information, write: R.P. Kimmel, 1324 Shephard St., Dept. ER, Sturgis, SD 57785-1820.

LITTLE LOR-LOR: Thanks for my new outfit. I found something you would pick out and bought it from you. On your birthday you do the same for yourself. Feels good. Love and Kisses, Mom and Daddoo.

DEEP DESIRE for you. I'm Lace. My sexy poster is Daytona's Official Collectable, Luscious blonde. **SATISFACTION.** Any personal message from me: \$10. Lace c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301. Make checks/M.O. payable to Lace.

BEAUTIFUL LATIN WOMEN: Seek Friendship, Romance, Love. For photos & complete address: \$10 to Latinas, Box 39251, Downey, CA 90239.

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

REWARD! \$100 for info leading to return of 1980 Harley-Davidson motorcycle, VIN# 9G29908J0. Leave message at (619) 588-0233.

SEX MAGAZINES: Catalog, send \$1. M. SALES, 1800 Market St., #247-E, San Francisco, CA 94102.

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

BEER, Freedom of choice. Freedom from sin or sales tax. Send \$2 for catalog (refundable). Morrison Homebrewing Supply, 401 So. Locust St., #202C, Denton, TX 76201.

MOTORCYCLE STAMPS: FIRST DAY OF ISSUE motorcycle stamp covers and motorcycle postage stamps. A must for motorcycle memorabilia collectors. Send SASE plus \$1 for photocopy of available items and a nice collectable sample. Motorcycle Postage Stamps, c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301.

New Club: HOMIE DIRTS MC. Patch: Confederate flag with two guns crossing. Glendale, AZ, objections? Rider c/o *Easyriders*, Box 3000, Agoura Hills, CA 91301.

PRISON SUBS: Locked-down bros and sisters, subscribe to *Easyriders* or *V-Twin* for only \$17.50 a year (U.S. funds only, please). Also subscribe to *American Rodder* and *Tattoo*; \$15 a year each title, *Biker*, *In The Wind* for only \$8 a year, each title. Mail to: Paisano Publications, Inc., Box 578, Mt. Morris, IL 61054. Allow 6-8 weeks for delivery of first issue.

RAISED SKIRT VIDEOS! Brochure only \$2. Procorer, Box 1385, Greenville, NC 27835-1385.

CLEAN AND SOBER BIKERS: Now there is one place to go to list your events and find out about the events of other Sober Clubs. Write Lusty, 913 Park St., St. Joseph, MI 49085 or call (616) 983-2734. Subscription, \$10 per year.

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

NEW CLUB: Southern Patriots MC Rockers are gray, black with gold letters. Bottom rocker, Sugar Tit, SC. Patch is American Eagle head, American and Rebel flags. Comments or objections contact S.P.M.C., Box 231, Reidville, SC 29375.

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

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

SPORTYS (The) National Association of Sportster Enthusiasts. Join for \$19. Newsletter, classified ads, parts location and more. For more info, send TWO first class stamps to SPORTYS, 594 Summer St., East Bridgewater, MA 02333 or call (508) 378-4202.

Enchilada Recipe: Old California family secret. Almost better than sex! Send \$3 and SASE to Jhonna, Box 285, North Highlands, CA 95660.

NEW CLUB: "Bridge To Faith MC". front of tire with wings either side. Stitching red, background black. Mail comments to 1859 Friendship Pike, Campbellsville, KY 42718.

CALIFORNIA NUDE BEACHES. 1-15, Nudist Beauty Contest, 1-12, 2 hrs. \$35 each. \$1 catalog. (310) 519-8840. T & A Video, 904 Silverspur Rd., #414-ER, Rolling Hills Estates, CA 90274.

THANKS VIETNAM VETS black T-shirt and bumper sticker; \$12 for both. Bumper sticker alone; \$2. Both with war illustrations. State T-shirt size, postage paid. \$1 extra for XXL, \$2 extra for XXXL shirts. For more info send SASE. Recognition to those who served, fought or died in Vietnam. Printed by Vietnam Vets. Timothy Monson Co., Box 20151, Minneapolis, MN 55420.

Removable bumper sticker reads: **BE AMERICAN BUY AMERICAN.** Send \$3 and SASE to USA2, 907 River Rd., #82, Eugene, OR 97404.

Eddy Perfumo: Call your old friend Mike Fletcher, (215) 295-5077, daytime.

"Skin To Win" VHS video (nudity): \$30. VIDEO VANNER, Box 7684, Madison, WI 53707-7684.

VIETNAM HARLEY-DAVIDSON RUN. Hanoi to Saigon, October 1992. Champagne, phone/fax (707) 923-4147.

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

To all that ran in the DD run, Sunday, February 9, 1992: It was great!! Thanks for remembering every year. Down in East Unit, Joab.

"FRIENDS DON'T LET FRIENDS RIDE RICE-BURNERS", T-shirt; \$11.99 (postage paid)! Norton, Triumph parts catalog; \$1. **XANDERS BRITBIKES**, 1280 Stringtown, Grovecity, OH 43123-9743, (614) 871-9001.

All videos are created equal. NOT! Mix sweat, oil, cookies, cream and a sexy half-naked blonde for the latest in amateur video. Only \$29.95. Free shipping. Sample photos; \$5. XTC2, Hwy. C30, Box 35A, Caldwell, WV 24825-9706.

Nude, glamour. Samples, brochure; \$2. Amber, Box 471498E, Tulsa, OK 74147.

New tattoo for '92 Fight Pain & Infection with our Painkiller & Preserve your colors. Send \$2 with SASE for info & sample. Tattoo Defense Products, Box 4102, Dept. ERM, San Clemente, CA 92674-4102.

RETRACTION: **LOST BREED NOMAD** prison club placed an ad in this section in the April 1992 issue #226, asking people to contact Sonny Joe Robinson at 61108 CR #17, Lot #214, Goshen, IN 46526. This address is wrong and doesn't belong to Sonny Joe Robinson and is in no way associated with the **LOST BREED NOMAD** Club or with Justin "Tazz" Miniard #880645 in the Pendleton, IN, Dept. of Corrections who placed the ad. We printed this ad in good faith, but we were wrong. Please do not contact the residents of 61108 CR #17, Lot #214, Goshen, IN 46526. We are currently investigating how this address was obtained. Thank you for your cooperation, the staff of *Easyriders*.

HELL

complaints I could go right back into my cell.

"How the hell am I supposed to get around? Walk?"

And she said, "We have free shuttle buses that arrive every 10 minutes and stop at all the tourist points of interest within the valley and all departure points for trail hikes. All visitors to the park are encouraged to park their cars and use the buses to ease congestion and pollution."

The bus may have eased congestion on the road, but inside it was packed to the stinking rafters. And thick black smoke was spewing out of it like a coal-burning train. It did everything but blow a whistle and go chug-chug. Inside the bus it was even healthier than inside the smoke-stack. Only park employees living on the dregs of existence used the shuttle. The tourists were too fearful of disease. And usually the poor dumb bastard park employee who was getting on was hauling behind him a huge clattering trashbag stretched to bursting with aluminum cans. I hoped it was them getting the

proceeds; they looked like they could use the dough. Fortunately for them, the cans had already been diligently presorted by the people who bought them in the first place, as the million signs around there insisted that they do. There were more signs of edict,

below, and joyfully forgotten.

The stores were awash in rock-climbing books, and I could see why. I was ready to buy some ropes and a chalk bag myself, just to break up the monotony.

I was too sore to climb, though.

Falling 4,000 feet and being splattered into paste onto a boulder was a small price to pay

proclamation and decree in Yosemite than there are in a Korean-owned automatic laundry. It was no wonder that everywhere you looked on the granite cliffs, moving up the sides like tiny ants lost in the vastness of vertical walls, hundreds of climbers recklessly inched ever upward, heedless of danger and enthusiastic to reach the top. It wasn't because they were foolish daredevils. They had simply gone crazy and had to get the hell out of there. Falling 4,000 feet and being splattered into paste onto a boulder was a small price to pay considering what lay at the top for those who succeeded; the real world, with Yosemite Valley far behind and

That bear must have given me one good whack before he ran off because I ached down my whole left side, from my shoulder to my ankle, so I spent my two days walking about Yosemite Valley, looking at the many homes where the tourist could not tread near; homes looking far superior to any of the peon tourist quarters. For these were the homes in which the park employees lived, for all their rag-tag appearance; in dwellings far warmer and cosier than anything provided for the dumb tourists, who not only could not approach the places, but who were paying the rent, whether they visited the park or not, of the

EASYRIDERS TRUCK TOUR SCHEDULE

'92 RODEO SEASON CONTINUES WITH:

JUNE 12, 13, 14— EASYRIDERS RODEO—LADSON, SOUTH CAROLINA EXCHANGE PARK

(I-26 to exit 203 to Hwy. 78)

Rodeo, trade show, ride-in bike show, live music, food and beverages on sale, trophy girl contest and camping. **THE EASYRIDERS TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRTS!**

JUNE 19, 20, 21— EASYRIDERS RODEO—PECATONICA, ILLINOIS WINNEBAGO COUNTY FAIRGROUNDS

(Between Rockford & Freeport, off U.S. Hwy. 20)

WE'RE BACK! For all of you who didn't make it to our rodeo last year, come join us this year for a fun-filled rodeo weekend. We'll have our rodeo events, ride-in bike show, trophy girl contest, camping, live music and food and beverages on sale. **THE EASYRIDERS TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRTS!**

JULY 3, 4, 5— 4TH OF JULY WEEKEND EASYRIDERS RODEO—MIDDLETOWN, NEW YORK ORANGE COUNTY FAIRGROUNDS

(I-84 to Hwy. 17 west, to exit 120)

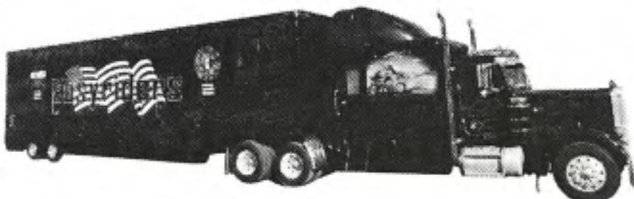
Come join us for some 4th of July fun. We'll have a ride-in bike show, rodeo events, trade show, live music, and trophy girl contest. Food and beverages and camping will also be

available. Along with all this we'll also have a **FIREWORKS SHOW!** **THE EASYRIDERS TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRTS!**

JULY 24, 25, 26— EASYRIDERS RODEO—DETROIT, MICHIGAN MICHIGAN STATE FAIRGROUNDS

(I-75 to State Fair Exit)

We'll have the rodeo along with a great trade show, tattooist, ride-in bike show, live music Friday & Saturday, camping, trophy girl contest and food and beverages on sale. **THE EASYRIDERS TRUCK WILL BE THE ONLY PLACE TO GET YOUR OFFICIAL EVENT T-SHIRTS!**



**FOR MORE RODEO INFORMATION,
SEE CALENDAR ON BACK COVER!**

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.

people who could go inside.

By the end of the two days I was depressed and muttering to myself, and was occasionally taking the trash containers full of cans and overturning them into the trash containers full of paper and chuckling softly. A few more days there I probably would have been sitting in the lotus position off the side of the road and drooling.

The morning that I left I sat on my bike in the jail compound at 7 a.m. and listened to the pleasant sounds of Yosemite Valley at daybreak. At the museum, five chainsaws were caterwauling in harmony, shearing the branches off trees that exceeded the park limit for safe branch growth. A mile away at the tourist lodges lumberjacks with timber saws were tackling the big jobs—whole pine trees that in some future windstorm might come crashing down on an often-evacuated visitor. Hammers were slamming down in reckless rhythms on the roof of the cabin that was to be re-tarred this day—with 100 roofs to go in the days ahead. Air raid sirens were splitting the atoms of the water droplets from nearby Yosemite Falls and giving the surprised eyes of the newcomers a cracked and shattered appearance. In a nearby meadow a child was screaming as a

muledeer buck slowly advanced upon it with its antlers lowered and as the child's parents screamed for a park lesbian—in vain. From the climbing camp loud voices could be heard rolling through the canyons blaspheming what the bears had done to the provisions. The buses and diverse hidden diesel engines—from shrouded machines that never tired—poured deep black plumes slowly upward into the unmoving air. And from everywhere at once the sound of huge bags of aluminum cans being dragged along the asphalt to a bus stop, bags alive with flies and stinking, with loose syrup and congealed salivas from all over the world, crawling with ants and surrounded by bees, which would eventually get pulled onto a tourist shuttle by a ragged park employee with the DTs, get dragged along the aisle where it would eventually get plopped next to a bouncing, swaying Austrian girl who would stare at it in disbelief.

Idling at the tunnel, I turned back in the saddle and looked one more time at the sight that had first greeted my arrival. The scene was one I'd seen a million times before on postcards, calendars, tourist posters, and photography exhibits. But at no time had I ever seen one of those pictures that

could do justice to the place's horrors.

I turned forward and revved the engine harder than I'd ever done and tore straight ahead like I'd finally had a purpose in life.

It took a lot less time to get through the tunnel the second time, but on the other hand I had been going a great deal faster.

When I got to the other side I screeched to a halt and looked back down along the tube, lit with a billion orange overhead lights. It hadn't collapsed from the noise and it didn't look like it was going to.

Oh, well. This was California, and California does have earthquakes. One need never completely give up hope. ●



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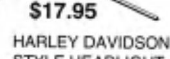
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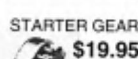
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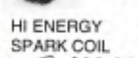
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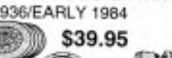
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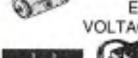
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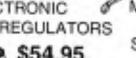
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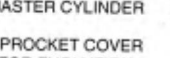
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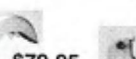
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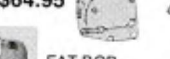
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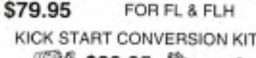
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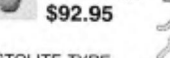
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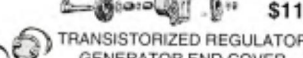
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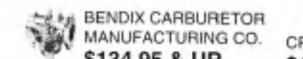
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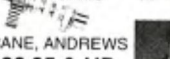
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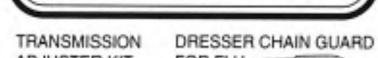
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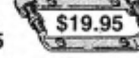
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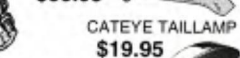
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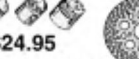
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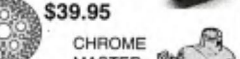
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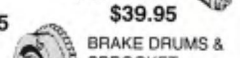
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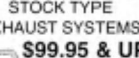
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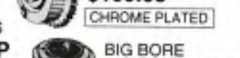
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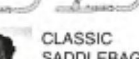
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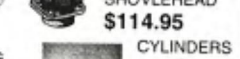
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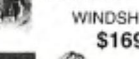
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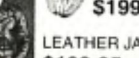
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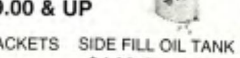
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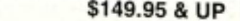
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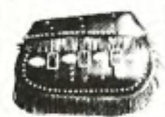
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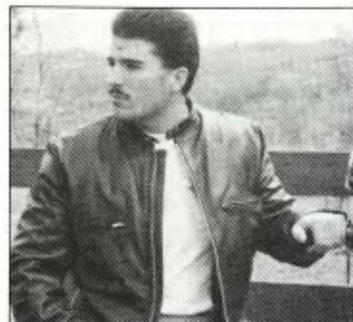
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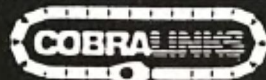
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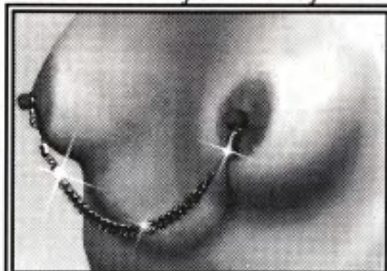
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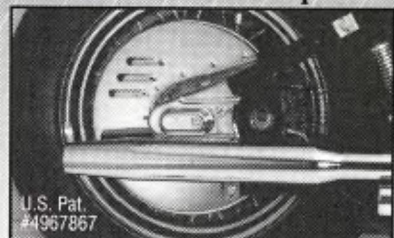
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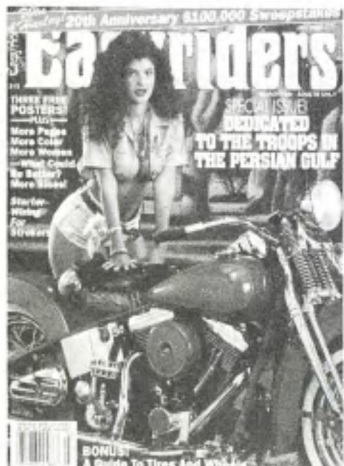
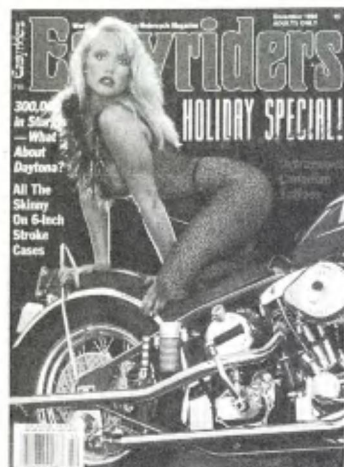
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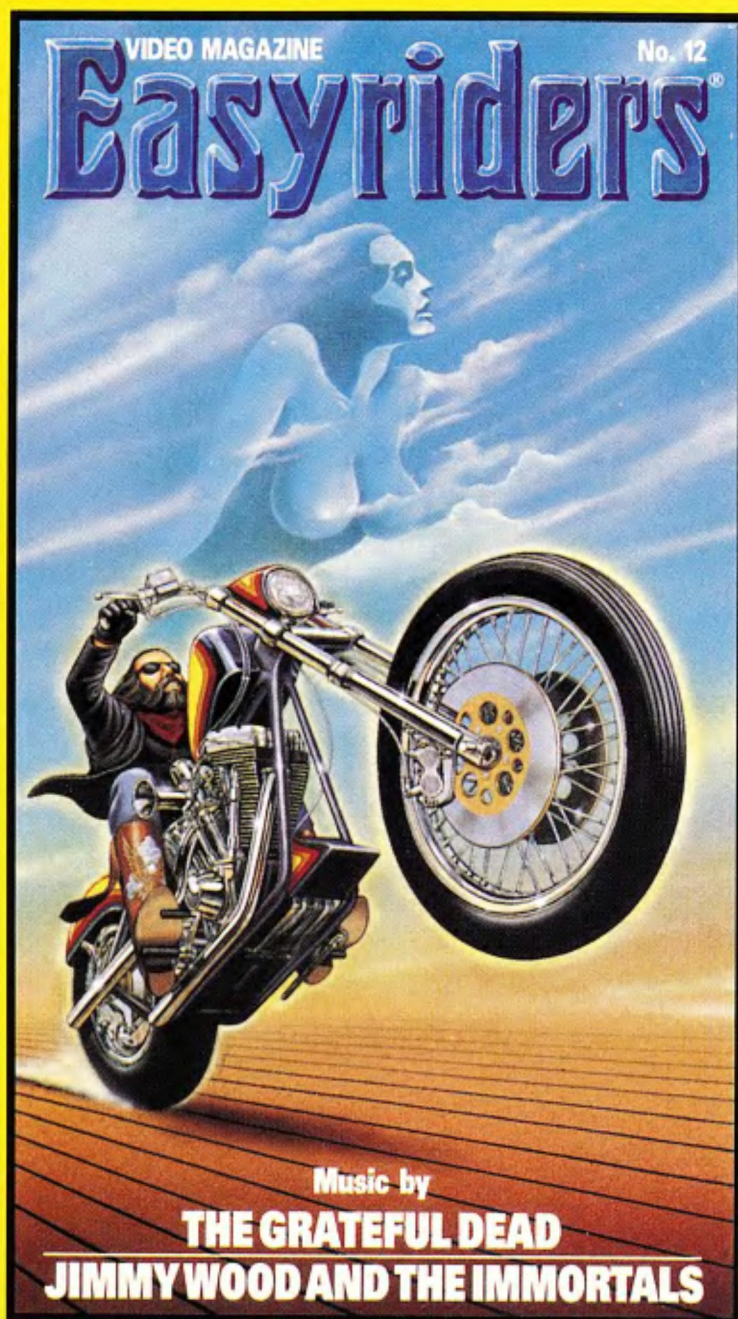
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Easyriders Invitational BIKE SHOW IV



For eight long months, from the sweat-beadin' searin' heat of June, to the frigid, knee-cracklin', arthritic conditions in February, me and my partner had one thing in mind—entering into the *Easyriders* Bike Show in Columbus, Ohio.

The project of buildin' a custom shovel consumed me, holding my family hostage to my dream of representing my talents with the best in the nation. We wanted to show off the work we manage to complete out here in the country, without all the amenities of a full-blown machine shop or the convenience of parts houses on every corner—things you take for granted in the big city.

We're proud of the work we accomplish in our small town, and were anxious to finally get an opportunity to put our talents to the test—thanks to *Easyriders* leaving LaLa Land for the weekend of February 21-23 and coming East. See, we live in an area that seems to be off limits to the fairweather riders of California. Well, for the second year in a row the *Easyriders* bunch consented to come to where the sun don't shine and the skies are cloudy all day, where the roads are slippery and ya gotta be tough as leather to putt during winter.

But, like I was sayin', before I jumped on my high steel horse, me and a lot of other small-time, small-town builders,





were getting a chance to mingle with the best—bike builders whose talents we had admired for years through the pages of this righteous rag, many of them featured in 1991 issues and invited to this prestigious show.

Rolling into Wheeling, West Virginia, our closest metropolis, I was proud to be riding my fresh putt. Long ago, I'd sworn that when I went to the show I would ride—weather be damned. After all, this was fuckin' *Easyriders*, for crissakes, and I wanted to show some class. Luckily, the weather that Thursday was better than could

be expected—40 degrees and clear. With my ol' lady, Amy, chasing my fender in the van, we flew west on I-70 to Columbus, Ohio.

After stopping to warm up in Zanesville, we made the final push into town, where we easily found our downtown hotel, located not 10 minutes from the Veterans Memorial Auditorium. We ate and partied in the bar and made like a second honeymoon before knockin' out. No kids on this trip . . .

At 7:30 on Friday morning we were outside the Vets Hall, ready to get our

space assignment. There were already bikers there. There was excitement steamin' in the chilly air. I checked in my ride with Susan and Lynnyrd—the ladies from the *Easyriders* editorial office who I'd dealt with over the phone for months. All the paperwork, including the check, worked out. Staff people, vendors, bike owners, and the hall's security people, were all milling around trying to look like they knew what they were doing. Most folks there only had two things on their minds—getting their spaces and preparing their bikes. I had a lot more to do than most. I had ridden





there, and it showed. But it seemed to get me some respect, and that was a rush. Especially when a baldheaded bro with a walrus mustache, who turned out to be Dave Perewitz, gave me a compliment about getting there the "right" way.

Keith Ball, the editor, a bro whose work I'd been following for most of my adult life, set me up with my 10 X 10, roped-off space in the center aisle. I was flanked by a mellow Canadian named Wymond, who had a sharp red knuckle on one side, and a Vietnam Vets MC booth on the other. A guy

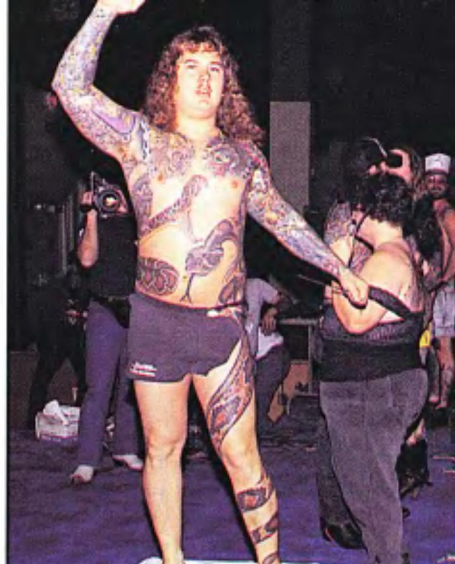
could do worse. I don't think I've ever seen the ol' lady more resolved to get the shovel in prime condition than on that afternoon. I got a real warm glow about bein' a biker that day—and I hadn't even touched my Everclear.

Even though we were competing, there was a strong feeling of camaraderie. It was the brotherhood on call—the reason we had drifted into this strange life in the first place. Men amongst men. It was the classiest group of bikes I'd ever been around, and I was part of it.

Before long the doors opened. It was no longer just the show entrants check-

ing out your ride—it was the public. We kicked back and watched them as they watched us, a routine that would continue for three days. It was a good thing I brought the ol' lady along, it gave me a chance to see what was goin' on at the show. Aside from scopin' out all the other rides, I got some ink laid on me at one of the eight tattoo booths, got to drool over the young hardbellies modeling the *Easyriders* clothing line, chowed a few slices of decent pizza, had my picture taken with the stacked and supple Sylvia, the 1991 *Easyriders* Fox of the





Photos: Steve Coonan, Billy Tinney, Kim Peterson

Year, on the Captain America bike, signed up with the Bros Club, drank a few brews, and nearly picked up some strange, till I remembered the AIDS epidemic, and how good Amy had been the night before.

The weekend flew by. Before we knew it, it was Sunday afternoon, and it was time for the awards presentation. How many votes did I get? Was my bike a contender? A winner? Throughout the weekend people told me how much they appreciated my efforts, and if it wasn't glossy enough to bring home the big bucks, then I could live with it. Corny as it may sound, it

was a thrill to be a participant.

I couldn't complain about the brothers who won, either; they earned it. My "neighbor" Wymond ended up with Best of Show honors. Whatdahell, I walked away with a classy, glass, participant's beer mug—which I'm sure will be a well-used souvenir for years to come.

I had to hand it to the people at *Easyriders*, even if they don't ride in the foul weather conditions we on the Eastern Seaboard have grown used to, they do throw one helluva party. I'll be back next year with a new creation.

—Ferret McCaulsey

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Osprey Ltd.	Restored
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Drag Specialties	Foxy Riders
Chrome Specialties	Knucklehead



INVITATIONAL CLASS

Best Of Show

Amount No. Class

\$5,000	#23	1st - '46 knucklehead
\$3,000	#37	2nd - '69 shovelhead
\$2,000	#44	3rd - '46 Indian Chief

Amount No. Class

\$1,000	#43	1st - shovelhead
\$ 500	#07	1st - blockhead
\$ 300	#18	2nd - blockhead
\$ 500	#101	1st - panhead
\$ 300	# 11	2nd - panhead
\$ 500	# 95	1st - knucklehead
\$ 500	# 26	1st - Sportster
\$ 500	# 59	1st - Reader's Ride

PREVIEW CLASS

Amount Model

\$2,000	1st - 89 FXSTC
\$1,000	2nd - '48 Indian
\$ 500	3rd - '88 FXSTC
\$ 300	4th - '90 Softail
\$ 200	5th - '86 Custom
\$ 100	6th - '84 Softail
\$ 100	7th - '91 FLHST
\$ 100	8th - '68 FLH
\$ 100	9th - '86 FXSTC
\$ 100	10th - '48 Indian
\$ 100	11th - '90 Her. Softail
\$ 100	12th - '59 Duo-Glide
\$ 100	13th - '47 Indian
\$ 100	14th - '61 Sportster
\$100	15th - '83 (Harley/Indian)

COLUMBUS TATTOO SHOW

- 1st George Cassell
- 2nd Steven Graves
- 3rd Juli Moon
- 4th Michael Lamkin
- 5th Brian Carney
- 6th Scott Martin
- 7th Christi Meyer
- 8th Star Geib
- 9th Steven Franklin
- 10th Denise Henson
- 11th Destiny Moore
- 12th Erin Litteral
- 13th Dan Haggard
- 14th Joe Piele
- 15th Heather Gyekenyesi

- Kensington, N.H.
Crawfordsville, Ind.
Seabrook, N.H.
Crawfordsville, Ind
Piketon, Ohio
Columbus, Ohio
Florence, Ky.
Grafton, Ohio
Columbus, Ohio
Portsmouth, Ohio
Scottsville, Ohio
Piketon, Ohio
N. Webster, Ind.
Pittsburg, Pa.
Maple Heights, Ohio

Winner
Wymond Walkem
Georgetown, Ontario
Dick Clark
Chattfield, Ohio
Brad Mullins
Oceanside, Calif.

Winner
Tom Langbeen
Dolton, Ill.
Mark Shadley
Hanson, Mass.
Rob Rossbach
Cleveland, Ohio
Dan Hawkins
Sellersville, Pa.
Jeff Hall
Kernersville, N.C.
Smitty
Flat Lick, Ky.
Rod "Boy" Rojas
La Puente, Calif.
Ron Mapes
Rochester, Mich.

Winner
Geary Kuhler
Independence, Mo.
Glenn Hartzell
Bechtelsville, Pa.
Ron Carroll
Murfreesboro, Tenn.
Philip Bates
Clinton, Md.
Bob McKay
Shallow Lake, Ontario
John Hoffarth
Kitchener, Ontario
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New Windsor, Md.
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Morris
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Gary L. Thorla
Columbus, Ohio
Jon Dalton
Musselman Lake,
Ontario

AMERICAN IRON
AMERICAN HEROS
AMERICAN MOVIE

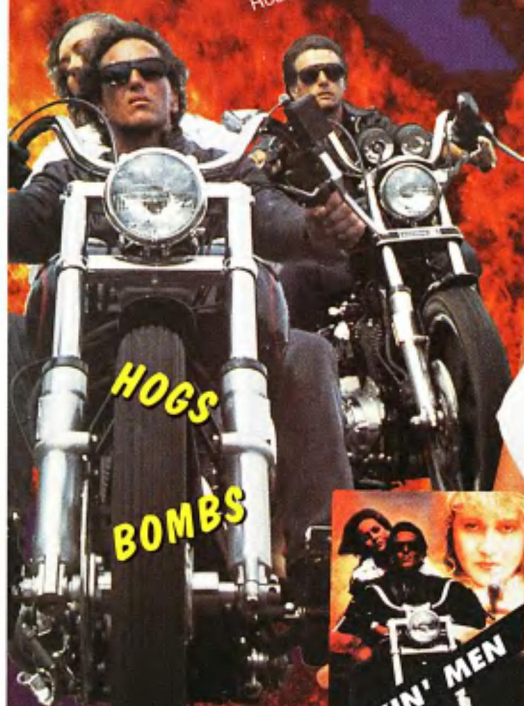
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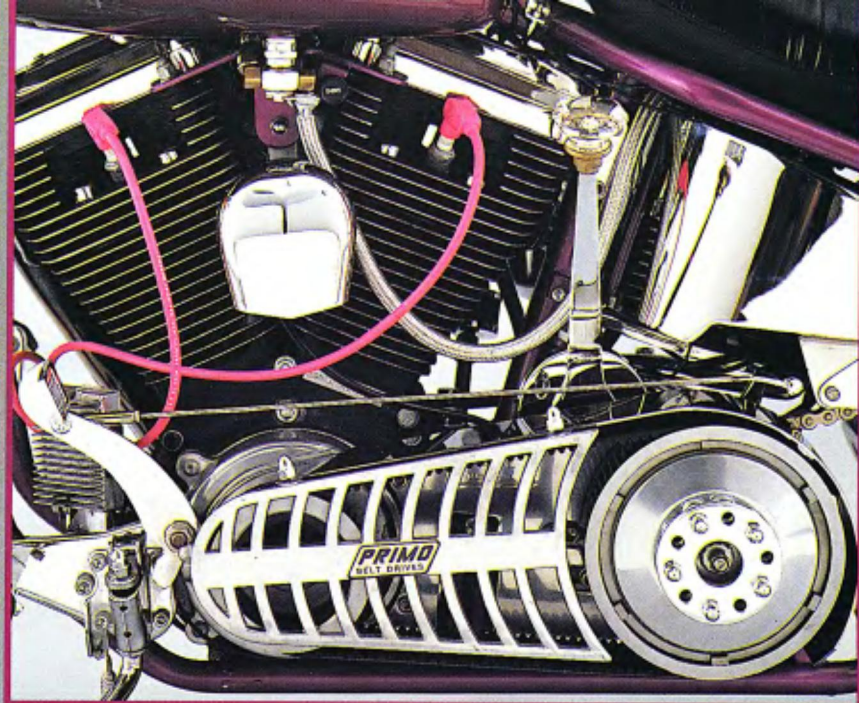
PURPLE PAS

Just A Blur Of Grape

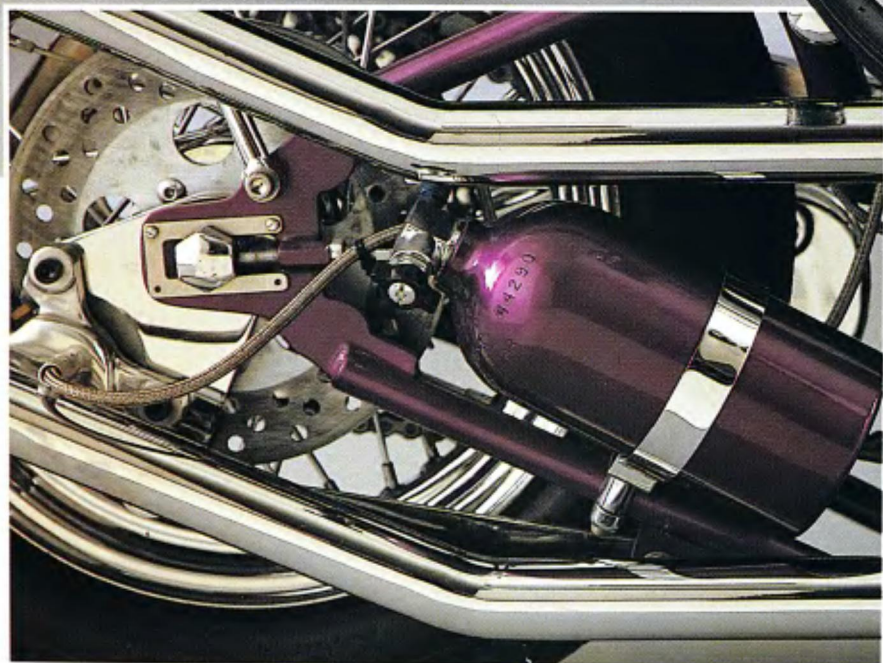
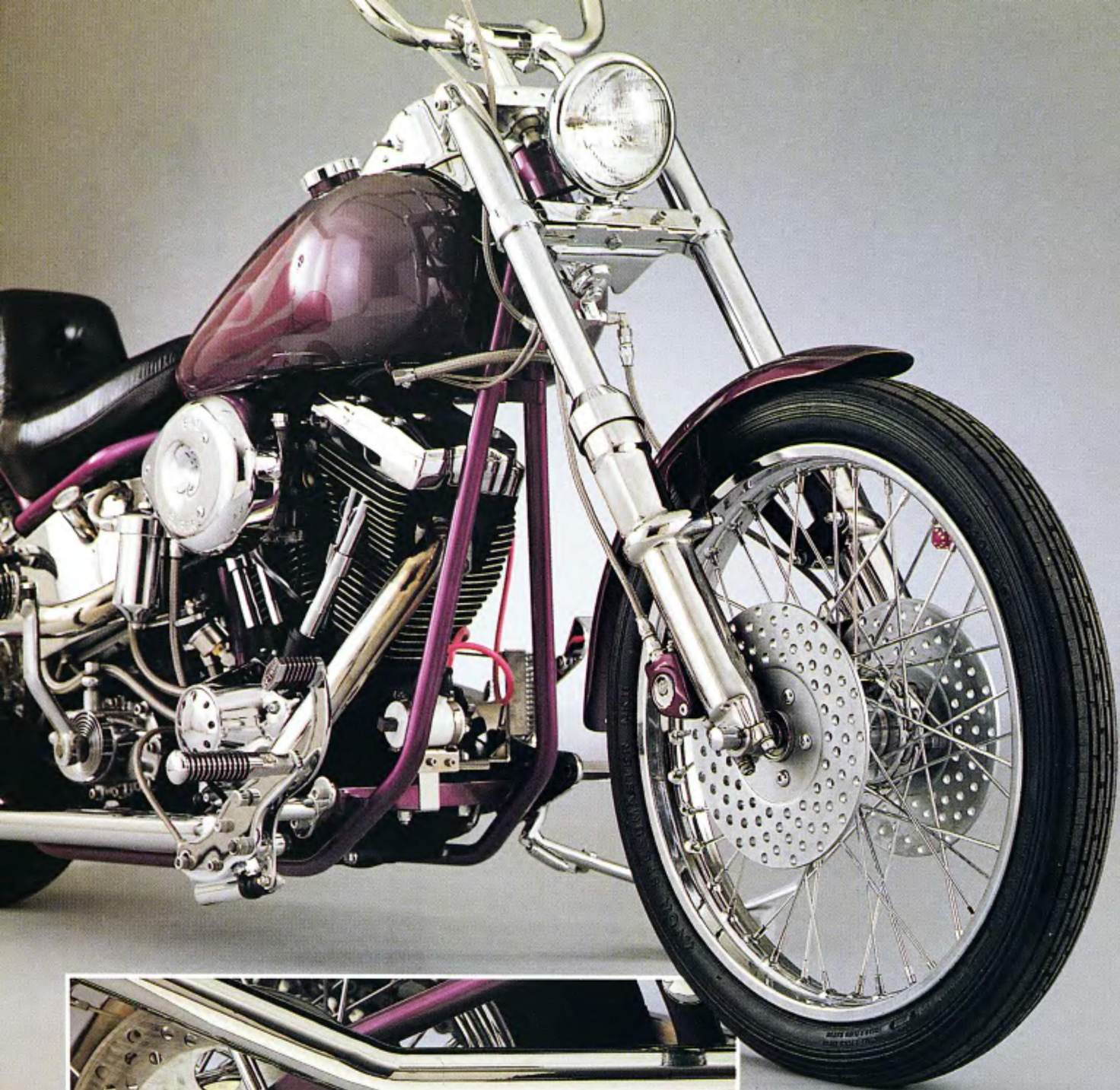


SION

Photos: Chuck Emery



I don't know about you, but it gripes my ass to see a mom and pop motorcycle duo tearin' up the Tarmac on brand-new, color-coordinated Gold Wings. There they sit at the stoplight, astride matching blue-green stock Hondas, with large, fiber glass tour packs bolted to the rear fender.



With their noses held high in the air, the bikes' owners sit with pride, resplendent in their identical turquoise jumpsuits (with char-
trreuse piping along the sleeves and legs, of course) and orange met-
alflake helmets, talking back and forth to each other via their in-hel-
met CBs, and all the while obliv-
ious to their own ridiculousness.

If you're like me, one reason for the negative reaction (besides the brutal assault on your eyes) is the conviction that these "recreational



riders" strolled into the local Jap bike shop one day and just wrote a check for all this crap. Another thing that bothers me is that neither the bozo nor the bozette could replace a needle valve (or even a master-link) if you held a cocked .45 on 'em and told 'em either they get their hands dirty or they're headin' for that great retirement home in the sky.

The closest either of these clowns has been to a wrench was during a stroll through the Craftsman section of Sears, while searching for thumb-

tacks. The greasiest the guy's hands get is when he and the ol' lady order a Tub-O'-Chicken every Friday night. The only chrome he ever shines is his balding noggin, and the only tit he squeezes feels like a Glad leaf bag filled with old 60-weight. You think this guy gives up his evening beer allowance to save for a new front brake? Hell, he scrawls another check, has a slick Jap-trained mechanic install and adjust it, then drives off toward more adventures in Spandexland.

Well, if you share any or all of these feelings, then ya gotta admire this scoot from Super Dave's Custom Cycles, situated smack in the middle of America's breadbasket (or kidney belt . . . I'm not positive), Altoona, Iowa.

Owner Dave Ables assembled this purple prize while knocking down a whopping six bucks an hour, wrenching in a local bike shop. With that kind of money to live on, every spring, nut, and bolt becomes significant, and the pur-



Owner: Super Dave Ables		City: Altoona, Iowa	
General		Frame	
Fabrication by: Super Dave's Custom Cycles		Year: 1990	
Year and make: 1990 S.D. Custom		Builder: Santee	
Model: rigid Evolution		Type: rigid	
Value: \$18,000		Rake: 33 degrees	
Assembly by: Super Dave		Stretch: 2 inches	
Time: 4-1/2 months or years		Other alterations: molding	
Chroming by: Brown's		Accessories	
Engine		Bars: 18-inch apehangers	
Year: 1990		Risers: 4-1/2-inch Drag Specialties	
Model: Evo		Fenders: Super Dave's	
Rebuilder: Super Dave		Headlight: CCI	
Ignition: 8000 Screamin' Eagle		Taillight: tombstone	
Displacement: 80 or so cubic inches		Speedo: CCI	
Lower end: H-D		Front pegs: CCI, O-ring	
Balancing: stock		Rear pegs: CCI, O-ring	
Pistons: stock or so		Electrics: "Super" custom	
Cases: H-D		Gas tank: 3-1/2-gallon fatbobs	
Heads: flowed and polished		Oil tank: Santee	
Cam: Screamin' Eagle		Oil system: custom braided	
Lifters: hydraulic		Primary cover: Primo/custom	
Carb(s): Federal, CV		Seat: Mustang pillow	
Air cleaner: S&S Super		Sissybar: Jammer	
Pipes: Santee upsweeps		Height: 36 inches	
Muffler(s): never		Material: 9/16-inch round	
Transmission		Forks	
Modifications: Andrews gears		Type: wide glide	
Year: 1990 special		Extension: 2-inch over stock	
Shifting: jockey		Builder: H-D	
Engine sprocket: belt drive		Special features: chromed	
Trans sprocket: 24-tooth		Wheels	
Wheel sprocket: 51-tooth		Front	Rear
Painting		Size: 21-inch	Size: 16-inch
Molding: Rod Garage		Hub: CCI	Hub: CCI
Painter: Rod Garage, Jay Levden		Rim width: 2-1/4-inch	Rim width: 3-1/2-inch
Color: candy purple over silver		Tire: Avon	Tire: Kenda
Type: urethane, House of Kolor		Brake: H-D	Brake: Wilwood
Special paint: pearl over black flames			
Other special modifications: nitrous oxide fogger system by Dick "Shovelhead" Curry. Every other modification imaginable and some that aren't			

chase of a major part can mean extra hours moonlighting at the all-night Self-Serve Gas-A-Rama and drinking plain wrap beer.

As far as we know, Dave didn't pump gas to finance this custom beauty. But nonetheless, there it is, breathing nitrous oxide and belching unbaffled Harley-Davidson explosions as it cuts a swath along the miles of smooth roads running through the vast Iowa cornfields. Yeah, Dave worked long and hard

to produce this "Workingman's Bike," a true testament to biker determination.

Dave's determination has paid off, too—in his early 20s, he already owns his own custom shop and has taken home a number of first-place trophies in bike shows.

If Dave's work on the scooter you see here is any indication, he's gonna have to make room for more of those first-place trophies.

—"Pop" Clutch



COMIN' AT YA



▼ IN THE WIND

Drop the kickstand, set a spell, and get yer eyes focused for Bike Week at Daytona Beach, Florida. In the September issue of *Wind* we've captured all the spring fling fun, sun, runs, and buns, you've come to expect from the biker's

winter getaway bash. Two-hundred thousand bikers can't be wrong, right? 'Course that ain't all. *Wind* wouldn't be the righteous rag it is without your talented input and unique photo contributions. On sale June 9



▲ BIKER

Biker's next bad-assed bi-monthly will be the drool-producin' October issue. Our policy is maximum tittage, and we're sticking to our guns and packing in all the bare breasts we can get our hands on. Our format includes: 8 events, 5 bike features, all-Harley drag coverage, fiction, notes from locked-down bros, advice from Mutha, and did I mention tits? On sale July 9

◀ Easyriders

The August issue is as hot as exhaust pipes after a 500-mile run in the desert. It's our pre-Sturgis special with guides to what to do, where to party, and who to call in case of a breakdown. Also in this issue: a guide to big tires for Softails and FXR frames, Bandit's custom is launched, coverage of the Farmington Drags, and a party at the York, PA, plant. Tie it all up with the hottest bikes and babes in the universe, and you've got an issue not to be missed. On sale June 6



▲ TATTOO

You won't believe the collection of inkwork that's going to be coming at you in the September issue of *Tattoo*. We've got coverage of the giant *Easyriders Tattoo Show* in Columbus, Ohio, including all the winners. We're also dropping in on the National's huge convention at the Meadowlands. You don't want to miss all the great tattoo art featured. On sale July 7

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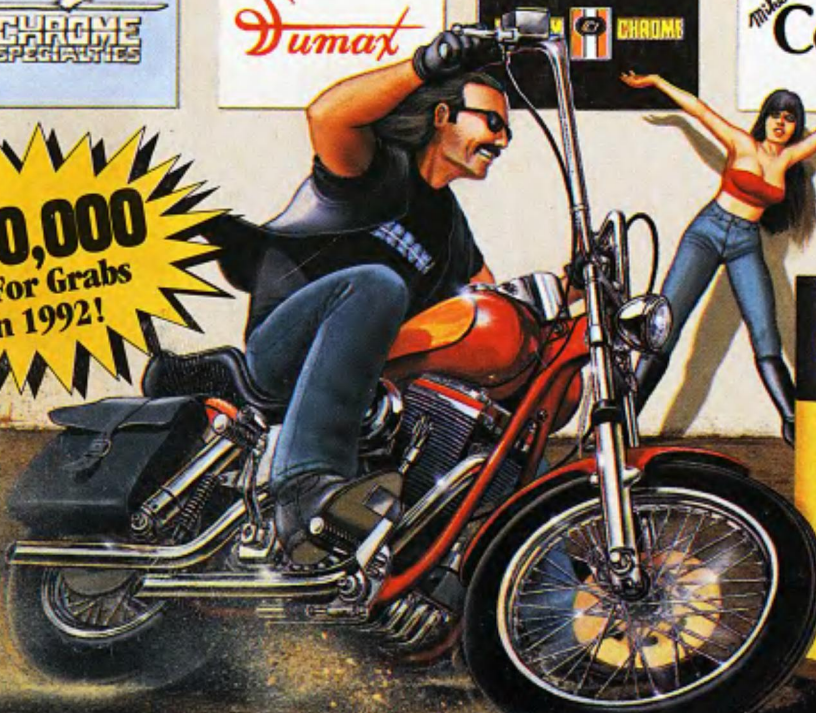
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July 3-5 New York
July 24-26 Michigan
July 31-Aug. 2 Penn.
August 14-16 Iowa
Sept. 4-7 Ohio
Oct. 9-11 Nor. Cal.
Oct. 16-18 So. Cal.



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)

Fireworks!
Fireworks!
Fireworks!

July 24, 25, 26
Detroit, Michigan
Michigan State Fairgrounds

(Take I-75 to State Fair Exit)

July 31-Aug. 2
Prospect, Pennsylvania

Butler Fairgrounds

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

Aug. 14, 15, 16
Boone, Iowa

Boone 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

Oct. 16, 17, 18
Lancaster, California

Antelope Valley Fairgrounds

(Hwy. 14 north, to Ave. I Exit, right)

Bike Show • Trade Show • Trophy Girl Contest • Camping • Live Music • Tattooist*



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